

FIG. 1

Fig. 1 shows in solid lines the receiving, hump classification and departure yards located end to end for handling one direction of traffic. A similar arrangement shown in dash lines, can be provided for traffic in the opposite direction.

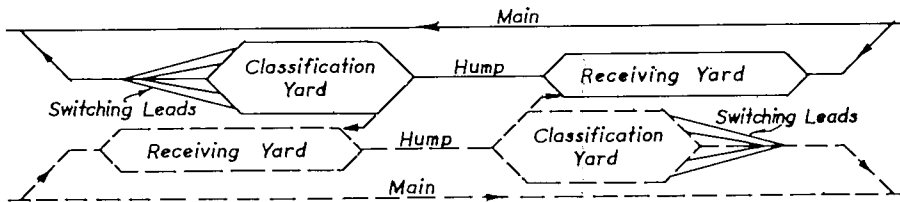


FIG. 2

Fig. 2 shows in solid lines the receiving and hump classification yards located end to end for handling one direction of traffic. Trains depart from the classification yard. A similar arrangement, shown in dash lines, can be provided for traffic in the opposite direction.

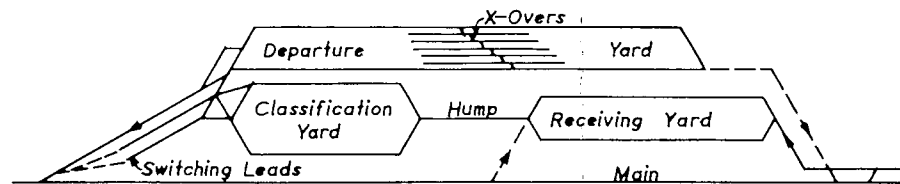


FIG. 3

Fig. 3 shows a single hump for handling one or both directions of traffic, with receiving and classification yards end to end. The departure yard is parallel to the classification yard, with the classification end nearly matching, and connected by crossovers and switching leads.

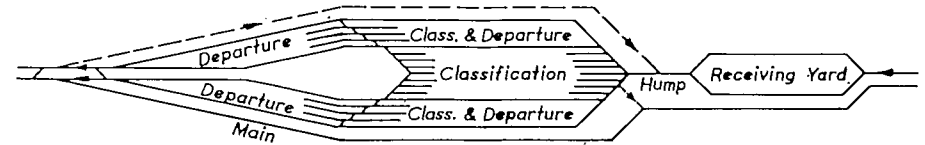


FIG. 4

Fig. 4 shows a single hump for handling one or both directions of traffic, with receiving and classification yards located end to end, but with departure yards made a part of the classification yard. Crossovers or slip switches separate the long tracks into two parts, the part nearest the hump being used initially for classification and finally for departure; the other part being used exclusively for departure. Short tracks are used for classifications to be assembled into trains on the long tracks, or may be used to assemble short trains for departure.

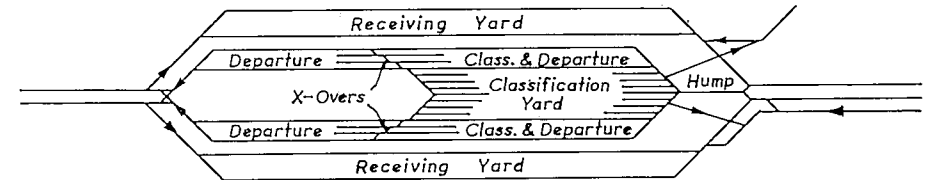


FIG. 5

Fig. 5 shows a single hump for handling traffic received from several directions and dispatched in several directions, with receiving yards located one on each side, with switching lead tracks for humping purposes, and with departure tracks made a part of the classification yard. Cross-overs or slips divide the departure tracks in two parts, one for classification and departure, and the other for departure only. Pull-out tracks are provided at the hump end of the classification yard for departure. This constitutes a flat yard arrangement with gravity or hump operation.

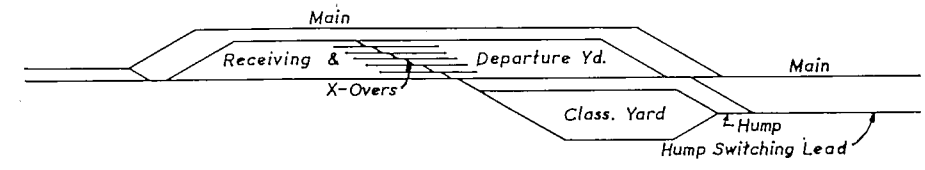


FIG. 6

Fig. 6 shows a single hump for handling both directions of traffic with a combination receiving and departure yard adjacent to the classification yard. Crossovers or slip switches divide the receiving and departure yard into two parts and connect with the ladder at the end of the classification yard farthest from the hump. This arrangement is sometimes called a relay yard.