Retrofitment of twin pipe brake system in BOXNHL, BCNHL & BVZI wagons was earlier prioritized by Board and the work was taken up under RSP provision available vide item No.760/RB/PD/17-18 and 860/RB/PD/17-18. Specific instructions were issued from Board for undertaking conversion to twin pipe system, these three types of wagons against the two RSP provisions.

Board has taken a decision during 2016-17 that all wagons are to be converted to twin pipe brake system for which RSP provisions for 170000 wagons has been made vide RSP item no.1275/RB/NA/17-18 Initially allotment for 20000 wagons against this RSP provision were made vide Board’s letter u/r above.

On some railways clarifications have been sought whether there is any restriction on the type of wagon that can be converted under the RSP provision:

a) As regards RSP items 760 & 860/RB/PD/17-18, the matter is being reviewed and railways would be advised of Board’s decision in due course.

b) The provisions available against 1275/RB/NA/17-18 are for conversion of all types of air brake wagons to twin pipe brake system. Railways must ensure that the supply/works contracted as applicable get finalised against this RSP provision and work started at the earliest.

c) Railways, which have workshops must plan for ensuring that all railway owned wagons coming from POH are converted to twin pipe brake system before they are turned out from workshop. 100% conversion to twin pipe during POH is to be implemented from 1.1.2018.

d) Railways, which do not have workshops on their system should plan to undertake the conversion to twin pipe brake system in their suitable ROH depots sick line against the RSP provision allotted to them.

e) Air brake wagons are also being operated by various private entities under LWIS, SFTO, AFTO, CTO & other policies of Indian Railways. In all the cases railways have the

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agreement for maintenance and upkeep of these privately owned wagons. Railways are required to advise the concerned operators to get their wagons converted to twin pipe brake system either through a deposit arrangement with the railway (deposit work with Open Line in case of railways not having workshops and deposit work with workshop in case workshop is available) or to get the operators to arrange for such conversion through approved agencies for air brake (twin pipe) conversion for railways.

f) In cases where the conversion work is done through contract entered into by the owners with agencies other than railways, the final inspection of the twin pipe conversion work should be arranged by the railway itself where the wagons are based.

g) Railways must ensure that the targets allotted to them for the year 2017-18 are fully met without any failures.

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

Copy to: ED/Wagon/RDSO - for necessary action regarding release of drawings and related procedures wherever required by railways.