

Network Safeworking Rules and Procedures

Rail Traffic Whistles

Rule Number: 4007

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.0	03 02 2020	All	Major Review

Table of Contents

1.	Purpose.....	3
2.	General	3
2.1	Whistle Codes	4
2.2	Failure to Acknowledge a Rail Traffic Whistle	4
3.	Failed Whistle.....	4
3.1	Response to a Failure	4
3.2	Running with a Failed Whistle	5
4.	References.....	5
5.	Effective Date.....	5

1. Purpose

The purpose of this rule is to describe how *Rail Traffic Whistles* are used to give audible warning or acknowledge *Handsignals*.

2. General

Before *Rail Traffic* enters the *Network*, *Rail Traffic Whistles* must be working correctly.

Rail Traffic Whistles must not be sounded unless a valid reason exists.

Rail Traffic Whistles must be sounded with appropriate intensity, length and repetition for the circumstances.

Unless otherwise prohibited, *Rail Traffic Whistles* must be sounded:

- when approaching *Level Crossings*;
- where necessary for safety;
- before *Rail Traffic* is moved;
- if *Railway Track Signals (RTS)* are activated;
- where *WHISTLE* signs are placed;
- where people or animals are on or near the *Track*;
- when approaching *Locations* where *Shunting* is being performed on *Adjacent Tracks*;
- to acknowledge *Handsignals*; and
- as otherwise required by the *Network Safeworking Rules and Procedures*.

Where *Rail Traffic* movements are likely to simultaneously approach a *Level Crossing*, the *Rail Traffic Crews* must repeatedly sound the *Whistle* until *Rail Traffic* has reached the *Level Crossing*.

The *Rail Traffic Crew* must sound the *Whistle* when approaching *Locations* where there is limited *Sighting Distance* when the *Rail Traffic* movement is:

- run at short notice;
- running in advance of timetable;
- running late; or
- *Travelling in the Wrong Running-Direction on a Uni-Directional Track.*

2.1 Whistle Codes

Rail Traffic Crews must use the following *Whistle* codes:

Figure 4007-1 *Whistle* code table.

Code	Meaning
One long whistle.	Warning, challenge or approaching a level crossing.
One short whistle.	Acknowledgment or moving off.
Two short whistles.	Setting back.
Three short whistles.	Danger-Stop.
Continuous whistling.	Assistance required.

2.2 Failure to Acknowledge a Rail Traffic Whistle

If an expected response or acknowledgment to the *Rail Traffic Whistle* is not received, the *Rail Traffic Crew* must continue to sound the *Whistle* and, if required, attempt to Stop the *Rail Traffic*.

3. Failed Whistle

The *Rail Traffic Crew* must report all cases of *Whistle* failure to the *Network Controller* and to the *Operator's Representative*.

3.1 Response to a Failure

The *Rail Traffic Crew* and the *Network Controller* must make arrangements to:

- effect repairs;
- re-Marshall the *Motive Power Units*; or
- replace the lead *Motive Power Unit*.

3.2 Running with a Failed Whistle

If the *Whistle* fails and cannot be repaired and no other *Motive Power Unit* can be used as the lead unit, the *Rail Traffic Crew* must:

- continue the movement and *Travel* at;
 - Controlled Speed if visibility is good; or
 - Restricted Speed during periods of Low Visibility;
- flash the *Headlights* and other *Visibility Lights* to attract attention where necessary;
- slow to *Restricted Speed* before each *Level Crossing*, prepared to stop if road or pedestrian traffic is approaching;
- not proceed over the *Level Crossing*, unless;
 - at an *Active Control Level Crossing*, equipment is operating; or
 - at a *Passive Control Level Crossing*, it is *Clear* or road and pedestrian traffic has stopped;
- slow to *Restricted Speed* approaching other *Rail Traffic* where workers may be present on the ground;
- slow to *Restricted Speed* approaching people on or about the *Track*; and
- slow or stop as necessary, if the approach of the *Rail Traffic* is not attracting the appropriate attention.

If the *Whistle* and *Headlights* fail and no other *Motive Power Unit* can be used as the lead unit, act in accordance with Rule 4005 Rail Traffic Lights and Markers.

4. References

4005 Rail Traffic Lights and Markers

5. Effective Date

3 February 2020