

S.R. 4.08.1.3: In case both the speedometers of Diesel Loco or one speedometer of Electrical Loco are found defective at crew changing points, the train should not be worked till the speedometers are attended to or Loco to be changed, in case it is not feasible to attend the defective speedometers at that crew changing point.

S.R. 4.08.1.4: In case both the speedometers of Diesel Loco or one speedometer of Electrical Loco are found defective during the run, the train should be run with 10% reduction in maximum permissible speed of the train. In this case 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.

S.R. 4.08.1.5: 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 in working).

S.R. 4.08.1.6: In case Loco is not equipped with Kavach or Loco Kavach become defective, the Maximum speed of the train shall not exceed 140 Kmph, subject to the other speed restrictions.

*(Vide item no. 6 & 7 of AS-20 inserted 4.08.1.5 and 4.08.1.6. duly renumbering existing 4.08.2.1 and 4.08.2.2 as 4.08.1.3 and 4.08.1.4 Dated 21.02.2025.)*

#### **4.09. Caution Order.--**

- (1) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the kilometers between which such precautions are necessary, the reasons for taking such precautions, and the speed at which a train shall travel, shall be handed to the Loco Pilot at the stopping station immediately short of the place where such precautions are necessary, or at such other stations and in such manner, as prescribed under special instructions.**
- (2) Sub-rule (1) does not apply in the case of long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified to the running staff concerned.**
- (3) The Caution Order referred to in sub-rule (1) shall be on white paper in blue or black font or typed or made out on computers with the words 'Caution Order' written on top of the form in bold letters of appropriate font size to draw attention distinctly and signed in full.**

*(See Appendix-I for Special Instructions)*

#### **4.10. Limits of speed over facing points.—**

- (1) The speed of trains over non-interlocked facing points shall not exceed 30 kilometres an hour in any circumstances and the speed over turn-outs and crossovers shall not exceed its permissible speed or 30 kilometres an hour whichever is less, unless otherwise prescribed by approved special instructions, which may permit a higher speed.**

**(2) Subject to the provisions of sub-rule (1), a train may run over interlocked facing points at such speed as may be permitted by the standard of interlocking.**

- S.R.4.10.1. The speed over the turnouts having 1:8.5 straight switch should be restricted to 10 kmph for passenger carrying trains and 15 kmph for goods trains. However, on 1:8.5 turn-outs provided with curved switches of 52 / 60 kg rails on PSC sleepers, the maximum speed permissible over such turn-outs should be 15 kmph, both for passenger carrying trains and goods trains. Requisite speed restriction boards, depending upon the type of turn-outs, should be provided at suitable locations for the guidance of Loco Pilots.
- S.R.4.10.2. In case of 1:8.5 symmetrical split with curved switches 52/60 kg including TWS (Thick Web Switch) on PSC sleepers, a maximum speed of 30 kmph is permitted under Approved Special instructions.

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S.R.4.10.3. The speed over non-interlocked points can be raised to 30 kilometres per hour subject to the compliance of the following conditions:

1. Clamping and padlocking of the points by using suitable clamps;
2. Integrity of point shall be checked by Operating Staff as per extant practice adopted during NI; *(Item no. 1 of AS-4 dt. 18.10.2022)*.
3. Physical verification of track shall be done by Station Master physically;
4. Necessary safety directions should be incorporated in temporary working instructions for non-interlocking at maximum speed of 30 KMPH with suitable infrastructural support as deemed necessary by the Zonal Railway. *(Item no. 2 of AS-4 dt. 18.10.2022)*.

Note: (a) No separate temporary panel is needed and only free home signal shall be given.

(b) Necessary safety directions and suitable infrastructural support recommended vide SR 4.10.3.4 have been incorporated in Appendix-III, which contains instructions for Non-interlocked working. *(Item no. 3 of AS-4 dt. 18.10.2022)*.

#### **4.11. Limits of speed while running through stations.—**

- (1) **No train shall run through an interlocked station at a speed exceeding 50 Kilometers an hour, or such less speed as may be prescribed by approved special instructions unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the passage of the train.**
- (2) **In every case in which trains are permitted to run through on a non-isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with Rule 5.23 may be kept standing on a connected line which is not isolated from the through line.**

#### **4.12. Engine pushing.—**

- (1) **No engine or self-propelled vehicle shall push any train outside station limits, except in accordance with special instructions and at a speed not exceeding 25 kilometres an hour:**

**Provided that this sub-rule shall not apply to a train the leading vehicle of which is equipped with driving apparatus and which may be operated under approved special instructions:**

**Provided further that this sub-rule shall not apply to an engine, assisting in rear of a train, which may be permitted under approved special instructions to run without being coupled to the train:**

**Provided also that no train which is not equipped with continuous vacuum/air brake shall be pushed outside station limits except in case of emergency:**

**Provided further that a 'Patrol' or 'Search-light' special with one or more vehicles in front of the engine may be permitted to run at a maximum speed of 40 kilometers an hour.**

- (2) **For movement of trains outside station limits with engine pushing during night or in thick, foggy or tempestuous weather impairing visibility or where otherwise prescribed by special instructions, the leading vehicle of such trains shall be equipped with the prescribed head light and marker lights except in case of emergency.**