

सं/No. 2020/Track-I(P)/EUR

दिनांक/Dated: 05.04.2023

**PCEs, All Indian Railways.  
CAO/Cs All Indian Railways.**

**विषय/Sub: Handling and unloading precautions for End Unloading Rakes  
(EUR).**

**संदर्भ/Ref:** RDSO letter no. CT/Rail Handling, dated 05.11.2014 and  
09.02.2023.

1. In regard to the above mentioned subject and reference, guidelines for handling and stacking of Rails (CT-35) for 90 UTS and above grade rails were issued vide letter under reference dated 05.11.2014. Subsequently, due to the introduction of R350HT grade Rails on Indian Railways, Revised "Guidelines for handling and stacking of rails (CT-35), February, 2023", has been issued vide letter under reference dated 09.02.2023.
2. The issue of improper rail unloading recently came up on some of the Zonal Railways which in turn, created unsafe situation for movement of trains. Para 2.3.2 of RDSO's GUIDELINES FOR HANDLING AND STACKING OF RAILS February-2023 (No. CT-35) stipulates general principles to be followed for unloading of long rails panels from EURs, is reproduced below:

**2.3.2 Unloading of long rail panels from EURs:**

*For unloading of long rail panels from EUR, following general principles should be followed. In addition to these general guidelines, any of the specific instructions issued by OEMs should also be followed.*

*a. With Conventional Rail unloading arrangements requiring hole at panel ends:*

*(i) Unloading of rails from the End Unloading Rake(EUR) shall be done in traffic block.*

*(ii) The unloading shall be started from top layer panels. The protective rail and flap door of bulk head shall be opened during block only for the layer to be tackled. Once all the rails of that layer are unloaded, next layer door shall be opened for unloading.*

*(iii) Rail panels should be tied with manila rope/slings with the help of HTS bolts through the holes provided at the end of panels. Only tested slings shall be used for unloading of welded panels.*

*(iv) Rope should be passed through the arrangement fixed in ramper and threader wagons attached at the end of EUR rake to prevent rails from bending while unloading.*

*(v) Height of rammers should be adjusted/ maintained with respect to the layer of rails being unloaded and it should be decreasing towards end of wagon. The height of ramper to be so adjusted that a smooth slope can be provided to the panels to be unloaded.*

*(vi) Other end of manila rope should be tied to any fixed structure capable of pulling rail load and allow the rake to move forward at very cautious speed not exceeding 15kmph so that in the event of any unusual/unsafe situation the rake can be stopped immediately.*

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(vii) Rail panels at equal distances from center line shall be unloaded. Eccentric unloading or unloading from only one side of BFR is strictly prohibited.

(viii) Just before complete unloading of first pair of rail panel, the rake should be stopped and next rail panel to be unloaded is tied with the near end of rail panel partially unloaded, with rope. Then, the rake should be moved forward to unload next rail panel. This process is to be continued for unloading of successive rail panels.

(ix) The EUR rake shall never be moved backward during unloading.

(x) The EUR rake shall not run either backward or forward with open door of bulk head in any circumstance except in block during unloading.

(xi) In case, traffic block is to be cleared before complete unloading of rake, the clamps for layers, where rail panels are left shall be re-fixed properly before movement of rake to avoid any chance of movement of panel during run.

(xii) Unloading shall not be undertaken at locations having vertical clearance less than 4500 mm from rail level to the fixed structure.

(xiii) Unloading of rail panels shall not be undertaken in platform area and on ballast-less open web girder bridges.

(xiv) Unloading of panels should be arranged in such a way that turnout and cross-overs are avoided.

3. In addition to above, Para 2.3.2 of RDSO's GUIDELINES FOR HANDLING AND STACKING OF RAILS February-2023 (No. CT-35) for unloading of long rails panels from EURs, following points should also be observed during movement/working of EUR:

- i. Loading and unloading shall be done under the supervision of an Engineering Official not below the rank of SSE (P. Way) who will be personally responsible for working of EUR (i.e., loading/ unloading of panels and safe running of the train).
- ii. After availing any loading/unloading block, the Engineering Official accompanying the EUR will give a certificate in writing to the Station Master that the rail panels have been loaded/ unloaded safely and the section is free from all obstructions for the safe passage of trains. Further, he will also certify that this rake is safe to move further for next block or going to any other stations and the rail/panels are properly secured.

4. Railways are advised to strictly follow the instructions as stipulated above and specified in RDSO's GUIDELINES FOR HANDLING AND STACKING OF RAILS February-2023 (No. CT-35) for unloading of long rails panels from EURs.

  
05.04.23

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