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1. PURPOSE

This purpose of this rule is to detail the protocols concerning Whistles which are used by Rail Traffic to give audible Warning or acknowledge Handsignals in the Public Transport Authority (PTA) Network.

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 road Level Crossings;
- approaching pedestrian Level Crossings not fitted with automatic gates, Warning lights and bells;
- necessary for safety;
- people or animals are on or near the Track;
- acknowledging Handsignals; and
- otherwise required by the PTA Safeworking Rules and Procedures.

Where multiple Rail Traffic movements are likely to simultaneously approach a Level Crossing, the Rail Traffic Crew 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 travelling in the Wrong Running Direction on a Unidirectional Track.
2.1. WHISTLE CODES

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

<table>
<thead>
<tr>
<th>CODE</th>
<th>MEANING</th>
</tr>
</thead>
<tbody>
<tr>
<td>One long whistle</td>
<td><em>Warning</em>, challenge or approaching a road or pedestrian <em>Level Crossing.</em></td>
</tr>
<tr>
<td>One short whistle</td>
<td>Acknowledgment or moving off in depots.</td>
</tr>
<tr>
<td>Two short whistles</td>
<td>Setting back.</td>
</tr>
<tr>
<td>Three short whistles</td>
<td>Danger-Stop.</td>
</tr>
<tr>
<td>Continuous whistling</td>
<td>When assistance is required</td>
</tr>
</tbody>
</table>

2.2. FAILURE TO ACKNOWLEDGE 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 *Train Controller* and to the *Operators' Representative*.

3.1. RESPONSE TO FAILURE

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

- effect repairs;
- remarshal the *Motive Power Units*; or
- replace the lead *Motive Power Units*.

3.2. RUNNING WITH FAILED WHISTLE

If the *Whistle* fails and cannot be repaired and no other *Motive Power Units* 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, being prepared to Stop if road or pedestrian traffic is approaching;
• not proceed over the Level Crossing, unless;
  o at an Active Control Level Crossing where equipment is operating;
• slow to Restricted Speed approaching other Rail Traffic where Workers may be present on the ground;
• slow to Restricted Speed approaching pedestrians 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, Rail Traffic must act in accordance with Rule 4005 Rail Traffic Lights and Markers.

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4. REFERENCE

Rule 2003 Handsignals and Verbal Commands
Rule 4005 Rail Traffic Lights and Markers

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5. EFFECTIVE DATE

1 November 2015