

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
2.01	21 11 2022	5	Glossary terms

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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

21 November 2022