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

रेल भवन, नई दिल्ली- 110001, तिथि
No. 2018/M(N)/60/8 Rail Bhavan, New Delhi-110001, **Dated 01.07.2019**

Pr. Chief Mechanical Engineer
All Indian Railways

Sub: **Updating of correct wagon nos. and details of Wagon Master during POH, ROH, new wagon manufacturing and condemnation/deletion of wagons.**

Ref: 1) Board's letter No.2015/M(N)/60/2 dt.23.12.2015
2) Board's letter No.2011/M(N)/60/8 dt.01.09.2016
3) Board's letter No.2011/M(N)/60/8 dt.17.08.2018

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An exercise for verification up-dation of wagon master has been going for some time now. The existing wagons are to be verified for marking and deduplication of their wagon nos., during POH/ROH and also the wagon marked for condemnation were to be entered into wagon master as intercepted/condemnation at a proper stage. This activity requires that a certificate of verification of wagon nos. after ascertaining the correctness of the same be generated from the wagon master system. In case of processing of condemnation, interception certificate and condemnation certificate is required to be generated from the system. Additionally photos of these wagons showing the wagon no. painted on the wagon body is also to be uploaded on the same in case of POH/ROH as well as new wagon manufacturing.

Despite nearly two years from the start of this exercise, it is seen that on some railways certain shortcuts are being made in the process, which is leading to releasing wagons in service having incorrect or duplicate wagon nos. Such short cut practices need to be seriously taken up on each zonal railway by the concerned CRSE and Sr. DMEs. Some of these wrong practices are as below:

(a) Failing to upload the picture of the wagon during POH/ROH as per specified requirement.
(b) Instead of downloading and printing the system generated verification, on some railways concerned staff have resorted to typing out a word document in some format as that of verification certificate so that even a non verified and not accepted wagon nos. can be released into traffic.
(c) Similarly in case of interception certificate some locations are resorting to typing out an interception certificate with wrong wagon nos. leading to the wagons not being marked/deleted on the wagon master as intercepted/condemned.

CRSEs, Sr. DMEs may kindly be advised that the purity of the process defined for updation of wagon master must be ensured in all cases and shortcuts like some of them listed above should not be tolerated. These short cuts are leading insertions of wagons with incorrect nos. and also duplicate nos. in certain cases.

Matter may please be treated as MOST URGENT and all concerned be advised at the earliest.

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