



American Railway Engineering and
Maintenance-of-Way Association

CHAPTER 14

YARDS AND TERMINALS¹

FOREWORD

This chapter deals with the engineering and economic problems of location, design, construction and operation of yards and terminals used in railway service. Such problems are substantially the same whether railway's ownership and use is to be individual or joint. The location and arrangement of the yard or terminal as a whole should permit the most convenient and economical access to it of the tributary lines of railway, and the location, design and capacity of the several facilities or components within said yard or terminal should be such as to handle the tributary traffic expeditiously and economically and to serve the public and customer conveniently.

In the design of new yards and terminals, the retention of existing railway routes and facilities may seem desirable from the standpoint of initial expenditure or first cost, but may prove to be extravagant from the standpoint of operating costs and efficiency. A true economic balance should be achieved, keeping in mind possible future trends and changes in traffic criteria, as to volume, intensity, direction and character.

Although this chapter contemplates the establishment of entirely new facilities, the recommendations therein will apply equally in the rearrangement, modernization, enlargement or consolidation of existing yards and terminals and related facilities. [Part 1, Generalities](#) through [Part 4, Specialized Freight Terminals](#) include specific and detailed recommendations relative to the handling of freight, regardless of the type of commodity or merchandise, at the originating, intermediate and destination points. [Part 5, Locomotive Facilities](#) and [Part 6, Passenger Facilities](#) relate to locomotive and passenger facilities, respectively. Part 7, Other Yard and Terminal Facilities has been moved to [Chapter 6, Buildings and Support Facilities](#) as [Part 17, Other Yard and Terminal Facilities](#).

¹ The material in this and other chapters in the AREMA Manual for Railway Engineering is published as recommended practice to railroads and others concerned with the engineering, design and construction of railroad fixed properties (except signals and communications) and allied services and facilities. For the purpose of this Manual, RECOMMENDED PRACTICE is defined as a material, device, design, plan, specification, principle or practice recommended to the railways for use as required, either exactly as presented or with such modifications as may be necessary or desirable to meet the needs of individual railways, but in either event, with a view to promoting efficiency and economy in the location, construction, operation or maintenance of railways. It is not intended to imply that other practices may not be equally acceptable.

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