

APPENDIX – I**CAUTION ORDERS****CAUTION ORDER:**

Whenever a line, being under repairs or for any other reasons, special precautions are necessary to be observed by the Loco Pilots and Guards of trains, the same shall be notified by the Station Master through a written/ printed advice, clearly indicating the speed at which the train to proceed, the kilometres between which the speed restriction to be observed, reason for the speed restriction, at station / between stations etc. This advice is known as the Caution Order.

1. Circumstances for issue of Caution Order:

The Circumstances under which Caution Orders to be issued normally are listed below:

1. When there is doubt or suspicion from the condition of run through train, that the block section in rear might have been affected or obstructed during the passage of the train (S.R. 4.17.2.2).
2. When a material train is authorized to proceed for working in the block section (S.R. 4.62).
3. When a track machine/s is/are authorized to proceed for working in block section (S.R. 4.65).
4. When a train is to be received on a blocked line, whenever possible {Rule 5.09.(1)}
5. In case of unusually slack or rough running or heavy lurch is reported by the Loco Pilot (S.R. 6.01.1.1 & 1.2).
6. On a double line when it is necessary to advise the Loco Pilot to keep a sharp look out for any possible obstruction / infringement from the adjoining line (S.R. 6.01.1.3).
7. When a relief engine / train is authorized to proceed into an occupied block section (Rule 6.02).
8. During temporary single line working on double line (S.R. 6.02.1).
9. During total interruption of communication on double line section (S.R. 6.02.3).
10. Self-propelled vehicle/engine etc., which is sent for opening communication during total interruption of communication on single line section (S.R. 6.02.4).
11. When a train runs on Block Ticket (S.R. 6.02.5).
12. To look out for a train unusually delayed on double or multiple lines (S.R. 6.04).
13. For movement of ODC, involving speed restrictions and special precautions (Rule 4.07 & WTT).
14. When authorized to pass defective LSS, along with T/369 (3)(b) in Automatic Block System (S.R. 3.12.3).
(Existing S. No. 15 is deleted vide S. No. 5 of AS 08 dated 03.03.2023 and the following numbers 16-32 are renumbered as 15-31 vide S. Nos 6, 7 & 8 of AS 08).
15. For working of trains during prolonged failure of automatic signals (S.R. 9.12).
16. When in consequence of the line being under repairs or for any other reason, special caution is necessary (S.R. 15.06.1.5.2).
17. When any relaying machine is allowed to work on the adjoining line (S.R. 15.09.6).
18. Unsafe condition of the bunds of tanks or rivers (AM 401).

19. When water level rises over the danger level mark at bridges(Para 7 of Appendix IV of G&SR).
20. Lorry on line (S.R. 15.17).
21. Trolley on line on the specified sections notified in S.R. 15.26. 2.1.
22. When a material trolley / lorry is working in the block section without block protection (S.R. 15.27.2.1).
23. When any advice is to be given for lowering the pantograph of an electric engine or motor coach (S.R. 17.03).
24. When a temporary neutral section is provided (S.R. 17.07).
25. The first train on unaffected section in electrified territory after energisation (S.R. 17.09).
26. When a diesel train is permitted to run on the section during power block.
27. When a level crossing gate is damaged (Appendix II of G&SR).
28. When communication cannot be established with the Gateman of a level crossing provided with telephone (Appendix II of G&SR).
29. Whenever alterations or repairs are being carried out to interlocked points, signals or any interlocking gear (non-interlocked working) (para (iv) of 4.1 in Appendix III of G&SR). *(S. No. 5 of AS 08 dated 03.03.2023)*.
30. For allowing a train into a block section where patrolling is in force, in case the Patrolman has not turned up within the prescribed time (para 10.4.3 in Appendix IV of G&SR).
31. Any other condition or circumstance which may require the issue of a Caution Order.

2. Method of notifying imposition of speed restriction or special precautions:

1. When an official of Engineering / S&T / Electrical / Mechanical / Security / Traffic Department finds it necessary to impose any speed restriction or any special precaution on a portion of a line, including OHE, due to repairs or work or for any other reason, he shall advise in writing to any one of the Station Masters of block stations on either side of the block section, the exact kilometer and the station at which or the stations between which the restriction or special precaution is to be observed, the reason for imposition and its likely duration etc. He shall also advise other railway servants concerned who are required to be notified in this regard and shall not commence such operation until acknowledgement is received from the Station Master.
2. The Station Master receiving the advice shall not acknowledge it until he has advised the Station Master of the block station at the other end controlling entry into the affected block section and obtained his acknowledgement under exchange of private numbers.
3. The Station Masters of the block stations controlling entry into the affected block section, on receiving the advice regarding any of the circumstances listed in para (1), shall not permit any train or any vehicle running under block protection to enter the affected block section either from his station or from the other end, unless-
 - (i) The SCOR and the Station Master of the 'Notice Station' or stations (as specified in the WTT) are advised of such conditions under exchange of private numbers.
 - (ii) The Loco Pilot and the Guard of the train are warned of the speed restrictions ahead and its location by issue of a Caution Order.
4. Run through trains shall be stopped out of course for issue of Caution Order till such time the 'Notice Station/stations' as specified in the WTT have been advised to issue Caution Orders under exchange of private numbers.