भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board

No. 2011/M(N)/60/8 New Delhi, dated 24 .08.2015

The Chief Mechanical Engineers
All Zonal Railways

Sub: Minutes of the Meeting held in Railway Board on 28.07.2015 to purify the Wagon Master

1. Please find enclosed herewith a copy of the minutes of the above mentioned meeting for information and further necessary action.
2. It is requested to advise the details of nominated Nodal officer of minimum JA Grade (name, designation, email id, mobile no.) for updating the Wagon Master by **31.08.2015.**

(Ajay Nandan)
Exec. Dir. Mech. Engg. (Frt.)

Encl: As above

Copy to:

1. Sr.PPS/MM for kind information of MM
2. PS/AM(ME) for kind information of AM(ME)
3. Sr.PPS/AM(PU) for kind information of AM(PU)
4. EDME/Frt., ED/C&IS, EDME/W, EDME/Dev.
5. ED/QA(Mech)/RDSO, ED/S/W/RDSO
6. DME/C&IS, DME(P)-I, DME/Dev.

Please Hand 24/8/2015

Railways
Railway Board
With Enclosure
Signature
Date of issue

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Minutes of the Meeting held in Railway Board on 28.07.2015 to purify the Wagon Master

The meeting was chaired by Additional Member, Mechanical Engineering Railway Board and EDME (Frt.) Railway Board and was attended by Officers / supervisors from the Railways, SIO QA Mechanical RDSO Kolkata and Director QA Mechanical RDSO NDLS.

Following points were discussed

1. **Addition of new wagons**
   a. At present the Railways/Railway Board are allotting wagon numbers in case of Railway owned/Pvt. Wagons respectively. This involves a lot of paper correspondence and results in delays. It was decided that w.e.f. **01.01.2016**, the wagon number shall be system generated and shall be updated in Wagon Master by RDSO/respective CWMs of the wagon manufacturing workshops and a system generated advise shall be automatically sent to the respective owning railways. C&IS Dte. of Railway Board shall carry out necessary modification in the software. In case the wagon numbers for the year 2016 have already been issued by Zonal Railways, the same may be withdrawn, since from **01.01.2016**, the wagon numbers shall be generated by the system.

   b. Though RDSO confirmed that data entry of all wagons manufactured after 01.04.2014 has been completed by them, some of the railways mentioned that few wagon are not getting reflected in the Wagon Master. They were advised to submit a soft copy of the list which shall be compiled by Railway Board and sent to RDSO / wagon manufacturing workshops for necessary verification and updating in the wagon master. This exercise shall be completed by 30.09.2015.

   c. Director/QA(Mech.)/RDSO/Delhi stated that internet access of the Wagon Master is required for the addition of the new wagons. At present, the Wagon master can only be accessed through Railnet. Director/C&IS may take necessary action in this regard, while taking the required measures to ensure the security of data.

2. **Corrections in Wagon Master**
   a. **Updation of the year built** : The year built is not available in the Wagon Master for some of the wagons. Many of the railways are maintaining their local wagon master, based on which age statement is prepared at the end of each year. This local Wagon master of the railways may contain the details and year built of the wagons. It was decided that the C&IS Dte. of Railway Board shall provide a downloadable MS-Excel template for submitting the change request for updating the Wagon Master. A downloadable file shall be provided on the website http://10.50.19.90/WGN/. All users requiring update to the Wagon Master shall provide the details using the template. The filled template shall be emailed at prog1@rb.railnet.gov.in and also at amefr@rb.railnet.gov.in .

   b. 'View' permission of the Wagon master shall be given to the ROH depots / POH Workshops so as to confirm the authenticity of the database when the wagons are received for POH/ROH. In case of any mistake is detected, the information shall be sent to the nodal officer of the Railway in which ROH depot / POH Workshop is

located for necessary updation after verification of the details as available on the wagon. The password for necessary updation in the Wagon Master should be collected by the nominated Nodal Officer of each railway from Mech. Frt. Dte. of Railway Board.. A system generated advice of the corrections made shall be automatically sent to the respective owning railways. This exercise shall also result in purification of the data.

c. During these physical checks, the wagon number, as painted on the wagon shall also be corrected, if required.

d. This exercise shall ensure that in the next two years, the details available physically on the wagons match with the details in the Wagon master.

3. Availability of 11 digit wagon numbers

At present, the pre-2003 manufactured wagons do not have 11 digit wagon numbers. In order to address this issue and ensure that all wagons, including the pre-2003 wagons, have 11 digit wagon Numbers, it was decided that Director/C&IS shall add a field of old wagon number in the Wagon master. The 11 digit numbers of all wagons not having 11 digit numbers at present shall be system generated and uploaded in the Wagon master by Railway Board.

The list shall be circulated to the railways to carry out the work of painting of the 11 digit number on these wagons during ROH/POH. The old wagon number shall be obliterated from the wagon so as to avoid confusion. This exercise shall be carried out by Railway Board after the year of built of the wagons has been updated by the respective owning Railways for which the target is 30.09.2015 (para 2 a above).

NCO shall be instructed not to allow wagons not having 11 digit number painted on them from POH/ROH workshops/depots w.e.f. 01.01.2016.

4. Deletion from the wagon Master

a. Though, most of the railways confirmed that they are deleting the wagons condemned by them from the wagon master of the respective owning railways, there are still about 12,000 vacuum brake wagons available in the Wagon Master.

b. The railways submitted a list of wagons condemned by them from 2011-12 onwards. These wagons shall be deleted from the Wagon Master by Railway Board. Subsequently, we may have to go back and delete the wagons condemned prior to 2011, if still available in the Wagon Master.

c. Henceforth, the railways where any wagon gets condemned would delete the same from the Wagon Master of the owning railway without fail, while mentioning the authority of deletion.

5. There should be a seamless flow of information between the owning and territorial Railways and Railway Board. Paper communication which leads to delays and missing of information should be resorted to only for the purpose of record. The wagon master application would be modified so that the addition, modification and deletion of wagons by any authority is advised to the owning railway through the system and not vice versa.

Similarly, new wagon allotment would be made by Railway Board on the system and wagon numbers would be generated by the system.

6. With the above measures, it is expected that the Wagon master would be reasonably purified by 31.12.2015. After 01.01.2016, whenever any case of a wagon physically existing but not available in the Wagon master is noticed, the staff of the concerned railway shall be deputed to Railway Board for effecting the necessary corrections. The staff should come with details, photographs of the wagon, etc.

7. The railways were asked to restart the practice on sending their representative to Railway Board for reconciliation of the records, as required, once in two months.

8. In order to enable necessary modification in the software, the various work / information flows shall be finalized by C&IS and Mech Frt. Dte. of Railway Board shortly.

9. Other Points discussed

a. The Railways were advised to upload the required data in the PCDO portal without fail.

b. AM/ME instructed the railways that all efforts should be made to reduce the ineffective percentage of the wagons.

c. Issues raised by DME (P) I, Railway Board:

i. In case of condemnation of stock, which is charged to CAP/BOND, the write back adjustment of original cost from CAP/BOND to DRF must be invariably done by the concerned stock holder by processing, vetting and subsequent sanction of write back estimates. Codal provisions and Instructions on the subject already exist.

ii. Workshops, that are holding workshops for defence stock (Coaches and Wagons), may submit the latest details of holding (type wise) to Railway Board. Details of last POH done, along with location may also be included in the details. The same may also be done through scanned copies being emailed at irpohworkshops@gmail.com.

iii. A copy of advice of condemnation of defence stock must invariably be sent to Dy. Director General (Rail Movements), MILRAIL (Railway Board Cell), O/o Addl. Dte. General of Strat Movement, Integrated HQ of MOD (Army), GS Branch, Room No. 502 A, D – I Wing, Sena Bhavan, New Delhi - 110 001

iv. All present were informed about the details of Joint Procedure Order No. RBA no. 36/2015 issued vide Railway Board's letter no. 2010/AC III/34/Pt. II/MIL-RAIL dated 17/06/2015 on Maintenance Charges for defence owned coaches/goods stock.

v. The Proforma Capital & Revenue Account for defence owned coaches and wagons should be maintained by holding workshops as per Para 1466 of Mechanical Code. In this regard, instructions contained in Railway Board's letters no. 2006/ M (W)/645/2 dated 04/12/2006 & 05/02/2008 and letters no. 2008/M(W)/814/8 dated 14/05/2008 & 05/02/2010 must be followed without fail by all workshops holding defence stocks.

d. In all cases of condemnation by Railways, the owning railways must ensure that Capital write back to DRF is done through their accounts.

10. Points raised by Railways

SWR- While processing for the condemnation of wagons, it was noticed that some of these wagons were not available in the Wagon Master. This point was also highlighted by some other Railways.

SER- Some wagons manufactured by Hubli workshop are not available in the Wagon Master.

NWR- 20 wagons, which physically exist, are not available in the Wagon Master. 01 wagon which physically exists, is being shown as deleted in the Wagon Master. The railway requested that the Pink book cost, Head of allocation and Pink book number should be advised along with the wagon allotment to the Railway.

ECoR- raised the issue of calculating current capital cost of wagons for levying maintenance charges. They were advised to refer to the latest PO for the particular wagon type, if available. In case, a recent PO is not available, they may refer to an older PO and apply necessary inflation as per the relevant RBI index.

SR- advised that they are regularly deleting the wagons condemned and submitting the ADR report to Railway Board.