

**East Coast Railway**

Office of the  
Pr. Chief Safety Officer  
East Coast Railway  
Bhubaneswar

No. ECoR/SFY/ 67/914.

Date 13.12.2024

**Safety Circular No. 15 /2024**

**Subject: Prevention of Un-Coupling of CBCs in Freight Stock.**

Recently a number of CBC un-coupling cases are reported in freight train in ECoR territory. Un-coupling of CBC is a potential threat to safe train operation and can cause serious accidents. In view of this it is desirable to ensure proper examination and maintenance of CBCs in order to minimize occurrence of incidences of CBC un-coupling. Hence following instructions are being issued which are to be ensured during the examination and maintenance of CBCs

Sl. No.	Instructions
	<b>During Yard and Sick Line Examination</b>
01.	Operating Handle should be in its correct geometric shape and should be free from bends. Operating Handle should properly sit in Bearing Piece.
02.	It is to be ensured that there is no excessive wear in Anti Rotating Lug. Anti Rotation Lug should not be round.
03.	It is to be ensured that there is no excessive wear in the Bearing Piece Slot.
04.	It should be ensured that there is no excessive play between the Anti Rotation Lug and Bearing Piece Slot.
05.	It is to be ensured that the Bearing Piece Pin is properly welded to Hanger Bracket.
06.	It is to be ensured that the Hook End of Operating Handle is properly engaged with Lock Lift Lever Connector.
07.	It is to be ensured that all the components of Lock Lift Assembly such as Toggle Lever and etc are fitted properly.
08.	It is to be ensured that the Anti Creep Lug of Lever Connector is not worn out.
09.	It is to be ensured that the distance between the bottom of the CBC Head and Anti Creep Lug is within prescribed limits.
10.	It is to be ensured that the variation between the CBC heights of adjacent wagons is within the permissible limits.
11.	It is to be ensured that the Knuckles are in good shape. Only standard Knuckle Pins are to be used and should be secured properly.
12.	It is to be ensured that the CBC Projection is within permissible limits.
13.	It is to be ensured that the Operating Handle Safety Bracket is welded properly.
14.	It is to be ensured that the Auxiliary Anti Creep Lug is not worn out.
	Condition of Yoke Pin Support Plate checked for wear and corrosion. Its rivets should be intact.
15.	Coupler Head and Knuckle should be checked for cracks.
16.	Yoke should be checked for cracks.
17.	Draft Gear should be checked for damages.
18.	Coupler Body to be checked for cracks.

19.	CBC components should not be lubricated or painted over on.
	<b>During ROH</b>
01.	CBC Contour to be check using prescribed gauges. Replace, if required.
02.	Knuckle Stretch and Nose Wear to be checked using prescribed gauges. Replace, if required.
03.	Shank Wear Plate to be checked for wearing and corrosion. Replace, if required.
04.	Condition of CBC Draft Gear, Yoke Lock, Stopper Rivets and Yoke Pin Support Plate Rivets and Striker Casting Wear Plates.
05.	Correct CBC height to be ensured.
06.	Condition of Knuckle Pin, Lock Lift Assembly, Knuckle Thrower, etc should be checked. Replace, if required.
07.	It is to be ensured the Draw Bar Projection is within limits and Draw Bar Springs are tight.
08.	Check for bent and damages in Operating Lever. Rectify, if required.
09.	Check the Anti Creep Mechanism.
10.	Check the Front and Rear Stoppers for damages.
11.	Check the Draft Gear for damages.
12.	Check the Yoke for excess wear.
13.	None of the coupler component should be lubricated or painted over on.
14.	Check all the components for damages. Replace if required.

Officers and supervisors are advised to counsel staff and monitor the strict adherence of the instructions in letter and in spirit and ensure that no short cuts are allowed under any circumstances. Inspecting officers should cross-check the implementation of above instructions.

(S. K. Mishra)  
PCSO/ECOR/BBS

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1. Secretary to GM/ECOR for information of GM/ECOR, please.
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