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Setting out or picking up cars at a "trailing point" siding is quick and easy — engine backs into siding (with freight cars as "handle" if locomotive class is not allowed on side track for curvature or weight reasons) and couples up to car.

A run-around move is necessary if a car (X) is to be set out on a facing-point siding (as at X). Engine cuts off from and runs around train on nearest double-ended siding, couples up to rear of train and switches cars into and out of siding as desired. A "wye" (Y) or "balloon" ( ) track can do the same thing.

If no run-around track is available, car (Y) can still be set out in a facing-point spur (Y) by making a "running" or "flying" switch or "drop" maneuver.

Well ahead of the switch, the engine, towing the car to be set out, accelerates rapidly and brakes briefly to allow the car to push forward and put slack into coupling. Employee riding car can then turn "cut lever" and uncouple car from engine.

Engine then accelerates again, pulling away from car as quickly as possible. Employee at switch stand throws point to divert car into siding as soon as last wheels of locomotive have cleared.

Since a freight car traveling 4 mph will coast several hundred feet on level track under good conditions, car will coast through turnout into clear on siding — locomotive can then "spot" it at desired location. Because of the numerous things that can go wrong in making a flying switch, its use is limited, discouraged, or forbidden on some railroads.
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