Pr. Chief Mechanical Engineers  
All Indian Railways  

Sub: Overhauling/Repair of Draft Gears (DGs), CBCs during POH/ROH  
Ref: Board’s letter No.2016/M(N)/172/1 dt.27.05.2016  

From time to time railways have been advised to ensure that all draft gears are compulsorily dropped for inspection, repair and overhauling during POH activity. Dropping of draft gear essentially requires removal of CBC and use of suitable advice for compressing and taking it out. However, it is noted that on many workshops as well as ROH depots/sick lines, during removal of CBC and draft gear, a hole is being made on the floor/under frame top to facilitate removal of yoke pin. There have been cases where such holes have not been properly blocked after POH/repair, which has also led to train parting in some cases.

(1) It is advised that the practise of cutting hole in the centre sill/under frame floor of removal of yoke pin is to be stopped completely forthwith by all POH shops and ROH depots/sick lines.
(2) In all cases of CBC and draft gear removal, the yoke pin is to be taken out after removing the yoke pin support plate.
(3) This would essentially mean that rivet/huck bolt for yoke pin support plate shall necessarily be newly fitted after each POH.
(4) NTXRt posted at POH shops and ROH depots shall be checking this aspect and shall compile and make monthly report on wagons turned out after POH without replacing of yoke pin support plates’ huck bolts/rivets. NTXRt will also compile a report on number of wagons in which the hole has been cut in the centre sill/under frame floor during POH/ROH repair for removal of yoke pin.
(5) With effect from 01.03.2020, non replacement of rivets of yoke pin support plate and yoke support plate during POH shall be treated as NTXR rejectable defect.

Necessary action may be taken on the railways as per above.

(AAY NANDAN)  
Exec. Director Mech. Enng. (Fr)  
Railway Board  

CC:  
DIR/NCO