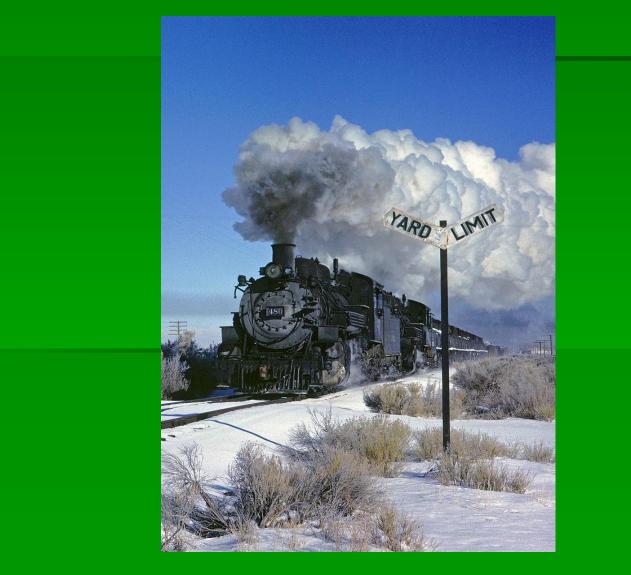# All About YARD LIMITS

A Bongo Brothers Production

- Steve Gust – Clay & Mud Point RR
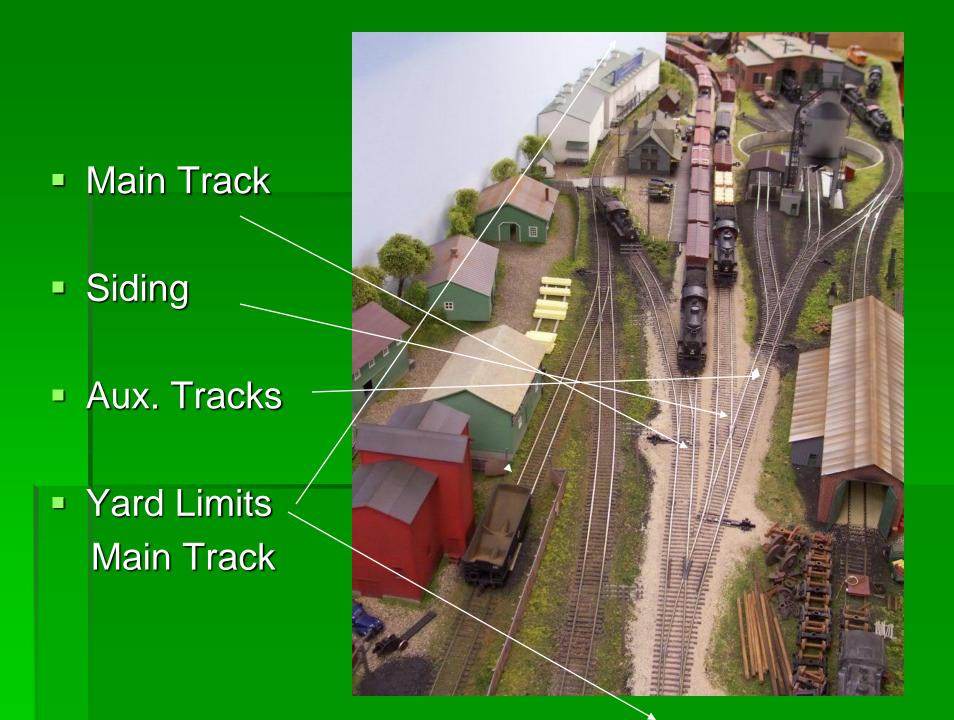- Rick Kang – Vegetable Northern Transportation Company

Mini-lesson goals:

1. What are and aren't Yard Limits?
2. Prototype use of Yard Limits
3. Model use of Yard Limits

Barney Secord's Grand Valley

Where is

1. MAIN TRACK?
2. SIDING?
3. Auxiliary tracks?
4. YARD LIMITS?

- Main Track

- Siding

- Aux. Tracks

- Yard Limits
  Main Track

UCOR Definitions

- **Yard**

   A system of tracks, other than main tracks and sidings, used for making up trains, storing of cars and for other purposes.

- **Yard Limits**

   A portion of the main track, designated by yard limit signs and timetable, train order Form T, or track bulletin, which trains and engines may use as prescribed by Rule 93.
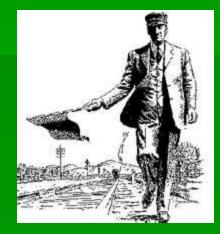
YARD LIMITS are a section of MAIN TRACK!

(Main Track is primary track **connecting stations** and **through stations**, upon which trains move at **track speed**)

- Between the "forked sticks" signs.

- Defined by MP locations in Timetable.

- Where movements are governed by RULE 93

- Where ALL movements must move at RESTRICTED SPEED (unless block signal protection present)
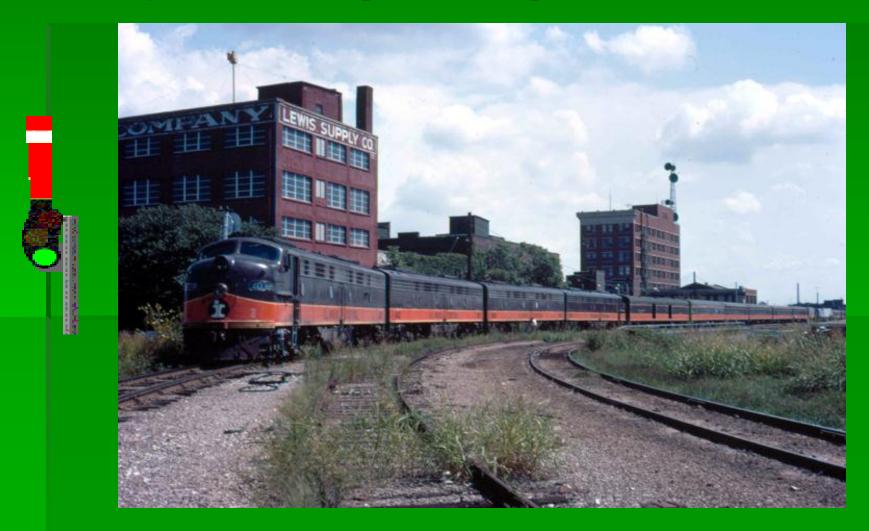
Essence of Rule 93:

1. Trains and Engines are authorized to occupy and move on MAIN TRACK

2. Must CLEAR times of FIRST CLASS TRAINS

3. Are relieved of flag protection against other trains and engines

City of New Orleans First Class Train making track speed on Main Track
in Memphis YL if signal was green

What if Dark Territory (no signals), or yellow signal?

- PROTECTION due to compliance with RESTRICTED SPEED:

moving prepared to stop within half the range of vision short of car, engine, obstruction, broken rail, switch not properly lined, and at no more than (20) MPH

YIKES, We've created a FREE FOR ALL!

- Relax, usually works very well.

Who's in charge?

- NOBODY!

- Well, OK, there may be a YARDMASTER or AGENT

- Generally, the Conductor or Switch Crew Foreman of FIRST TRAIN THERE.

WHY DO THIS?

- At locations where multiple trains and engines work primarily within auxiliary trackage yet require short sections of main track to do their work,

- LET THE CREWS ON THE SPOT READILY COLLABORATE!

- Free the Dispatcher of having to issue numerous rapidly changing orders/warrants!
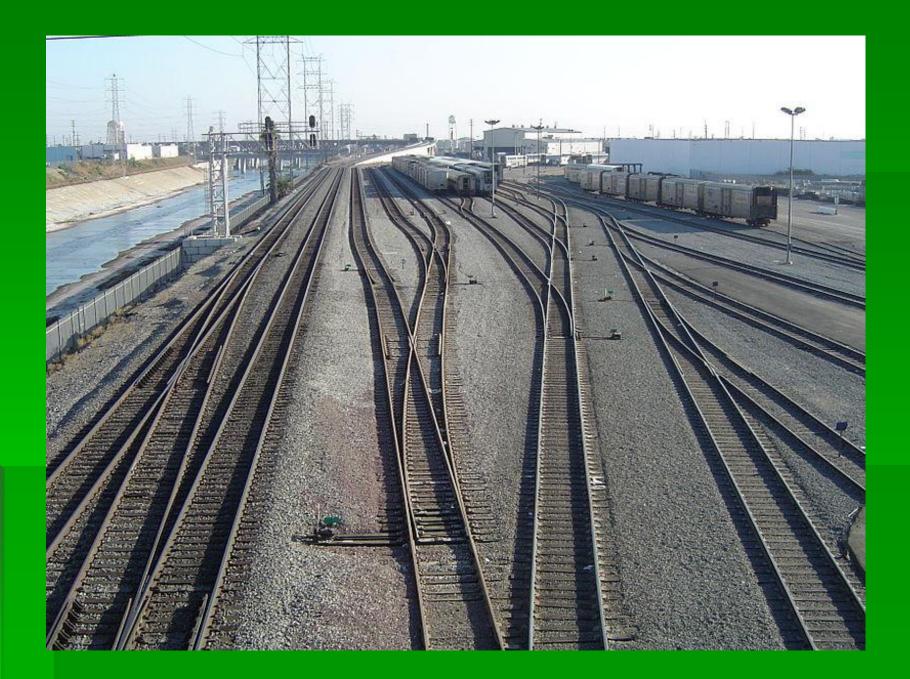
Local prototype examples:

- Main track through Medford: several Switchers working industries and G Yard

- Main track Medford to Tolo (junction with White City Branch) several Road Switchers operate between Medford and White City

- Main track Ashland to Bellevue,

  GP Turn switches Bellevue mill

- Sage Hen on Modoc Subdiv, relief of flag protection, rev. move cut helper

Any downsides?

- YES.
1. Through trains may get delayed if locals or switchers elect to work in their face.
2. Control of railroad is de-centralized, potential effects up and down the pike.

PLAN CAREFULLY WHERE YOU WANT TO ESTABLISH YARD LIMITS.

Why do this on the model?

Same reasons!

Put "forked sticks" along main track at endpoint terminals, midpoint terminal, or at adjacent yards (generally beyond fouling points). CTC, DTC, TWC, TTTO authority starts at the YARD BOARD.

1. Relieve Dispatcher of micro managing.
2. Foster local collaboration at terminal
3. Plus, add another prototypical aspect (that DCC makes readily feasible)

Some suggested model YL boundaries (main track)

- Trainlength beyond initial switches at a station or yard, extending away from station
- Between siding switches at a station and extending to adjacent station, probably encompassing main track and beyond, there.
- Adjacent to END/BEGIN CTC or END/BEGIN INTERLOCKING limits (opposite the controlled signal)
- At beginning/end of where Train Order, DTC, or TWC authority exists

Examples

- YL – DTC block – DTC block – YL
- TWC – YL – TWC – YL
- YL – CTC – INTER – YL – CTC - YL

- Ask us about the anomaly at Gazelle: starting at east end, in Train Order territory: YL sign, east siding switch, west siding switch, YL sign opposite the Begin CTC sign on Absolute Signal. How did we issue orders to "legally" make meets at Gazelle?