

ANTR 418

## Yard Limits

### Applicability

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NSW

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SMS

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### Publication Requirement

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External Only

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### Document Status

Issue/Revision #	Effective from
4.0	11 October 2015

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## Purpose

To prescribe the rules for safe movement of *rail traffic* within *yards* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

## Principle

*Signallers must* plan and agree about movements from one Signaller's area of responsibility into another Signaller's area.

If fixed signals are not available, Signallers:

- *may* give spoken authority for movements within *yard limits*, and
- must not authorise unsignalled movements to proceed beyond yard limits.

## Yard limits

Depending on their availability at a *location*, signs or signals determine arrival-end and departure-end yard limits.

In order of priority, a yard limit is determined by a:

- YARD LIMIT sign, or
- SHUNT LIMIT sign, or
- specified signal.

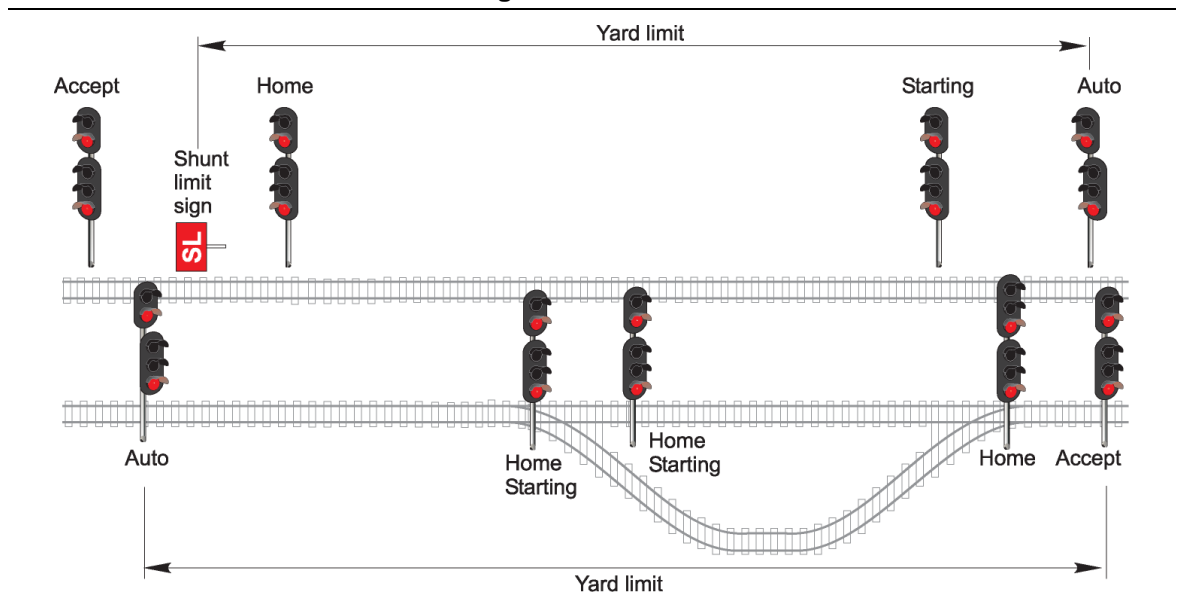
## Rail Vehicle Detection territory

### Unidirectional double-line

Yard limits in *unidirectional double-line Rail Vehicle Detection (RVD) territory* are determined by:

End	Limit
Arrival	YARD LIMIT sign
	SHUNT LIMIT sign
	First controlled signal
Departure	END YARD LIMIT sign
	First automatic signal beyond a starting or home/starting signal
	Starting or home/starting signal

Figure ANTR 418-1



Example of yard limits in unidirectional double-line Rail Vehicle Detection territory

### Bidirectional double-line

Yard limits in *bidirectional double-line Rail Vehicle Detection (RVD) territory* are determined by:

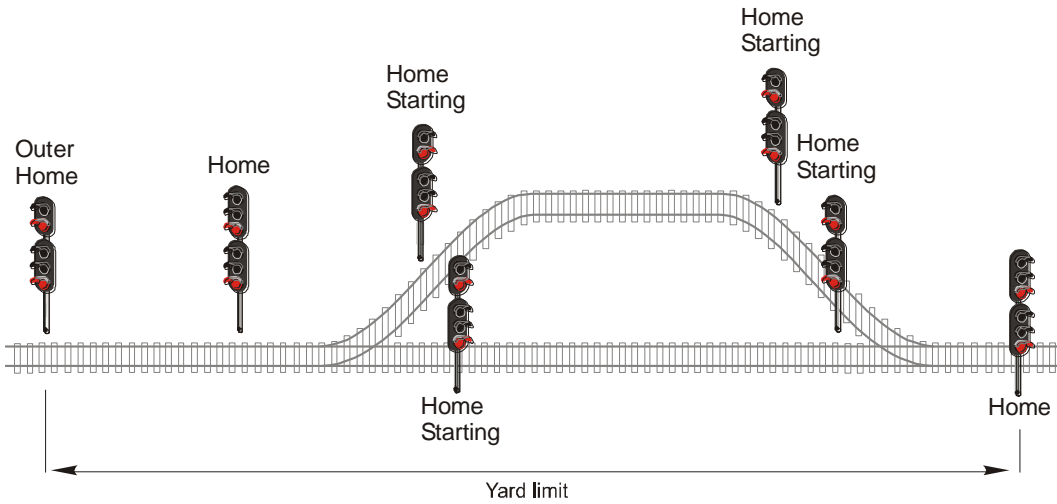
End	Limit
Arrival	YARD LIMIT sign
Departure	END YARD LIMIT sign

### Bidirectional single-line

Yard limits in *bidirectional single-line Rail Vehicle Detection (RVD) territory* are determined by:

End	Limit
Arrival	YARD LIMIT sign
	SHUNT LIMIT sign
	Outer home signal
	Home signal
Departure	END YARD LIMIT sign
	SHUNT LIMIT sign
	Outer home signal for the opposing direction
	Home signal for the opposing direction

Figure ANTR 418-2



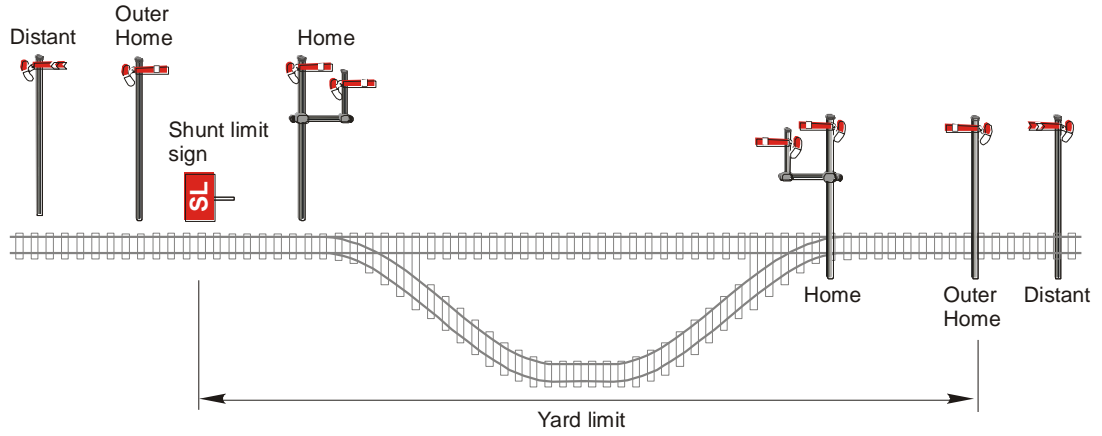
Example of yard limits in bidirectional single-line Rail Vehicle Detection territory

### Electric Staff territory or Staff and Ticket territory

Yard limits in *Electric Staff territory* or *Staff and Ticket territory* are determined by:

End	Limit
Arrival	YARD LIMIT sign
	SHUNT LIMIT sign
	Outer home signal
	Home signal
Departure	END YARD LIMIT sign
	SHUNT LIMIT sign
	Outer home signal for the opposing direction
	Home signal for the opposing direction

Figure ANTR 418-3

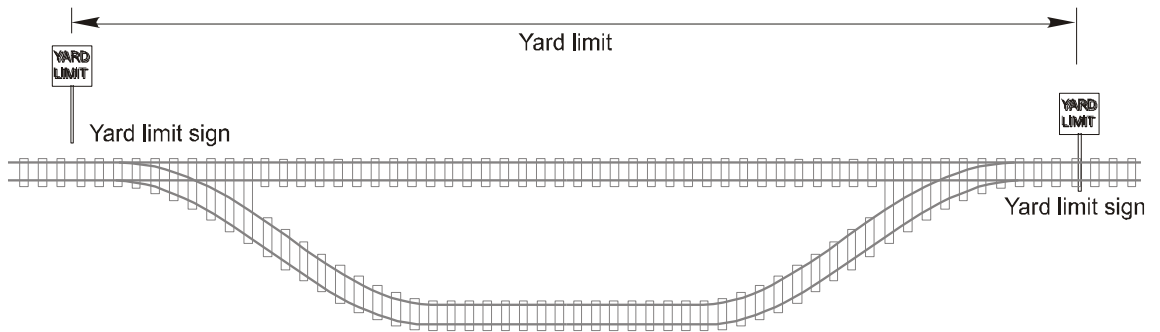


Example of yard limits in Electric Staff territory and Staff and Ticket territory

### Train Order territory

Yard limits in *Train Order territory* are determined by YARD LIMIT signs.

Figure ANTR 418-4



Yard limits at Train Order locations

## Yard working

### Running lines

Rail traffic movements on *running lines* within yard limits must be *authorised* by:

- Signallers at *attended locations* and for *remotely controlled locations*, or
- *Train Controllers* for *unattended locations*.

*Network Control Officers* must make sure that they do not authorise conflicting movements.

If available, *fixed signals* must be used to authorise movements.

Signals at STOP must be passed only in accordance with Rule ANSG 608 *Passing signals at STOP*.

Unsignalled movements within yard limits must not exceed 25km/h.

For unsignalled movements in a tunnel, the *Driver* or *track vehicle operator* must:

- not exceed 10km/h, and
- stop at *platforms* and report arrival to the Signaller, and
- get the Signaller's permission to proceed.

### Shunting yards and sidings

Movements within *shunting yards* and *sidings* must be directed by the responsible *Qualified Workers*.

Qualified Workers directing movements must make sure that they do not authorise conflicting movements.

*Shunting* movements must be made in accordance with Rule ANTR 420 *Shunting and marshalling* and Rule ANTR 424 *Propelling trains*.

## RVD territory

### Unsignalled opposing movement

Before authorising an unsignalled movement that opposes other rail traffic, the Signaller must make sure that at least one unoccupied block is maintained between the movements.

Until one of the approaching trains or track vehicles is brought to a stand, the block between the opposing movements must remain unoccupied.

### Bidirectional lines

Before authorising an unsignalled movement beyond a starting or a home/starting signal on a bidirectional line, the Signaller must:

- tell the Train Controller about the movement, and
- compile a Checklist for an unsignalled movement within consolidated yard limits form (ANRF 012), and
- tell the Driver or track vehicle operator for the unsignalled movement not to proceed beyond the relevant yard limit.

### Consolidated yards

Before authorising an unsignalled movement into or through one or more blocks protected by automatic signals in a *consolidated yard*, the Signaller must:

- tell the Train Controller about the movement, and
- compile a Checklist for an unsignalled movement within consolidated yard limits form (ANRF 012)
- if there is an affected locally-controlled *interlocking machine*, tell the Qualified Worker in charge about the movement, and
- make sure that the route is set correctly, and that no conflicting movements will be authorised.

## Related ARTC Network Procedures

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NIL

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### Effective Date

11 October 2015