

4.07. Supply of Working Time Table and Schedule of Standard Dimensions.—

- (1) A copy of the Working Time Table for the time being in force shall be supplied to each station, Guard, Loco Pilot, Inspector of Way or Works, and any other railway servant requiring the use of the Working Time Table during the course of his duties.**
- (2) A copy of the Working Time Table shall, on issue, be supplied to the Commissioner of Railway Safety.**
- (3) A copy of the Schedule of Standard Dimensions for the time being in force shall be supplied to each Inspector of Way or Works and Train Examiner.**

B. SPEED OF TRAINS

4.08. Limits of speed generally.—

- (1) (a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by special instructions. (Item no. 2 of AS-6 dt. 03.01.2023)**
 - (b) The sectional speed sanctioned and permanent speed restrictions shall be shown in the Working Time Table.**
 - (c) The Loco Pilot shall observe the sanctioned sectional speed except when either one speedometer in case of electric loco or two speedometers in case of other locomotives are defective. In such cases of defective speedometers, both the maximum permissible speed and booked speed of coaching train shall be reduced by 10 % from the speed otherwise permissible.**
- (2) The Loco Pilot shall.—**
 - (a) regulate and control the running of the train according to the Working Time Table, so as to avoid either excessive speed or loss of time, and**
 - (b) not make up between any two stations more time than is allowed in this behalf in the Working Time Table, and shall also observe all speed restrictions.**
- (3) When it is necessary to indicate to the Loco Pilot where trains are to run at a restricted speed or where trains have to come to a stop due to the line being under repairs or due to any other obstruction, action shall be taken as specified in Rule 15.09.**

SR.4.08.1.1. All Passenger carrying trains should run at Maximum Permissible Speed even under normal circumstances, i.e., even when the trains are not running late, subject to observance of permanent / temporary speed restrictions in force.

SR.4.08.1.2. All Railway Officers and Inspectors who are concerned with running of trains and maintenance of the track, as well as Guards, shall from time to time check the speed of trains to ensure that Loco Pilots do not exceed the maximum permissible speed limits prescribed for the track or class of locomotive or any lower speed that may be laid down either in the rules or in the permanent or temporary speed restrictions. If it is found that the authorized speed has been exceeded, they should inform the Loco Pilot at the next stop and submit a report immediately to the DOM and DME/DEE.

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.**