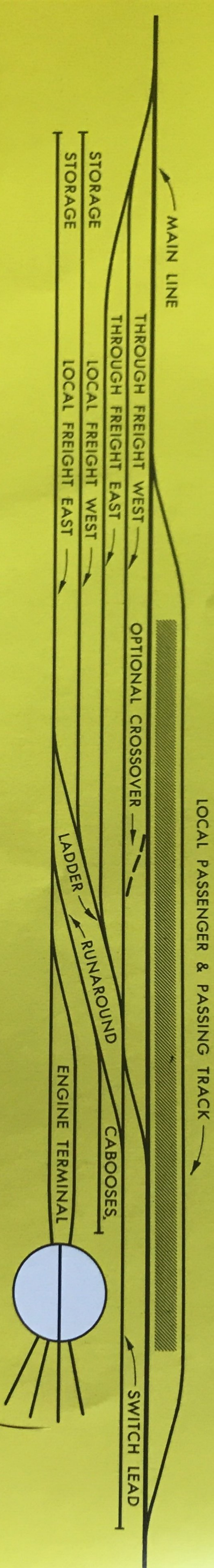


Fig. 2-9 Flat classification yards—condensed model versions



A MINIMUM BUT ADEQUATE DIVISION-POINT YARD CAN BE WORKED OUT IN SIX TRACKS AND 14 TURNOUTS BY CONDENSING ESSENTIAL FUNCTIONS TO THEIR LOWEST LIMIT AND USING SOME TRACKS FOR MULTIPLE PURPOSES. THE FOUR BODY TRACKS IN THE YARD PROVIDE THE FOUR BASIC CLASSIFICATIONS INTO WHICH ALL ARRIVING CARS CAN BE SEGREGATED FOR FORWARDING. MAKING TWO OF THESE SINGLE-ENDED SAVES TURN-OUTS WITHOUT SERIOUSLY IMPAIRING OPERABILITY, INCREASES TOTAL CAPACITY, AND PROVIDES DEAD-END TRACKAGE FOR TEMPORARY STORAGE OF LESS-ACTIVE EQUIPMENT.

THE OPTIONAL CROSSOVER INDICATED CONSIDERABLY INCREASES FLEXIBILITY BY ALLOWING TRAINS TO ENTER THE SWITCH LEAD DIRECTLY WHEN THE THROUGH TRACKS IN THE YARD ARE OCCUPIED. LOCAL FREIGHTS, ASSEMBLED ON THE DEAD-END TRACKS, ARE PARKED TEMPORARILY ON THE MAIN LINE TO RECEIVE MOTIVE POWER AND CABOOSE, THE PASSING TRACK SERVING AS A THROUGH ROUTE FOR ANY TRAFFIC THAT MUST NOT BE BLOCKED.