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Discipline
Engineering Standard – NSW

Category
Signalling

Title
Placement of Yard Limit Boards

Reference Number
SDS 23 – (RIC Standard: SC 00 13 01 23 SP)

Document Control

| Status | Date | Prepared | Reviewed | Endorsed | Approved |
|-----------------------|-------------|---------------------------|--------------------|--|--------------------------------------|
| Issue 1 Revision 2 | Mar 05 | Standards and Systems | Standards Engineer | GM Infrastructure Strategy & Performance | Safety Committee |
| | | Refer to Reference Number | H Olsen | M Owens | Refer to minutes of meeting 12/08/04 |

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About This Standard

This Principle 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.

SUPERSEDED

Document History

Primary Source – RIC Standard SC 00 13 01 23 SP Version 1.1

List of Amendments –

| ISSUE | DATE | CLAUSE | DESCRIPTION |
|-------|------------|------------|---|
| 1.1 | 01/10/2004 | | <ul style="list-style-type: none">Reformatting to ARTC Standard |
| 1.2 | 14/03/2005 | Disclaimer | <ul style="list-style-type: none">Minor editorial changeFooter reformatted |
| | | | |
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23. Placement of Yard Limit Boards

23.1 Scope

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' or 'A'.

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.

23.2 Application of 'Yard Limit' Boards

23.4.1 'Yard Limit' Boards

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

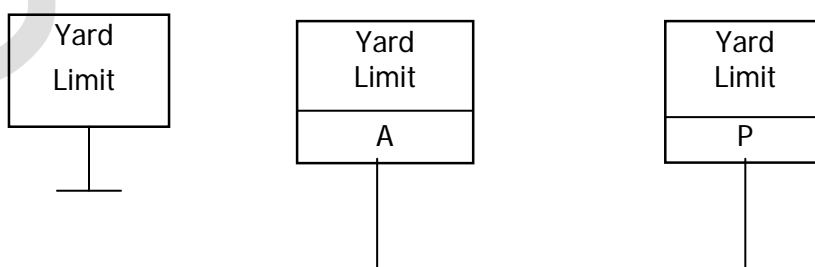
In Train Order Working areas, these boards denote the end of the train order section, and the start of the train order location.

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.

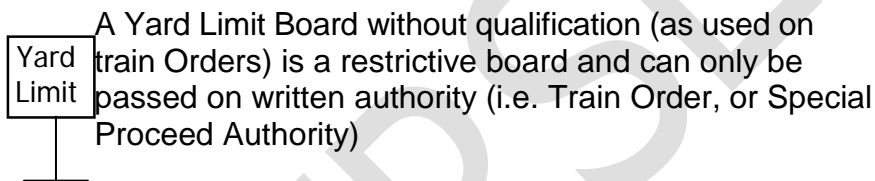
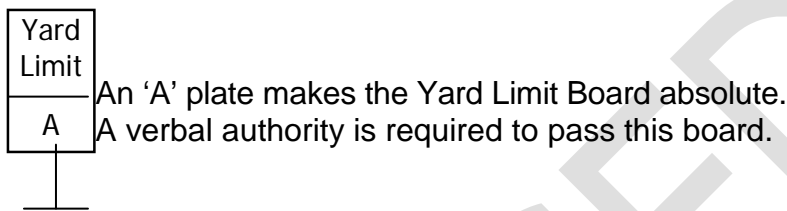
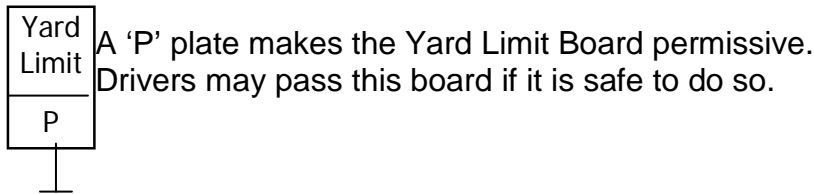
These boards may also be used in token areas to define the boundary between the section and the interlocking or yard.

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



23.2.1 Qualification Plates

Yard Limit Boards may be fitted with one of the following qualification plates:



23.3 Application of 'YL' & 'EYL' Boards

23.3.1 '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.

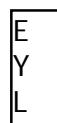
EYL boards define the end of the yard.

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

23.3.2 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. |

Placement of YL and EYL Boards at Single Line Junction

23.3.3 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.

23.3.4 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.

23.3.5 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.

23.3.6 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.

23.4 Determination of the Yard Area Extent

23.4.2 Small Interlocking

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

23.4.3 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.

23.4.4 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”

23.4.5 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.