

Annexure 1[Para 1.8(a)]

Sample Size – List of selected ICMS locations of different Zonal Railways

Zonal Railway	Number of Locations	Names of ICMS Sites/Locations
NWR	9	i) CTNC-Ajmer ii) Carriage Workshop – Ajmer iii) CTNC-Lalgarh iv) CTNC-Jaipur v) Carriage Workshop - Jodhpur vi) TNC-Rewari vii) CTNC-Jodhpur viii) Divisional Control-Bikaner ix) Zonal Headquarters Control Office, Jaipur
ECoR	6	(i) FOIS Cell/Zonal Headquarters, Bhubaneswar (ii) Divisional Control Office, Khurda Road (iii) Divisional Control Office, Waltair (iv) Bhubaneswar Station (v) Puri Station and (vi) Visakhapatnam Station
ER	8	(i) Zonal Headquarters Control Office, Kolkata (ii) Howrah Division/control (iii) Tikiapara Yard (iv) Sealdah/Howrah Yard (v) Howrah Station (vi) Azimganj Station (vii) Katwa Station (viii) Asansol Station
NER	6	i) Kathgodam Station ii) Gorakhpur Jn. Station iii) Lucknow Jn. Station iv) Chhapra Jn. Station v) Divisional Control Office, Lucknow vi) Zonal Headquarters Control Office, Gorakhpur
NFR	7	i) Zonal Headquarters Control Office, Maligaon ii) Lumding Division (Control Office) iii) Katihar (Station) iv) New Jalpaiguri (Station) v) New Bongaigaon (Station) vi) Guwahati (Station) vii) Dibrugarh Town (Station)
SER	8	i) EMR/Control/Garden Reach ii) Coaching Control iii) DY.SMR/Adra iv) CTNC/Tata v) CYM/Kharagpur vi) CTNC/Shalimar vii) CTNC/Santragachi viii) DY.SS/Howrah

<b>Zonal Railway</b>	<b>Number of Locations</b>	<b>Names of ICMS Sites/Locations</b>
SR	10	i) CHC/CC (Punctuality) ii) ICMS/COIS/SEC iii) DY.SMR/Chennai iv) PERW & ICF/FUR v) Control/O/LTM/Chennai vi) BBQ/TNC/O/ Chennai vii) SA (Salem) viii) SMR/Trivandrum Central ix) Control/O/LTM/Madurai x) Sr.DOM/Tiruchchirappalli Jn
WCR	6	i) Zonal Headquarters Control Office, Jabalpur ii) Divisional Control Office Jabalpur iii) Jabalpur Jn. station iv) Kota Jn. Station v) Bhopal Jn. Station vi) Habibgaj Station
CR	7	i) Zonal Headquarters Control Office, Mumbai ii) Divisional Control, Mumbai iii) Mumbai CST Yard iv) Dadar Terminus v) Dadar Yard vi) LokmanyaTilakTerminus Yard vii) Mazgaon Yard
NCR	5	i) Emergency Control, NCR/ HQ, Allahabad ii) Agra Railway Station, Agra division iii) Emergency Control, Agra division iv)Tundla Railway Station, Allahabad division v) Emergency Control, Allahabad division
SCR	10	i) Zonal Headquarters Control Office , Secunderabad ii) Hyderabad Control Office iii) SSE/Lallaguda Workshop iv) ZRTI/Moula Ali v) Nanded station vi) Dy.SS Office, Guntakal vii) Dy.SS Office, Secunderabad viii) CDO/C&W Depot, Secunderabad ix) Dy.SS Office/Vijayawada x) Dy.SS Office/Guntur
SWR	6	i) Zonal Headquarters Control Office (Hubli) ii) Control Office - Hubli iii) Dy.SS - Hubli iv) Dy.SS - Vasco v) Control Office - Mysore vi) Dy.SS – Mysore
WR	13	Operating Department i) Zonal Headquarters Control Office Churchgate, Mumbai ii) Divisional Control Office, Rajkot iii) Stations -BRC, iv) VRL &

<b>Zonal Railway</b>	<b>Number of Locations</b>	<b>Names of ICMS Sites/Locations</b>
		v) NBVJ = 3 vi) Ahmedabad Yard, Surat vii) TNC Yard viii) IND Yard ix) W&S, Parel x) Coaching Depot, Mumbai Central xi) Coaching Depot GIM xii) Coaching Depot VRL xiii) Coaching Depot IND
ECR	9	i) Danapur Control ii) Dhanbad Control iii) SamastipurControl iv) Patna RRI v) Dibrugarh station vi) Samastipur station vii) Zonal Headquarters Control Office Hajipur(4 terminals), viii) Dhanbad station ix) Samastipurstation
SECR	7	i) Bilaspur Coaching Complex ii) RRI Bilaspur iii) Sr.DOM Office, Nagpur iv)CTNC/Gondia v) Durg Coaching Complex vi) Raipur Station lobby vii) Shadol Station
NR	11	i) Zonal Headquarters Control Office, Baroda House ii) New Delhi Control office (Division control), iii) New Delhi Railway Station, iv) Old Delhi Railway Station, v) AnandVihar Railway Station, vi) Delhi Sarai Rohilla Railway Station, vii) Ambala Division Control office, viii) Ambala Railway Station, ix) Jagadhari workshop Railway Station, x) Jammu Tawi Railway Station, xi) Amritsar Railway Station
<b>Total</b>	<b>128</b>	

**Annexure 2 [Para 2.1.1]**

**Statement showing Punctuality Performance of Trains over different Zones as test checked by Audit during February 2016**

S. no	Zonal Railway	Trains Scheduled for Reporting in ICMS	Trains Not Reported in ICMS	Punctuality Percentage during 2015-16 (up to February)	Punctuality Percentage During 2014-15	Punctuality Target fixed by R.B. for 2015-16	Remarks/ Details of Trains not reported
1.	NR	38811	548	70.33	78.57	90	470-PT, 24-M/ET, 6-ST, 48-NGT
2.	WCR.	3514	139	-	-	0	61-PT, 12-M/ET, 2-ST, 1-Election Special, 63 HS
3.	ER	20757	113	93.78	87.31	-	47-PT, 03- M/ET, 63-ST
4.	SWR	9205	8	94.72	93.09	96.42	3-PT, 5-M/ET
5.	CR	62078	26124	71.25	72.60	96	163 PT, 10 M/ET, 25951 ST
6.	NER	13715	110	80.93	78.91	90	79-PT(BG), 16-PT (MG), 15-M/ET
7.	NFR	6644	70	87.24	89.58		54-PT, 16-ME
	<b>Total</b>	<b>154724</b>	<b>27112</b>				

*PT=Passenger Trains, M/ET=Mail/Express Trains, ST=Suburban Trains, BG=Broad Gauge, MG= MeterGauge, HS-Holiday Special, NGT – Narrow Gauge Train*

**Annexure 3 [Para 2.1.1]**

**Statement showing details of Trains Available in ICMS but Not in PRS**

S. no	Zonal Railway	Number of trains available in PRS but not available in ICMS	Remarks
1	NR	6	Report No. 982 of 23.03.2016
2	WCR	1	Report No. 982 of 07.04.2016
3	SCR	3	Report No. 982 of 06.05.2016
4	NER	1	Report No. 982 of 29.04.2016
5	NFR	7	Report No. 982
6	SWR	5	Report No. 982 of 02.05.2016
	<b>Total</b>	<b>23*</b>	

*\*Note: Train Nos. are 02504, 04972, 12063, 12064, 23010, 24512 (NR), 01705(WCR), 01094, 02795 & 07115 (SCR), 05116 (NER), 05615, 05616, 23154, 52540. 52541, 52544, 54545 (NFR), 02779, 06228, 06948, 07301, 56263 (SWR)*

Annexure 4 (a) [Para 2.1.3]

Statement showing Difference in Exceptional Trains Reported by ICMS & COA

Zonal Railway	Total Exceptional Trains		Cancelled		Short terminated		Diverted		Change of Origin		Change of Destination		Remarks
	ICMS	COA	ICMS	COA	ICMS	COA	ICMS	COA	ICMS	COA	ICMS	COA	Date on which test checked
NR	220	56	192	40	12	9	7	0	9	3	0	4	14.03.2016
NCR	12	85	11	31	0	5	1	38	0	0	0	11	12.04.2016
ER	4	9	0	3	0	1	1	0	0	0	3	5	31.03.2016
WCR	6	11	6	9	0	0	0	0	0	0	0	2	04.04.2016
SCR	6	13	0	5	3	8	0	0	3	0	0	0	04.05.2016
SECR	14	7	11	3	2	1	1	0	0	0	0	3	14.03.2016
CR	20	36	9	22	5	6	3	0	3	0	0	8	14.03.2016
NER	0	3	0	0	0	0	0	0	0	0	0	0	22.6.2016
SER	0	0	0	1	0	0	0	0	0	0	0	2	12.10.2015
NFR	23	68	14	11	2	0	6	3	1	0	0	20	22.06.2016
<b>Total</b>	<b>305</b>	<b>288</b>	<b>243</b>	<b>125</b>	<b>24</b>	<b>30</b>	<b>19</b>	<b>41</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>55</b>	

Annexure 4(b)[Para 2.1.3]

Statement showing number of trains with status Not Reported/ Not Ascertained

Zonal Railway	Total Trains To be Reported	Number of Trains Reported in ICMS	No of Exceptional Trains	No. of Trains whose status could not be ascertained	Remarks
NR	558	520	37	1	ICMS Report for 17 February 2016
ER	726	723	1	2	ICMS Report for 31 March 2016
NFR	232	225	0	7	ICMS Report for 31 March 2016
<b>Total</b>	<b>1516</b>	<b>1468</b>	<b>38</b>	<b>10</b>	

Annexure 5 [Para 2.1.4]

Statement showing cases of delay in Reported Movement of Exceptional Trains

S. no	Zonal Railway	Number of Cases	Cases pertaining to trains of the concerned zone	Period of Delay/Remarks
1	NR	450	203	3 to 71 days
2	WCR	225	155	1 to 6 days
3	ER	292	198	3 to 72
4	SCR	0	78	3 to 11 days
5	SECR	6609	0	1 to 206 days
6	SWR	322	225	3 to 234 days
7	CR	22	9	1 to 36 days
8	NER	112	0	3 to 17 days
	<b>Total</b>	<b>8032</b>	<b>868</b>	

Annexure 6 [Para 2.1.6.1]

Statement showing details of mismatch noticed between ICMS and manual records in respect of Arrival/Departure timings

S. no	Zonal Railway	Audit Observations
1	NR	As per test check at New Delhi, Amritsar, Jammu Tawi, AnandVihar and Delhi Sarai Rohilla, in 25 instances, the timings recorded in ICMS were earlier than the timings recorded in manual records and the difference was in the range of 5 minutes to 180 minutes. In 8 instances, the timings in manual records were earlier than ICMS records and difference was in the range of 5 minutes to 332 minutes.
2.	NFR	As per test check at NBQ, NJP, DBRT, DBRG, LMG & KIR stations, in 219 cases actual departure time did not match with the record of Station Master Diary and in 137cases, departure time of the train was earlier than the time in the Station Manager's manual Diary.
3.	ER	Train no.15630 (GHY-MS Weekly Express), started on 8/4/2016, was taken over by Asansol Division of Eastern railway at SNT on 9/4/2016 at 7:45 hours. Train arrived at UDL at 9:15 hours and departed at 9:22 for DGR. After performing journey of 28 minutes it arrived DGR at 9:50 on same day and departed at 10:07 hours towards UDL again. After performing journey of 28 minutes, train again reached UDL. But the system captured time of arrival of the train at UDL second time as 9:15 hours, ignoring the to and fro journey between UDL and DGR.
4.	SER	Differences were noticed in respect of arrival times of various trains.
5	SR	Mismatch in arrival and departure timings of suburban trains and mail/express between ICMS and manual system were noticed.
6.	NWR	Difference of 10-15 minutes was noticed in Train arrival time shown in PAM and recorded in "Punctuality Register" maintained in Station Masters office Jodhpur.
7.	CR	Departure/Arrival time data of DOWN and UP Trains, which were late by 15 minutes and above, consisting of 50 and 328 instances of delayed trains was collected from Station Manager's Diary for July, August, September 2015 of at Dadar(T) and LokmanyaTilak Terminus respectively and compared with the departure/arrival time fed in the ICMS. It was noticed that there were differences in the time recorded in Station Manager's Diary and the time fed in ICMS and the time difference ranged from 2 minutes to 2 hours and 20 minutes.
8.	WCR	During comparison, difference/inconsistency in the train timings recorded in the ICMS and those recorded in stations' manual records were noticed.
9.	SWR	At Mysore, there was difference/inconsistency in the train timings recorded in the ICMS and those recorded in stations' manual records. The difference ranged between 5 minutes to 87 minutes

Annexure 7 [Para 2.1.7.1]

Statement showing details of stations/stoppages available in PRS but not in ICMS

S. no	Zonal Railway	Stations in PRS, but not in ICMS	Remarks, if any
1	NR	60	Report No. 983 of 23-03-16
2	NCR	7	12.04.2016
3	SR	7	August 2014
4	NWR	3	16.09.2015
5	CR	9	12.04.2016
6	WCR	1	07.04.2016
7	SCR	3	06.05.2016
8	ECR	3	-
9	NER	32	Report No. 983
10	SECR	8	23.03.2016
11	SWR	52	Report No. 983 of 02.05.2016
12	NFR	2	24.05.2016
	<b>Total</b>	<b>187</b>	

Annexure 8 [Para 2.1.8]

Statement showing manually prepared reports used for monitoring Punctuality

S. no	Reports prepared manually	By Railways
1	Punctuality Performance (percentage) of Mail/Express, Suburban and Passenger Trains	NR, WCR, ER
2	Monthly Punctuality Performance Report	NR,WCR
3	Comparative Summary(Number of Trains) Reported Late	NR, WCR
4	Division wise Punctuality Performance of Mail/Exp. Trains, Passenger Trains	NR, WCR, ER
5	Cause-wise and Division-wise Mail/Express Trains lost in punctuality (Comparison), Current week/Last week, Train Lost Month wise and Cause wise on NR	NR, WCR
6	Assets failures causing loss of punctuality	NR, WCR, SR
7	Excess Section wise Engg. Restriction	NR, WCR
8	Summary of Diesel Loco Failure etc	NR, WCR
9	Traffic Density Statement	ER
10	Diesel KM/ Elec. KM(ER)	ER
11	Equivalent Failure Statement (Asset Failure) etc.	ER

**Annexure 9 [Paras 2.1.10 and 2.2.9]  
Statement showing instances of inconsistent/inaccurate ICMS Output**

Zonal Railway	Details of inconsistencies/inaccuracies in ICMS output
NR	On 8 April 2016, ICMS Report No. 504 indicated that arrival of eight trains and departure of one train was not reported in ICMS at Ambala station. On examination of running movement of these trains in ICMS, ICMS depicted inconsistent details as is evident from one such example. On 8 April 2016, arrival of Train Number 74646 of 7 April 2016 was not reported in ICMS as departure of this train was not done at Amritsar (Report No. 504). On examining the running position of this train using Full Running option, Report No. 1002 indicated that departure of this train was not done from Amritsar on 7 April 2016 but the train departed right time from Jalandhar on 7 April 2016. When Train Running position of this train was viewed by selecting Textual option of Report No. 1002, ICMS indicated that this train departed right time from Amritsar and reached after a delay of 45 minutes at Ambala on 7 April 2016. Similar type of inconsistencies were also noticed when such reports were reviewed at Delhi Sarai Rohilla Station.
SECR	ICMS report for Train Running Position for train number 18240 of 06.05.2016 depicted two different timings for actual arrival at Bilaspur under the option “Textual” and “Full Running Report”.
ER	On 16 June 2016, ICMS Report No. 504 indicated that arrival of 14 trains and departure of 7 trains was not reported in ICMS at Asansol station. On examination of running movement of these trains in ICMS, ICMS depicted inconsistent details. For example, on 16 June 2016, arrival of Train Number 53061 of 16 June 2016 was not reported in ICMS. On examining the running position of this train using Full Running option, Report No. 1002 indicated that departure of this train was done right time from BWN on 16 June 2016. When Train Running position of this train was viewed by selecting Textual option of Report No. 1002, ICMS indicated that this train departed right time from BWN and reached late at ASN on 16 June 2016 after a delay of 3 minutes.
SCR	On 13 May 2016, ICMS Report No. 504 indicated that arrival of three trains and departure of one train was not reported in ICMS at Hyderabad station. On examination of running movement of one of these trains viz., 67265, Push-Pull from WL to HYB Deccan dated 13.05.2016 the arrival time at HYB Deccan was not reported in ICMS as departure of this train was not indicated at the previous station viz., Khairatabad DCN station (NTES Train Running Report). On examining the running position of this train using Full Running option, Report No. 1002 indicated that departure of this train was not done from Khairatabad DCN station and so its arrival time at HYB Deccan was not indicated. However, enquiries by Audit revealed that the train did reach Hyderabad Deccan at 9.45hrs as ascertained from the SS/HYB's office.
<b>Wrong Loco information provided by ICMS</b>	
NR	On 08-04-2016 at Ambala station, ICMS indicated under the Tab-‘Train Ready for Departure’ that loco number 13340 was attached with train number 54542 which was placed at Platform number one and with 64658 which was placed at Platform number 2. However, VG of these trains indicated that Loco number 13340 was attached with train number 54542 and not with train number 64548



SER	<p>In “Loco Master Detail” window of CTNC/TATA, current status of the loco number 23990 in “Division” field was wrongly shown as “CKP” division though in respect of “current station”, it was shown as “KGP” which is under KGP and In “Loco current status window” the current location of the loco was not reflected but the originating location.</p> <p>Loco number 25000 attached with train number 12703 on 15/10/2015 and the schedule departure of the train for the originating station at Howrah was 7:25 am, the actual location of the train as well as loco at the time of inspection (12:34 pm) was beyond JJKR but the current location of the loco was shown as “Howrah”.</p>
-----	--

**Annexure 10 [Para 2.2.1.1]  
Statement showing non-depiction of actual Coach Position in Rake Composition**

S. no	Zonal Railway	Audit Observations									
1.	NR	<ul style="list-style-type: none"> <li>On 18.April 2016, coach No. 06179 and 10931 were available at station at Anand Vihar with status as fit and the same were physically attached with rake of Train No. 4402 but ICMS did not make them available for attaching with the rake of train No. 4402.</li> <li>At AnandVihar, Coaches having numbers 143105 and 13142 were physically available on 18 April 2016 but ICMS indicated that these coaches were at Ambala.</li> <li>At Delhi Sarai Rohilla and New Delhi stations, attachment/detachment of coaches/VPH coaches (enroute) were not found updated in ICMS.</li> <li>As per ICMS, coach number NR-17228 was on rake of train number 14674 but as per JUDW records, the coach was under POH at JUDW shop on 7 April 2016.</li> </ul>									
2.	SER	<ul style="list-style-type: none"> <li>The following coaches were attached with train no. 18030 on 03.11.2015 at SRC (Shalimar Yard) whereas ICMS depicted the location of these coaches at location other than the Shalimar Yard on the same date as indicated below: <table border="1" data-bbox="555 768 1220 875"> <thead> <tr> <th>Number of coaches</th> <th>Location</th> <th>Railway</th> </tr> </thead> <tbody> <tr> <td>SER-GS-BG-998479</td> <td>SUR</td> <td>CR</td> </tr> <tr> <td>WCR-RV-BG-80878</td> <td>DLI</td> <td>NR</td> </tr> </tbody> </table> </li> <li>In train no. 18181, one VVN coach up to “BJU”, was attached to the rake but ICMS did not accept this coach and the destination station of this coach was shown in the VG as “CPR”.</li> </ul>	Number of coaches	Location	Railway	SER-GS-BG-998479	SUR	CR	WCR-RV-BG-80878	DLI	NR
Number of coaches	Location	Railway									
SER-GS-BG-998479	SUR	CR									
WCR-RV-BG-80878	DLI	NR									
3.	NFR	<ul style="list-style-type: none"> <li>At NBQ (NFR), VG generated at GHY for train No 55804(arrived at NBQ on 21.01.2016) was found to consist of 9 coaches, but consist of the train at NBQ exhibited 10 coaches. Coach No GS 10438 was found to exist in the system but as per ‘Number Taker’ register, the coach was not in the rake of train No 55804 on 21.01.2016, which was actually placed in the sick line at NBQ on 19.01.2016 which indicated that the consist of the train was not modified.</li> <li>ICMS generated VG of Train No.55726 of 28.01.2016 consisted of 14 coaches but manual VG prepared consisted of 17 coaches. However, as per Number Taker register, rake consisted of 16 coaches. Coach No.10830 was not attached with the Rake which existed in manual VG.</li> </ul>									
4.	SR	<ul style="list-style-type: none"> <li>Passenger trains 56105/06 and 56107/08 between Karur and Salem were operated with seven coaches (actual consist). However, in ICMS the consist formation displayed only five coaches due to the reason that two coaches shop marked for POH could not be released by Division in ICMS. It was also observed that coaches shop marked for POH could be released only by PWP (Perambur north).</li> </ul>									
5.	NWR	<ul style="list-style-type: none"> <li>Discrepancies in Coach Number fed in Vehicle Guidance of ICMS and actual coaches received at locations were noticed in 12 cases. Instances noticed where coaches physically available in the Workshop, Ajmer for POH were shown running in regular Trains on same date at other station.</li> <li>One coach (ML-107/93901) physically found available (from 17-8-2015) in Ajmer Workshop for POH was not shown in the ICMS on the date of inspection.</li> </ul>									
6.	CR	<ul style="list-style-type: none"> <li>As per Rake Link Booklet for Train No. 12140 (Sewagram Express), the train consisted of 24 coaches. 18 coaches from Nagpur to CSTM and 6 coaches to be attached at Wardha. The consist of this train was reviewed for the months of July, August and September 2015 and it was found that the enroute attachment of coaches at Wardha was not captured in ICMS.</li> </ul>									
7.	WCR	<ul style="list-style-type: none"> <li>As per manual verification at Jabalpur, Coach number CR 15705 GSLRD was available at Jabalpur on 09.06.2016 but ICMS indicated that this coach was available at Varanasi.</li> </ul>									
8.	ECoR	<ul style="list-style-type: none"> <li>At WAT control, type of coaches physically running in rake were not matching with the type of coaches shown in consist in the ICMS system,</li> </ul>									
9.	SWR	<ul style="list-style-type: none"> <li>As per ICMS data coach number GSCN 99391 and GSRD 07735 arrived by train number 12779, were in Vasco on 12.03.2015 where as these coaches were available at Banaglore on that day.</li> <li>Coach number ACCN 11103 arrived by train number 12779 was in Vasco on 13.3.2015 whereas the same was physically available in NZM.</li> </ul>									

**Annexure 11 [Para 2.2.1.2]  
Statement showing incomplete depiction of Current Status of coaches**

Zonal Railway	Total coaches	Current detail available	Disputed status*	Location on platform	Line number/ type not available	Position from end 1 was not available	Line number was zero	Remarks
NR	7975	7303	260	917	297	311	6	Disputed status of 49 of them was more than 12 to 36 months old
NCR	1625	1550	84	49	12	0	0	Disputed status of 32 of them was more than 12 to 37 months old.
ER	6519	4605	112	286	89	0	0	Disputed status of 49 of them was more than 12 to 36 months old
NFR	3474	3124	70	411	44	0	44	Disputed status of 7 of them was more than 8 to 22 months old
NWR	0	0	108	0	0	0	0	108 coaches were under disputed status since 30.9.13
WCR	1419	655	0	84	4	66	4	
SCR	5476	5372	234	474	98	113	0	Disputed status of 45 of them was more than 12 months old.
SWR	3546	3431	259	253	104	0	0	Disputed status of 36 coaches ranged between 12 and 32 months.
SECR	1492	1323	63	138	24	0	0	Disputed status of 13 of them was more than 12 to 36 months old.
ECR	0	0	153	347	70	0	0	Disputed status of 83 was more than 12 to 80 months old.
NER	3405	60	0	0	0	0	0	
CR	5163	2621	227	366	0	0	120	Disputed status of 50 coaches ranged between 12 and 36 months.
<b>Total</b>	<b>40094</b>	<b>30044</b>	<b>1570</b>	<b>3325</b>	<b>742</b>	<b>490</b>	<b>174</b>	

\*A coach is called disputed when a user marks the coach as 'Physically not arrived' while recording the arrival of a train.

**Annexure 12 [Para 2.2.1.3]  
Statement showing non-capturing of loading/unloading details of Parcel  
Coaches/Vans of different Types such as VPH/VPU**

<b>Zonal Railway</b>	<b>Audit observations</b>
NR	As per ICMS database, there were just 98 records of loading of NR owned VPH coaches during 2006 to 2015 (September) whereas as per manual records, 296 VP coaches were loaded at Delhi Station during July 2015 to September 2015.
ER	There are 968 High Capacity Parcel Vans including 3 'VPHX'. Out of 39 VPH coaches, only 11 coaches were offered for loading and they were loaded 1 to 23 occasions during a period of April 2008 to 2015 (October). In rest of the ER owned coaches, Coach ID was zero.
WCR	There were just 3 records of loading of WCR owned VPH coaches during 2009 to 2015 in the table containing loading/unloading details of VPH/VPU coaches.
SWR	There were just 52 records of loading of SWR owned VPH coaches. No records were available after August 2009.
CR	There were just 84 records of loading of CR owned VPH coaches during 2008 to 2013 whereas as per manual records, 43 VP coaches were loaded at one of Depot at Wadi Bunder during July 2015 to September 2015.

**Annexure 13 [Para 2.2.1.4]  
Statement showing incorrect Train placement data**

<b>Zonal Railway</b>	<b>Audit observations</b>
NR	At Anand Vihar station, train number 22408 was placed at platform number one on 18 April 2016 but as per ICMS, it was placed at platform number five. At Delhi Sarai Rohilla, ICMS indicted that train number 12986, 14008, 12616 and 09726 were placed at platform number one, two, three and four whereas these trains were not physically available on these platforms. Thus, actual position of trains was not depicted by ICMS.
NWR	At Lalgarth station of Bikaner division (on 08 December 2015), running coaching stock (Trains) actually found on lines/platforms and their position shown in the ICMS was not matching
CR	At Mumbai CST, as per ICMS, coaches were available in spare line, however, during joint inspection, it was seen that no coaches were available at the locations.
SWR	It was observed during field visit that on 13/06/2016, as per ICMS record Rake of Train no. 16535 was placed at PF NO.2 whereas the rake was physically available at PF No.5. Similarly, rake of train no. 16230 was shown to be at PF No.4, while the same was at Yard. Thus, ICMS was not depicting actual position of the train.
SR	Six pit lines were actually available in TVC for placement of rake/train. However, only 5 pit line were available for the Train Clerks to make entry in the Data Module.

**Annexure 14 [Para 2.2.1.6]  
Statement showing non-capturing of complete status of Condemned coaches**

Zonal Railway	Total Coaches	Coaches having Condemnation dates	Condemnation dates prior to October 2015	Coaches having marked as RECDMN(out of column '4')	Coaches marked online (out of column 4)	Coaches having null status (Out of column 4)	Coaches condemned during 2013-14 and 2014-15 (As per ICMS database)	Coaches condemned during (as per manual records/ Information made available by railways)	Duration when condemned (As per Manual Record/Information made available by railways)
NR	7975	1212	170	80	77	13	411	268	13-15
ER	6519	1547	32	20	12	0	339	110	13-14
NFR	3474	52	4	3		1	139	90	13-15
CR**	0	0	0	0	0	0	0	0	0
WCR	1634	231	7	0	7	0	89	95	13-15
SCR	5476	1130	0	0	1077	53	0	0	
SWR	3546	540	19	1	18	0	68	65	13-15
SECR	1492	11	4	0	2	1490	0	68*	13-16
NER	3405	1368	117	0	0	117	87	216	
<b>Total</b>	<b>33521</b>	<b>6091</b>	<b>353</b>	<b>104</b>	<b>1193</b>	<b>1674</b>	<b>1133</b>	<b>912</b>	

*\*Out of 68, 51 were condemned during 2013-15, \*\*Over CR, 75 condemned coaches were appearing in the ICMS database with status "FITAVL /ONRAKE /INSHOP /DISPUTE/ ORUNTR/ SHOPCH/ RECDMN/ SICKCH". On this being pointed out by Audit, Central Railway Administration informed in February 2016 that the condemned coaches have since been removed from the ICMS database.*

**Annexure 15 [Para 2.2.1.6]  
Statement showing coaches having expired Condemned dates in ICMS in Use**

<b>Zonal Railway</b>	<b>Audit observations</b>
NR	<ul style="list-style-type: none"> <li>• Almost all the coaches having expired condemnation dates with null/online status were part of the current/live data, were in operations and available for usage</li> <li>• As per ICMS database, POH of 121 coaches, having expired condemnation dates and majority of them (63) recommended for condemnation, was performed after their condemnation date.</li> </ul>
SR	<ul style="list-style-type: none"> <li>• Out of 390 records, in 19 records condemnation dates of SR owned coaches has preceded the last POH dates.</li> <li>• One ART type coach (number 77876) which was condemned on 23-09-2013 by the Mechanical Department had not been deleted and was still shown up in the coach current stock.</li> <li>• Coaches condemned during August 2015 and September 2015 by the Mechanical Department were also available in ICMS and appeared in coach current stock.</li> </ul>
NFR	<ul style="list-style-type: none"> <li>• In one coach POH was performed after its condemnation date.</li> </ul>
SWR	<ul style="list-style-type: none"> <li>• POH of six coaches was performed after the expiry of their condemnation dates.</li> </ul>
SECR	<ul style="list-style-type: none"> <li>• POH of one coach was performed after condemnation date.</li> </ul>
ECR	<ul style="list-style-type: none"> <li>• POH of three coaches performed after their condemnation dates.</li> <li>• Status of one coach was on line although the date of condemnation of the coach had already lapsed in 2013.</li> </ul>
ER	<ul style="list-style-type: none"> <li>• Almost all the coaches having null/online status were in use even after the expiry of their condemnation dates recorded in ICMS.</li> <li>• POH of 121 coaches, having expired condemnation dates and a majority of them (20) recommended for condemnation, was performed after their condemnation date.</li> <li>• POH of two coaches was performed after the date of condemnation. In 12 cases reason for condemnation were not been entered.</li> </ul>
NER	<ul style="list-style-type: none"> <li>• POH of 40 such coaches was performed after their condemnation date.</li> </ul>
CR	<ul style="list-style-type: none"> <li>• All the 109 coaches after expiry of condemnation date were in use. Out of these, in respect of 14 coaches, POH was done after the date of condemnation.</li> </ul>
WR	<ul style="list-style-type: none"> <li>• One coach condemned in 2012 was available in ICMS Coach Master Data.</li> </ul>

**Annexure 16 [Para 2.2.3]  
Statement showing differences in Train Arrival/Departure timings  
recorded in COIS and PAM**

<b>Zonal Railway</b>	<b>Audit observations</b>
<b>NR</b>	<ul style="list-style-type: none"> <li>• Out of 47765 transaction of Arrival Time pertaining to five divisions of NR for the period 1 July 2015 to 7 October 2015 compared, in 22854 transactions, differences were noticed in Train Arrival Time. In 21019 records, COIS Train Arrival time was earlier than PAM time and difference was in the range of 1 minute to 1719 minutes and in 1835 transactions, COIS Arrival time was later than PAM time and difference was in the range of 1 minute to 6010 minutes.</li> <li>• Out of 50764 transactions of Departure Time pertaining to five divisions of NR for the period 1 July 2015 to 7 October 2015 compared, in 11124 transactions, differences were noticed in Train Time. In 10350 transactions, COIS departure time was earlier than PAM time and difference was in the range of 1 minute to 5795 minutes and in 774 transactions, COIS departure time was later than PAM time and difference was in the range of 1 minute to 131 minutes.</li> </ul>
<b>SECR</b>	<ul style="list-style-type: none"> <li>• Over SECR, as per test check, out of 11765 transaction of Arrival Time pertaining to three divisions of SECR compared for the period 1 July 2015 to 7 October 2015, in 3044 transactions, differences were noticed in Train Arrival Time. In 529 transactions, COIS Arrival time was earlier than PAM time and difference was in the range of 1 minute to 302 minutes and in 2515 records, COIS Arrival time was later than PAM time and difference was in the range of 1 minute to 1090 minutes.</li> </ul>
<b>CR</b>	<ul style="list-style-type: none"> <li>• On CR, out of 27947 transactions of Arrival Time pertaining to 5 divisions of CR compared for the period 01.07.2015 to 07.10.2015, in 6672 transactions, differences were noticed in Train Arrival Time. In 4871 records, COIS Arrival time was earlier than PAM time and difference was in the range of 1 minute to 8851 minutes and in 1801 records, COIS Arrival time was later than PAM time and difference was in the range of 1 minute to 1025 minutes.</li> <li>• Out of 28497 transaction of Departure Time pertaining to five divisions of CR, compared for the period 1 July 2015 to 7 October 2015, in 3372 transactions, differences were noticed in Train Arrival Time. In 2545 records, COIS Departure time was earlier than PAM time and difference was in the range of 1 minute to 5760 minutes and in 827 records, COIS Departure time was later than PAM time and difference was in the range of 1 minute to 300 minutes</li> </ul>
<b>ER</b>	<p>Analysis of ICMS data pertaining to arrival and departure for the period from July 2015 to October revealed that in 41 cases actual departure time was earlier than actual arrival time and the difference ranged between 1 minute and 1066 minutes.</p>

**Annexure 17 [Para 2.2.5.1]  
Statement showing discrepancies in the Vehicle Guidance Summary**

Zonal Railway	Audit Observations
NR	<ul style="list-style-type: none"> <li>At Ambala Division on 8 April 2016, loco number 14067 was replaced with loco number 22719 in Train number 11058 at 15:22. However, VG generated after replacing loco at Ambala station, still showed loco number 14067 instead of loco number 22719. Thus, the change was not reflected in the VG.</li> <li>Coaches of Train Number 12925 get detached at Ambala division but no VG was generated after detaching coaches at Ambala division.</li> </ul>
SR	<ul style="list-style-type: none"> <li>As per Railway Board instructions, only system generated Vehicle Guidance were to be issued from 1 August 2010, still manual VGs were used.</li> <li>Rake link for the train No.56241 SA-YPR was not available due to mismatch in train consist between SWR and SR, as received in ICMS. The mismatch was due to the reason that the ICMS location concerned in SWR did not place the link rake in the ICMS while despatching the train from YPR. Therefore, vehicle guidance was manually prepared for despatching the train.</li> <li>For train number 11063 (MS-MTDM) slip coach (56100) for the section SA-MTDM was to be attached and similarly for train No.11064 (MTDM-MS) slip coach (56101) for the section MTDM-SA was to be attached. Though provision for attachment of slip coach exists in ICMS, due to non-availability of adequate time between receipt and despatch of these trains, slip coaches could not be entered in ICMS. Thus the train consist generated by ICMS was not reliable and manual VG prepared.</li> </ul>
CR	<ul style="list-style-type: none"> <li>In respect of train No. 12534 of Start Date 08/09/2015 (VGs No. 7147560), actual coach attached with the Train was NR GS 14406, but ICMS was not accepting the above coach details as the same was attached to some other Train in ICMS. Hence, VG was prepared using wrong coach number NR GS 12579 and the actual Coach number NR GS 14406 attached to train was entered in the "Remarks" column of VG.</li> <li>Analysis of ICMS data for July, August, and September 2015 revealed 1093 instances where the actual Coach Number was wrongly entered in the "Remark Column rather than in the relevant coach column which could be due to non-availability of details of coaches, physical attached with the Train, in ICMS.</li> </ul>
NFR	<ul style="list-style-type: none"> <li>Train No.75718 (DEMU) ex-Haldibari to Siliguri moved on 29.07.2015 with train consist that did not match with the VG. Moreover, loco attached with DEMU train was 12699 WDG (BG class) which was not a DEMU loco and was not reflected in the VG.</li> </ul>
ER	<ul style="list-style-type: none"> <li>In the cases of non-availability of a coach in the Coach Master of ICMS, the number of the coach was to be collected from stock and after generation of VG, the coach number so collected was to be recorded in the VG manually.</li> </ul>
NER	<ul style="list-style-type: none"> <li>There was no field to capture details of Portable Control Phone (PCP), Fire Extinguisher (FE), Emergency Light Fitting (ELF), Katta (Wooden Block for Gradient Section) and these details were manually entered in VG at Kathgodam location of NER..</li> <li>At Gorakhpur, Train No. 12555 dated 02/04/2016, running from Gorakhpur to Hisar consisted of 24 coaches but in Vehicle Guidance(VG) generated through ICMS for this train, only 23 coaches were captured and coach GSCN 13311 was manually entered in Vehicle Guidance.</li> </ul>
NWR	<ul style="list-style-type: none"> <li>At 04 locations test checked discrepancies in Coach Number fed in Vehicle Guidance of ICMS and actual coaches received at locations were noticed in 12 cases.</li> </ul>



**Annexure 18 [Para 2.2.5.2]  
Statement showing details of VGs generated with incomplete details**

S. no	Zonal Railway	Period	Driver Field blank	Guard Field blank	Loco	Remarks
1	NR	01/07/2015 to 15/10/2015	40569	40876	7816	
2	NCR	01/07/2015 to 15/10/2015	10000	9980	680	
3	ER	01/07/2015 to 15/10/2015	37004	37075	5343	
4	ECoR	01/07/2015 to 15/10/2015	5199	5199	0	
5	NWR	01/07/2015 to 15/10/2015	4124	4818	163	
6	WCR	01/07/2015 to 15/10/2015	7669	7673	321	
7	SCR	01/07/2015 to 15/10/2015	38687	38520	14755	
8	SWR	01/07/2015 to 15/10/2015	23281	23283	3109	
9	SECR	01/07/2015 to 15/10/2015	9641	9742	7618	Data like DR, GD, H.C, VVVV, dr, xyz, 600, A, B, BSP, D, ,K, KK, KS, M, Mr. Shri etc. noted in Driver and Guard field
10	ECR	01/07/2015 to 15/10/2015	1340	1317	398	
11	CR	01/07/2015 to 15/10/2015	15078	8860	158	
12.	NFR	01/07/2015 to 15/10/2015	11917	10230	815	Data like n, SH, Shri noted in Driver and Guard Field
	<b>Total</b>		<b>204509</b>	<b>197573</b>	<b>41176</b>	

**Annexure 19 [Para 2.2.5.3]  
Statement showing details of manually prepared VG Summary**

Zonal Railway	Audit observations
NR	<ul style="list-style-type: none"> <li>In NR at ASR station, printer was out of order since 1.4.2011 and VGs were being prepared manually.</li> <li>At Jammu Station, printer was found out of order during April 2016 and VGs were being prepared manually.</li> </ul>
ECR	<ul style="list-style-type: none"> <li>In ECR, VG was prepared manually at RJPB and DBG locations where printers were not working.</li> </ul>
NER	<ul style="list-style-type: none"> <li>While going through Vehicle Guidance Summary prepared during the month of April 2016 at Gorakhpur Station, in respect of 12 instances (6 regular trains and 6 special trains) VG was prepared manually and no reason was assigned for manual preparation of VG.</li> </ul>
SCR	<ul style="list-style-type: none"> <li>In SCR, printer at SC station was out of order for a long time and VGs were being prepared manually. At NED station, the ICMS operations were being carried out from the control office, hence, VGs were being prepared manually.</li> </ul>
CR	<ul style="list-style-type: none"> <li>In CR, in the offices of Chief Yard Master, Mumbai CST, Dadar and LTT, VG details were fed into the ICMS but the details were once again written manually to hand it over to the Guard. The reason for manual preparation of VGs was not availability of a functional printer.</li> <li>There were 6893 VGs prepared in the system in the above stations. Out of these in 1841 cases VGs were not printed, resulting in preparation of VGs manually.</li> </ul>
SWR	<ul style="list-style-type: none"> <li>In SWR, the data was being populated in both the applications manually.</li> </ul>
SR	<ul style="list-style-type: none"> <li>It was observed that rake link for the train No.56241 SA-YPR was not available due to mismatch in ICMS. Therefore vehicle guidance was manually prepared for despatching the train. The mismatch was due to the reason that the ICMS location concerned in SWR did not place the link rake in the ICMS while despatching the train from YPR.</li> <li>For train number 11063 (MS-MTDM) slip coach (56100) for the section SA-MTDM is to be attached and similarly for train No.11064 (MTDM-MS) slip coach (56101) for the section MTDM-SA is to be attached. Though provision for attachment of slip coach exists in ICMS, due to non-availability of adequate time between receipt and despatch of these trains, slip coaches could not be entered in ICMS. Inclusion of slip coaches had to be done manually and hence only manual VG prepared</li> </ul>
NFR	<ul style="list-style-type: none"> <li>ICMS is installed at Route Relay Interlocking (RRC) cabin at KIR and TNC office is situated at PF3 &amp; PF4. As a result, the details of each attachment/detachment is communicated over phone to ICMS users. VG is prepared manually at TNC office. Though VG is generated through the system but the same cannot be printed as no printer has been provided at KIR location.</li> <li>At NJP, VG is prepared manually as there is no interface between printer driver and the application.</li> </ul>
WR	<ul style="list-style-type: none"> <li>It was noticed that printer at New Bhuj station was out of order and VGs were being prepared manually. At Bharuch station, VGs were being prepared manually for want of ICMS terminal.</li> </ul>

**Annexure 20 [Para 2.2.6.1]  
Statement Showing Inconsistent/Incorrect Loco Master Data**

Zonal Railway	As per ICMS database (No.)				As per Manual Records (No.)				Remarks
	Electric Loco	Electric Loco Type	Diesel Loco	Diesel Loco Type	Electric Loco	Electric Loco Type	Diesel Loco	Diesel Loco Type	
NR	384	8	653	20	376	6	566	8	1036 locos were of gauge type one and one loco was of gauge type four. Out of 1037 locos, 29 locos were dead, 29 locos were in failed condition and 1 loco was idle.
NCR	409	5	197	13	414	5	134	5	603 locos were of gauge type 01 and 03 locos were of gauge type 4. Out of 606 locos, 03 locos were dead and 08 locos were in failed condition.
WR	0	0	532	16	0	0	420	6	ICMS showed 67 MG diesel locos of YDM4 and YDM4A types on Western Railway whereas the figure given by Board vide their letter dated 5/10/15 showed 62 MG locos without specifying their types.
ER	254	6	448	13	240	5	384	8	
NFR	0	0	449	13	0	0	375	6	404 locos were of gauge type 1, 27 locos were of gauge type 2 and 18 loco was of gauge type 4. Out of 449 locos, 8 locos were dead, 19 locos were in failed condition and 422 loco was normal.
WCR	631	8	456	9	588	6	394	10	1087 locos were of gauge type 1. Out of 1087 locos, 15 locos were in failed condition and 2 locos were idle
SCR	597	7	649	12	578	7	596	8	
SECR	235	0	226	0	214	0	193	0	
SWR	0	0	353	8	0	0	153	6	
ECR	0	0	405	0	391	0	0	0	
NER	0	0	324	13	0	0	231	10	
CR	655	11	396	9	607	11	297	6	

**Annexure 21 [Para 2.2.6.2(a)]  
Statement showing Wrong Loco position**

<b>Zonal Railway</b>	<b>Audit observations</b>
NR	<ul style="list-style-type: none"> <li>• On 1.4.2016, as per Delhi Control office record, Loco Number 22301 was available in Delhi Division but as per ICMS database, this loco was in Kota Division.</li> <li>• Loco Number 22568 was physically available at Delhi Division but as per ICMS, it was at TPJ.</li> <li>• As per manual records, Loco No. 16272 and 14003 were in Delhi division on 21 April 2016 but as per ICMS these locos were in UMB Division and HSX respectively.</li> <li>• Similar types of instances of wrong position of locos (e.g. Loco number 22029 and 21883) were noted on 6 April 2016 at Control office at Ambala.</li> </ul>
NFR	<ul style="list-style-type: none"> <li>• Loco status reflected that loco No 14860 was ‘Shed In’ at LMG location on 24.02.2016 at 18:10 hours whereas, the loco physically located at NGC shed at same date and time. Subsequently, the user at LMG Control office input the ‘Shed Out’ time (expected) as 25.02.2016 00:30 hours in advance to release the loco from shed at LMG. In this connection, it is observed that there is no BG Loco Shed at LMG, which is a MG shed which clearly indicated that the wrong programming logic as well as creation of virtual shed (Non-exist shed) in the ICMS. As such the system failed to capture the real time data.</li> </ul>
SER	<ul style="list-style-type: none"> <li>• Over SER, it was noted that particulars of loco were maintained by Loco control office but due to non-supply of loco particulars to coaching control, Vehicle Guidance (VG) were generated by giving fictitious loco numbers in Dy.SMR/ADA location.</li> </ul>
CR	<ul style="list-style-type: none"> <li>• Test check revealed 10 such instances where locos were physically available at a particular location while the ICMS showed their availability at different location.(January to May 2015)</li> </ul>
WCR	<ul style="list-style-type: none"> <li>• Loco number 28159 was available in Jabalpur division but as per ICMS database, this loco was in Bilaspur division.</li> <li>• Loco number 23825 was available in Jabalpur division but as per ICMS database, this loco was in Allahabad division.</li> </ul>

**Annexure 22 [Para 2.2.6.2 (b)]  
Statement Showing Instances of Non-capturing of Movement of Locos**

<b>Zonal Railway</b>	<b>Number of Loco Cut-in instances noticed</b>	<b>Date on which test checked</b>
NR	170	22 March 2016
NCR	54	22 March 2016
WCR	38	06 April 2016
SCR	59	6 May 2016
ER	726	May 2016
SECR	24	12 June 2016
SWR	38	02 May 2016
CR	77	18 May 2016
NER	35	22 June 2016
NFR	390	19 July 2016
ER	3	31 March 2016
<b>TOTAL</b>	<b>1614</b>	

**Annexure 23 [Para 2.2.6.2(c)]  
Statement showing cases of Electric Loco running over Diesel Track**

<b>Zonal Railway</b>	<b>Numbers</b>	<b>Date on which test checked</b>
NR	11	18 February 2016
	12	09 March 2016
	29	06 April 2016
NCR	6	12 March 2016
SCR	1	23 December 2015
	1	04-May 2016
ECR	6	02 November 2015
	6	10 March 2016
WCR	2	07April 2016
	1	27April 2016
SWR	4	01May 2016
CR	5	18 May 2016
NER	2	22 June 2016
ER	2	31 March 2016

**Annexure 24 (a) [Para 2.2.7]  
Statement showing mismatch between  
ICMS Coach Master Data and Manual Coach Master Data**

Zonal Railway	Gauge	Number of Coaches		Date on which test checked
		As Per ICMS	As per Manual Coach Master Data	
NR		7975	6160	07 October 2015
		8147	6235	29 February 2016
NCR	BG	1625	1227	16 May 2016
NCR(BG)	NG	0	64	
WR(BG)		6535	4562	23 March 2016(as per RB)
			4714	(as per Dy.COM CCG)
WR(MG)		558	548	
WR(NG)		14	100	
SR		7675	7803	22 March 2016
ER		6519	4152	07 October 2015
		6626	4152	08 April 2016
NFR		3474	2837	
CR		4485	4414	01 January 2016
		4511	4437	01 February 2016
SCR		5476	4722	September 15
SWR		3546	3527	September 15
ECoR		2764	2637	30 September 2015
WCR		1314	1281	27 April 2016
SECR		1492	1526	7 October 2015
ECR(BG)		3878	3756	
ECR(MG)		301	171	
NER(BG)		2640	2326	
NER(MG)		765	508	
NWR		2452	2611	as on 9 October 2015

**Annexure 24(b) [Para 2.2.7]  
Statement showing inconsistencies in data of Transferred coaches**

Zonal Railway	Year	No. of coaches transferred from foreign Railway (As per ICMS)	No. of coaches transferred from foreign Railway (As per manual record)	Difference	No. of coaches transferred to foreign Railway (As per ICMS)	No. of coaches transferred to foreign Railway (As per manual records/Information provided by Zonal Railways)	Difference
NR	2013-14	62	4	58	120	99	21
	2014-15	18	30	-12	35	14	21
NCR	2012-13	0	0	0	1	0	1
	2014-15	1	0	1	0	0	0
WCR	2013-14	0	0	0	0	0	0
	2014-15	7	0	7	10	0	10
	2015-16	0	0	0	0	19	-19
SCR	2013-14	18	23	-5	3	23	-20
	2014-15	1	0	1	0	0	0
	2015-16	0	27	-27	2	18	-16
SWR	2013-14	27	21	6	7	65	-58
	2014-15	19	0	19	19	0	19
	2015-16	0	0	0	0	9	-9
SECR	2013-14	0	0	0	0	0	0
	2014-15	8	8	0	0	0	0
	2015-16	6	6	0	0	0	0
ECR	2013-14	1	0	1	1	0	1
	2014-15	8	0	8	26	0	26
CR	2013-14	10	117	-107	14	35	-21
	2014-15	12	0	12	7	2	5
NER	2013-14	05	08	-03	00	00	00
	2014-15	00	10	-10	05	00	06
ER	2013-14 to 2015-16	27	17	10	21	15	6
NFR	2013-14	61	2	59	40	1	39
	2014-15	0	17	-17	1	0	1

**Annexure 24(c) [Para 2.2.7]  
Statement showing incorrect details of New Coaches in ICMS**

<b>Zonal Railway</b>	<b>Year/Period</b>	<b>Coaches added (as per ICMS)</b>	<b>Coaches added (as per the information/records made available by operating/mechanical department)</b>	<b>Difference</b>	<b>Remarks</b>
NR	2013-14	1099	495	604	As per master database, out of 7975 coaches, only 3419 coaches had dates on which they were added in master data
	2014-15	382	388	-6	
NCR	2013-14	142	138	4	
	2014-15	119	94	25	
	2015-16	61	55	6	till Sep 2015
WCR	2013-14	122	43	79	
	2014-15	73	54	19	
SWR	2013-14	311	81	230	
	2014-15	293	295	-2	
	2015-16	3	57	-54	till Sep 2015
SECR	2013-14	128	114	14	
	2014-15	87	47	40	
	2015-16	76	38	38	till Sep 2015
NER	2013-14	244	189	55	
	2014-15	238	217	21	
NFR	2013-14	161	118	43	
	2014-15	251	214	37	
<b>Total</b>		<b>3790</b>	<b>2637</b>	<b>1153</b>	



**Annexure 24 (d) [Para 2.2.7]**  
**Statement showing differences between ICMS data and manual records of Yard Stock**

<b>Zonal Railway</b>	<b>Audit observations</b>
<b>NR</b>	At DEE (19.4.2016), DLI (4.4.2016), ANVT (18.4.2016) and UMB (8.4.2016) ICMS locations, comparison between ICMS and manual records in respect of yard stock revealed mismatches between two sets of same type of data.
<b>NFR</b>	As per ICMS, at NJP, on 30.01.2016, 38 number of spare stock were available whereas Trains Branch record reflected there were 40 coaches available at yard. At Katihar, yard stock summary dated 31.01.2016 exhibited 15 number of spare stock in ICMS but manually, spare stock showed 18 coaches. The 3 number of coaches viz. SC VPU 93830, WR VPU 008690 & ER VPU 01844 were not available in the system but physically existed at the yard.
<b>WCR</b>	Data available in manual records of yard stock of Jabalpur did not match with ICMS data.
<b>SWR</b>	During comparison of yard stock data available in manual records of MYS yard, it was noticed that the details were not matching with ICMS data
<b>NWR</b>	One coach (ML-107/93901) physically found available (from 17-8-2015) in Ajmer Workshop for POH was not shown in the ICMS on the date of inspection.
<b>WR</b>	During comparison of yard stock data available in manual records of Indore yard, it was noted that yard stock details were not matching with ICMS data.

**Annexure 24 (e) [Para 2.2.7]**  
**Statement showing differences in manual and ICMS records of PCV/OCV Coaches**

Zonal Railway	As per ICMS			As per Mechanical/Operating Dept. Records			Difference
	PCV	OCV	Total	PCV	OCV	Total	
CR	56	43	99	53	32	85	14
ER	41	30	71	59	8	67	4
NCR	25	20	45	23	15	38	7
NER	33	21	54	21	3	24	30
NR*	61	41	101	58	8	66	35
SCR	37	34	71	28	17	45	26
SECR	26	23	49	29	21	50	-1
SWR	41	31	72	44	22	66	6
WCR	46	0	46	20	0	20	26
<b>Total</b>	<b>367</b>	<b>245</b>	<b>612</b>	<b>335</b>	<b>126</b>	<b>461</b>	<b>151</b>

\* BG coaches only

**Annexure 24(f) [Para 2.2.7]**  
**Statement showing differences in Manual and ICMS records of coaches (gauge-wise)**

Zonal Railway	As per ICMS				As per Mechanical/Operating Dept. records				Difference
	BG	MG	NG	Total	BG	MG	NG	Total	
CR	7046	0	0	7046	5304	0	67	5371	<b>1675</b>
ECR	3884	301	0	4185	3756	171	0	3927	258
ER	6519	0	0	6519	4152	0	0	4152	2367
NCR	1625	0	0	1625	1227	0	64	1291	334
NFR	3008	411	55	3474	2856	100	64	3020	454
NR	7834	0	141	7975	6048	0	179	6227	1748
NWR	2785	261	0	3046	2654	174	0	2828	218
SCR	5476	0	0	5476	4722	0	0	4722	754
SECR	1338	0	154	1492	1289	0	237	1526	<b>-34</b>
WCR	1498	0	0	1498	1281	0	0	1281	217
WR	6535	558	14	7107	4714	548	100	5362	0
<b>Total</b>	<b>47548</b>	<b>1531</b>	<b>364</b>	<b>49443</b>	<b>38003</b>	<b>993</b>	<b>711</b>	<b>39707</b>	<b>7991</b>

**Annexure 25 [Para 2.3.3]  
Statement showing details of defective Links (Report No.962)**

<b>Zonal Railways</b>	<b>Train with broken rake links</b>	<b>Train with invalid links</b>	<b>Train with no rake links</b>	<b>Train having multiple links</b>	<b>Date on which test checked</b>
NR	17	6	0	0	23 March 2016
	19	7	2	2	08 April 2016
NCR	10	3	0	0	12 April 2016
CR	4	4	1	0	11 April 2016
WCR	1	0	0	2	09 June 2016
SCR	1	3	0	0	06 May 2016
	2	4	11	0	13 May 2016
NER	19	10	2	0	
SWR	10	07	17	02	02 May 2016
ER	10	0	0	28	01 June 2016
	13	3	0	28	16 June 2016
NFR	7	6	1	2	21 July 2016
	<b>85</b>	<b>44</b>	<b>34</b>	<b>36</b>	

**Annexure 26 [Para 2.3.4.1]  
Statement showing cases of discrepancies in the POH data**

<b>Zonal Railway</b>	<b>Audit observations</b>
NR	<ul style="list-style-type: none"> <li>• In respect of 2CCEHS coaches, difference in POH due and done dates was between one month and 20 months.</li> <li>• In respect of LWACCW coaches, difference in POH due and done dates was between zero month to 22 months.</li> <li>• In respect of RD type coaches, difference in POH due and done dates was between one month and 42 months</li> <li>• In respect of GS coaches, difference in POH due and done dates was between zero month to 48 months.</li> </ul>
NCR	<ul style="list-style-type: none"> <li>• In respect of 431 GS coaches, difference in POH due and done dates was between 1 month to 27 months</li> </ul>
SER	<ul style="list-style-type: none"> <li>• Out of 53405 records, POH Due Year was not updated in respect of 46050 records.</li> </ul>
ER	<ul style="list-style-type: none"> <li>• In respect of WGSCN coaches, difference in POH due and done dates was between one months to 29 months.</li> <li>• In respect of LWACCW coaches, difference in POH due and done dates was between 4 months to 32 months.</li> <li>• In respect of RD and GS type coaches, difference in POH due and done dates was between 42 months and 48 months</li> <li>• In respect of GS coaches, difference in POH due and done dates was between 1 month to 48 month</li> </ul>
SCR	<ul style="list-style-type: none"> <li>• Difference in POH due and done dates was between 1 month (done a month prior to the POH month) and 21 months.</li> </ul>
SECR	<ul style="list-style-type: none"> <li>• Difference between POH due dates and POH done dates was in the range of (-) 23 months (POH done is prior to POH due date) to (+) 40 months (POH done is after POH due date)</li> </ul>
NFR	<ul style="list-style-type: none"> <li>• In respect of 2 GSLR coaches POH due dates marked as 35 &amp; 30 months after the last POH done.</li> <li>• In respect of GS, WGSCN, WGSCZ WGACCN coaches difference in POH due and done date was between 1 month and 20 months.</li> </ul>
CR	<ul style="list-style-type: none"> <li>• In respect of 3 LWACCW coaches, difference between POH due and done dates were between 4 months to 20 months. In respect of 240 GS coaches, difference in POH due and done dates was between 1 to 33 months.</li> </ul>
NER	<ul style="list-style-type: none"> <li>• ICMS data contained cases where POH Due dates were either before POH done dates or after POH done dates. In 1037 cases difference in POH due date was 1 month to 41 month before POH done date. In 1698 cases difference in POH due dates were 1 month to 61 months after POH done dates.</li> </ul>
WR	<ul style="list-style-type: none"> <li>• It contained cases where POH Due dates were either before POH done dates or after POH done dates. In respect of 2CCEHS coaches, difference in POH due and done dates was between one month and 20 months. In respect of LWACCW coaches, it was up to 22 months. In respect of RD type coaches, difference was 42 months and 48 months and in respect of GS coaches, it was up to 48 months.</li> </ul>

**Annexure 27 (a) [Para 2.3.4.2]  
Statement showing details of POH overdue Coaches**

<b>Zonal Railway</b>	<b>No. of Coaches due for POH</b>	<b>Date of Report</b>	<b>Remarks</b>
NR	2365	23.03.2016	
SCR	2561	06.01.2016	PCV
	352	06.01.2016	OCV
ECoR	837	01.08.2016	
CR	3249	19.05.2016	
ER	889	21.06.2016	
WCR	382	09.06.2016	
SECR	657	14.06.2016	PCV-547, OCV-110
NER	795	23.06.2016	
SWR	3078	15.06.2016	PCV-2716, OCV-362
NFR	617	21.07.2016	PCV-508, OCV-109
<b>Total</b>	<b>15782</b>		

**Annexure 27 (b) [Para2.3.4.2]  
Statement showing discrepancies noticed in POH data**

<b>Zonal Railway</b>	<b>Audit observations</b>
NR	At AnandVihar, Delhi Main, Amritsar, Sarai Rohilla, Jagadhri, differences in the range of 1 day to 1 year in the POH due and done dates were noticed between manual and ICMS (digital) records in respect of POH due/done dates.
NWR	Over NWR, at Ajmer workshop differences in POH date, Place of POH and Built year of Coaches were noticed in ICMS data.  At Ajmer Workshop, physically more Coaches were received in the workshop for POH than those captured in ICMS which proved that ICMS data was not reliable.
NFR	Over NFR at NBQ workshop, out of 182 records of POH pertaining to 1st June, 2015 to 30th September, 2015, in 163 records were found mismatched.
CR	11 instances of mismatch of last POH done dates pertaining to August and September 2015 were noticed on comparing ICMS data with the records of Matunga location.
SWR	In SWR, lot of POH records were found in manual registers but as per ICMS records, POH details of only 18 Coaches were available. Details of MYS Workshop were not captured at all
NER	Details of coaches POH during August 2015 and September 2015 were tallied with POH done dates at Gorakhpur workshop and a difference of 1 day to over 4 months was noticed in 170 coaches whose POH was done.

**Annexure 28 [Para 2.3.4.3]  
Statement showing usage of POH overdue coaches in Train Consist**

Zonal Railway	Coaches overdue and part of train	Audit observations
NR	744	POH of 288 coaches was due since May 2012 to December 2014
NCR	306	POH of 79 coaches was due since October 2011 to December 2014.
ER	2318	POH of 628 coaches was due since May 2012 to December 2014.
NFR	547	POH of 175 coaches was due since January 2012 to December 2014
NWR	844	POH of 243 coaches was due prior to 2013
WCR	92	POH of 36 coaches was due since Nov. 2013 to December 2014
SCR	454	POH of these coaches was due since May 2012 to June 2015
SWR	1910	POH of these coaches was due since January 2012 to December 2014
SECR	212	POH of these coaches was due for more than 9 months
ECR	165	Last POH done date was more than 24 months
WR	114	These coaches are overdue for POH as Coach Master table but these coaches are available in Train consist
<b>Total</b>	<b>7706</b>	

**Annexure 29 (a) [Para 2.3.4.4]  
Statement of Coaches marked as Sick but not marked (reported) as Fit**

Zonal Railway	Coaches marked as sick but not released as fit	Marked sick during
CR	266	October 2008 to September 2014
ECoR	54	January 2010 to September 2014
ECR	142	February 2009 to September 2014
ER	292	January 2010 to August 2014
NCR	84	January 2010 to September 2013
NER	196	September 2008 to September 2014
NFR	323	December 2008 to September 2014
NR	503	September 2008 to September 2014
NWR	150	October 2008 to September 2014
SCR	98	September 2008 to September 2014
SECR	12	January 2010 to January 2014
SER	99	August 2009 to September 2014
SR	283	April 2009 to September 2014
SWR	55	October 2010 to September 2014
WCR	20	January 2010 to June 2014
WR	311	December 2008 to September 2014
<b>Total</b>	<b>2888</b>	

**Annexure 29 (b) [Para 2.3.4.4]  
Statement showing Coaches Reported Sick with a Delay of 30 minutes or more  
(Cases Marked Sick w.e.f. 01 October 2013 to 7 October 2015)**

<b>Zonal Railway</b>	<b>Total cases Reported Sick</b>	<b>No. of cases reported after 30 or more minutes</b>	<b>Time period and difference between marking and reporting of coaches as sick</b>
NR	12318	3311	30 Minutes to 53437 minutes
NCR	1671	339	30 minutes to 2564 minutes
ER	15612	8326	30 minutes to 2977 minutes
NWR	10569	4904	30 minutes to 4407 minutes
WCR	3255	626	30 minutes to 239 minutes
SCR	10237	4282	30 minutes to 981 minutes
SWR	5929	2955	30 minutes to 3049 minutes
ECR	14069	5255	30 minutes to 2954 minutes
CR	5739	2922	30 minutes to 11523 minutes
SECR	4034	1447	30 minutes to 364 minutes
NER	4619	2283	30 minutes to 419 minutes
WR	22051	8112	30 minutes to 21812 minutes
<b>Total</b>	<b>110103</b>	<b>44762</b>	

**Annexure 29 (c) [Para 2.3.4.4]  
Statement showing details of Coaches reported as Fit  
but their Fit Marking Dates were not recorded**

<b>Zonal Railway</b>	<b>No. of cases where Fit Marking Reported dates were available but Fit Marking dates were not available</b>
NR	7129
ER	1242
WCR	109
SCR	246
SWR	81
SECR	93
ECR	1091
CR	473
NFR	1693
<b>Total</b>	<b>12157</b>

**Annexure 29 (d) [Para 2.3.4.4]**  
**Statement showing details of Coaches Reported Fit after delay of 30 or more min**  
**(Coaches marked sick between 1 October 2013 and 7 October 2015)**

Zonal Railway	No. of Coaches Marked and Reported Fit	No. of Coaches Reported fit After a Delay of 30 Minutes and More	Remarks/Reported Fit After
NR	12054	7127	30 Minutes to 365 minutes (but one case after 525610 Minutes)
ER	14880	11471	30 Minutes to 542 Minutes
SECR	3979	2400	30 Minutes to 350 Minutes
SWR	5721	4066	30 Minutes to 392 Minutes
NER	4332	3587	30 minutes to 405 minutes
WR	21336	12589	30 minute to 435 minutes
NFR	17339	13947	30 minutes to 719 minutes
<b>Total</b>	<b>79641</b>	<b>55187</b>	

**Annexure 30 (a) [Para 3.1.1]**  
**Statement showing non reporting of PRS consists to PRS Charting Section**

Zonal Railway	Test Check Date	Location	No. of trains			
			Consists reported to PRS			Consists not reported
			Scheduled	>=4 hrs	<4 hrs	
1	2	3	4	5	6	7
CR	30/03/2016	All DN's	135	55	64	16
ECR	04-01-2016	All DN's	91	38	47	6
ER	30&31/03/2016	NKG	149	0	0	149
NFR	01-07-2016	All DN's	55	0	6	49
NWR	30/03/2016	Jaipur	19	1	9	9
SCR	30.03.2016	All DN's	136	58	61	17
WCR	30/03/2016	All DN's	107	8	12	87
<b>Total</b>			<b>692</b>	<b>160</b>	<b>199</b>	<b>333</b>

Source: COIS/ZN/CR501



**Annexure 30 (b) [Para 3.1.1]  
Statement showing deficiencies in ICMS – PRS Integration**

<b>Zonal Railway</b>	<b>Audit observations</b>
<b>NR</b>	At Ambala, Jammu and Amritsar stations, the practice of sending details of train consist to PRS charting section through manually prepared memo/telephone was followed.
	Over NR, AnandVihar, New Delhi and Delhi Sarai Rohilla stations were unable to send train consist of a few trains for PRS charting and ICMS system indicated error message while sending consists. Late running of train was also one of the reasons for not sending train consist to PRS four hours before scheduled departure of the train.
	At Ambala, Jammu and Amritsar stations, PRS charting sections were not using the facility of getting train consist from ICMS and PRS charting officials at Ambala station were not aware of the operations of this facility.
	On 30 March 2016, it was noticed at PRS location (Charting Section) at IRCA Building, New Delhi that out of 139 trains, PRS consist of 117 train was reported to PRS Charting cell. PRS consist of all the trains were not reported before preparation of chart i.e. four hours before the schedule departure time of the train, which did not serve the purpose of sending consist to PRS.
	As per ICMS Report Number 501 of NR zone, during 1 January 2016 to 31 March 2016, data of 3616 train consist of was reported to PRS within four hours, train consist data of 4159 trains was reported on or after four hours and consist data of 4432 trains was not reported to PRS.
<b>CR</b>	ICMS web page was reviewed for the months of July, August and September 2015. The percentage of Train consist details sent to PRS less than four hours of train departure was 49% and that of not reported to PRS was 20.50 %. The usage of Train Consist details sent from ICMS to PRS in these cases were remote as these were not made available to PRS before preparation of chart i.e. four hour prior to departure of train.
<b>SR</b>	In respect of trains 11013/11014 (Kurla Express) and 12676 (Kovai Express) as only 50 minutes (less than 1 hour) were left between train arrival and departure, consists for these trains could not be sent to PRS four hours prior to chart preparation.
<b>WCR</b>	The practice of sending details of train consist to PRS charting section through manually prepared memo/telephone was followed.
<b>CR, ECR, ER, NFR, NWR, SCR, WCR</b>	Test check of ICMS Report No. 501 showing non reporting of PRS consist to PRS charting section for one day was reviewed over seven Zonal Railways and it was noticed that out of total 692 scheduled trains, train consist was not sent to PRS charting section for 160 (23.12%) trains prior to 4 hours and in respect of 333 (48.12%) trains, the train consist was not reported to PRS charting section. <b>(Refer Annexure 30 (a))</b>

Annexure 31

[Reference Para No. 3.4.1]

Statement showing null/zero records out of total 71447 records in Coach Master Table

S. no	Zonal Railways	NR	CR	ECoR	ECR	ER	NCR	NEFR	NER	NWR	SCR	SECR	SER	SR	SWR	WCR	WR	KR	IR	Total
1	CoachMaxSpeed	44	0	46	178	0	0	150	75	770	0	154	1	24	1	40	294	0	129	<b>1906</b>
2	Induction Date	106	70	110	384	21	130	210	194	1659	96	154	82	75	66	78	444	8	92	<b>3979</b>
3	Coach Base Depot	59	70	122	452	21	171	532	459	1781	120	160	96	76	66	112	233	9	149	<b>4688</b>
4	Coach POH Month	138	-	34	265	-	10	129	107	987	1	154	2	24	1	43	305	-	121	<b>2321</b>
5	Coach POH Due Year	96	5	35	265	-	9	106	95	967	1	154	1	24	1	42	302	-	107	<b>2210</b>
6	CoachBuiltYear	49	0	50	201	-	0	414	203	880	-	154	2	24	1	9	379	-	79	<b>2445</b>
7	CoachBuiltMonth	179	0	54	329	-	1	470	768	0	1	154	2	26	1	41	569	-	135	<b>2730</b>
8	Coach Factory	2	0	35	235	1	9	463	266	266	1	154	3	31	1	46	535	-	134	<b>2182</b>
9	Coach Workshop	158	70	121	494	21	170	522	196	4	119	160	96	75	66	107	597	9	148	<b>3133</b>
10	Coach Status	6735	6998	2003	3182	4623	1288	3433	3345	2902	4119	1490	2800	7068	2342	1215	5505	80	141	<b>59269</b>
11	CoachCondemnation Date	6760	5254	2149	3498	4972	1614	3422	2037	2845	4346	1481	2801	5423	3006	1267	5953	135	149	<b>57112</b>
12	Coach Owing Division	59	70	122	452	21	131	528	468	3	96	154	82	78	66	113	174	8	149	<b>2774</b>
13	Coach Fitness Type	3	3	31	218	2	6	476	502	0	7	-	7	17	1	40	510	-	134	<b>1957</b>
15	Added in Master Table	4556	3699	1775	3121	3043	933	2251	2484	2118	2955	804	2369	4243	2265	802	4672	145	78	<b>42313</b>
16	Added by UserID	4596	3722	1788	3143	3108	963	2294	2487	2152	3023	804	2396	4290	2302	879	4829	145	114	<b>43035</b>
17	Census Flag	2687	2892	713	852	3146	546	862	713	656	2095	574	1098	2983	907	463	2676	45	15	<b>23923</b>

Source: MT\_Coach\_Master table

**Annexure 32 [Para 3.5.2]  
Statement showing details of detention data not captured**

Zonal Railway	Detention Sub-Codes/Sub-Reasons Not captured	Remarks Column Blank
CR	14	61
ECoR	30	9
ECR	4	95
ER	10	86
NCR	54	56
NER	7	47
NFR	10	19
NR	26	66
NWR	4	12
SCR	12	13
SECR	10	4
SER	22	32
SR	46	11
SWR	12	14
WCR	17	31
WR	18	34
<b>Total</b>	<b>296</b>	<b>590</b>

**Annexure 33 [Para 3.8]  
Statement showing non-updation of various charges in ICMS**

Zonal Railway	Audit observations															
NCR ECR	<p>The charges viz. Repair &amp; Maintenance and Depreciation charges for locos were not updated in the report No.1521 of ICMS as charges should have been as per Railway Board's letter No, F ( C ) /2003/27/1 dated 30-04-2015 as detailed below.</p> <table border="1"> <thead> <tr> <th>Particulars of charges</th> <th>Rates shown in RB letter</th> <th>Rates shown in ICMS report</th> </tr> </thead> <tbody> <tr> <td>Repair &amp; Maintenance (BG Electrical)</td> <td>1059.27</td> <td>484.85</td> </tr> <tr> <td>Depreciation (BG Electrical)</td> <td>348.72</td> <td>237.02</td> </tr> <tr> <td>Repair &amp; Maintenance (MG Diesel)</td> <td>484.85</td> <td>1059.27</td> </tr> <tr> <td>Depreciation (MG Diesel)</td> <td>237.02</td> <td>348.72</td> </tr> </tbody> </table>	Particulars of charges	Rates shown in RB letter	Rates shown in ICMS report	Repair & Maintenance (BG Electrical)	1059.27	484.85	Depreciation (BG Electrical)	348.72	237.02	Repair & Maintenance (MG Diesel)	484.85	1059.27	Depreciation (MG Diesel)	237.02	348.72
Particulars of charges	Rates shown in RB letter	Rates shown in ICMS report														
Repair & Maintenance (BG Electrical)	1059.27	484.85														
Depreciation (BG Electrical)	348.72	237.02														
Repair & Maintenance (MG Diesel)	484.85	1059.27														
Depreciation (MG Diesel)	237.02	348.72														
NR	<p>Over NR, the hire charges for coaching vehicle i.e. Running &amp; Workshop Repair and Depreciation charges were not found to be updated in the ICMS Report number 808 as per Railway Board's letter No, F ( C ) /2003/27/1 dated 21-04-2016 and the same were being computed manually.</p>															

**Annexure 34 [Para 3.9]  
Statement showing Helpdesk Complaints/Grievances pending redressal**

S. no	Zonal Railway/ User	No. of complaints (As on 7 October 2015)	No. of complaints more than six to 12 months old
1	CR	1	1
2	CR	42	26
3	ECOR	24	8
4	ECR	36	13
5	ER	17	4
6	KR	4	3
7	MT	2	2
8	NCR	16	7
9	NER	31	13
10	NFR	34	21
11	NR	46	20
12	NWR	43	16
13	RB	1	1
14	SCR	23	15
15	SECR	44	21
16	SER	14	9
17	SR	51	32
18	SWR	19	15
19	WCR	19	5
20	WR	38	24
	<b>Total</b>	<b>505</b>	<b>256</b>

*CF=ICF, MT=RB, RB=Railway Board, KR = Konkan Railway*