

S.No. 177

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2009/CE-II/Accident/Policy

New Delhi, dt. 09/02/2016

General Manager,
All Zonal Railways.

Sub: Prevention of Derailment of container flat wagons.

The cases of derailments of container flats occurred in different yards, while negotiating reverse curves due to multiple crossovers/turnouts, longer length of crossovers etc., have been reported by Zonal Railways. In majority of cases, inability of these wagons to negotiate reverse curves due to peculiar yard layout has been indicated as cause for derailment. The Container Flats normally move in 5 wagons Consist, in which rigid coupling in the form of slack free draw bar coupler are provided at the internal end of the end flats and at both ends of the middle 3 container flats. The rigid coupling (more rigid than normal CBC coupling) in a Consist of 5 flats has a tendency to remain straight. Hence, the wagons naturally exert significant lateral force at the wheel flange level while negotiating the cross-overs/series of turnouts while entering/exiting the yard.

The negotiability of these Consists over such loops and ladder type locations (is to be) assessed afresh by RDSO. Till such time the studies are completed, it has been decided that **operation of container wagon on second and subsequent loops may be restricted.**

Zonal Railways shall check the layout of yards in their territory and fix the routes for movement/stabling of BLC/BCLC wagons in such a way that negotiation of multiple crossovers leading to formation of reverse curves is avoided.

The negotiation of multiple crossovers/reverse curves by EUR rakes loaded with 20 rail panels may also lead to unsafe conditions on account of rigidity imparted by loaded 20 rail welded panels. Similar action shall be taken for these rakes also.

The exercise shall be completed by 15.03.2016 and routes for movement of such rakes (BLC/BCLC and loaded EUR rakes) shall be fixed to prevent any chance of derailment. Such restriction should be notified in station working rule of relevant station and working Time Table. These restrictions should also be given wide publicity through crew lobby, traffic control etc.

This is issued with the approval of Board (ME).



(Satish Kumar Pandey)
Exec. Dir. Civil Engg. (Plg.)
Railway Board

Copy to: DG/RDSO in reference to RDSO's letter No. CT/Container/BG/MG dated 09/10.11.2015 for arranging necessary studies on priority.