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

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A MINIMUM BUT ADEQUATE DI	STORAGE	STORAGE			MAIN LINE
A MINIMUM BUT ADEQUATE DIVISION-POINT YARD CAN BE WORKED OUT IN SIX TRACKS	LOCAL FREIGHT EAST	LOCAL FREIGHT WEST	THROUGH FREIGHT EAST	THROUGH FREIGHT WEST	INE
	LADDER			OPTIONAL CROSSOVER	
NAL CROSSOVER INDICATED CONSIDE	ENGINE TERMINAL	RUNARUG	CABOOSES.		
THE OPTIONAL CROSSOVER INDICATED CONSIDERABLY INCREASES FLEXIBILITY BY ALLOW-	1			SWITCH LEAD	

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 TURNOUTS WITHOUT SERIOUSLY IMPAIRING OPERABILITY, INCREASES TOTAL CAPACITY, AND PROVIDES DEAD-END TRACKAGE FOR TEMPORARY STORAGE OF LESS-ACTIVE EQUIPMENT.

ING 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.