



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



No.2023/M(C)/165/5

New Delhi, Date: 18.06.2024

General Manager
All Zonal Railways

Sub: Updation of Unusuals pertaining to Coaches on CMM

- A. CRIS has developed a functionality for capturing the unusuals pertaining to coaches on CMM. This will help in populating the unusuals in the history of a particular coach so that the primary and other-end depots are aware of the unusual and ensure that the same is properly investigated and attended at the time of primary/other-end examination.

The following process is to be followed for each unusual:

1. For transfer of all unusuals pertaining to Coaching stock for a particular day to CMM, the divisional control of the territorial railway where the unusual has taken place has to acknowledge the same confirming that the unusual pertains to defect in coach and link the coach numbers associated with the unusual. Once the coach numbers are linked, the same is shown in the history of the coach on CMM.
2. The territorial railway is also required to fill a preliminary report on the reason of the unusual.
3. Once step 1 & 2 is done, the said unusual will be visible on CMM against the coach number during primary/other-end examination also. The concerned primary/other end depot has to fill the action taken remarks among the following 3 options :-
 - a. Attended and completed
 - b. Partially Attended
 - c. Not attended.

- B. A review of coaching unusuals for May 2024 was done at Board. It is seen that:

1. Only 6% of Coaching Unusuals on account of Air conditioning, Train lighting etc have been acknowledged by the divisions (Details at Annx I), and 94% are still pending for acknowledgement. Proper mechanism needs to be set up in controls to immediately starting acknowledgement of coaching unusuals on all these account.
2. About 89% of Coaching Unusuals on account of repeated pressure drop, brake binding etc, have been acknowledged (Railway wise status at Annx. II): the balance should be acknowledged.
 - a. However, only 64% of the unusual cases acknowledged above have been marked 'Attended and completed', and 36% coaches are still pending closure (Railway wise position at Annx III): the balance ones to be closed after proper attention.

In view of the above, it is desired that:

1. System for acknowledging the unusual in the divisional control of the territorial railways should be immediately established for all unusuals pertaining to Coaching stock.
2. All depots should be advised to investigate and record the reasons for unusuals at the time of primary/other-end examination and enter final remarks.

(Handwritten signature)
18/6/24

कार्यकारी निदेशक / यांत्रिक इंजी. कोचिंग
रेलवे बोर्ड

Copy to PCMEs All Zonal Railways for kind information and necessary action please.

Annexure-I				
Unusual Report from 01/05/2024 to 31/05/2024 For Air conditioning, Train Lighting etc				
Territorial Railway	Total ICMS Reported Cases	Total Cases Acknowledged By Division	Total Cases Pending to be Acknowledged By Division	Total Cases Acknowledged By Division (Linked With Coach)
CR	59	14	45	14
ECOR	16	0	16	0
ECR	90	7	83	7
ER	38	0	38	0
NCR	85	0	85	0
NER	6	0	6	0
NFR	50	0	50	0
NR	39	2	37	2
NWR	30	0	30	0
SCR	25	0	25	0
SECR	13	0	13	0
SER	14	0	14	0
SR	30	18	12	18
SWR	12	0	12	0
WCR	103	0	103	0
WR	57	0	57	0

Annexure - II				
Unusual Report from 01/05/2024 to 31/05/2024 For Pressure Drop, Brake binding etc				
Territorial Railway	Total ICMS Reported Cases	Total Cases Acknowledged By Division	Total Cases Pending to be Acknowledged By Division	Total Cases Acknowledged By Division (Linked With Coach)
CR	154	138	16	138
ECOR	32	25	7	25
ECR	44	37	7	37
ER	10	2	8	2
NCR	131	131	0	131
NER	19	15	4	15
NFR	43	29	14	29
NR	81	68	13	68
NWR	21	21	0	21
SCR	46	35	11	35
SECR	14	13	1	13
SER	18	15	3	15
SR	29	28	1	28
SWR	22	21	1	21
WCR	110	110	0	110
WR	67	59	8	59

Annexure- III

Unusual Report from 01/05/2024 to 31/05/2024 For Pressure Drop, Brake binding etc

Owning Railway	Total Coaches Attended and Completed	Total Coaches Partially Attended	Total Coaches Not Attended
CR	123	0	7
ECOR	29	0	22
ECR	43	0	4
ER	15	0	5
NCR	15	0	13
NER	38	0	4
NFR	11	0	48
NR	4	0	82
NWR	29	0	8
SCR	6	0	23
SECR	5	0	7
SER	21	0	24
SR	32	1	11
SWR	38	0	9
WCR	15	0	8
WR	56	0	53