भारत सरकार **GOVERNMENT OF INDIA**
रेल मंत्रालय **MINISTRY OF RAILWAYS**
(रेलवे बोर्ड **RAILWAY BOARD**)

No. 2012/M(N)/951/35

रेल भवन, नई दिल्ली- 110001, तिथि
Rail Bhavan, New Delhi-110001, **Dated 01.08.2019**

Pr. Chief Mechanical Engineers
All Indian Railways

Sub: Train partings: Precautions and special measures to be taken during examination, ROH, Sick line attention & POH.

In a recent case of train partings on CR, the preliminary findings indicate that the train parted due to CBC working out after the yoke pin support plate had fallen down. It was also found, out of six rivets yoke pin support plate, two had already fallen down much before the parting and three more were old breakage cases in which the rivets have broken near its head.

The case indicates that during the incentive examination of the rake the fact of two missing rivets and three broken rivets got over looked. This amounts to a serious lapse in the precaution to be taken during train examination. Also, since the wagon POH was of March '18, the quality of rivetting also is suspect.

All examination depots on your railway, sick lines and ROH depots be asked to undertake special drive for the next one month for the following activities:

(a) In all train examinations, a special look out should be maintained to find cases of missing rivets/huck bolts and loose rivet/huck bolts of the yoke pin support plates
(b) In wagons turned out after ROH or sick line attention, special checks will be carried out for ensuring availability and proper fitment of all rivets securing CBC draft gear and its other components.
(c) In wagons turned out after sick line attention and ROH, special checks will be undertaken to ensure proper working of CBC lock and its creep mechanism including operation handle.
(d) Train examination gangs should invariably ensure repair and in cases where the repairs are not feasible during examination time, the wagon must be detached and taken for sickline attention.
(e) In all POH shops, the quality of rivetting needs to be given special attention. Whereas, RDSO drawings are available, rivets should be replaced by Huck-bolts and use of conventional rivetting avoided.

The action taken with respect to above drive should be advised and report be sent by 09/09/2019 to this office.

(AJAY NANDAN)
Exec. Director Mech. Engg. (Fr)
Railway Board

Copy to:
DIR/NCO - To ensure that all NTXRs maintain alertness towards this drive at their locations.