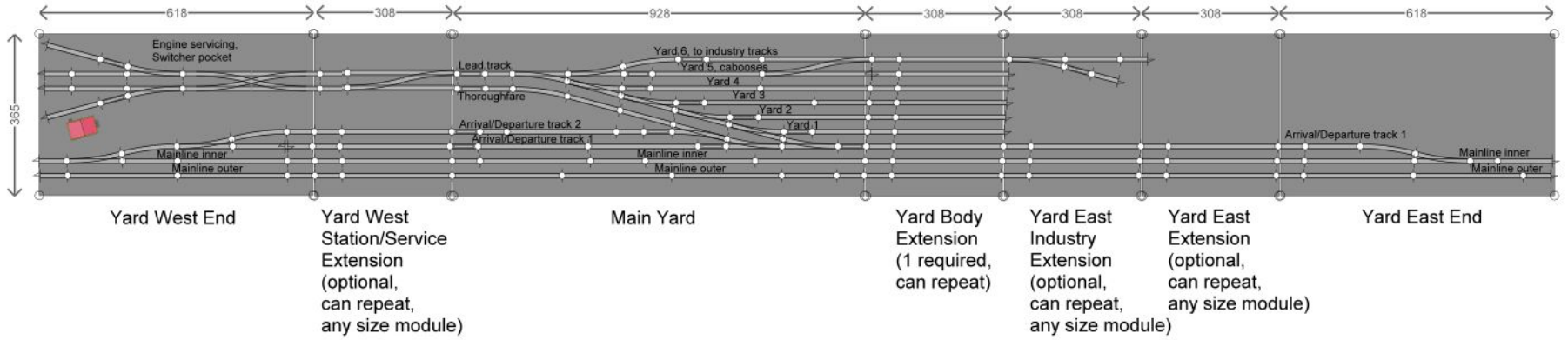
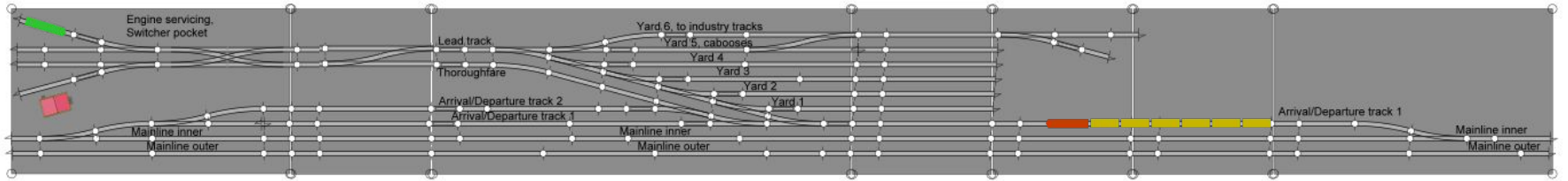
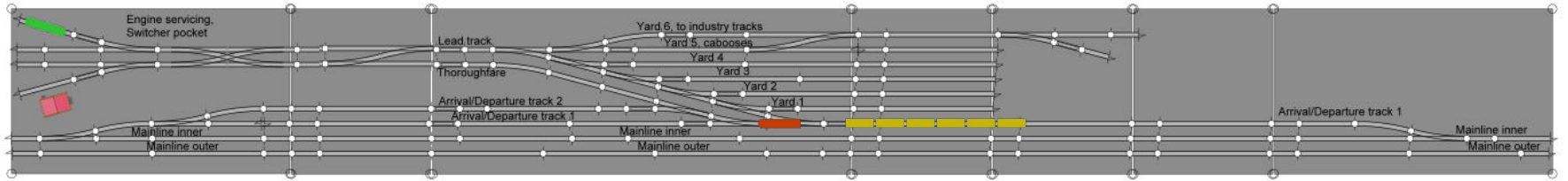


# T-Trak N Scale Yard Modules

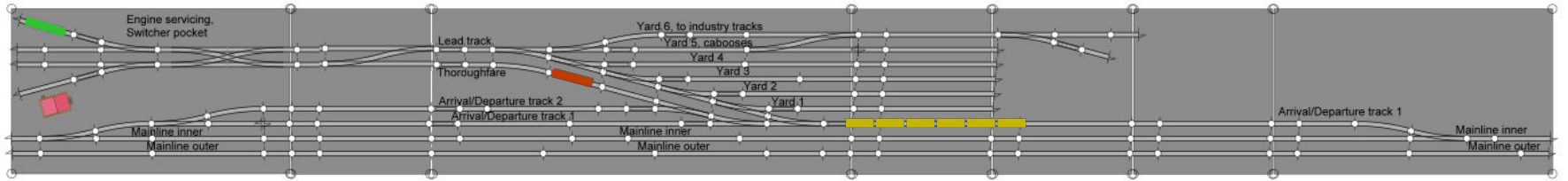




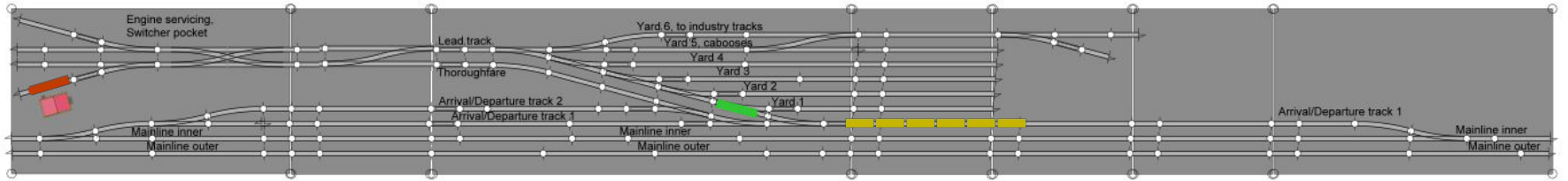
Train arrives on Arrival 1, switched from the inner main.



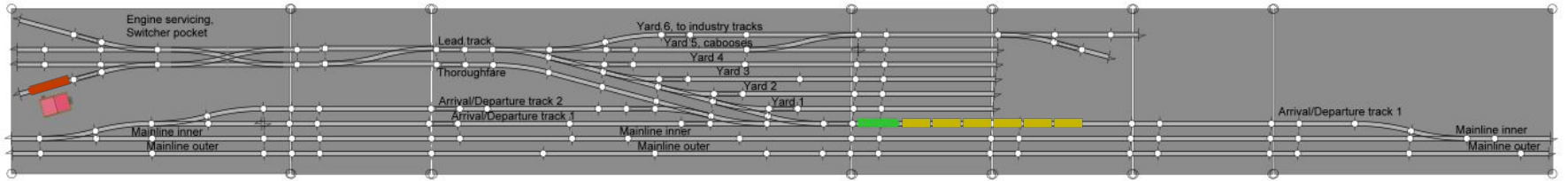
Loco separates from train at decoupler, leaving it on Arrival 1.



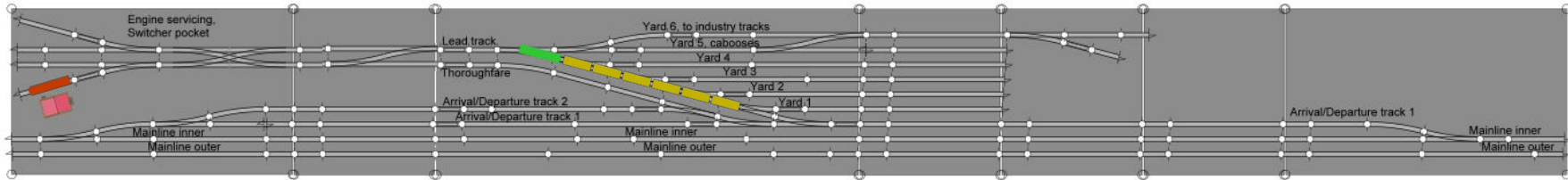
Loco continues up Thoroughfare towards Engine Servicing.



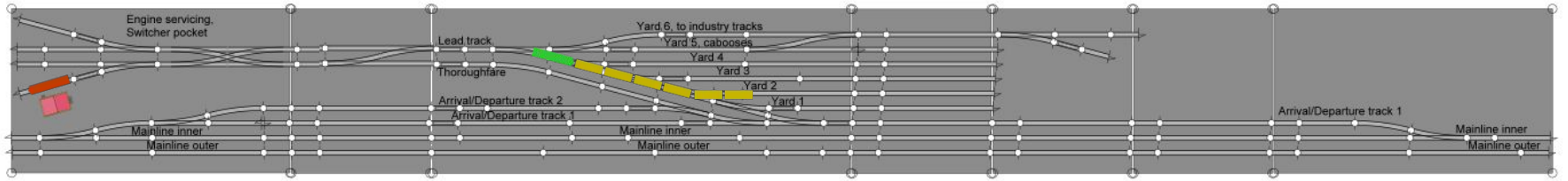
Loco at Engine Servicing. Switcher proceeds through the yard ladder to pick up train.



Switcher pushes the train past decoupler, couples to train.

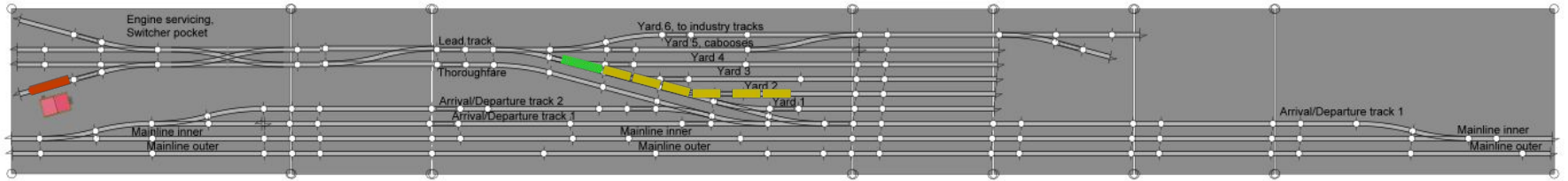


Switcher pulls the train up the ladder, prepares to drill.

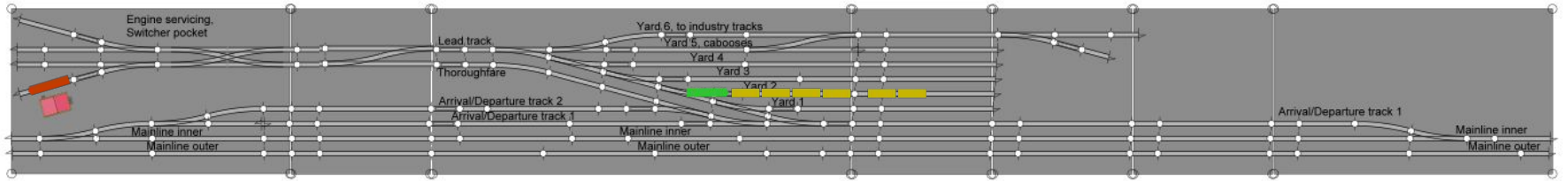


Switcher begins to push the train into Yard 2.

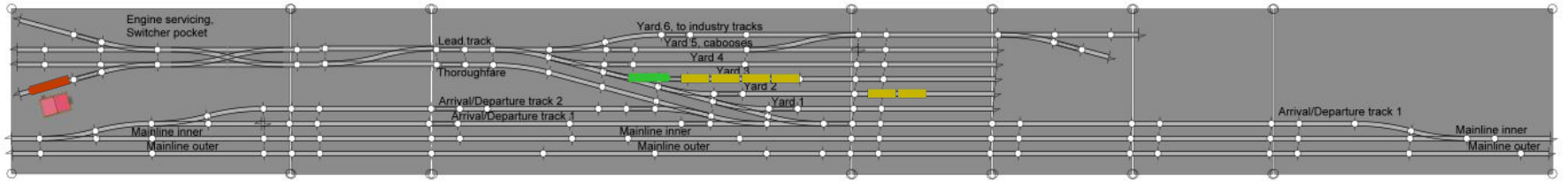




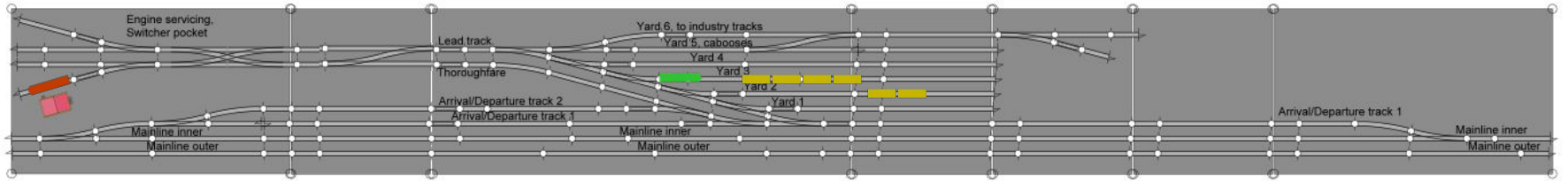
Disconnect cars on Yard 2 at the decoupler at the start of the yard track.



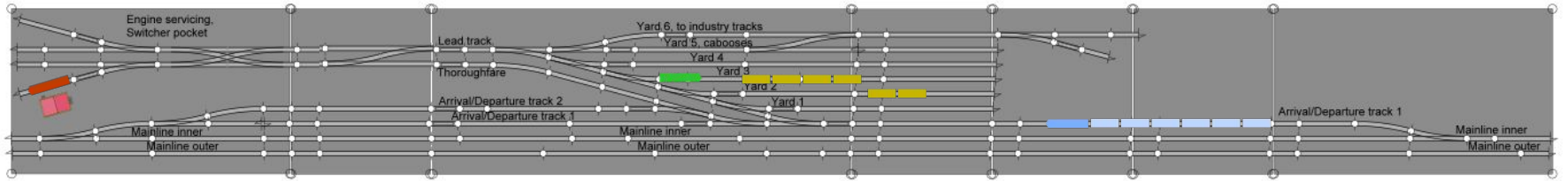
Push the disconnected cars further down Yard 2 and leave them there.



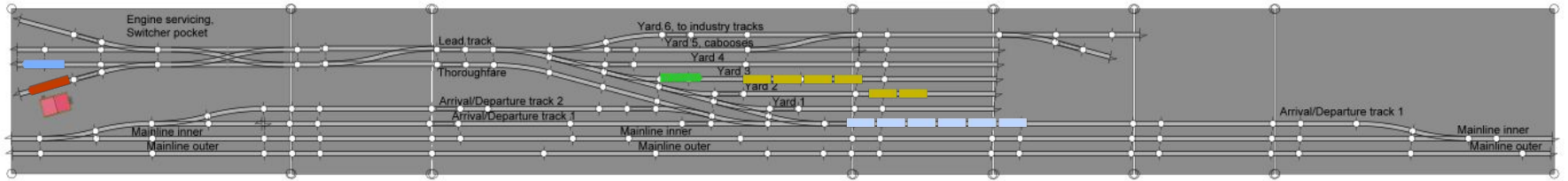
Push the rest of the cars into Yard 3 and disconnect at the decoupler.



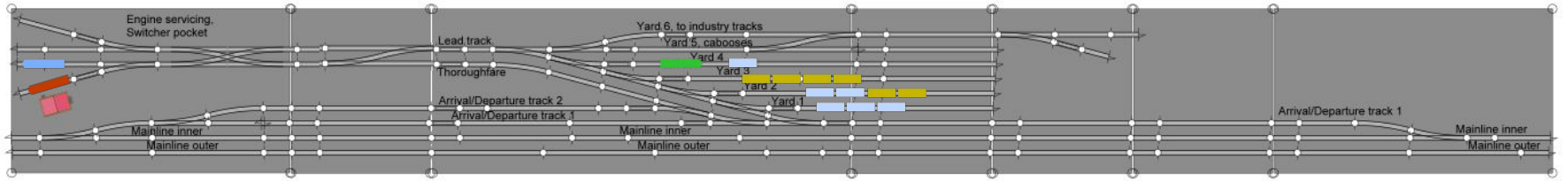
Continue to push the rest of the cars into Yard 3 and leave them there.



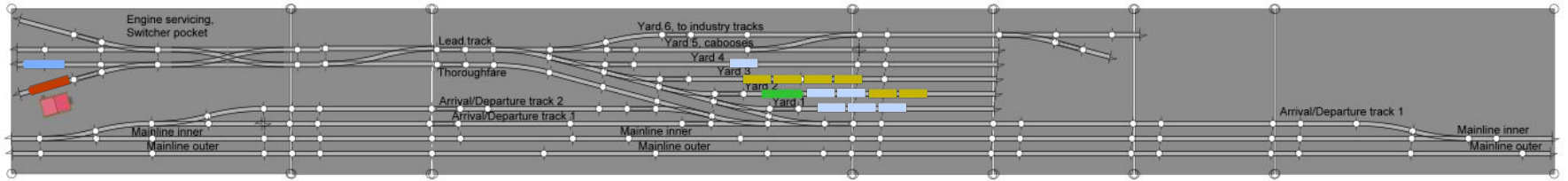
A second train arrives on Arrival 1.



The second loco disconnects from its train and uses the Thoroughfare to Engine Services.

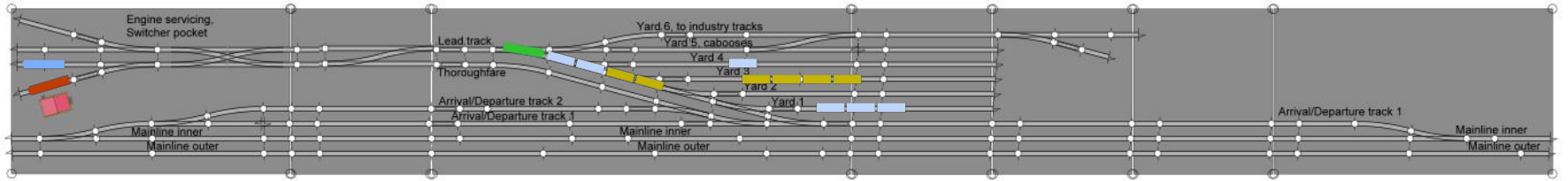


The second train is sorted into the yard.

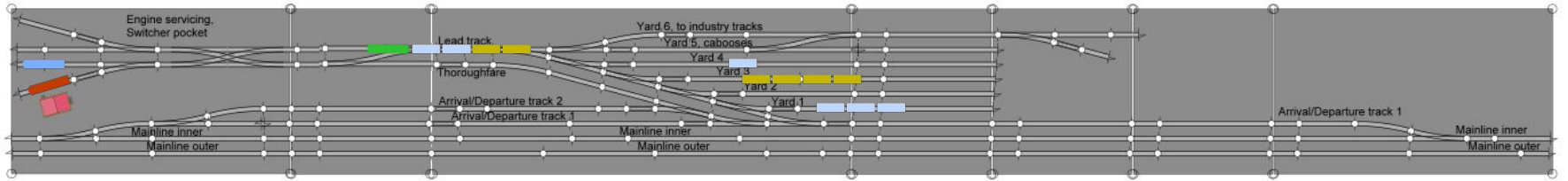


The head of the new consist is in Yard 2. The switcher picks it up to start the new train.

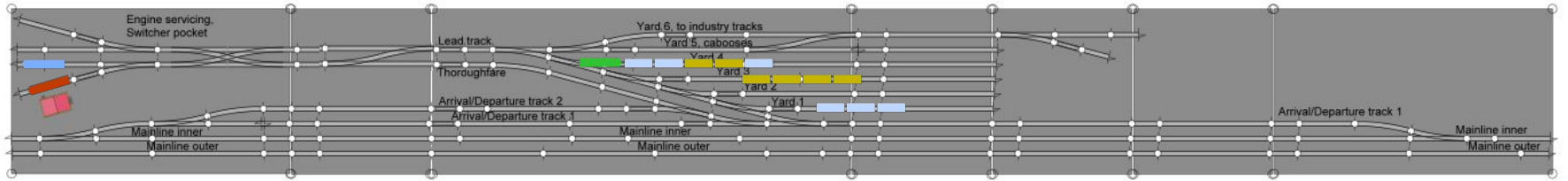




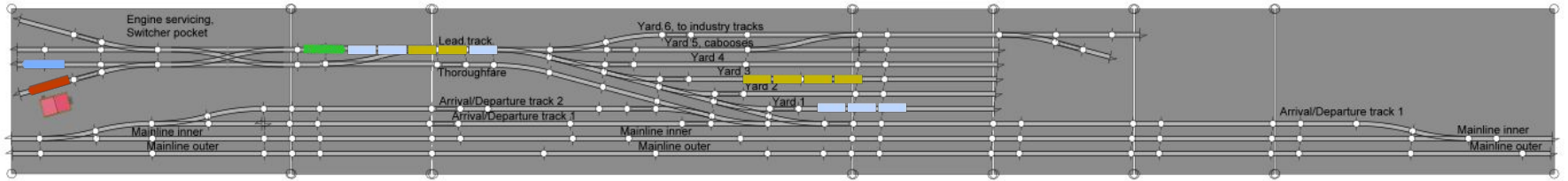
The switcher pulls the new consist out into the ladder.



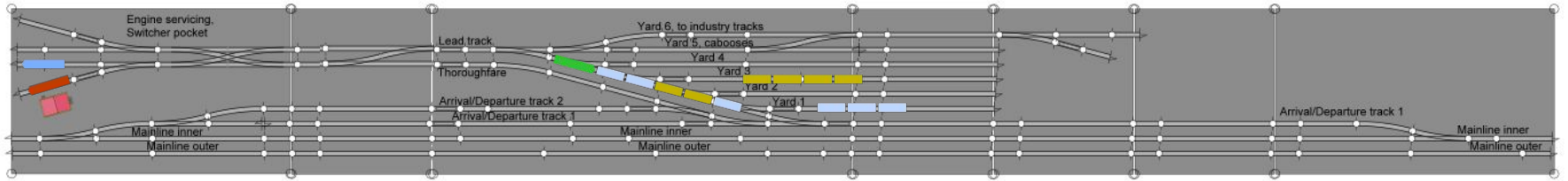
The switcher pulls the head of the new consist onto the lead track.



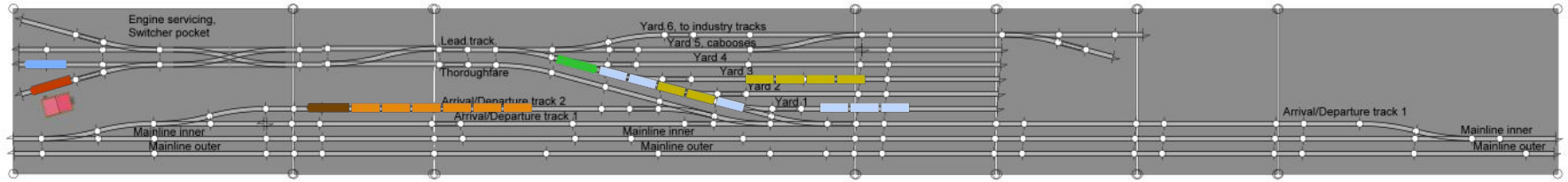
The switcher picks up the final car of the new consist from Yard 4.



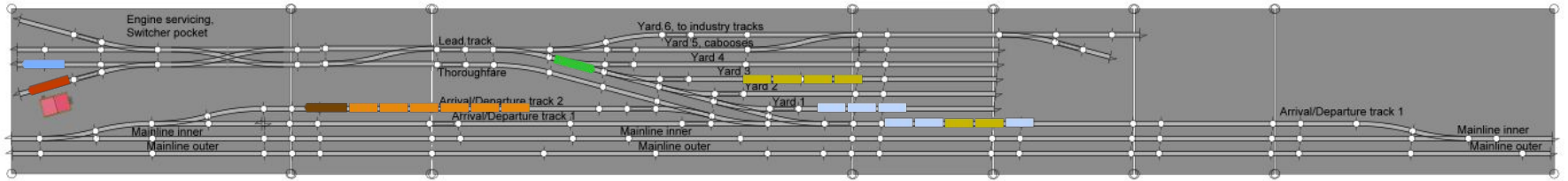
The switcher pulls the entire new consist onto the lead track. Note that the length of the lead track from the top of the ladder controls the length of the train it is possible to build easily.



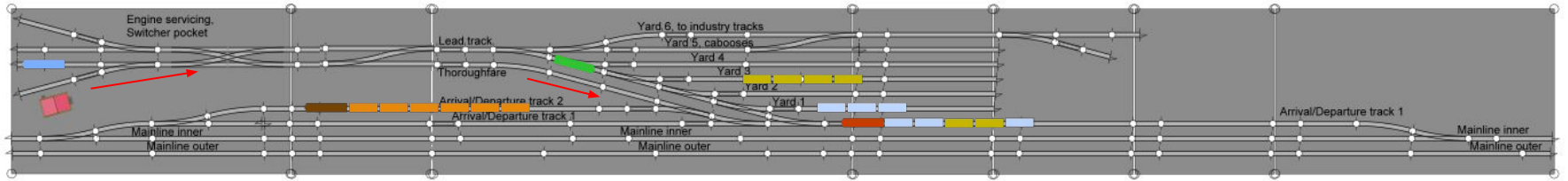
The switcher pushes the entire new consist through the ladder towards the Arrival Departure tracks.



If a new train appears at this point, it can be temporarily parked on Arrival Departure 2.

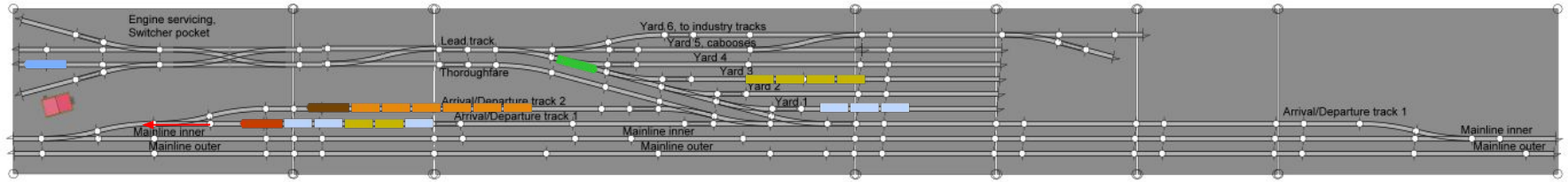


The switcher pushes the new consist onto Arrival 1 and decouples from it, moving back up the ladder.

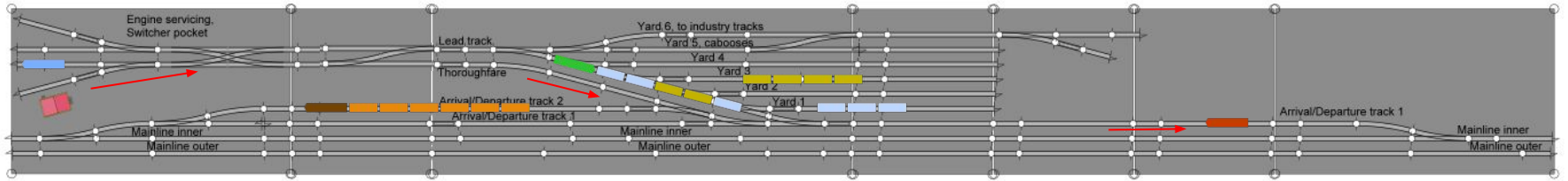


The first loco, now serviced, comes back down the Thoroughfare and picks up the new consist.

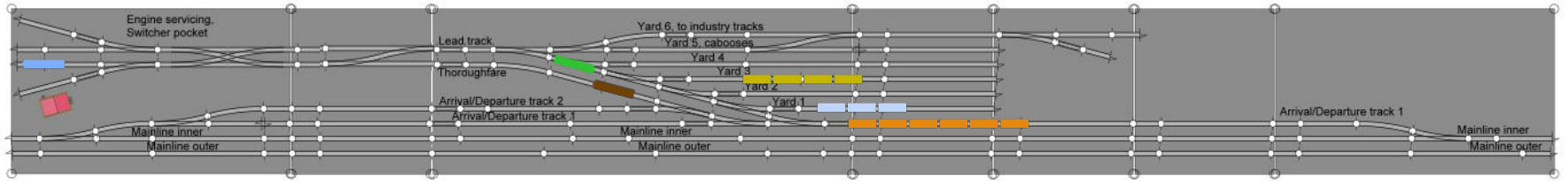




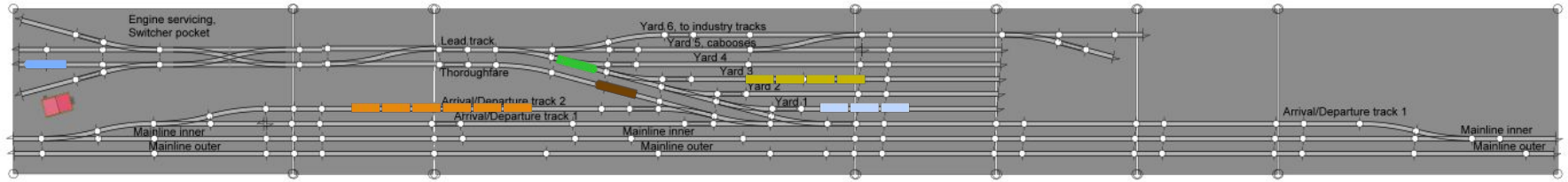
The loco with the new consist continues down Arrival Departure 1 toward the mainline.



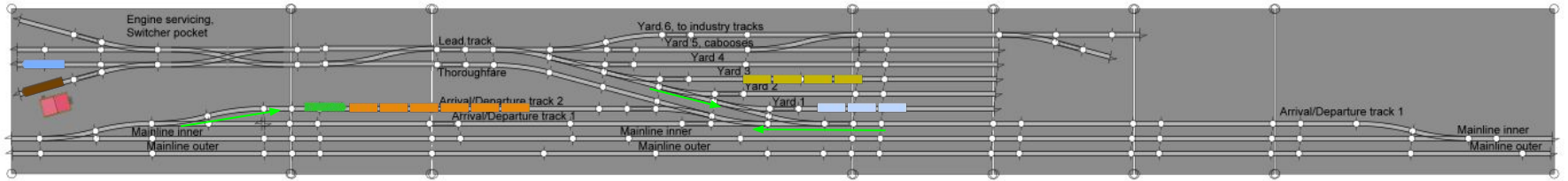
If the new consist is Eastbound, the loco first moves to the end of the Arrival 1, then the consist is tacked onto the loco.



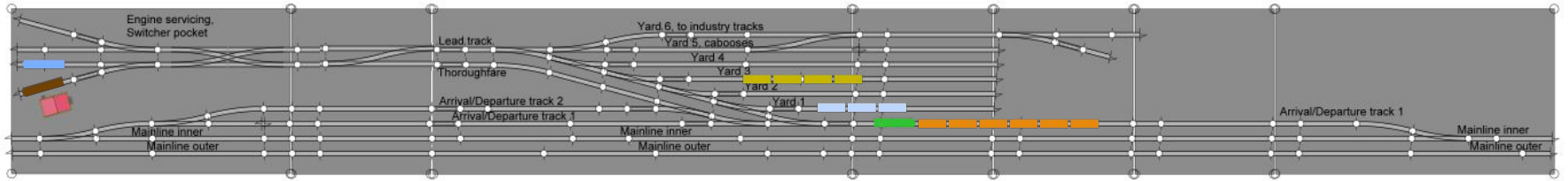
The third loco can now back the train down to Arrival 1, detach, and move to servicing, as before.



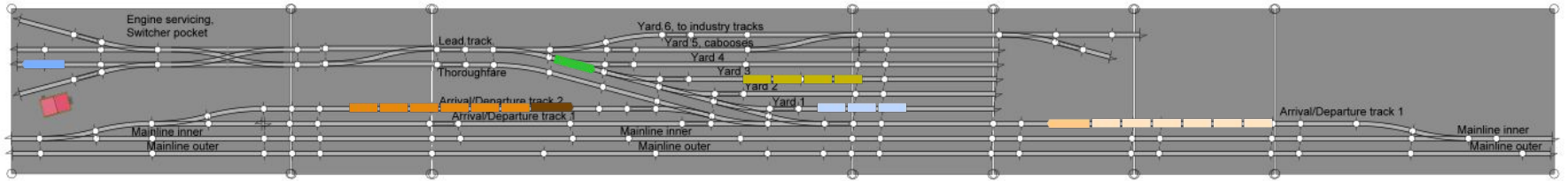
Or the third loco can detach from its train and leave it on Arrival 2. Reversing down Arrival 1, it can take the Thoroughfare to Engine Servicing.



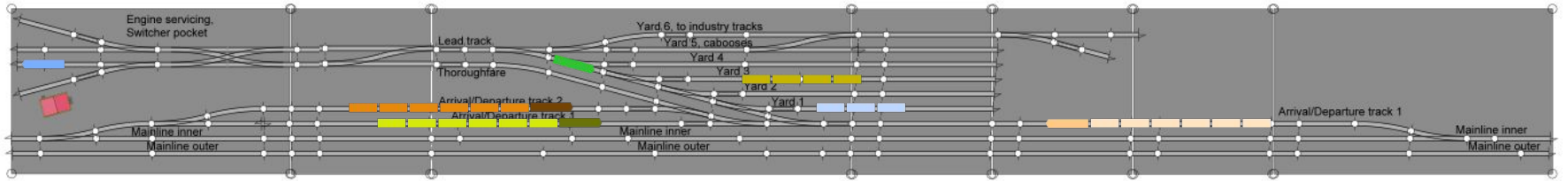
The switcher can reach the start of the third train by travelling down the ladder, then using the runaround between Arrival 1 and Arrival 2.



The switcher can then push the third train back onto Arrival 1, past the start of the yard. From here, the third train can be pulled up the ladder and drilled into the yard as before.

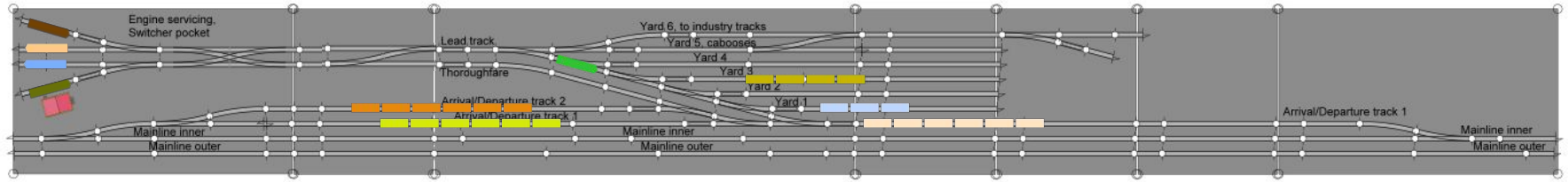


Trains arriving from the East would be normally parked on Arrival 1, trains from the West would normally be parked on Arrival 2. Arrival 1 would be handled before Arrival 2.

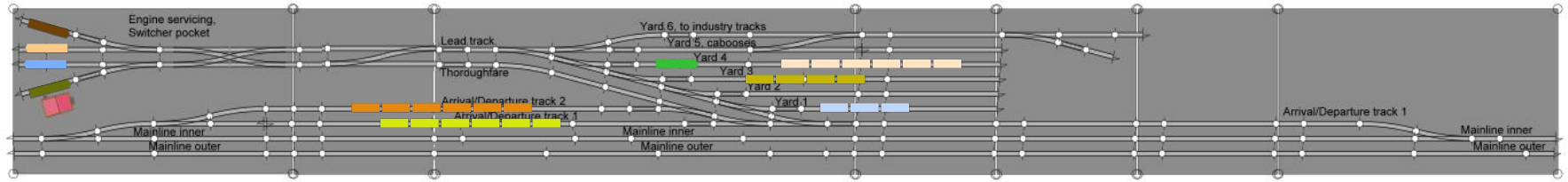


A third train from the West could be parked on Arrival 1 near Arrival 2.

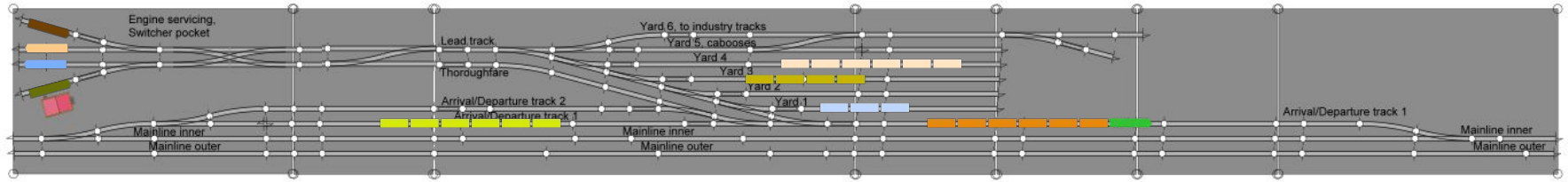




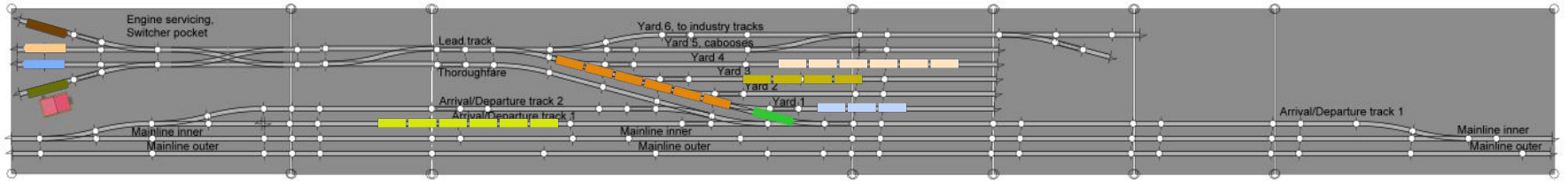
Up to four locos can sit at Engine Servicing, waiting for their new consists to be assembled.



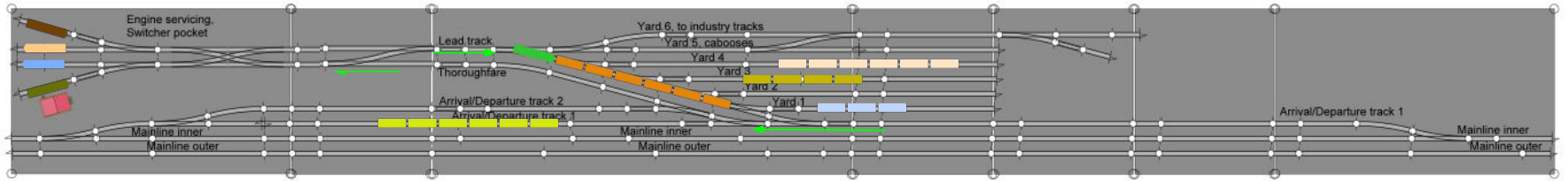
The first step is to retrieve the train on Arrival 1 at the East end and drill it into the yard.



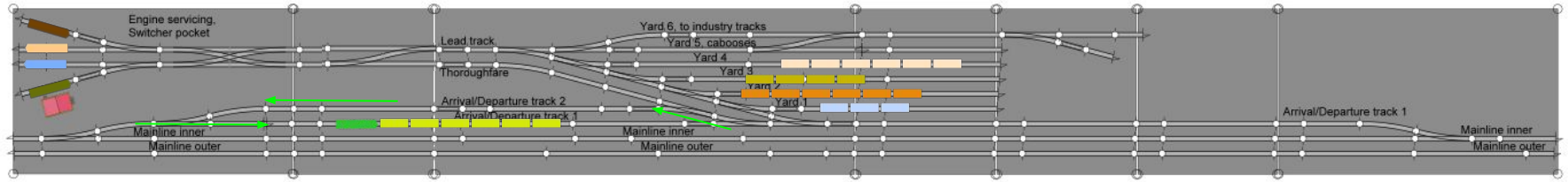
Then the switcher can retrieve one of the other trains, pulling it into the East Arrival position.



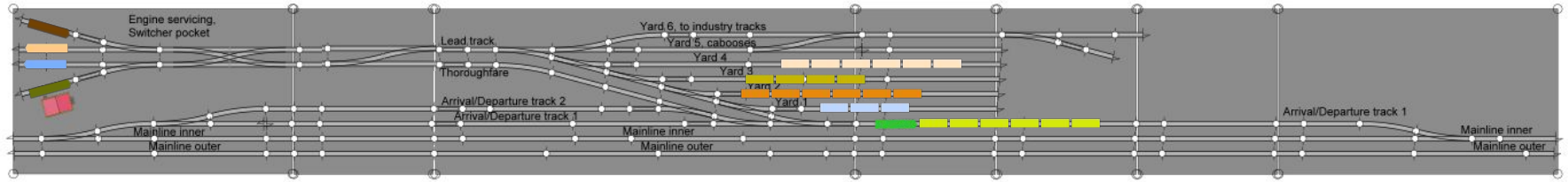
The switcher decouples and pushes this train up the ladder toward the lead track and leaves it there.



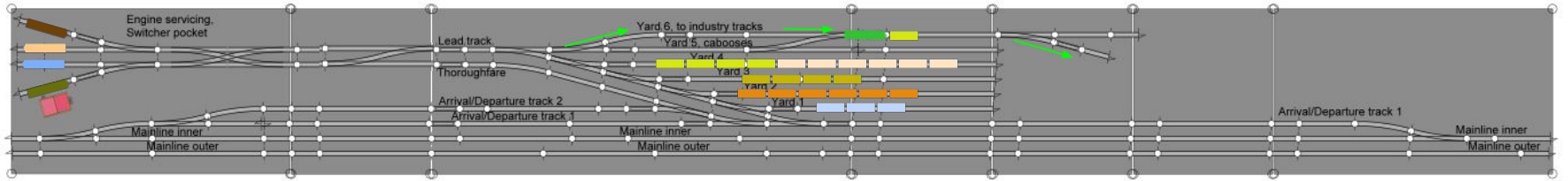
The switcher uses the runaround between the lead track and the Thoroughfare to reach the other end of the train in the yard. From here, this train can be drilled into the yard.



With the runaround between Arrival 1 and Arrival 2 cleared, the switcher can reach the far end of the third train that arrived.

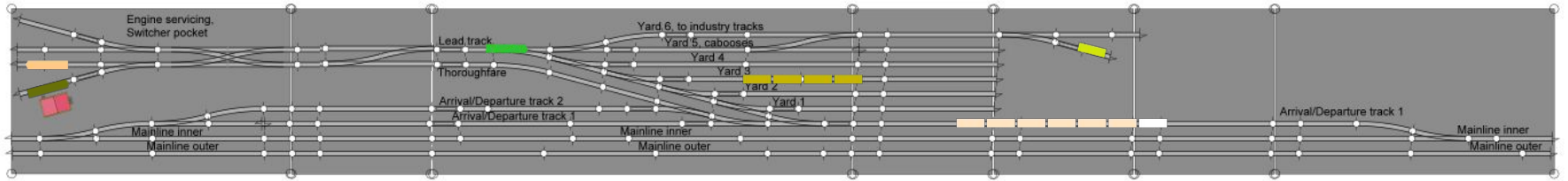


From the standard East Arrival position, the third train can be pulled into the yard and sorted.



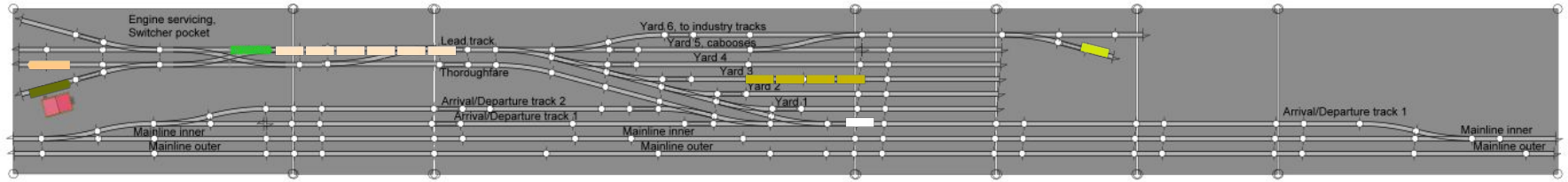
Cars can be retrieved and pushed out Yard 6, spotting them at industries beyond the yard.



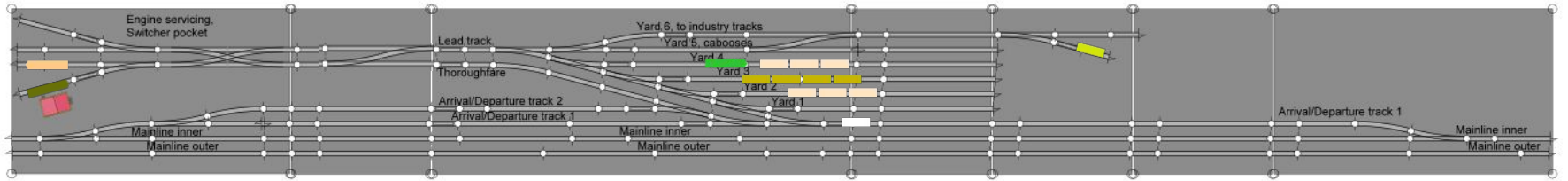


Yard 5 is reserved for cabooses. Here a train arrives with a caboose. The loco has left the train on Arrival 1 and proceeded to Engine Servicing.

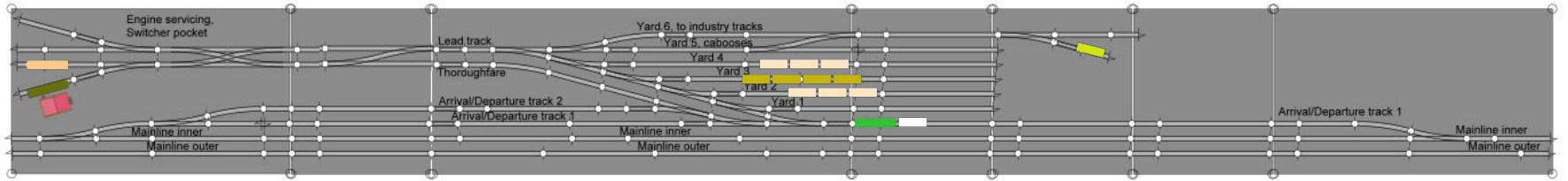
Cabooses are pushed onto Yard 5 in the order they arrive. They are pulled from the end of Yard 5 onto Yard 6, then pushed back onto the lead track. This lets them be handled in a FIFO (first-in, first-out) order, as was prototypical.



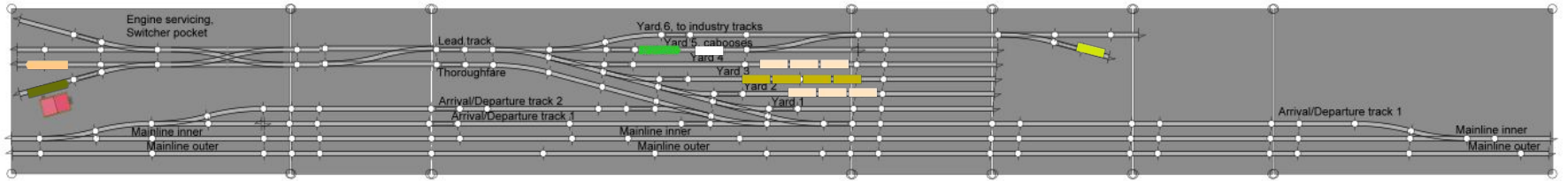
The switcher pulls the entire train, without the caboose, onto the lead track. The caboose is left at Arrival 1. The caboose is too fragile to be pushed into the yard by a long train. There was the fire danger of a stove being knocked over.



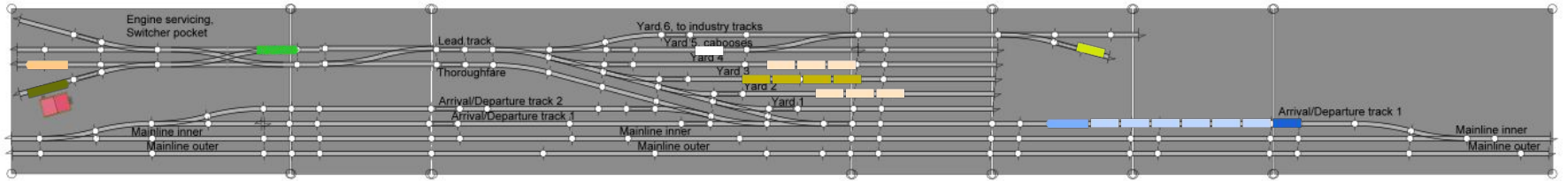
The switcher drills the train into the Yard.



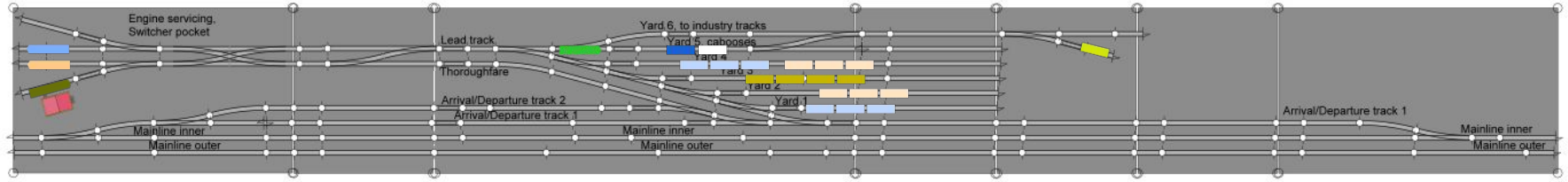
The switcher returns for the caboose at Arrival 1.



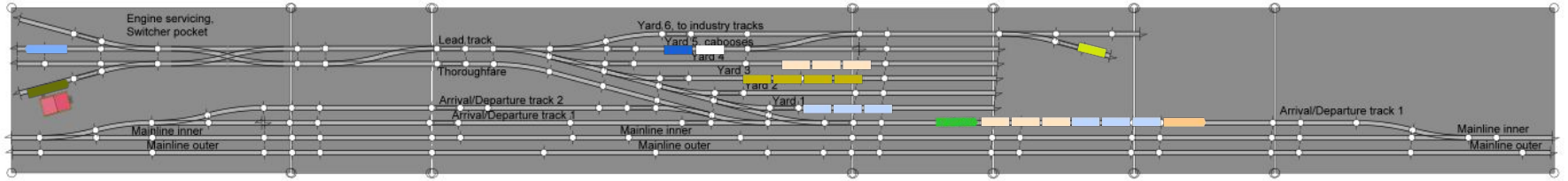
The caboose is pushed onto Yard 5 and left there.



A second train with a caboose arrives.

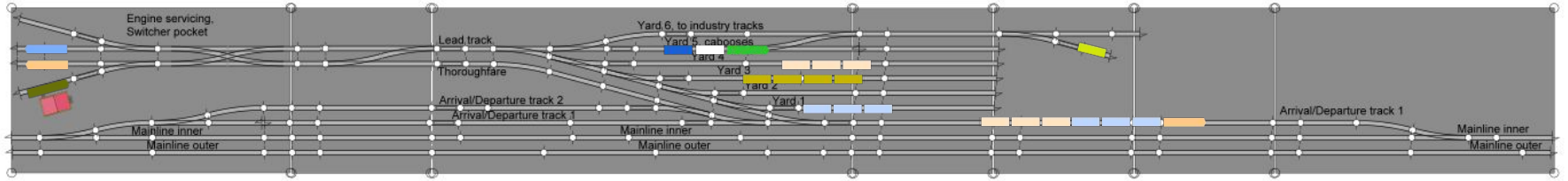


The loco goes to servicing. The train is sorted into the Yard. The blue caboose goes onto Yard 5.

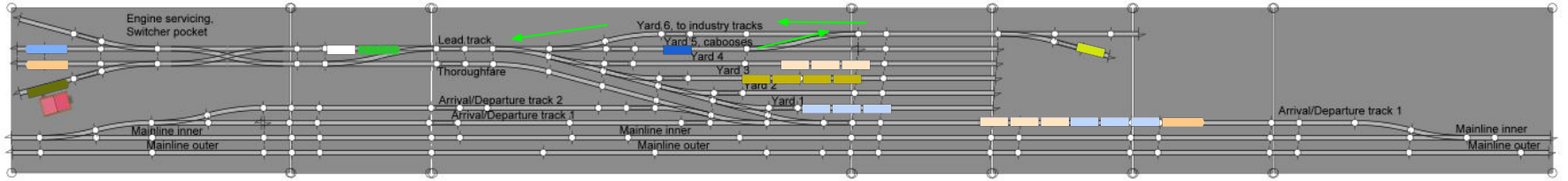


The white caboose must be added to the first train out. For an eastbound train, the loco first goes to the east end of Arrival 1. The switcher builds the consist and tacks it onto the loco there.

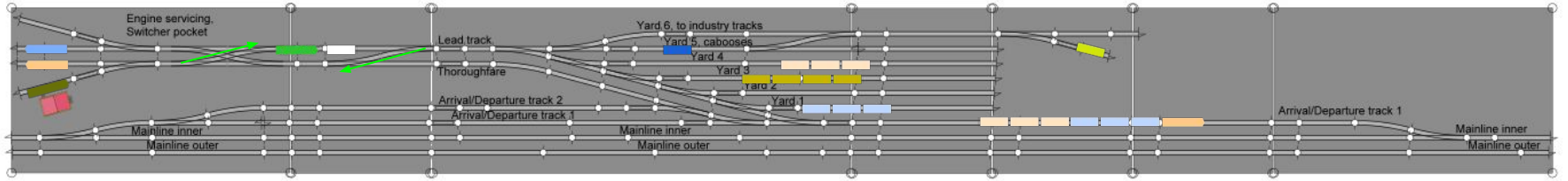




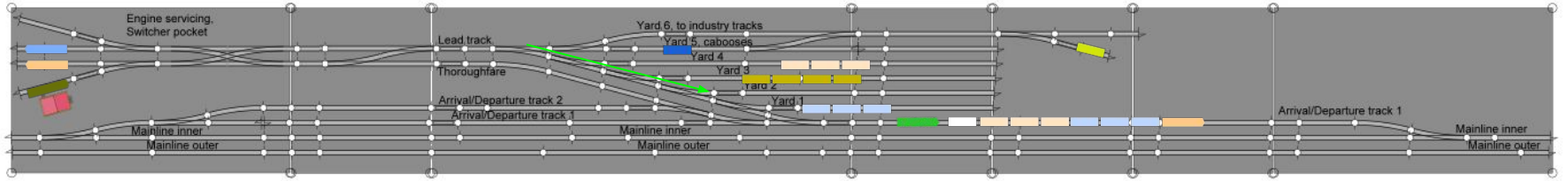
The white caboose must be added to this train. Normally crews would stay with the same caboose, and leave in the order they arrived. The switcher runs around the cabooses on Yard 6, and reverses into Yard 5 to pick up the white caboose first.



Using the runaround on Yard 6, the switcher pushes the caboose onto the lead track into the lead track runaround.



Using the lead track runaround, the switcher gets behind the caboose.



Finally, the switcher tacks the caboose onto the end of the train, and it is ready to head East.