

Denver & Rio Grande Western Railway
The Standard Code of Operating Rules – March 1949

Rule 14 - ENGINE WHISTLE SIGNALS

Key: ‘o’ for short sounds Whistle sounds should be distinct, with
 ‘-’ for longer sounds intensity and duration proportionate to the
 ‘---’ for extra long sounds distance the signal is to be conveyed.

SOUND	INDICATION
(a) o	Apply Brakes. Stop
(b) --	Release Brakes. Proceed
(c) - o o o	Flagman protect rear of train.
(d) - - - -	Flagman may return from West or South.
(e) - - - - -	Flagman may return from East or North.
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is Standing, Back. Answer to 12(d) and 16(c) (trainmen’s signals to Back) When train is Running Answer to 16(d) (signal to Stop at next station)
(j) o o o o	Call for Signals.
(k) - o o	Single Track. To call attention of engine and train crews of trains of the same class, inferior trains, and yard engines, and of trains at train order meeting and waiting points, to signals displayed for a following section. If not answered by a train, the train displaying signals must Stop and ascertain the cause unless otherwise provided.
	Two or more Tracks. To call attention of engine and train crews, and yard engines, to signals displayed for a following section.
(l) - - o -	Approaching public crossings at Grade. To be prolonged until crossing is reached. Start sounding at the ‘W’ (whistle) post.
(m) -----	Approaching stations, junctions, railroad crossings at Grade, and other locations as may be required.

- (n) - - • Approaching meeting or waiting Points (see Rule S-90).
- (o) • - Inspect train line for Leak or for Brakes Sticking.
- (p) Succession of short sounds Alarm for Persons or Live Stock (or Obstruction) on the track.
- (q) - • Where there are two main tracks on which movements are made in either direction by signal indications, trains on Left Track will sound this signal preceding signal 14(d) or 14(e).
- When Running against the current of traffic:
- (1) Approaching stations, curves, or other points where view may be obscured.
 - (2) Approaching passenger or freight trains and when passing freight trains.
 - (3) Preceding the signals prescribed by (d), (e), and others as prescribed by rule.

ADVICE

Take notice of which signals are appropriate from a Moving train/engine or which ones are used when Standing. The most common signals are (b), (h) and (l) for obvious reasons. Rule 99 covers use of flags/flagmen to protect trains that have to stop on the main line – use (c), (d) and (e) for these cases.

If using timetable and train order authority (g), (k) and (n) apply. A train running ahead of a following section can call attention to its Green Signals by sounding (k) when meeting other trains – these trains can acknowledge by using (g). If (k) is not acknowledged, the train sounding it must Stop so its crew can find out why. Missing signals for a following section can lead to a deadly collision.

Interlocking plants/towers should be signalled using (j) to call for signals when approaching or waiting at an interlocking signal displaying Stop. Whistles to towermen are:

- (z) - Main Track access required
 - • - Siding access required
 • • - Industry spur/track access required
 • - • • Transfer Track access required
 • - • Train cannot take the signal displayed.

To start a train with two or more engines working together the lead engine uses (d) and waits to hear the pusher(s) answer with (d) in acknowledgement. The pusher(s) immediately start pushing in the slack. Hearing the pusher(s) whistle(s) tells the lead engine that it can also start – and thus the train will move away smoothly.

Do not overdo the forward and reverse starting signals (b) and (h) when changing direction during switching. Use signals only when an engine/train has been Standing for a while, and when starting from a terminal, station, or operating Stop.