

Network Safeworking Rules and Procedures

Rail Traffic Whistles

Rule Number: 4007



Brookfield
Rail

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Glossary for this Rule

<i>Active Control Level Crossing</i>	A road or pedestrian level crossing where warning equipment warns road users and pedestrians about approaching rail traffic by devices such as flashing lights or barriers.
<i>Adjacent</i>	Near to, close to, parallel to.
<i>Clear</i>	A proceed indication displayed by a signal. In reference to a track circuit, block, section or signal route, the absence of rail traffic. In reference to track workers being clear of track.
<i>Controlled Speed</i>	Controlled speed is a speed that allows rail traffic to stop short of an obstruction within half the distance of clear line that is visible ahead.
<i>Handsignal</i>	A signal given by hand or lights movements, hand signals may be with or without flags.
<i>Headlights</i>	Lights fitted at the front of rail traffic to provide visibility for the rail traffic crew and to improve the visibility of rail traffic.
<i>Level Crossing</i>	A location where the railway line and a road or pedestrian walkway cross paths on the same level (at grade).
<i>Location</i>	A place in the Network with a designated name, identification number, or signalling reference.
<i>Low Visibility</i>	Any condition that does not allow Competent Workers to view the distance required to work safely (e.g. fog, heavy rain, smoke, dusk, curve in the track))
<i>Marshal</i>	To arrange the order of vehicles in a train's consist.
<i>Motive Power Unit</i>	A rail vehicle used to provide the power to move itself or other vehicles.
<i>Network</i>	A combination of track and other associated infrastructure controlled by Brookfield Rail.
<i>Network Controller</i>	A Competent Worker who authorises and issues Occupancy Authorities, and works points, signals and other signalling equipment to manage routes for safe and efficient transit of rail traffic in the Network.
<i>Operator's Representative</i>	A person authorised by an above rail or below rail Operator to act on their behalf.
<i>Passive Control Level Crossing</i>	Road and pedestrian level crossing warning that relies on road users and pedestrians looking out for and giving way to rail traffic (i.e. no flashing lights, half boomgate or bells).

<i>Rail Traffic</i>	Trains and track vehicle or vehicles travelling on the Network.
<i>Rail Traffic Crew</i>	Competent Workers responsible for the operation of the Motive Power Unit.
<i>Railway Track Signal (RTS)</i>	A device attached to a rail that explodes on impact, used to attract attention of rail traffic crews.
<i>Restricted Speed</i>	<p>Restricted speed is a speed that allows rail traffic to stop short of an obstruction within half the distance of clear track that is visible ahead.</p> <p>Restricted speed must not exceed 25 km/h.</p>
<i>Shunt</i>	To move rail traffic, rakes of vehicles, or vehicles on lines for purposes other than through movement.
<i>Sighting Distance</i>	The distance that someone can clearly see along the track.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Travel</i>	Planned or purposeful movement from one location to another.
<i>Uni-Directional</i>	Allowing for normal travel in one direction only according to the infrastructure and system of Safeworking in use.
<i>Visibility Lights</i>	Lights, fitted below the headlights, to improve rolling stock's ability to be seen and to assist the crew in viewing of the immediate area in front of the vehicle. Also known as ditch lights or crossing lights.
<i>Whistle</i>	A device such as a bell, whistle, siren, horn or hooter, fitted to rail traffic to give audible warning.
<i>Wrong Running-Direction</i>	The direction opposite to the normal direction of travel on unidirectional lines.

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 Brookfield Rail 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-Marshal 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

4 May 2016