



OTTR 418

# Yard Limits

## Applicability

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NSW

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SMS

## Publication Requirement

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Internal Only

## Document Status

Issue/Revision #	Effective from
1.0	1 January 2019

## Purpose

To prescribe the rules for safe movement of *rail traffic* within *yards* in the *Oberon Tarana Heritage Railway (OTHR)* Network.

## Principle

*The normal system of safe working must be used to control rail movements between two yard limits..*

If fixed signals are not available, the Train Controller:

- *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:

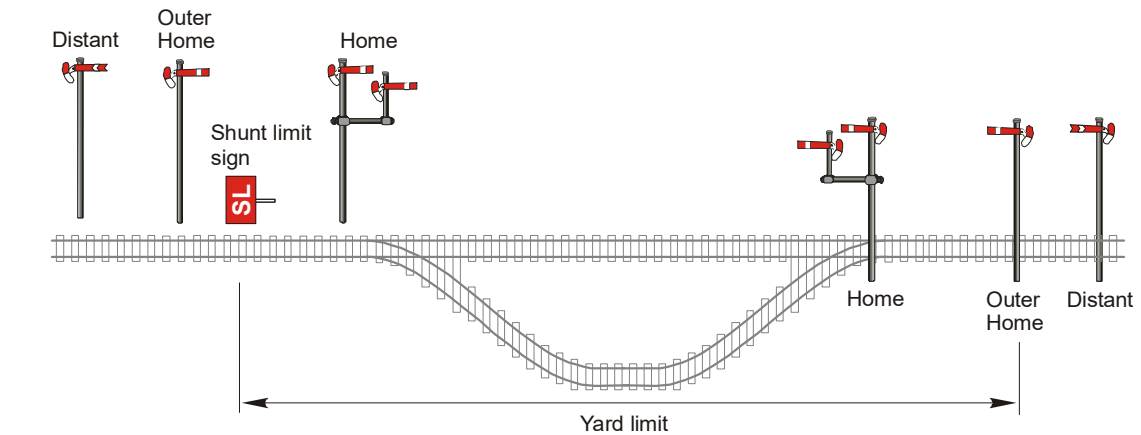
- YARD LIMIT sign, or
- SHUNT LIMIT sign, or
- specified signal.

## Staff and Ticket territory

Yard limits in *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 OTTR 418-1



Example of yard limits in Staff and Ticket territory

## Yard working

### Running lines

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

- *The Train Controller* for *unattended locations*.

*The Train Controller* 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 OTSG 608 *Passing signals at STOP*.

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

### 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 OTTR 420 *Shunting and marshalling* and Rule OTTR 424 *Propelling trains*.



## Related OTHR Network Procedures

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**NIL**

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## Effective Date

1 January 2019