There is a great deal of diversity of opinion with regard to the arrangement of tracks alongside the sheds, but the commonest method is to have two or three tracks on one side of the shed and have the cars spotted opposite the shed doors, with the doors of all three cars in line so that the outer one is loaded or unloaded through the other two. A general arrangement of this type of terminal is shown in Fig. 2.

This system has the great disadvantage of the costliness and danger of uncoupling, spotting and recoupling all the cars, and also of the congestion liable to happen on account of three cars all having to be worked through the one opening, but with this type of shed there is no immediate remedy, and it has its advantages which in many cases counteract the disadvantages.

Another type of freight house, differing somewhat from the general run, is that erected by the Pennsylvania Railroad at Indianapolis. (Illustrated in Fig. 3). The shed itself is L-shaped with the two portions 50 ft. x 335 ft. and 40 ft. x 180 ft. respectively. The tracks are spaced with 11 feet centres, and the intermediate platforms are 12 feet wide.

Figure 5 illustrates the freight terminal built by the Lake Shore Railway at Toledo, Ohio, and at first glance it does not look as though it could be operated very efficiently on account of the great amount of trucking required, but contrary to expectations the claim is made that the freight is handled at a cost of about 35 cents per ton.

From these few examples of terminals illustrated will be seen that in general terminals on the one level may be divided into two classes, namely, those in which the in and outbound freight can be handled to and from the cars without having to switch the cars from one track to another and, second, those in which the cars, after being unloaded at the

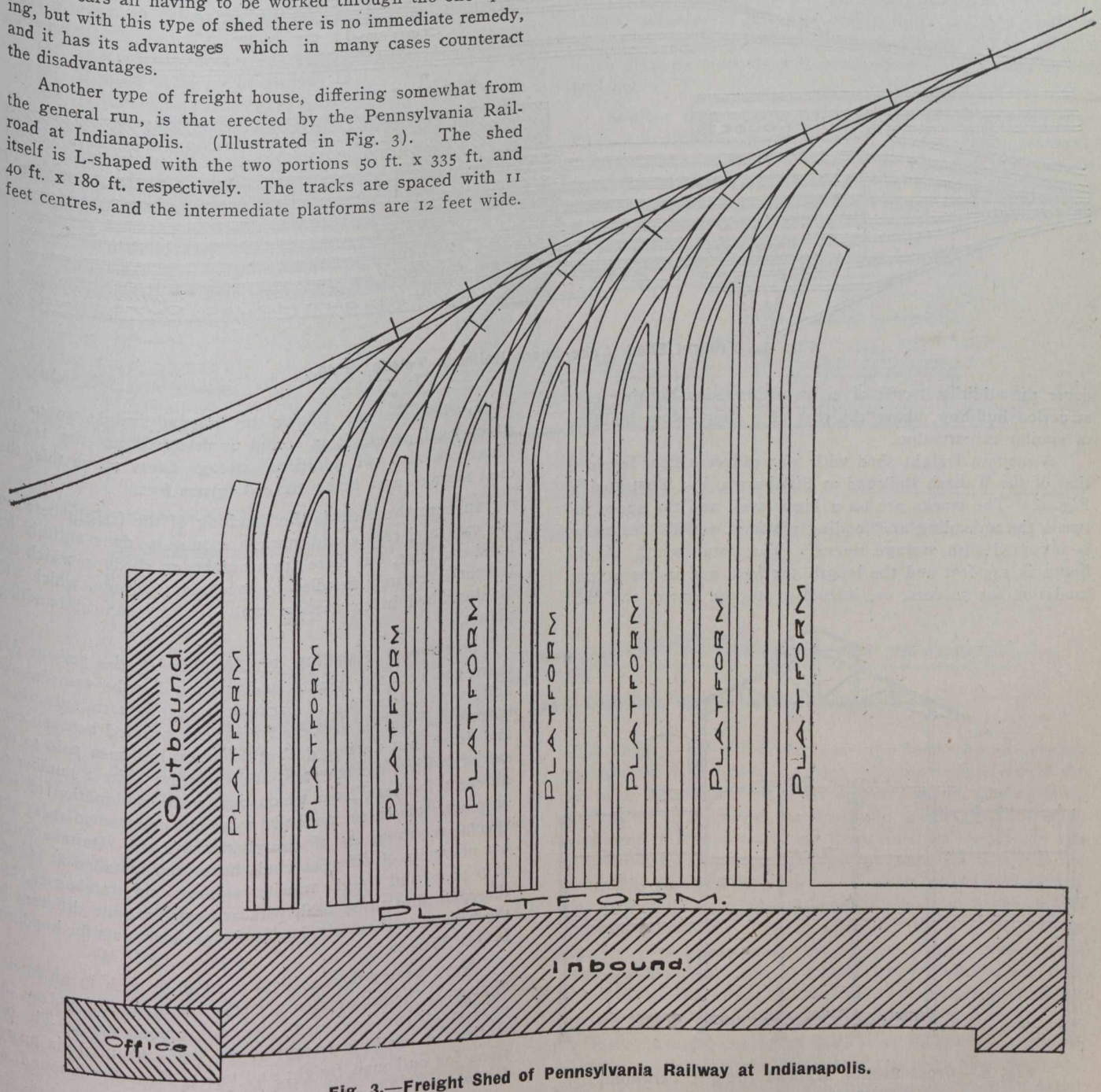

Fig. 3.—Freight Shed of Pennsylvania Railway at Indianapolis.

On account of the limits of the property the tracks are laid with curves of 100 feet radius.

Still another type of modern freight terminal is that of the Rock Island in St. Louis. A plan of this is shown in Fig. 4. The outbound house is 24 ft. x 570 ft. and the inbound house 46 ft. x 577 ft. and two 8-ft. transfer platforms are provided.

inbound shed, have to be switched to the outbound shed to be loaded. Now, as a general rule, it is fairly safe to say that it is more economical to move freight to the cars than it is to move cars to the freight, so that the former of the two classes presents the best features for economical operation, although in many cases the reduction in cost of switching is counterbalanced, or even overbalanced, by the additional