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

No. 2010/M (N)/60/1 Pt.II

रेल भवन, नई दिल्ली- 110001, तिथि
Rail Bhavan, New Delhi-110001, **Dated 10.10.2018**

The P.C.M.Es
All Indian Railways

Sub: **Running of freight trains with twin pipe air brake wagons**
Ref: 1) Board's letter No.2010/M(N)/60/10 dated 25.08.2015
2) Board's letter No.2014/TT-I/27/06 dated 17.04.2017
3) Board's letter of even number dated 18.08.2017

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Joint Procedure Order (JPO) for running of freight trains issued vide Board's letter under reference (1). Subsequently, it has been observed that trains, for which BPC with endorsement of twin pipe working has been issued, continue to be operated in single pipe as the operating staff at many terminals (loading/unloading) are still not following the practice of connecting brake and feed pipe through the length of such trains. Instructions have already been issued vide Board's letter under reference (2) that operating staff should be instructed to couple both feed and brake pipe whenever the train has BPC with endorsement of twin pipe working. Also the Loco Pilots and Assistant Loco Pilots are to insist on feed pipe pressure to be formed in all cases where BPC has twin pipe endorsement.

Accordingly, it is advised that a one month special safety drive be started on all railways for ensuring twin pipe working. During this special safety drive, the following be ensured:

i) At every location where train examination staff is available, trains having BPC endorsed for twin pipe working should be checked on surprise basis by TXR staff. Wherever the train with twin pipe endorsement is found to be working with single pipe the matter should be reported through control message to the concerned Crew Controller as a violation of a BPC condition.

ii) The concerned Crew Controller be advised to take suitable measures so as to ensure that the Loco Pilots are suitably advised/counselled to avoid violation of the BPC condition with respect to twin pipe working of the train.

iii) A report should be sent to this office at the completion of the drive, which should indicate the location wise no. of trains checked, no. of trains found to be working with single pipe in violation of the BPC condition. Also the report should include the action taken for advising such violation to the concerned Crew Controlling Officer.

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

SN-149/128/2
FR. C4

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".***

Contd...../

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).

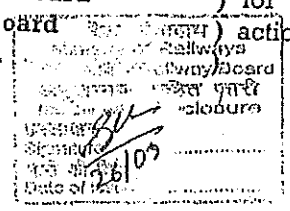
(A.K. Behera)
Executive Director /Traffic Trans. (S)
Railway Board

(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 advise
25/8/15



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

No.2014/TT-1/27/06 New Delhi, dated 17.04.2017

Chief Operations Manager,
All Indian Railways.

Sub: Operation of freight train with twin pipe brake system.

Ref: Board's letter No.2010/M(N)/60/10 Pt.II dtd. 25.08.2015. SN 199

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Kindly refer to above mentioned Board's letter. It has been reported that instructions issued vide above letter are not being followed strictly. Immediate action may please be taken to ensure compliance of the instruction.

2. Further, the following procedure may be followed to ensure that rakes fit for twin pipe operation are run accordingly:-

a) All operating staff should be instructed to couple both feed pipe and brake pipe whenever any train with valid BPC having endorsement of twin pipe working is being found in the terminals.

b) The loco pilots and assistant loco pilots be asked to insist on feed pipe pressure to be formed in all cases where the BPC has twin pipe endorsement. Wherever the feed pipe pressure does not get built up in a rake having twin pipe system due to any defect on the rake, the rake should be allowed temporarily in single pipe till the next TXR point where the defect if any can be attended.

(H.S.Bajwa)
Director Traffic Transportation (G)
Railway Board

o/c
Please

SN155

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

रेल भवन, नई दिल्ली- 110001, तिथि

No. 2010/M (N)/60/1 Pt.II **Rail Bhavan, New Delhi-110001, dated 18.08.2017**

The Chief Mechanical Engineers
All Indian Railways

Sub: Running of freight trains with twin pipe air brake wagons
Ref: 1) Board's letter No.2014/TT-1/27/06 dated 17.04.2017
2) This office letter of even no. dated 25.08.15

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Joint Procedure Order for running of freight trains with twin pipe brake were issued vide letter u/r (1). Earlier reviews of implementation of the instructions had indicated very low compliance of the procedure order. Accordingly, instructions were issued vide letter u/r (2) that operating staff be instructed to get both feed pipes and brake pipes coupled at terminals and Loco Pilots be asked to insist on feed pipe in all cases where BPC has twin pipe endorsement.

In light of the above, the following feedback is required for implementation of the instructions:

(a) Railways should confirm that local orders/circulars for advising operating staff and Loco Pilots regarding Board's letter u/r (2) have been widely circulated or not.
(b) Notice for Loco Pilots should be issued for confirmation by all Loco Pilots at the time of signing in at crew booking points.
(c) A monthly summary of twin pipe operation on the railway should be made in the following format:
    (i) Total no. of rakes of BOXNHL, BCNHL & other types based on the zonal railway with twin pipe brake system
    (ii) Total no. of twin pipe brake system rakes examined and BPC issued during the month.
    (iii) Total no. of twin pipe brake system rakes returned for examination during the month
    (iv) Out of (iii) above, no. of rakes, which came back working with twin pipe brake system during the month.
    (v) Total no. of wagons type wise that were converted on the zonal railway from single pipe to twin pipe during the month
(d) Sample checks are to be made at loading and unloading terminals to assess how many rakes, which were received at the terminals with twin pipe but were not released from the terminals in twin pipe working.

Pl. issue
C/18/8/17

Board (MRS) has desired that the above information in the form of monthly report should be sent to this office latest by 10th of every month for the previous month. The report pertaining to July 2017 may be sent at the earliest.

Ministry of Railways
Issued / Enclosure
Signature 21/8/17
Date of issue

O/C

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