AUSTRALIAN RAIL TRACK CORPORATION LTD

Discipline: Engineering (Signalling) **Category: Standard**

Placement of Yard Limit Signs

ESD-08-03

Applicability

New South Wales	✓

Primary Source

ARTC NSW Standard SDS 23

Document Status

Version	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
1.0	09 May 12	Standards	Manager Standards	Operational Safety & Environmental Review Group	Safety & Environment Committee 16/07/2012

Amendment Record

Version	Date Reviewed	Clause	Description of Amendment
1.0	09 May 12		First issue of Standard. Supersedes SDS 23 (v1.2).

Contents

1 Introduction

1.1 Purpose

This standard addresses the method of placement of Yard Limit Boards that are referenced throughout these Principles and with regard to the descriptions and definitions currently accepted and in use.

1.2 Scope

This standard covers Yard Limit Signs as defined in *ANSG 606 Responding to Signals and Signs.* These "Signs" are referred as "Boards" in this document.

There are two types of Yard Limit Boards.

The first type displays the words 'Yard Limit'. It may be qualified by the addition of 'P'.

The second type displays the letters 'YL' on an oval background. An 'EYL' plate is also provided for and has a rectangular background. Horizontal and vertical formats are provided.

All Yard Limit lettering is black on a white background.

1.3 Responsibilities

The Corridor Manager is responsible for the implementation of this standard.

1.4 Reference Documents

The following documents support this standard:

- ANSG 606 Responding to Signals and Signs

1.5 Definitions

The following terms and acronyms are used within this document:

Term or acronym	Description
YL	Yard Limit
EYL	End Yard Limit

2 Application of 'Yard Limit' Boards

2.1 'Yard Limit' Boards

These boards are used to define the boundary between a section and an interlocking area, or between adjacent yards.

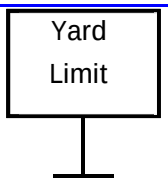
In Train Order Working areas, these boards denote the end of the train order section, and the start of the train order location.

They may also be used to define the boundary of two adjacent train order locations.

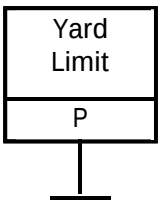
The criteria for the placement of these boards in Train Order areas are detailed in the Principle on Train Order Working.

These boards may also be used in token areas to define the boundary between the section and the interlocking or yard.

They may be used in lieu of a home signal where the signal may be permanently fixed at stop.



Applies to Rail Vehicle Detection, Train Order Territory and Token Working Territory.

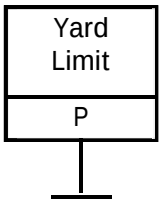


Applies to Token Working Territory.

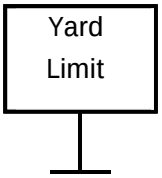
The Permissive Yard Limit Board may only be used at unattended locations in Token working Areas. It is placed at the yard limits for the location.

2.2 Qualification Plates

Yard Limit Boards may be fitted with the following qualification plate:



A 'P' plate makes the Yard Limit Board permissive.



A Yard Limit Board without qualification is an absolute board.

Network Rule *ANSG 606 Responding to Signals and Signs* detail how track vehicle operators are to respond to the signs.

3 Application of 'YL' & 'EYL' Boards

3.1 'YL' and 'EYL' Boards

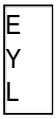
YL Boards are used in signalled areas to define the start of Yard Limits for the purpose of yard working as defined in the network rules, and in assisting Track Occupancy Authority (TOA) working.

EYL boards define the end of the yard.

The boards are provided for each track and both running directions on that track, whether signalled or not.

The boards are located to define an area of control.

Horizontal Form



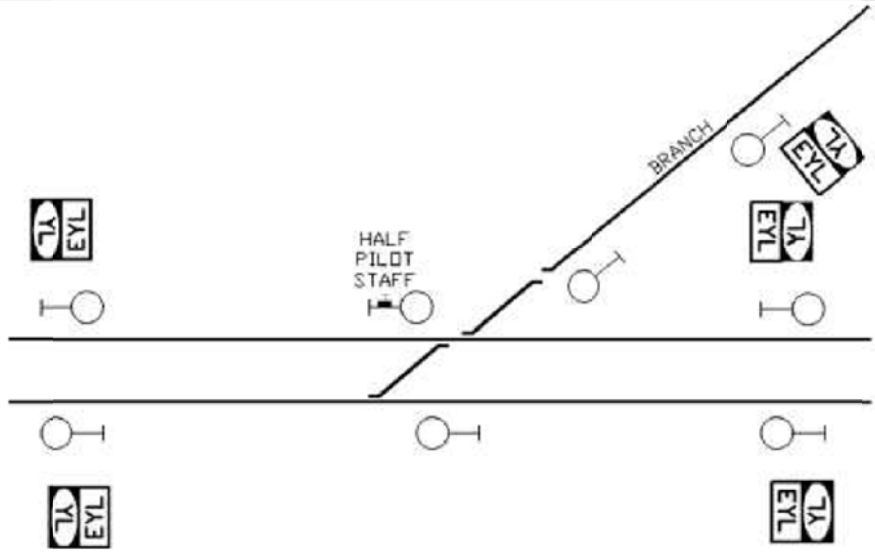
Vertical Form

3.2 Unidirectional Double Lines

On unidirectional double lines the YL board is usually mounted back to back with the EYL board. The boards are usually located as follows:

Normal Direction of Travel	
YL Board	On the first controlled signal (usually the accept).
EYL Board	On the first automatic signal after the last controlled signal.

Reverse Direction of Travel	
YL Board	On the rear of the signal fitted with the normal direction EYL Board.
EYL Board	On the rear of the controlled signal fitted with the normal direction YL Board.
Note: Placement of the plates for the reverse direction of travel may be on the right hand (or 'wrong') side.	



Placement of YL and EYL Boards at Single Line Junction

3.3 Unidirectional Multiple Lines

On multiple lines the placement of the YL and EYL will be the same criteria as for double lines, however all plates are to be of the vertical format and must be located in the '6ft' on the left side in the direction of travel.

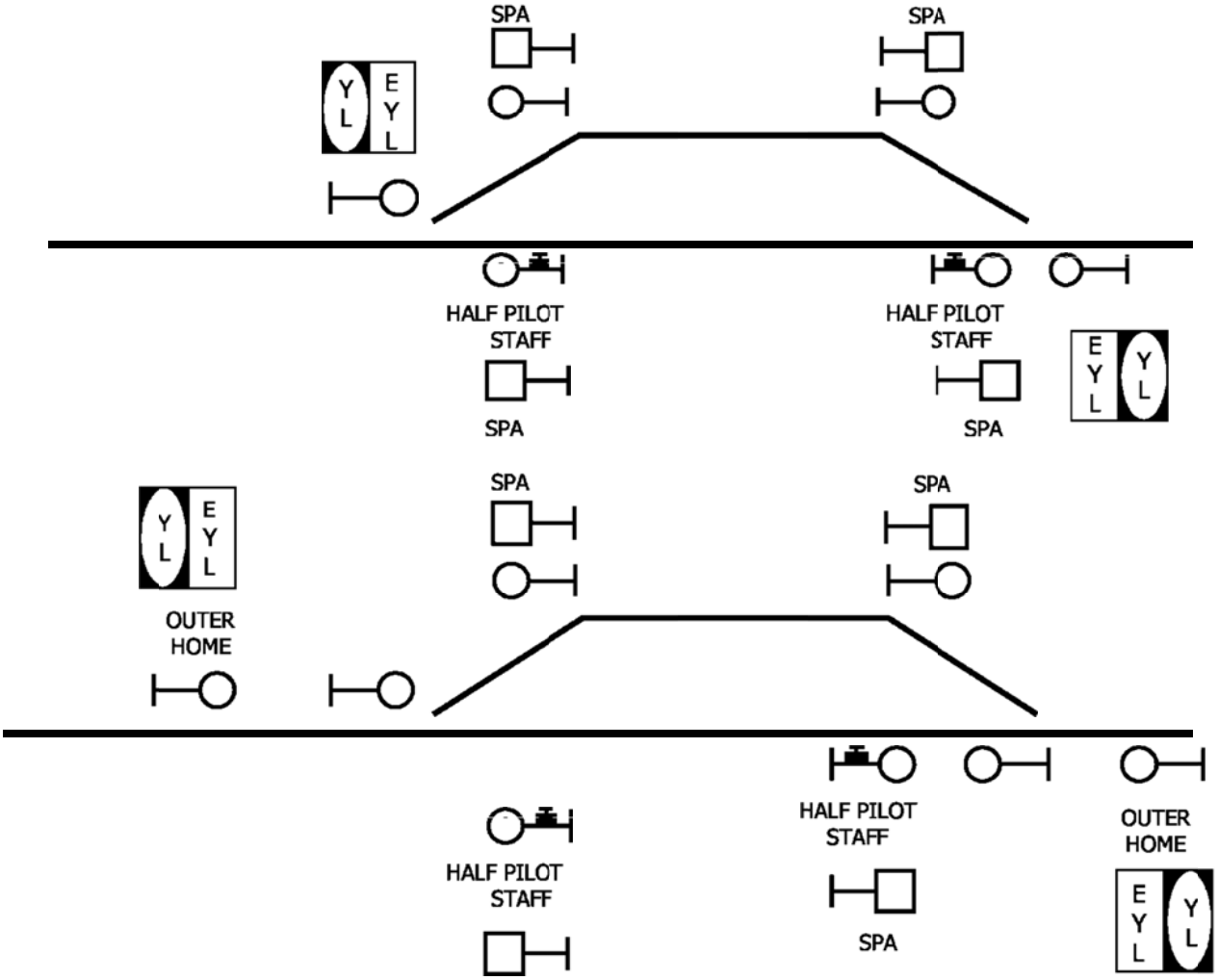
This is to avoid misreading due to plates being located on the 'wrong' side.

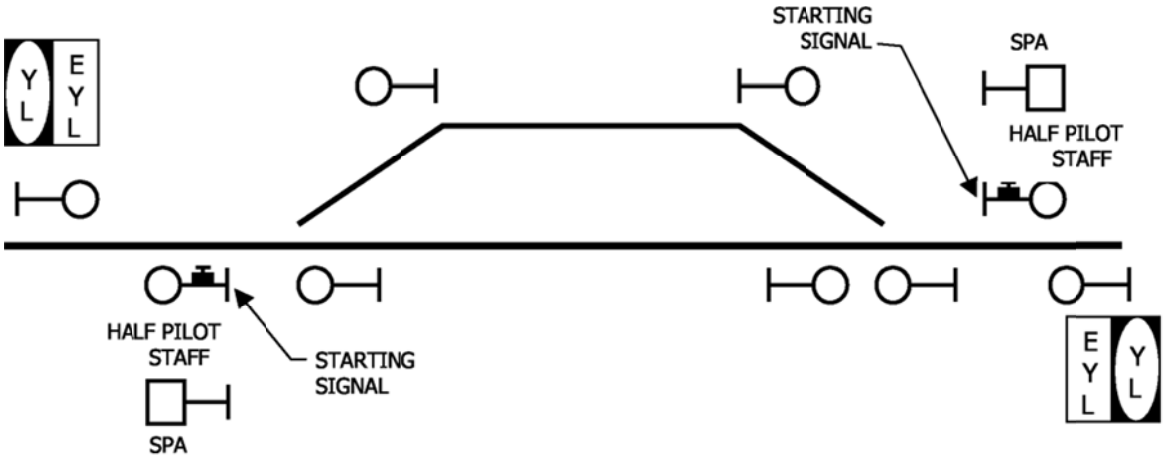
3.4 Single Line

On single lines, YL and EYL plates are not normally provided, as the yard limits are clearly defined by the signals location.

However, at certain locations where the provision of YL and EYL boards is requested the boards are to be placed as follows:

YL Board	On the first controlled home signal.
EYL Board	On the reverse of the first controlled home signal.



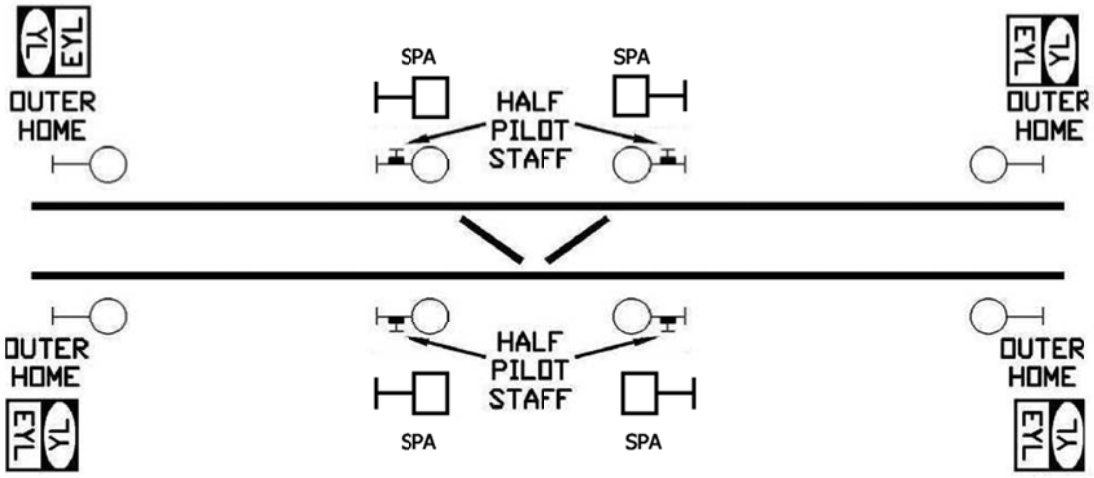


SPA Board inscribed: "WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING"

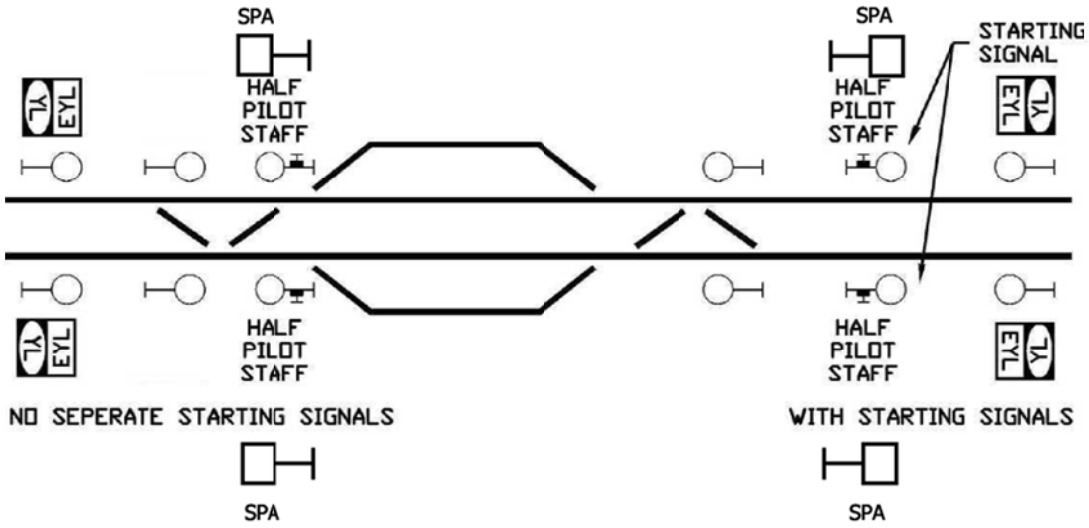
may be provided on these signals. The SPA boards may be mounted either on the signal post, or a separately adjacent to the signal.

3.5 Bidirectional Lines

At simple bi-directional crossover locations, the YL and EYL Boards are located on the first protecting outer home signal or home.



The criteria shall be the same as for single lines in 23.3.4.



SPA Board inscribed: "WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING"

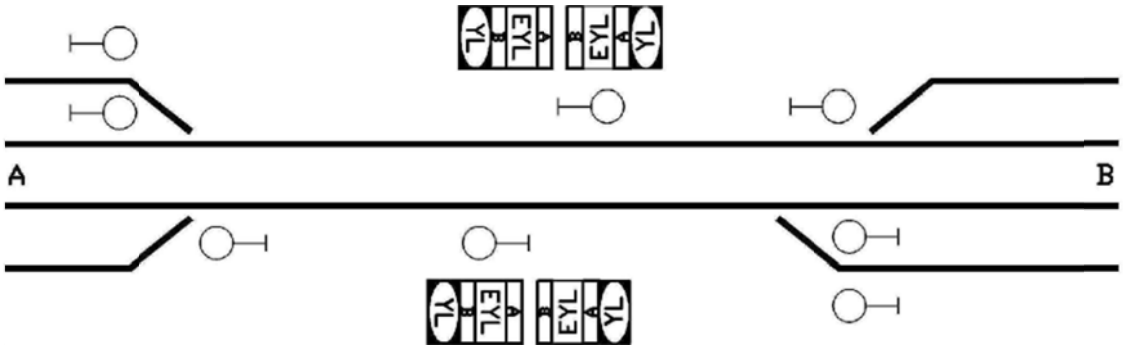
may be provided on these signals. The SPA boards may be mounted either on the signal post, or a separately adjacent to the signal.

3.6 Adjoining Locations

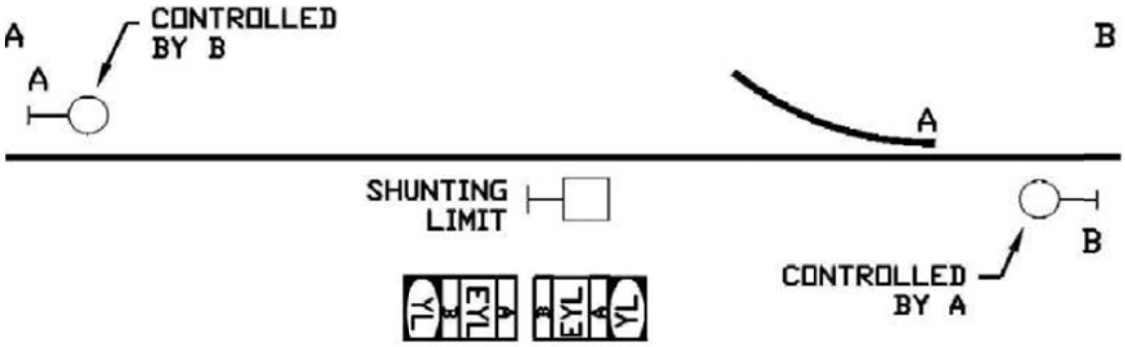
There may be cases where two locations are adjacent such that the signals are dual controlled, or the signal past the starting signal is the next locations Accept Signal.

In this context the EYL of the previous location, and the YL of the next are located on the same signal. When this occurs the location name is added to the YL and EYL Boards to distinguish the location each board applies to.

On horizontal format boards the name is located immediately above the board. On vertical format boards, the name is placed vertically down the left side of the board.



In an extreme case where shunting occurs within the dual control area, and separate risks protected by each Signal Box individually exist, the boards may be located at the Shunting Limit Board.



Where dual boards are fitted, the EYL is placed above the YL Board, purely for consistency.

4 Determination of the Yard Area Extent

4.1 Small Interlocking

The Yard Area is usually the local interlocking area controlled by a signaller.

4.2 Consolidated Interlocking

In larger consolidated signal boxes, the larger area may be considered the yard providing:

a) There are no long sections of automatic signals in the area, unless special circumstances exist where yard working may reduce hazards in the event of an emergency (e.g. City Underground).

b) The entire area has track circuit occupancy indications displayed in the signal box. Carefully consider if areas with cut tracks provide discrimination of the critical points.

c) The adjacent signallers controlling the consolidated area can communicate freely and easily between each other. This means they must be in the same place, unless special procedures exist.

d) There are no separate local control panels that may be separately operated, unless instructions are issued that all the unsignalled operations of that panel are directed from the larger consolidated control location.

4.3 Exceptions

The location of YL and EYL boards may be located on signals different to that indicated above if a specific request is made by Operations, and the arrangement is safe.

However, the area contained in the Yard must always be able to be protected by the controlled signals at that interlocking or control area. In no case should the protecting signal be an unusually long distance away and for the purpose of this, a distance of 3 km should not be exceeded without special approval from the Corridor Manager or nominated Signalling representative. Difficulties may exist in areas signalled with 2 aspect (automatic and distant) signals. In this case the YL/EYL should be at the starting signal, or home signal, rather than the Accept, or first automatic past the starting signal.

Starting signals on bi-directional single and double lines should be provided with a plate advising that “WHEN AUTHORISED TO PASS THIS SIGNAL AT **STOP** DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING”

4.4 Network Rules Interface

The Network Rules provide for a checklist to be completed by the Signaller before Yard Working is carried out, to minimise the risks associated with the movement.

Regular use of Yard Working at any particular location is monitored by network controllers and considered for the provision of a signalled move.