

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.**