



OTTR 408

# Using Train Whistles

## Applicability

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NSW

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SMS

## Publication Requirement

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Internal Only

## Document Status

Issue/Revision #	Effective from
1.0	1 January 2019



## Purpose

To prescribe the rules for using *train whistles* in the *Oberon Tarana Heritage Railway (OTHR) Network*.

## Sounding whistles

Train whistles *must* be used to:

- give audible warning or alarm
- acknowledge *handsignals*.

A train whistle must be sounded:

- if *rail traffic* explodes *detonators* on the line
- as necessary for safety.

Rail traffic whistles must be sounded during approach to:

- *level crossings*
- *shunting* movements on *adjacent tracks*
- *crossing* or *passing* movements at *sidings* and *loops*
- people or animals on or near the track
- WHISTLE signs
- unless instructed otherwise by signs, tunnel entrances and exits.

## Whistle codes

If other warning methods are not available, *Drivers* and *track* vehicle operators are to sound the following whistle codes.

Code	Meaning
.. ..	When sounded continuously, stop immediately.
...	Rail traffic is about to be <i>propelled</i> .



## Defective whistles

If all whistles on the leading end of the leading *motive power unit* become defective during *travel*, the *Train Crew* or *track vehicle crew* must:

- tell the *Network Operations Manager*, and
- if possible, remedy the defect.

Rail traffic with defective whistles that cannot be remedied *may* continue to travel only to the first suitable *location* for repair or replacement of the whistle.

If the whistle cannot be repaired or replaced, the motive power unit must be:

- *re-marshalled* at the first suitable location, or
- *worked out of service* promptly.

Rail traffic without a working whistle must travel at *restricted speed* until:

- the whistle is repaired or replaced, or
- the motive power unit is re-marshalled.

## Using headlights instead of whistles

If the whistle has failed, a Driver or track vehicle operator must flash the headlight of the leading motive power unit to give visible warning during approach to:

- level crossings
- people or animals on or near the track
- other potentially hazardous conditions.

## Responding to headlights and whistle failure

Rail traffic with neither a working headlight nor a working whistle must not exceed 25km/h:

- over level crossings
- through tunnels and cuttings
- past platforms
- in conditions of *low visibility*.



## Level crossings

If a level crossing is not fitted with Type F warning equipment, the Train Crew or track vehicle crew of a leading motive power unit with neither a working headlight nor a working whistle must:

- be prepared to stop rail traffic short of the crossing, and
- travel over the crossing only if it is clear, and if road and pedestrian traffic has been stopped.

## Related OTHR Network Procedures

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NIL

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## Effective Date

1 January 2019