

Type of wagon & their Identification

FREIGHT STOCK

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Rolling stock used exclusively for transport of goods is termed as freight stock.

Freight Stock are broadly classified:

- according to their under gear
- according to utility.

Classification according to under gear:

Four wheeler wagon

Bogie wagons

Four wheeler wagons:

- At present only Brake van is in service,
- other 4 wheeler wagons like tank wagon and CRT wagons are phased out.

Bogie wagons:

- There are four different types of bogies used in wagons.
 - Diamond frame bogie,
 - Cast steel Bogie,
 - UIC fabricated bogie,
 - CASNUB Bogie

Classification according to utility:

- Open wagons
- Covered wagons
- Flat wagons,
- Hopper wagons,
- Well wagons,
- Container wagons,
- Tank wagons,
- Brake vans

Open wagons:

- used for transportation of coal, ore, limestone's etc. which does not require protection from rain.
- provided with flap doors for ease of loading/unloading of consignment.

Covered wagons:

- consignments are transported which requires protection from rain etc.
- generally carry food grains, cement, fertilizers, fruits & vegetables etc.

Flat wagons:

- wagons without side walls
- generally used for carrying steel coils, billets, rails sleepers etc.

Hopper wagons:

- special wagons designed for Rapid discharge from bottom.
- used for transporting coal and ballast.

Well wagons:

- have well shaped under frame
- used for larger consignments like military tanks, heavy equipments etc.

Container wagons:

- special flat wagons designed for handling containers.

Tank wagons:

- wagons designed to carry liquid consignment like petroleum products, milk, edible oils, etc.

FREIGHT STOCK

Brake vans:

- guards van used with freight trains as last vehicle.

Freight : Nomenclature

- **Open Wagon –**
BOXN,BOXNHS,BOXNHA,BOXNCR,BOST, BOSTHS,
BOXNLW, BOXNHL, BOXNAL, BOY, BOXNR
- **Closed Wagon-** BCN,BCNA,BCNAHS,BCNHL
- **Hopper Wagon-**BOBR, BOBRN, BOBYN
- **Flat Wagon-** BRN,
- **Container Wagon-** BFKI, BLC, BLLA/B
- **Tank Wagon-** BTPN,BTAP, BTAL, BTALN, BTFLN
- **Brake Van-** BVZC, BVZI
- **Special Wagon-**BCCN,BCACBM, BCACT

BOXN Wagon- Variants

- BOXN -Bogie Open wagon with Pneumatic Brake for carrying heavy load
- HS- High Speed
- HA- Higher A/L
- LW- Light wt
- HL- Higher Load
- BOST/HS- for steel plate loading
- BOY- Gondola wagon



BOY:

- Designed in 1967
- for heavy minerals.
- Axle Load - 22.9t.
- It has Cast Steel Bogie.
- It has no doors.
- Speed 65/75 Kmph.

BOXN:

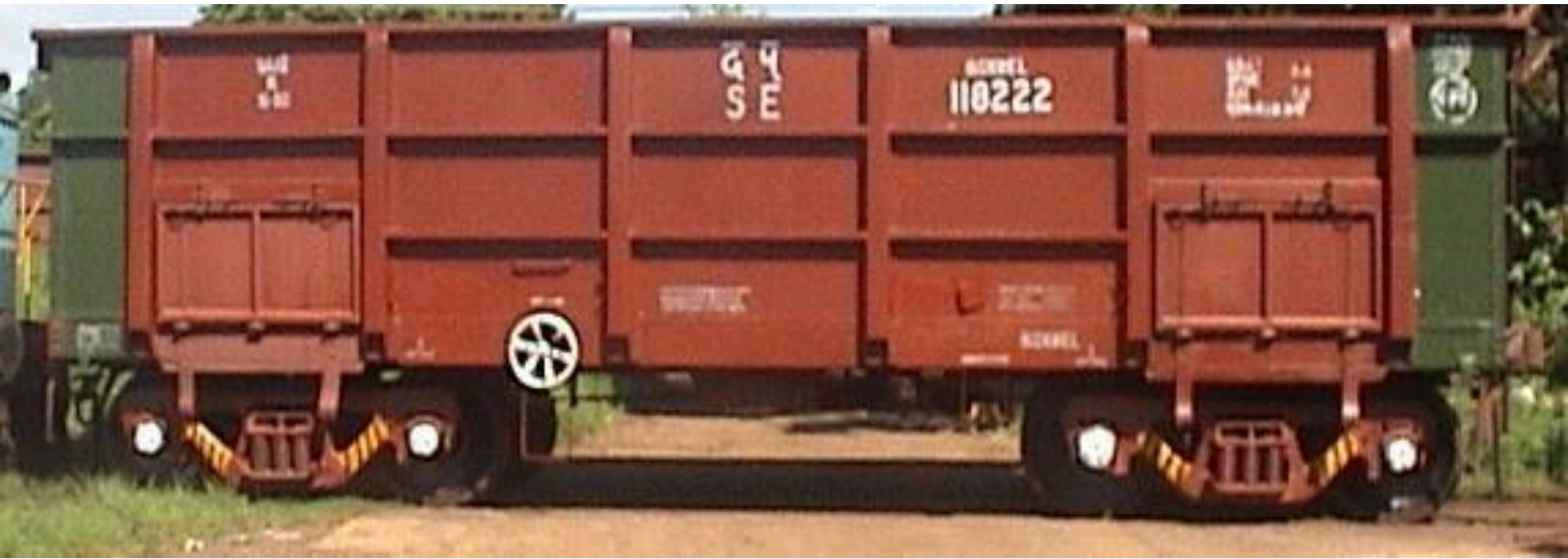


- Axle Load - 20.32t.
- CASNUB Bogie,
- Speed 75/80 Kmph

BOXN M1:

- Increasing the CC up to CC+8+2t,
- suspension of BOXN is augmented by providing additional springs.
- A caption “Fitted with additional springs for Axle Load of 22.9t” in golden yellow is printed.
- Bogie side frame is also painted with Golden Yellow band.
- Speed 70/80 Kmph for CC+6+2t & 60/80 Kmph for CC+8+2t.

BOXN EL:



- Introduced in 2006
- for operation with 25t Axle Load.
- Differentiated from BOXN by an Olive Green Band.
- Speed restricted to 50/65 Kmph.

BOXN HS:



- Designed in 2000.
- Variant of BOXN
- Fitted with Casnub 22HS bogie for increasing speed.
- Differentiated from BOXN by a Golden Yellow band.
- Speed 100/100 Kmph.

BOXNHS M1:

- Designed in 2005
- for operation up to CC+8+2 t,
- Suspension of BOXNHS modified by providing two additional inner springs.
- Differentiated from BOXNHS by a caption “Fitted with additional springs for Axle Load 22.9t”
- Bogie side frame also provided with Golden Yellow band.
- Speed 75/90 Kmph for CC+6+2t and 60/90 Kmph for CC+8+2t.

BOXN CR:

- Designed in 1999.
- Material of body of BOXN changed to stainless steel (IRS: M 44).
- Other parameters are same as BOXN.

BOXN R:

- Designed in 2007.
- It is upgraded rehabilitated version of BOXN.
- Entire superstructure of MS replaced with Stainless steel (IRS: M 44).
- Height is 177 mm more than BOXN.
- Carrying capacity increased by 6t.
- Nine stanchions provided, instead of 6 in BOXN.
- Axle Load - 22.9t.



BOXNHA:

- designed in 2001 for transportation of coal
- axle load of 22.1t.
- Bogie - IRF 108HS.
- Its height is more than BOXN.
- Speed at 20.32t and 22.1t Axle Load 90/80 Kmph and at 22.82t Axle Load 60/65 Kmph.

BOXN LW:

- Designed in 1988
- Axle Load - 20.32t.
- Casnub22HS bogie,
- Width is 50 mm more than BOXN.
- Stainless steel (IRS: M44) & croton steel (IRS: M41) used in body under frame
- Cold Rolled Formed (CRF) sections were used in design to reduce the tare weight of the wagons.
- Manufacturing of this wagon started in 2005. Speed 100/100 Km/h.

BOXN LWM1:

- In year 2008, design and Suspension of BOXNLW modified for operation up to CC+8+2t.
- Speed 60/65Kmph for both CC+6+2t and CC+8+2t.

BOXN HL:



BOXN HL:

- Designed in year 2005,
- 250mm longer, 76mm higher & 50mm wider than BOXN.
- Axle Load - 22.9t.
- Casunub22HS Bogie.
- Stainless steel (IRS:M44) and CRF section used in body and under frame to reduce tare weight (20.6t).
- Has been provided with improved quality coupler and draft gears.
- PU painting is used.
- Initially red oxide colour specified, later on changed to phiroziblue.
- Speed 75/100 Kmph.

BOST:



- Designed for long steel products.
- Axle Load - 20.32t.
- CASNUB 22HS Bogie.
- Speed 75/80 Kmph.

BOST M1:

- In 2006 for operation up to CC+6+2t, it is modified by providing additional springs.
- Differentiated from BOST by a caption “Fitted with additional springs
- for Axle Load 22.32t” in centre of the wagon in Golden Yellow.
- Speed 60/65 Kmph.

BOST HS:

- Designed in 2004.
- Variant of BOST with Casnub 22HS (Mod-1) bogie for increased speed.
- It is differentiated from BOST by a Golden Yellow Band.
- Speed 100/100 Kmph.

BOST HS M1:

- In 2007 for operation up to CC+6+2t. it is
- differentiated from BOSTHS by a caption “Fitted with additional
- spring for Axle Load 22.32t” in centre of the Golden Yellow Band.
- Speed 60/80 Kmph.

BOST HS M2:

- Designed in 2006
- for increasing speed.
- Axle load 22.32t.
- Variant of BOSTHS with CASNUB 22HS (Mod-II).
- Speed 60/100

BCN:



- Designed for transportation of bagged commodities.
- Axle Load 20.32t.
- present stock is mostly with CASNUB 22NLB,
- Speed 75/80 Kmph.

BCN M 1:

- Introduced in 2006
- for operation up to CC+8+2t.
- it is differentiated from BCN by a caption “Fitted with additional springs for Axle Load 22.82t” in centre of the wagon in Golden yellow.
- Golden Yellow Band is provided on bogie side frame also.
- Speed 75/80 Kmph for CC+6+2t and 65/80 Kmph for CC+8+2t

BCN A:

- Designed in 1990 by reducing the length of BCN wagon and increasing height, to increase number of wagons in a rake to 44.
- Axle Load 20.32t.
- Bogie is CASNUB 22NLB,
- Speed 80/80 Kmph.

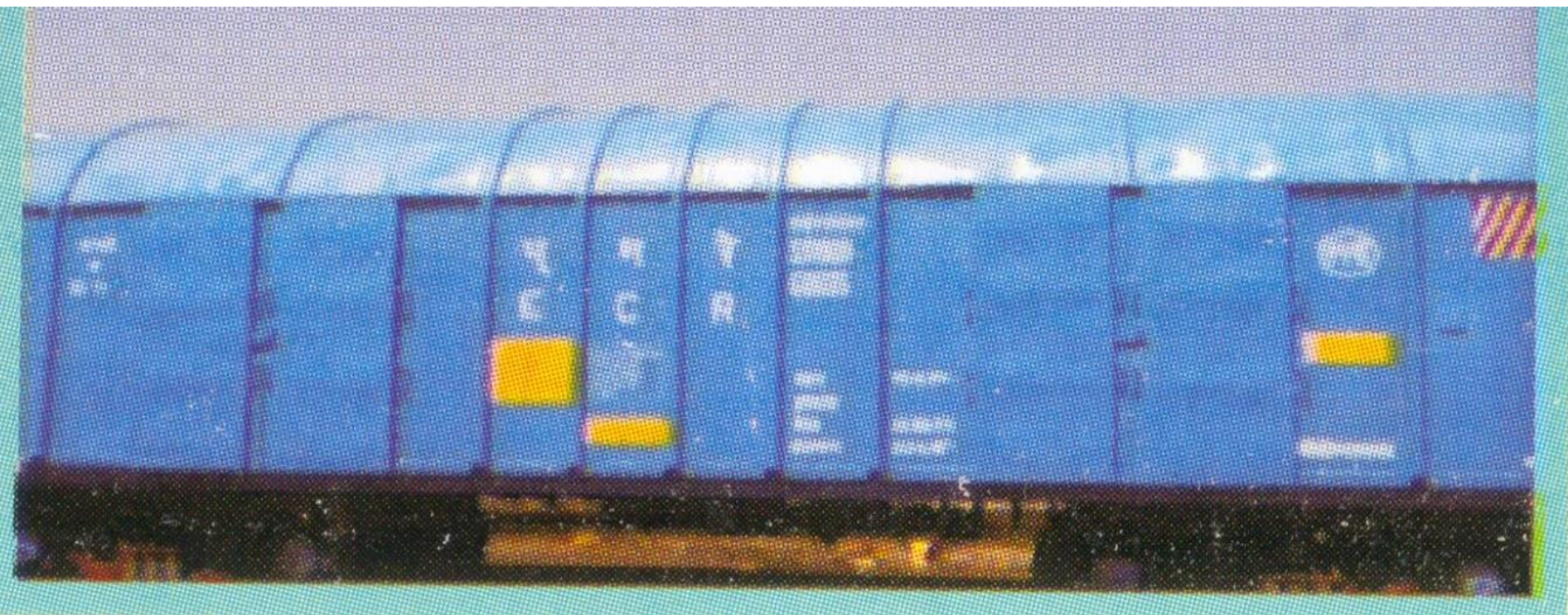
BCNA HS:

- Designed in 2001,
- variant of BCNA with CASNUB 22HS bogie for increased speed.
- It is differentiated from BCNA by a Golden yellow band.
- Speed 100/100 Km/h.

BCNA HSM 1:

- Introduced in 2006
- for operation up to CC+8+2t.
- It is differentiated from BCNAHS by a caption “Fitted with additional springs for Axle Load 22.82t” in centre of the wagon in Golden yellow.
- Golden Yellow Band is provided on bogie side frame also.
- Speed 75/100 Kmph for CC+6+2t and 65/100 Kmph for CC+8+2t.

BCN HL:



BCN HL:

- Designed in 2006
- for bagged commodities.
- Axle Load 22.9t.
- Length is further reduced and both width and height increased compared to BCNA.
- Bogie is of CASNUB 22 HS type.
- Stainless steel (IRSM: M44) and CRF sections used in body and under frame construction to reduce the tare weight.
- Has been provided with improved quality coupler and draft gears.
- PU painting of Phiroziblue colour is used.
- Speed 65/65 Kmph.

BCCN/BCCN A/BCCN B:

- BCN variants for carrying bulk cement (not packed in bags).
- Loading is through ports at the top; unloading via chutes at the bottom.



NMG:

- 'NMG' stands for 'New Modified Goods'
- single-decker automobile carriers
- constructed out of old ICF and BEML passenger coaches.
- design is not entirely uniform but generally all the windows and doors on the side walls are removed and the opening closed.
- End body is modified by providing doors to allow vehicles to be driven into it.



BRN:

- Designed in 1992
- for transportation of rails and heavy steel products.
- Axle Load 20.32t.
- provided with CASNUB 22 NLB,
- Speed 75/80 Kmph.



BRN A:

- Designed in 1994,
- improved version of BRN.
- The design is riveted cum welded construction.
- Higher pay to tare ratio, compared to BRN.
- Speed 75/80 Kmph.

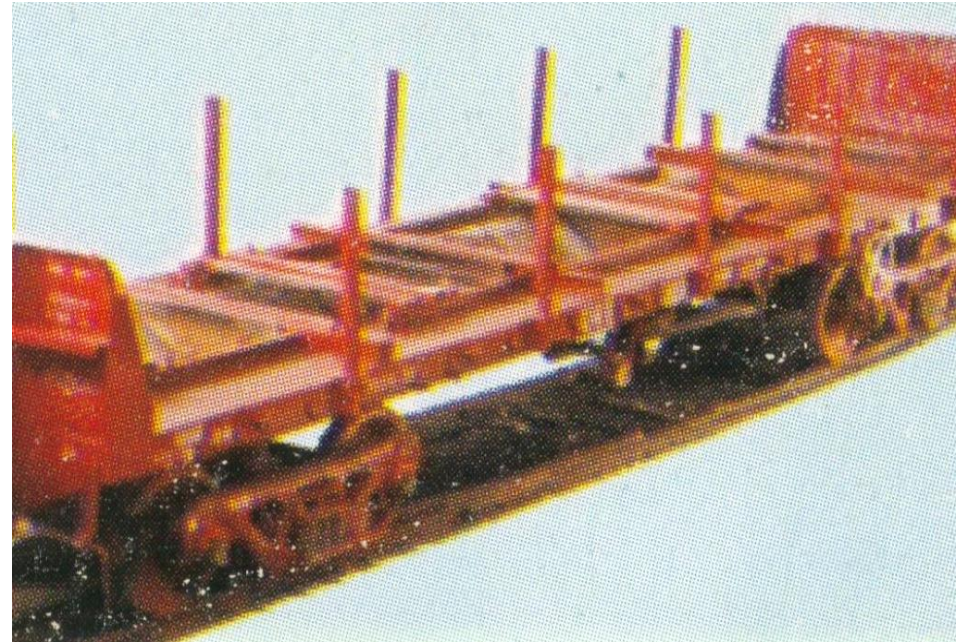
BRN AHS:

- Designed in 2001.
- Variant of BRNA with CASNUB22HS bogies
- for increased speed.
- Speed 100/100 Kmph.



- Designed in 2002
- especially for transportation of hot rolled/cold rolled coils, plates, sheets and billets etc.
- first wagon designed in Indian Railways to carry point load.
- Provided with CASNUB 22HS bogie,
- Axle Load 20.32t.
- Speed 100/100 Kmph.

BFNS:



- This bogie rail wagon was designed in 2004
- for use of Engineering department
- for Track Relaying Train (TRT), specially for loading RCC sleepers.
- Axle Load 20.32t.
- provided with CASNUB 22HS Bogies.
- provided with Transition CBC and air brake system.
- Speed 50/65 Kmph.

BRHNEHS:



BOBSN:

- Designed in 1994
- for transportation of iron ore,
- Axle Load 22.9t.
- Provided with modified CASNUB 22NLB bogie.
- provided with side discharge.
- Speed 75/75 Km/h.



BOBSNM1:

- Designed in 2006
- for operation at A/L 25t,
- suspension of BOBSN modified by providing 4 additional inner springs,
- Bogie renamed as Casnub22NLC.
- Speed 50/60.

BOBR:

- Designed in 1986
- for transportation of Coal,
- it is provided with bottom discharge.
- Axle Load 20.32t.
- Provided with CASNUB 22NLB bogie,
- Speed 80/80 Km/h.



BOBRM1:

- Introduced in 2006
- for operation up to CC+6+2t.
- it is differentiated from BOBR by caption “Fitted with additional springs for A/L 22.32t” in centre of wagon in Golden Yellow.
- Golden Yellow Band is provided on bogie side frame also.
- Speed 70/75 Km/h.

BOBRN:

- Designed in year 1991
- by reducing the length of BOBR wagon to increase the number of wagons in a rake to 58 (from 53 of BOBR).
- Axle Load 20.32t.
- provided with CASNUB NLB bogie.
- Speed 75/70 Kmph.

BOBRNM1:

- Introduced in 2006
- for operation up to CC+6+2t,
- It is differentiated from BOBRN by a caption “Fitted with additional springs for A/L 22.32t” in centre of wagon in Golden Yellow.
- Golden Yellow Band is provided on bogie side frame also.
- Speed 70/80 Kmph.

BOBRNHSM1:

- Designed in 2006
- for Axle load of 22.32t. Variant of BOBRN with modified CASNUB 22HS Bogie for increased speed.
- Instead of BOBRNHS this (BOBRNHSM1) was manufactured.
- Speed 60/100 Kmph.

BOBRNEL:

- Introduced in 2008
- for operation at Axle Load of 25t.
- It is differentiated from BOBRN by an olive Green band.
- Speed restricted to 50/65 Kmph.

BOBYN:

- Designed for transportation of ballast for engineering department.
- It has chutes at side & bottom for discharging ballast on both sides and centre of rails.
- Provided with CASNUB 22NLB Bogie,
- Axle Load 20.32t.
- Speed 75/75 Kmph.



BCBFG:

- Bogie covered Hopper Wagon for Food Grain.
- designed for transportation of food grain in bulk.
- provided with CASNUB-22HS bogie, with automatic load sensing device.
- There are 2 Nos. gravity discharge gates at bottom for unloading.
- Axle Load 21.82t,
- speed 65/65 Kmph.



BTPN:

- designed for transportation of petroleum products
- i.e. Kerosene, petrol, diesel.
- Axle Load 20.32t.
- CASNUB 22 NLB bogie.
- Speed 80/80 Kmph.



BTALN:

- Bogie Ammonia Tank Wagon
- designed in 1984 for transportation of anhydrous liquid ammonia.
- Provided with UIC Bogie,
- Axle Load is 20.32t.
- Speed 65/65 Kmph.

BTPGLN:

- designed for transportation of LPG.
- Provided with Air brake and CASNUB 22NLB bogie,
- Axle Load is 20.32t.
- Speed 75/80 Kmph.



BTCS:

- Bogie Caustic Soda Tank Wagon.
- designed in 1980 for transportation of Caustic soda.
- Bogie CASNUB 22W.
- Axle Load 20.32t.
- Speed 65/65 Kmph.



- Bogie Alumina Tank Wagon
- designed in 1982
- for transportation of Alumina powder.
- fitted with CASNUB 22NLB bogie,
- Single pipe Air Brake System & non transition high tensile CBC.
- Axle Load 20.32t.
- Speed 65/65 Kmph.

BTAP:



BTFLN:



- Improved version of BTPN,
- designed to increase the pay load.
- without complete under frame;
- tare weight is reduced from 27t to 23.53t.
- brake system is also modified to Bogie mounted brake system,

BVZI:

- Bogie Brake Van.
- designed in 2004 with ICF bogie
- to achieve comfort level(Ride Index) equivalent to loco for goods guard
- capable of running at 100 Kmph.
- The brake van is 5 meter longer than BVZC brake van.



BVZC:

- 4 Wheeler Brake Van with Air Brake
- fitted with 9 plated laminated bearing springs.
- Speed potential 100 kmph.



BFKN:

- Bogie Container Flat Wagon is modified version of BFKI wagons,
- for transportation of containers (max pay load of 48t).
- Operating speed is 75 kmph.
- Modified BFKN (Air brake & enhanced pay load) wagons can carry payload of 61t.



BLCA/BLCB:

- Bogie Low Platform Container Flat Wagon.
- Designed for transportation of 20' & 40' long ISO containers with operation speed of 100 kmph.
- Lower height of under frame floor from R/L. has been achieved with introduction of hybrid design of bogie frame, bolster and use of smaller diameter wheel in LCCF 20(C) bogie,
- Axle Load 20.32t. Speed 100/100 Kmph.
- Provided with Automatic twist lock for securing of containers on the wagon.



BLLA/BLLB:

- Bogie Low Platform Longer Container Flat Wagon.
- Designed jointly by RDSO & RITES in 2001
- for transportation of 22', 24' & 45' containers.
- There is provision for carrying 20' & 40' long ISO containers also.
- Except the under frame the bogies are all of BLC wagons.
- Axle Load is 20.32t.
- Speed 100/100 Kmph.

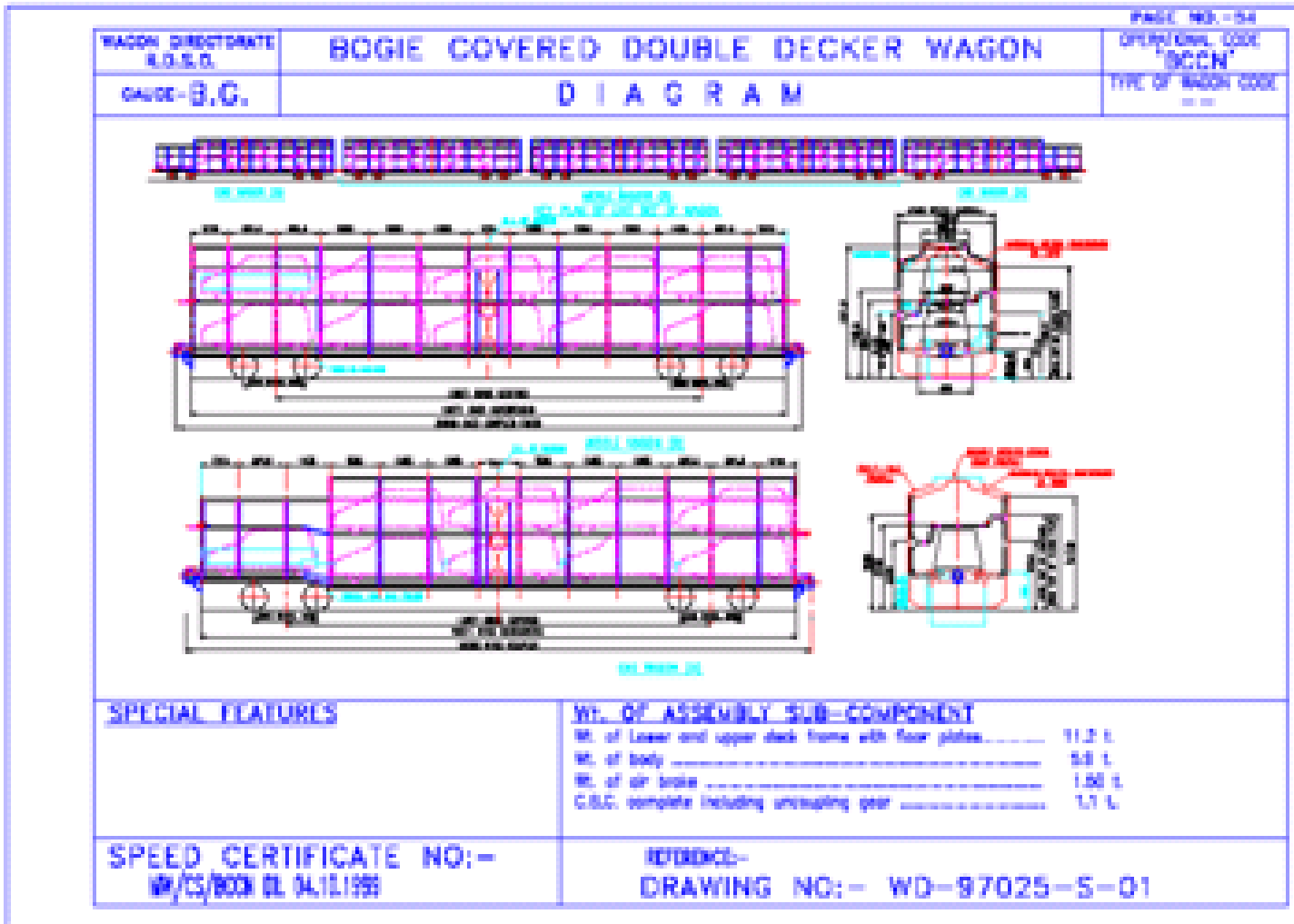
BLCAM/BLCBM:

- In the year 2007 bogie of BLC wagon was modified by providing upgraded side bearer, upgraded friction wedge & 2 additional inner springs for double stack container
- operation with Axle Load of 22t & 100kmph speed.

BCACM:

- design of existing container flat wagons (A type & B type) modified by provision of a suitable bi-level structure for transportation of auto cars.
- One rake can carry up to 270 auto cars. Two such rakes converted by Jagadhari Workshops are in operation.

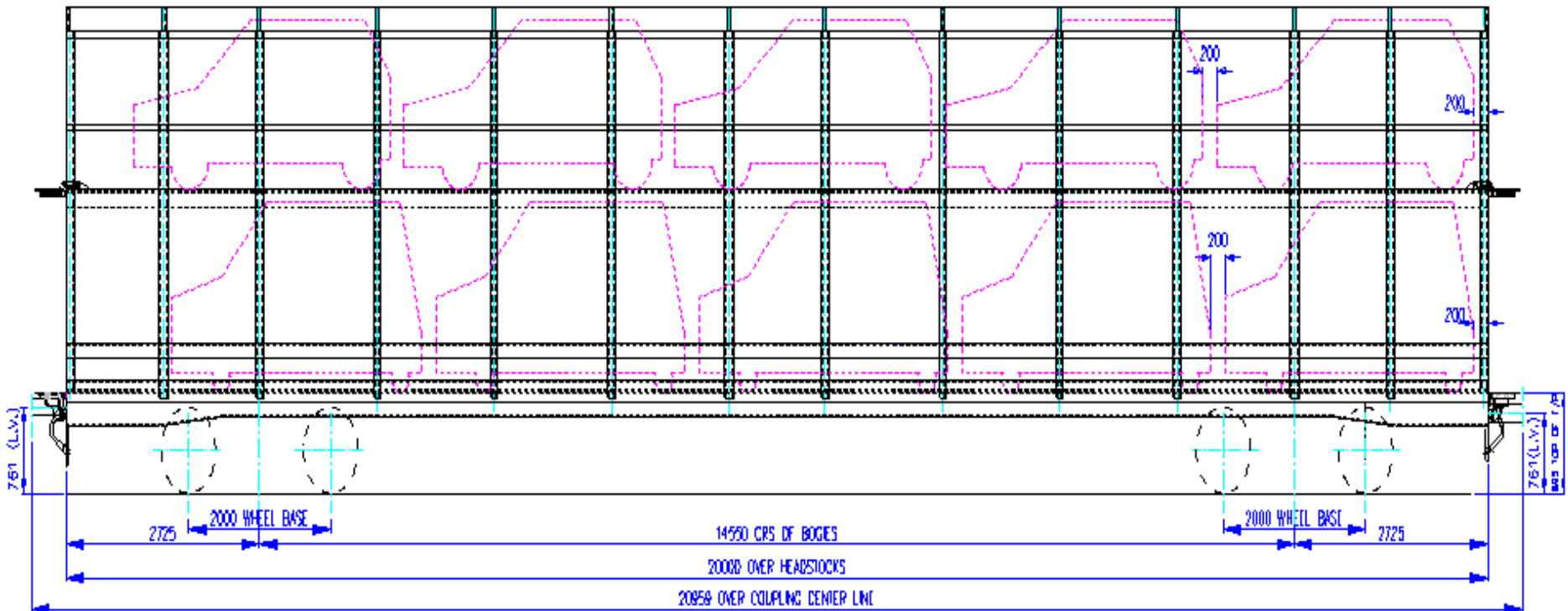




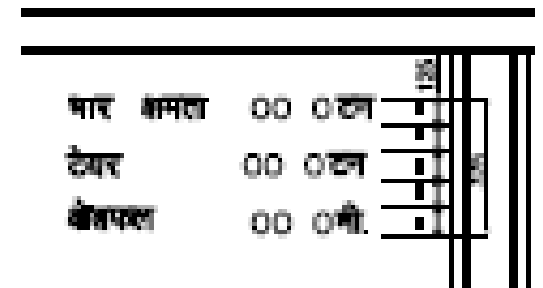
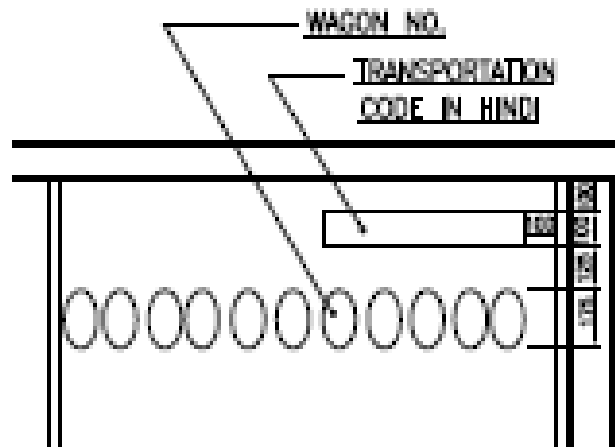
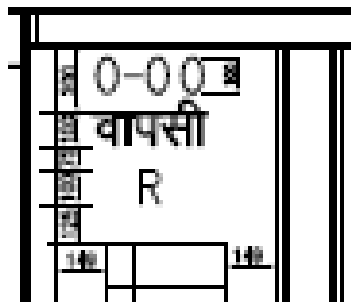
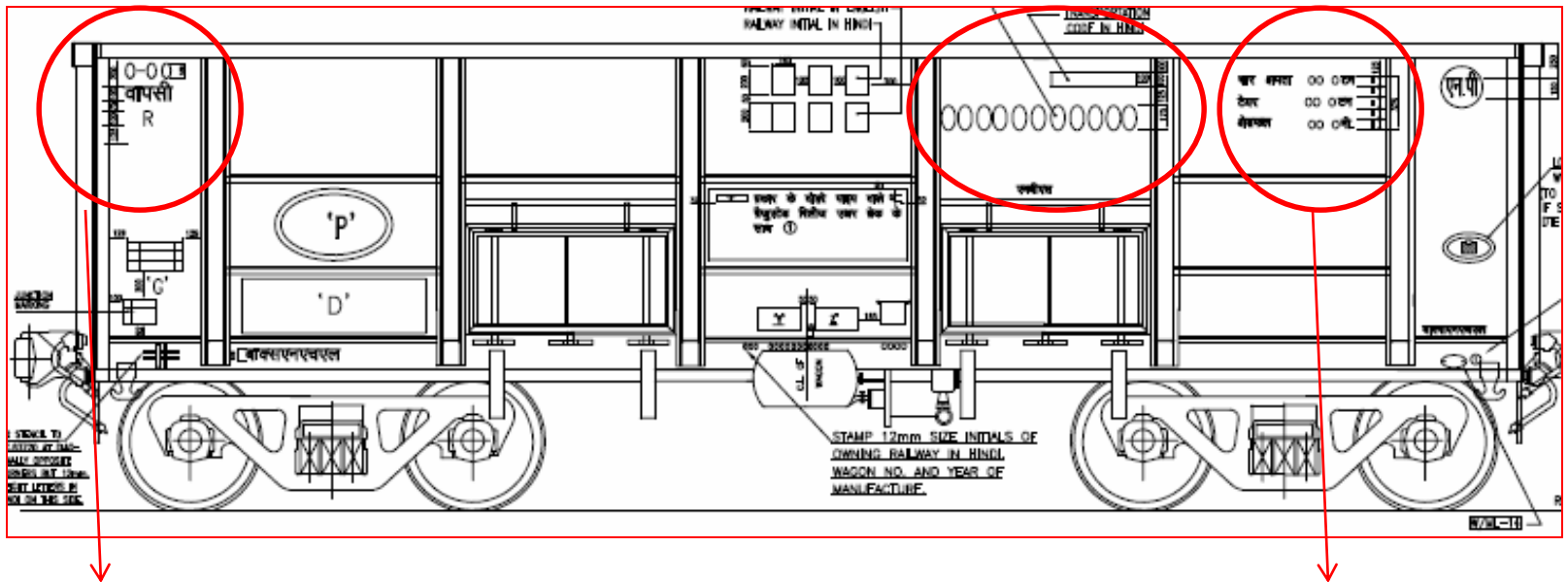
- For transportation of automobile vehicle
- Bogie Double Decker wagon

BCACBM

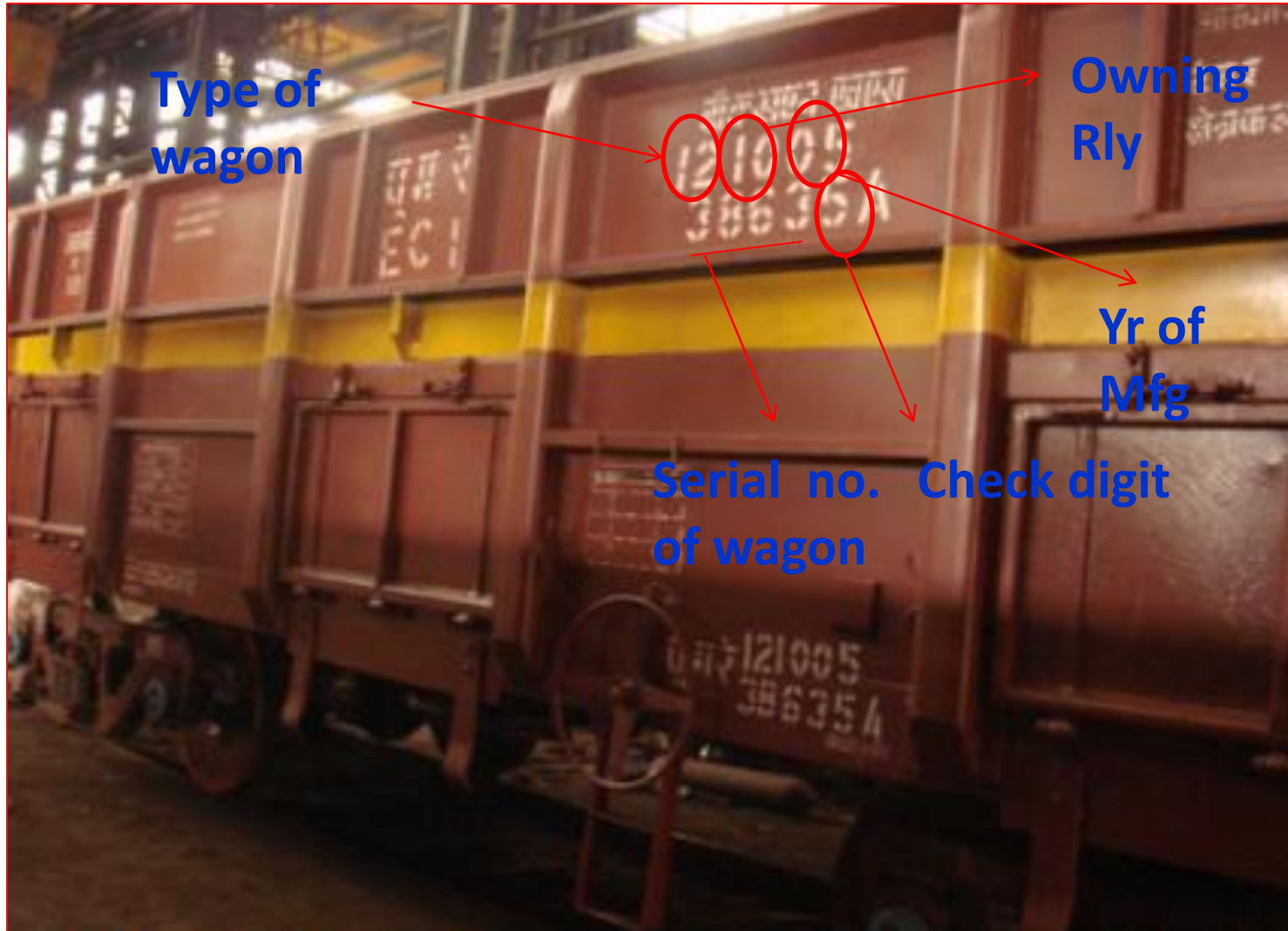
- Dedicated wagon for transportation of autocars
- Bi-Level Autocar Wagon Modified



Marking Diagram



Numbering System



Eleven Digit Wagon Numbering System

Indian Railways have adopted new numbering system for wagons to facilitate computerization.

- · First two digits indicate the type of wagon
- · Next two digits represent the owning railway
- · Fifth and sixth digit indicate the year built of the wagon
- · Next four digits is the serial number of the wagon
- · The last digit is the check digit.

Calculation of the check digit:

- A. Add all the numbers in even position
- multiply the answer with 3
- B. Add all the numbers in odd position
- C. Add both the values of A and B
- The number required to round the value of C to next round of 10 is the check digit

Wagon Type and their Codes

In new 11 digit wagon numbering system, the first and second digits indicates the type of wagons which are given below.

- **OPEN WAGON 10-29**
- **COVERED WAGONS 30-39**
- **TANK WAGONS 40-54**
- **FLAT WAGONS 55-69**
- **HOPPER WAGONS 70-79**
- **WELL WAGONS 80-84**
- **BRAKE VAN 85-89**

Owning Railway

- CR - 01 Wagon owned by defence- 24
- ER - 02 Wagon owned by Concor- 25
- NR - 03 Wagon owned by private parties- 26
- NER - 04
- NFR - 05
- SR - 06
- SER - 07
- WR - 08
- SCR - 09
- ECR - 10
- NWR - 11
- ECoR - 12
- NCR - 13
- SECR - 14
- SWR - 15
- WCR - 16

- Fifth and Sixth digits indicate the last two digits of year of manufacture.
- Seventh to tenth digits indicate individual Wagon Number. This is a running serial number from 0001 to 9999.
- Numbers from 0001 to 0999 are departmental stock.
- Number from 1000 to 9999 are for other traffic stock.

Issue of Brake Power certificate

- i) Standard format of Brake power Certificate for premium rake, End to End and close circuit rakes is to be used.**
- ii) Brake Power Certificate Colour for**
 - i) premium rake - pink**
 - ii) End to End – green**
 - iii) Close Circuit – Yellow**

Premium rake

Meant for only Air Brake rakes.-

- After intensive examination validity of BPC remains valid for 15 days (including 3 days for loading)
- Meant for multiple loading/unloading between two successive intensive examinations.
- Minimum 95% brake power

End to End

- Nominated colour of BPC- **Green**.
- After intensive examination validity of BPC remains up to the unloading point.
- Normally the empty rake after unloading should be offered for intensive examination before next loading.

Closed Circuit

- **Nominated colour of BPC- Yellow**
- Meant for only Air Brake rakes.-100% brake power
- After intensive examination validity of BPC remains valid for 6000 Kms.(30 days), 7500 (35 days) on nominated routes
- Meant for multiple loading/unloading between two successive intensive examinations.
- Meant for stock maintained only at nominated CC bases with required infra-structural facilities.
- Meant for operating over a pre-determined circuit.

Types of Coach

- LHB (LINKE HOFFMAN BUSCH) Coach
- ICF (INTEGRAL COACH FACTORY) Coaches
- RCF (RAIL COACH FACTORY) coaches



BEML Coaches

- BHARAT EARTH MOVER'S LTD



Types of coach

- CN : 3-tier sleeper coach
- CW : 2-tier sleeper coach
- CZ : Chair car
- CB : Pantry/kitchen car
- D : Double-decker
- AC : Air-conditioned
- L : LHB

Parcel vans, etc.

- VP : Parcel van
- VPH : High-capacity parcel van
- VPU : Parcel van / motor car carrier composite

Postal facilities

- PP : Postal Car (RMS/mail van)
- PPS : Full postal van

Prefixes

- W : (prefix) Vestibuled
- Y : (prefix) Suburban
- G : Self-generating
- L : (prefix) LHB coaches

Classes of accommodation

- F : First Class
- S : Second Class
- M : Military

Codification of Coaches

Coach Type	Description	Vehicle Type
1CCEHS	A/C CHAIR CAR SWARN SHATABDI	PCV
CT	TOURIST CAR	PCV
CTAC	AIRCONDITIONED TOURIST CAR	PCV
GS	SECOND CLASS COACH (SG)	PCV
GSD	SECOND CLASS DOUBLE DECKER COACH (SG)	PCV
GSLR	II CLASS CUM LUGGAGE AND BRAKE VAN (SG)	PCV
GSLRD	II CLASS CUM LUGGAGE AND BRAKE VAN WITH DISABLED FRIENDLY COMPARTMENT (SG)	PCV
GSLRDAC	II CLASS CUM LUGGAGE AND BRAKE VAN WITH AC DISABLED FRIENDLY COMPARTMENT (SG)	PCV
GSRD	II CLASS COACH WITH BRAKE VAN AND DISABLED FRIENDLY COMPARTMENT (SG)	PCV

Codification of Coaches

Coach Type	Description	Vehicle Type
LGS	SECOND CLASS COACH LHB TYPE (SG)	PCV
LGSLR	SECOND CLASS CUM LUGGAGE AND BRAKE VAN LHB TYPE (SG)	PCV
LWACCN	AC 3 TIER SLEEPER COACH LHB TYPE (EOG)	PCV
LWACCW	AC 2 TIER SLEEPER COACH LHB TYPE (EOG)	PCV
LWCBAC	AC HOT BUFFET CAR LHB TYPE (EOG)	PCV
LWFAC	AC FIRST CLASS COACH LHB TYPE (EOG)	PCV
LWFCZAC	AC EXECUTIVE CHAIR CAR LHB TYPE (EOG)	PCV
LWGACCN	AC 3 TIER SLEEPER COACH LHB TYPE (SG)	PCV
LWGACCW	AC 2 TIER SLEEPER COACH LHB TYPE (SG)	PCV

Codification of Coaches

Coach Type	Description	Vehicle Type
LWGFAC	AC FIRST CLASS COACH LHB TYPE (SG)	PCV
LWGSCN	3 TIER SLEEPER COACH LHB TYPE (SG)	PCV
LWLRRM	BRAKE , LUGGAGE CUM GENERATOR CAR LHB TYPE	PCV
LWSCZAC	AC CHAIR CAR LHB TYPE (EOG)	PCV
M	MILITARY	PCV
NMG	MOTOR CAR CARRIAGE COACH	OCV
OCV(LU)	OTHER COACHING VEHICLES HAVING LIGHT UTILIZATION	OCV
PP	POSTAL VAN	OCV
RA	INSPECTION CARRIAGE (ADMINISTRATIVE)	OCV

Codification of Coaches

Coach Type	Description	Vehicle Type
RAAC	AC INSPECTION CARRIAGE (ADMINISTRATIVE)	OCV
RB	RESEARCH OFFICERS SALOON	OCV
RE	TRAINING/INSPECTION VAN	OCV
RH	MEDICAL VAN	OCV
RT	ACCIDENT RELIEF AND TOOL VAN	OCV
RU	SELF PROPELLED TOWER CAR	OCV
VP	PARCEL VAN	OCV
VPH	HIGH CAPACITY PARCEL VAN	OCV
VPHX	HIGH CAPACITY PARCEL VAN WITHOUT RAKES AND COLLAPSIBLE SHUTTER DOORS	OCV

Codification of Coaches

Coach Type	Description	Vehicle Type
VPU	MOTOR CUM PARCEL VAN	OCV
VR	REFRIGERATED PARCEL VAN	OCV
VVN	MILKVAN	OCV
WACCN	AC 3 TIER SLEEPER COACH (EOG)	PCV
WACCNH	AC 3 TIER SLEEPER COACH FOR GARIB RATH (EOG)	PCV
WACCW	AC 2 TIER SLEEPER COACH (EOG)	PCV
WCBAC	AC PANTRY CAR (EOG)	OCV
WDCBAC	BAR CAR	OCV
WDCGNAC	GYM/YOGA CAR	PCV

Codification of Coaches

Coach Type	Description	Vehicle Type
WDCRAC	RESTAURANT CAR	PCV
WDCTAC	CABIN CAR	PCV
WDSAC	STAFF CAR	PCV
WFAC	AC FIRST CLASS COACH (EOG)	PCV
WFCWAC	AC FIRST CLASS CUM AC 2 TIER SLEEPER COACH (EOG)	PCV
WFCZAC	AC EXECUTIVE CHAIR CAR (EOG)	PCV
WGACCN	AC 3 TIER SLEEPER COACH (SG)	PCV
WGACCN1	HIGH CAPACITY AC 3 TIER COACH WITH LONGITUDINAL MIDDLE BERTH (72 PASSENGERS) (SG)	PCV
WGACCW	AC 2 TIER SLEEPER COACH (SG)	PCV

Codification of Coaches

Coach Type	Description	Vehicle Type
WGCB	PANTRY CAR (SG)	PCV
WGCWNAC	AC 2 TIER CUM AC 3 TIER SLEEPER COACH (SG)	PCV
WGFAC	AC FIRST CLASS COACH (SG)	PCV
WGFC	I CLASS COACH (SG)	PCV
WGFCWAC	AC I CLASS CUM AC II TIER SLEEPER (SG)	PCV
WGFCZ	FIRST CLASS CHAIR CAR (SG)	PCV
WGFSCN	FIRST CLASS CUM 3 TIER SLEEPER (SG)	PCV
WGSCB	SECOND CLASS + BUFFET CAR (SG)	OCV
WGSCN	3 TIER SLEEPER COACH (SG)	PCV

Codification of Coaches

Coach Type	Description	Vehicle Type
WGSCN1	HIGH CAPACITY 3 TIER COACH WITH LONGITUDINAL MIDDLE BERTH (81 PASSENGERS) (SG)	PCV
WGSCNLR	3 TIER SLEEPER + LUGGAGE + BRAKE VAN (SG)	PCV
WGSCZ	SECOND CLASS DAY COACH WITH SITTING ACCOMODATION (SG)	PCV
WGSCZAC	AC CHAIR CAR (SG)	PCV
WGSCZACJ	AC CHAIR CAR FOR JAN SHATABDI (SG)	PCV
WGSCZJ	SECOND CLASS CHAIR CAR FOR JAN SHATABDI (SG)	PCV
WGSCZRJ	SECOND CLASS CHAIR CAR CUM BRAKE VAN FOR JAN SHATABDI (SG)	PCV
WGSR	SECOND CLASS CUM BRAKE VAN (SG)	PCV
WLRRM	BRAKE LUGGAGE AND GENERATOR CAR	OCV

Codification of Coaches

Coach Type	Description	Vehicle Type
WPCTAC	AC SALOON	PCV
WPSAC	AC STAFF CAR	PCV
WPSRRMAC	AC GENERATOR CAR	PCV
WPSRS	NON AC STAFF CAR	PCV
WRRMDAC	BRAKE, GENERATOR CAR WITH AC DISABLED FRIENDLY COMPARTMENT FOR GARIB RATH (EOG)	OCV
WSCZAC	AC CHAIR CAR (EOG)	PCV
WSCZACH	AC COACH WITH SITTING ARRANGEMENT FOR GARIB RATH (EOG)	PCV

Coach Master

- History of coach
- Coach repair- Last POH & Next POH
- Life of coach
- Maintained by ZR

Coach Number

- 1st two digit – Yr of Mfg
- Sl No. of coach is given by ZRs to PUs as par Coach master

Coach Identification

- FAC = 01-25
- FACZ & Composit = 26-50
- 2AC=51-100
- 3AC=101-150
- ACCZ=151-200
- CN=201-400
- GS=401-600
- SCZ=601-700
- SLR=701-800
- WCB/ACCB=801-825
- OTHERS=826-999

Codal life of Wagon

- | N | Type of wagon stock | Codal life |
|----------|---|-------------------|
| • 01. | All open wagons & variants [BOX-N etc.] | 30 Years |
| • 02. | All covered wagons & variants [BCN etc.] | 35 Years |
| • 03 | BTPN tank wagons & variants | 40 Years |
| • 04. | All Flat wagons & variants [BRN, BLC etc.] | 35 Years |
| • 05. | BOBRN wagons & variants | 30 Years |
| • 06. | BOBY & BOBY-N | 30 Years |
| • 07. | Brake Vans – BVZC & BVZI | 30 Years |

Thank YOU