CHAPTER X
THE FOLLOWING TRAINS SYSTEM

10.01. ESSENTIALS OF THE FOLLOWING TRAINS SYSTEM.-

(1) Where trains are worked on the Following Trains System, they may be despatched from one station to the next, following each other in succession in the same direction on the same line in such manner and at such intervals of time as may be prescribed by special instructions.

(2) Trains shall not be worked on the Following Trains System unless the Station Master of the block station in advance has exchanged messages regarding his readiness to receive the trains and has, in addition, given his assurance that no train will be allowed to leave his station for the station from which the following trains are to be despatched, until the latter have all arrived at his station and until he has received permission to despatch trains in the opposite direction.

S.R.10.01.(1) "The following Trains System" shall be introduced with the express sanction of Chief Operations Manager in terms of G.R. 7.01, and only when due to certain exceptional circumstances the running time in the Block Section concerned becomes abnormally long, resulting in or likely to cause serious difficulties in operation if the trains are run under the normal system of working on the section.

S.R. 10.01.(2) The system shall not be introduced in thick, foggy or tempestuous weather.

10.02. REPORT TO THE COMMISSIONER OF RAILWAY SAFETY. - When the Following Trains System is introduced on any portion of a railway under Rule 7.01, a report shall be sent by telegram to the Commissioner of Railway Safety.

10.03. CONDITIONS TO BE OBSERVED IN WORKING TRAINS ON THE FOLLOWING TRAINS SYSTEM.- When the Following Trains System is adopted, the following conditions shall be observed, namely : -

(a) no train shall start until the Driver has been given a written authority to proceed in the form prescribed for the purpose and a written acknowledgment thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop;

(b) the authority to proceed shall state the station at which the train is next to stop, the speed at which it is to run and the actual time of departure of the preceding train;

(c) the Driver and Guard of each preceding train shall have been informed of the fact that a train will follow, and of the probable period which will elapse before the following train shall start;

(d) a train shall not follow another from a station unless there has elapsed since the departure of the previous train, an interval of not less than 15 minutes, or such shorter interval as may be fixed by special instructions;

(e) all the trains following the first train shall be timed to run at the same speed and such speed shall not exceed 25 kilometres an hour except under special instructions;

(f) the actual time of the departure of each train shall at once be intimated to the block station in advance and the actual time of arrival of each train shall at once be intimated to the block station in rear; and

(g) the number of following trains running at the same time between any two block stations shall not be more than one for each 5 kilometres of station interval; and unless permitted by special instructions, shall never exceed four, whatever may be the length of the station interval.

S.R. 10.03.(1) "The Following Trains System" shall not be adopted in respect of the movement of passenger carrying trains.

S.R. 10.03.(2) Before introducing the "Following Trains System" the relevant rules and precautions must be carefully explained by supervisory staff to the running staff as well as to the station staff concerned.

S.R. 10.03.(3) The working under this system should be supervised by an officer.

S.R. 10.03.(4) The speed of trains following the first train in terms of G.R.10.03 (e) shall be restricted to 25 KMPH during the day and 15 KMPH at night or in poor visibility conditions and will be further subjected to speed restrictions in force.

10.04. DELIVERY OF AUTHORITY TO PROCEED TO DRIVER OR GUARD ON THE FOLLOWING TRAINS SYSTEM. -

(1) Every authority to proceed shall be delivered to the Guard or Driver by the Station Master, or by some railway servant appointed in this behalf under special instructions.

(2) When such authority to proceed is delivered to the Driver under sub-rule (1), a duplicate shall be given to the Guard.

(3) When an authority to proceed is delivered to the Guard under sub-rule (1), it shall be either -

(a) handed personally by the Guard to the Driver; or

(b) countersigned by the Guard and then handed to the Driver either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(4) An authority to proceed shall not be handed to the Driver under sub-rule(2) or (3) -

(a) until the train is ready to start, and

(b) if the train is waiting to pass another train, until the whole of the latter train has come in and is clear of the running line for the former train.

10.05. AUTHORITY TO PROCEED ON THE FOLLOWING TRAINS SYSTEM.- The written authority to proceed for use on the Following Trains System shall be in the following form:-

S.NO. _____ _____ RAILWAY

THE FOLLOWING TRAINS SYSTEM

AUTHORITY TO PROCEED
UP (OR DOWN)

Train No. _____ Up (or Down) Date_____

Time _____Hours_____Minutes.

From_____Station to _____Station.

To Driver and Guard

(1) You are hereby authorised to proceed with your train from_____station to _____ station.

*** (2) Train no _____ahead of your train left this station at _____ hours _____minutes.**

*** (3) Train No. _____shall follow your train from this station at _____ hours_____ minutes.**

(4) You are required to observe a speed restriction of _____ kilometres an hour.

Signed _____

Station Master at _____

(Station stamp)

Signature ofGuard at _____station.

*** Strike out whichever is inapplicable.**

This ticket shall be given up by the Driver immediately on arrival to the Station Master or other person authorised to receive it and such person shall immediately cancel it and place it on record.

10.06. RESPONSIBILITY AS TO PROPER PREPARATION OF AUTHORITY TO PROCEED ON THE FOLLOWING TRAINS SYSTEM. -

(1) When an authority to proceed is delivered to the Driver under sub-rule (1) of Rule 10.04, the Station Master shall see -

(a) that it is properly filled up in the form prescribed for the purpose , and

(b) that it is signed in full and in ink.

(2) When the authority to proceed is delivered to the Driver under sub-rule (1) of Rule 10.04, he shall satisfy himself that the authority to proceed delivered to him has been correctly and completely prepared in the form prescribed for the purpose and he shall not proceed with his train until he has done so and the mistake or omission, if any, has been rectified.

(3) When an authority to proceed is delivered to the Guard of the train under sub-rule (3) of Rule 10.04, he shall, before it is handed to the Driver, satisfy himself similarly.

10.07. OBSTRUCTION IN FACE OF APPROACHING TRAIN OR TRAINS ON THE FOLLOWING TRAINS SYSTEM.- The line shall not be obstructed outside the outermost facing points in face of an approaching train as long as this system of working is in force.

10.08. CESSATION OF WORKING ON THE FOLLOWING TRAINS SYSTEM. - When it is intended that no more following trains shall be despatched in the same direction, the Station Master shall intimate such intention by a message to the block station in advance, after which no more trains in either direction shall be despatched between the two stations until the last train has arrived at the block station in advance and the line has been cleared between the two stations.

10.09. PROTECTION OF TRAINS ON THE FOLLOWING TRAINS SYSTEM. -

(1) When a train is stopped between stations and if the detention exceeds or is likely to exceed five minutes, it shall be protected in accordance with the provisions of Rule 6.03, except that the Guard going back to protect the train shall place one detonator, at 250 metres from the train on the way out, and two detonators, 10 metres apart, at 500 metres from the train, irrespective of gauge.

(2) In case the train, stopped between stations, is unable to proceed on account of accident, failure, obstruction or any other exceptional cause, the Driver shall also arrange to protect the train in the front in the manner laid down for the Guard.

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