भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय /MINISTRY OF RAILWAYS
रेलवे बो र्ड/(RAILWAY BOARD)

No. 2010/M(N)/60/10 Pt.II **New Delhi, dated** 25 .8.2015

The General Manager
All Indian Railways

Sub: Joint Procedure Order for the running of freight trains with twin pipe brake system

Working of freight trains on twin pipe brake system improves the operational efficiency and the average speed of freight trains, as the brake releasing time is lesser. Data reveals that twin pipe brake system also results in a reduction in train parting cases.

Some of the railways have reported that many of the rakes that had been turned out with twin pipe brake system after examination were returned with single pipe working, the main reason for which was due to the FP Hoses being disconnected. Besides, non-availability of loco and brake vans having twin pipe brake system, etc. have also been cited as reasons for twin pipe rakes working on single pipe.

In view of the facts stated above, the following action needs to be taken:

1. The field operating staff may be directed to ensure that the twin pipe rakes should work on twin pipe brake system and the FP hoses should be reconnected, if they were disconnected for unloading.

2. In case of defective / deficient feed pipe, the crew should be instructed to replace with the feed pipe available in the loco. In case feed pipe in wagons is deficient / damaged and cannot be attended by crew, assistance of TXR staff should be sought at the first available opportunity and an endorsement should be made on the BPC to this effect.

3. The following stamp shall be provided on the BPC of twin pipe rakes at the time of examination/issue of BPC by TXR:

This rake is fitted with twin pipe air brake system **FP Pressure in Loco .....Kg/cm^2** **FP Pressure in Brake Van..... Kg/cm^2**

4. An item should be added to the list of items to be checked during GDR checks circulated vide Railway Board's letter No. 2005/M(N)/951/13 dated 08.02.06 as follows: ***"the rake should be cleared with twin pipe brake system if BPC has endorsement as twin pipe, subject to a compatible loco being attached to the train".***

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5. Whenever the rake is maintained by TXR as a twin pipe rake, the Pool ID of the rake in FOIS shall be entered with a suffix of "TP" so that the users of FOIS are aware that the rake is twin pipe. This suffix of "TP" shall be entered into FOIS based on a certificate issued by TXR.
6. All cases wherein twin pipe rakes have to be operated in single pipe shall be flagged on FOIS by control based on message conveyed by Train crew. The report should be should be perused by operating and mechanical officers in the Divisions and Zonal Headquarters for taking suitable corrective action.
7. Frequent surprise checks should be carried out by the Railways and the flying squads of IRCA so as to ensure that the twin pipe rakes are actually working on twin pipe in the field.
8. The FP gauge along with adopter shall be provided to the Guards as a personal store.
9. Locos having twin pipe air brake system in operational condition should be provided for working the twin pipe rakes.
10. **Non-availability of twin pipe brake van** : As far as possible, the brake vans having the provision of twin pipe air brake system should be provided for working the twin pipe rakes. However, in case of non-availability of twin pipe brake vans, the train should work with twin pipe brake system upto the last wagon ahead of the brake van and the brake van may be with single pipe brake system. Such rakes shall be treated as twin pipe rakes for the purpose of entry of Pool ID in FOIS. However, it shall be ensured that the feed pipe (F.P.) hose couplings are connected to form a continuous air passage from locomotive to last wagon ahead of the single pipe Brake Van. The following point shall be ensured at the originating station/C&W examination point:

    (i) Suitable arrangement shall be used by SSE/C&W for checking of feed pipe pressure at the tail end of the last wagon (before single pipe Brake Van) & to ensure that the feed pipe pressure is not less than 5.8 kg/cm^2.
    (ii) After checking of feed pipe pressure, it is to be ensured that the cut off angle cock of feed pipe of last wagon is in closed condition.
    (iii) Other general guidelines for operation & examination of twin pipe air brake system of complete train as per amendment No. 3 of Jan'2010 of G-97 are to be followed.

(Ref: RDSO's letter No. MW/APB/TPM dated 29.07.15)

This issues with the approval of Board (MM and MT).

(A.K. Behera)
Executive Director /Traffic Trans. (S)
Railway Board

(Ajay Nandan)
Exec. Director Mech. Engg. (Frt)
Railway Board

C/-

(i) **CMEs & COMs/All Indian Railways)**
(ii) **Adv.EE/RS, Railway Board**) for information and necessary
EDME(Tr)/Railway Board) action.
(iii) **GS/IRCA, New Delhi.**

Please discuss 25/9/15

Ministry of Railways Railway Board Enclosure Date of 26/09