

# *Engine Whistle Signals*

*Transcribed by Hoot Gibson*

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### **The Atchison, Topeka and Santa Fe Railway System**

#### **Rules Operation Department Revised 1959**

Note: The signals prescribed are illustrated by "o" for short sounds; "\_\_\_" for long sounds. The sound of the whistle signal should be distinct, with intensity & duration proportionate to the distance signal is to be conveyed. Where in these rules, the term whistle is used, it includes either horn or whistle.

(A) o Apply Brakes

(B) \_ \_ Release Brakes. Proceed

(C) o\_ Inspect train line for leaks or for brakes sticking

(D) o o \_ Second engineman on double-header assume control of air brakes.

(E) o o Answer to 14(k) or any signal not otherwise provided for.

(F) o o o When standing, back. Answer to 12(D) & 16(C). When running, answer to 16(D).

(G) o o o o Call for signals.

(K) \_ o o (Single track) To call attention of engine & train crews of trains of the same class, inferior trains & yard engines, & of trains at train order meeting or waiting points, to signal displayed for a following section. If not answered by a train the train displaying signal must stop & ascertain the cause.

(L) \_ \_ o \_\_\_ Approaching public crossings at grade, at curves tunnels & other obscure places; to be prolonged or repeated until crossing is occupied.

(M) \_\_\_\_\_ Approaching stations, junctions & railroad crossings at grade.

(N) \_\_\_\_\_ o When running against the current of traffic approaching stations, junctions, railroad crossings at grade, curves & other obscure places.

(O) Succession of short sounds. Alarm for persons or livestock on the track.

(P) \_ o o Protect rear of train.

(Q) o o o \_ Protect front of train.

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(R) \_ \_ \_ \_ (Single track, with the current of traffic on two tracks & on track No.1 of three or more tracks). Flagman may return from west or south.

(S) \_ \_ \_ \_ \_ (Single track, with the current of traffic on two tracks & on track No.2 of three or more tracks). Flagman may return from east or north.

(T) \_ \_ \_ \_ o (On two tracks against the current of traffic & on track No.2 of three or more tracks). Flagman may return from west or south.

(U) \_ \_ \_ \_ \_ o (On two tracks against the current of traffic & on track No.1 of three or more tracks). Flag man may return from east or north.

(V) \_ \_ \_ \_ \_ o o (Track No.3). Flagman may return from west or south.

(W) \_ \_ \_ \_ \_ o o (Track No.3). Flagman may return from east or north.

(X) \_ \_ \_ \_ \_ o o o (Track No.4). Flagman may return from west or south.

(Y) \_ \_ \_ \_ \_ o o o (Track No.4). Flagman may return from east or north.

(Z) The following whistle signals will be used at control stations.

\_\_\_ Main Track

\_\_\_ o \_\_\_ Siding

o o \_\_\_ o Industry track

o \_\_\_ o o Transfer track

o \_\_\_ o To notify control station that train cannot take signal.

Communicating Signals; Note: The signals prescribed are illustrated by "o" for short sounds; "\_\_\_" for long sounds.

(A) o o When standing - start.

(B) o o When running - stop at once.

(C) o o o When standing - back.

(D) o o o When running - back.

(F) o o o o When running - reduce speed.

(G) o o o o o When standing - recall flagman.

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(H) o o o o o When running - increase speed.

(I) o Conductor call engineman's attention to a meeting, passing or waiting point.

(J) o o o o o Increase train heat.

(K) \_\_\_\_\_ o Shut off train heat.

(L) \_\_\_\_\_ When standing - apply or release air brakes.

(M) \_\_\_\_\_ When running - brakes sticking; look for hand signal.

Note: Hand or lamp signals must be given in addition to communicating signals (A) (C) & (L).

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