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

New Delhi, dated 4.3.15

The General Managers,
All Indian Railways

Sub: Running of rakes with twin pipe

Ref: (i) This office letter of even number dt. 4/5.6.14
(ii) Traffic Dte.’s letter No.2006/TT-I/27/12 Pt.V dt. 18.7.13
(iii) This office letter of even number dated 7.1.15

Railway Board (MM & MT) had taken a decision in Sep’2009 that all BOXNHL & BCNHL wagons manufactured henceforth would be with twin pipe air brake system since this would facilitate quicker release of brakes which would reduce the possibility of brake binding / train parting and increase the line capacity.

2. Vide Board’s letter referred at (i) above, it was advised that all base depots maintaining BOXNHL and BCNHL wagons should form twin pipe rakes to the maximum possible extent and all wagon workshops should ensure that single pipe BOXNHL & BCNHL wagons received for POH should be turned out duly converted to twin pipe system. Vide Board’s letter at reference (iii), this has been made a rejectable defect for workshops.

3. Instructions for converting rakes to twin pipe have also been issued by Tfc Dte. vide their letter at reference (ii).

4. However, in spite of the above directions from Board, it is seen that though the population of twin pipe wagons in many of the depots is substantial, only a very few number of rakes are actually running as twin pipe rakes since some of the single pipe wagons may be part of the rake composition.

5. It is therefore directed that the existing population of twin pipe BOXN / BOXNNHL / BCN / BCNHL wagons shall be segregated to run in twin pipe rakes which should be monitored closely. Simultaneously, it may also be organized so that no single pipe wagon is inducted into twin pipe rakes, thereby converting them to single pipe operation.

6. The following information may please be sent to Railway Board regarding number of twin pipe wagons / rakes of BOXN / BOXNNHL / BCN / BCNHL on your Railway and rate of conversion of balance single pipe wagon to twin pipe.
Status as on:

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Rly.</th>
<th>Depot</th>
<th>Total Wagons</th>
<th>Twin pipe Wagons</th>
<th>Single pipe Wagons</th>
<th>No. of Twin pipes Rakes</th>
<th>Status of conversion work of single pipe Wagons to twin pipe Wagons with PDC</th>
</tr>
</thead>
</table>

7. Running of trains with twin pipe rakes has assumed even greater importance in view of Budget announcement of Honorable MR’s that long haul freight operation will be used extensively. The matter may therefore be accorded the highest priority.

(Rakesh Vatash)
Addl. Member (Mech. Engineering)

Please Note: 5/13/2015