

**Addendum & Corrigendum No 64 to General and Subsidiary Rule Book 2013**  
**of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following General Rules are amended by Railway Board and Gazette Notification notified by Govt. of India press and published under G.S.R 01 (E), dated 01.01.25:-

**(1) Following new clause in GR 1.02 (28A) is added:-**

GR 1.02(28A) Indian Railway Automatic Train Protection System (IR-ATP) (Kavach), means a radio communication based control system, provided as an additional aid to Loco Pilots of functional Kavach fitted locomotives, in Kavach territory, the use of which shall in no way infringe or override the provisions (codes and manuals) of regular train operation required to be followed by Loco Pilot;

**(2) New Unified Subsidiary Rules for IR-ATP (Kavach) are added as follows:-**

(i) SR 3.26.02: In IR-ATP (Kavach) territory, when a new signal is erected or existing signal is shifted/modified, the Signal Sighting Committee shall also inspect and certify the signal position in correspondence of the line side signal with the on-board signal and its aspect on the DMI (Driver Machine Interface) display in IR-ATP fitted Loco before it is brought into use. Kavach fitted loco shall be used for conducting sighting committee inspection, at least once in quarter.

(ii) SR 4.08.02: In case Loco is not equipped with Kavach or Loco Kavach become defective, the maximum speed of train shall not exceed 140Kmph, subject to other speed restrictions.

(iii) SR 4.08.03: In IR-ATP fitted loco, as soon as the defective speedometers are noticed, message should be given by the LP to the nearest power controller for arranging attention to the defective speedometer or change of Loco at the next crew changing point or earlier, as the case may be.

However, in IR-ATP (Kavach) territory, the speed reduction prescribed for coaching trains, when Speedometer of Loco is defective, need not be followed in case Loco is provided with IR-ATP (Kavach) and the speedometer in DMI (Driver Machine Interface) in the respective Cab is working.

(iv) SR 4.32.02: Before commencement of journey in IR-ATP (Kavach) territory, the Loco Pilot shall boot up on-board Kavach, enter configuration as per the train consist and see whether all parameters are being indicated properly. IR-ATP on-board Loco Kavach will be effective only after passing first Kavach fitted signal in "OFF" condition.

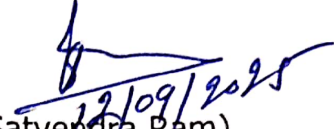
(v) SR 6.01.02: When report of any accident or obstruction is received by the Station Master in IR-ATP (Kavach) territory, the Station Master shall operate SOS in Station Master Operational Panel cum Indication Panel (SMOCIP) to prevent other functional IR-ATP (Kavach) trains from entering the affected section.

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(vi) SR 6.07.06:

- a) In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of unusual circumstances likely to affect the safe and proper working of trains, the Loco Pilot shall apply SOS to stop other functional IR-ATP (Kavach) trains from approaching the location.
- b) In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of "Unusual Stop" in the block section, the Loco Pilot shall acknowledge the same else automatic brakes will be applied on all other Kavach fitted locos within its vicinity.

  
(Satyendra Ram)

ATM/Plg. & Safety

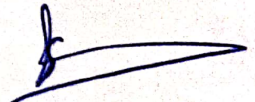
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/25

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