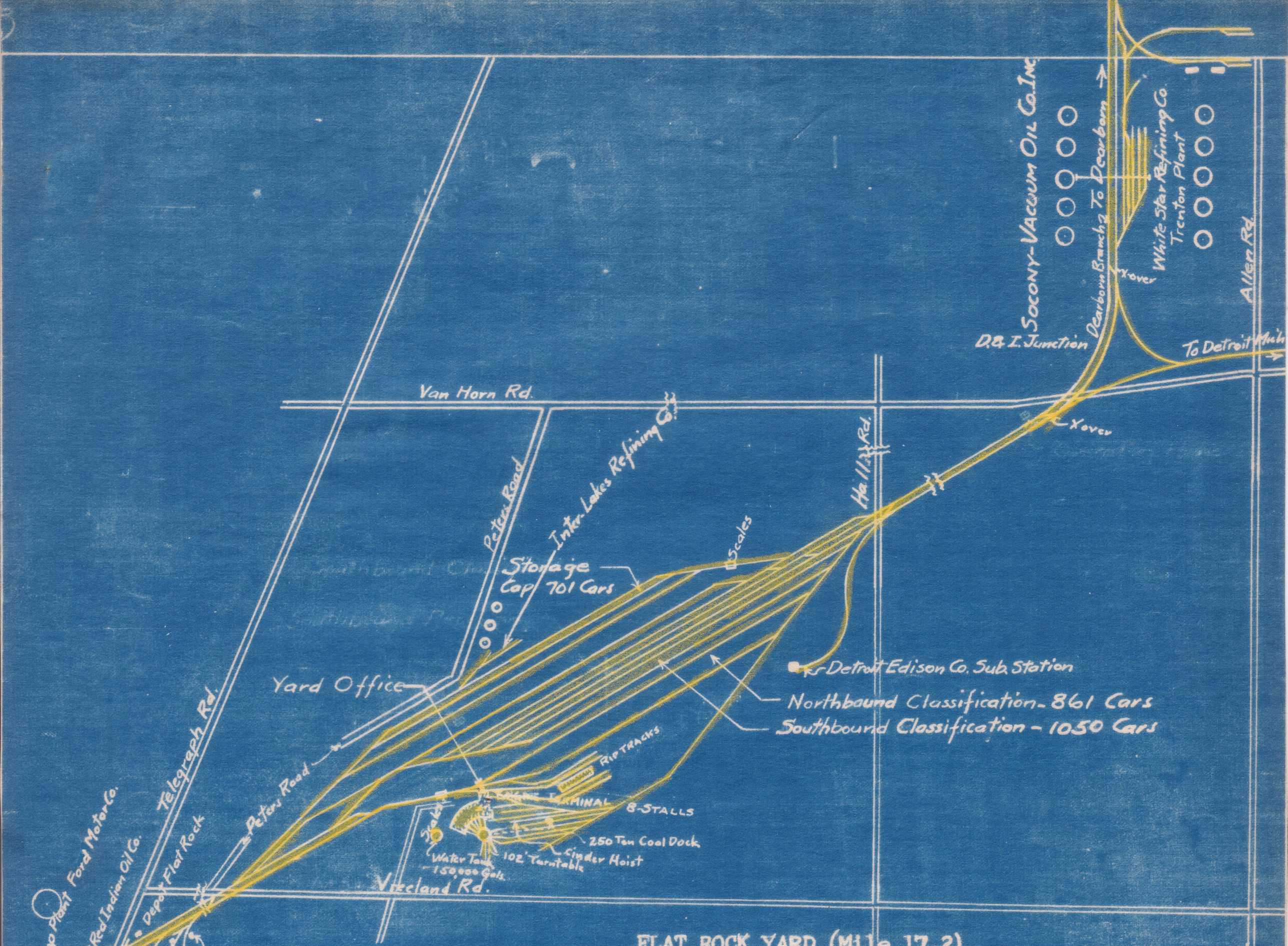

FLAT ROCK YARD (Mile 17.2)

Northbound trains are broken up at Flat Rock Yard and classified for delivery to various points in the Detroit district. Likewise, cars from these various points are assembled at this yard and made into trains for movement southward. It is a flat yard, laid out so as to keep northbound cars on one side of the main tracks and southbound cars on the other side. At present, however, both north and southbound cars are handled on the northbound side and only empties for storage are handled on the southbound side.

The northbound classification yard has twelve tracks with a capacity of 861 cars. The southbound classification yard has ten tracks with a capacity of 1050 cars. The storage yard has nine tracks which hold 701 cars. The Engine Terminal has 8-Locomotive Set-Off tracks connecting to 102 ft. turntable and adjacent to 8-Stall Engine Round House each stall provided with Engine Pits, two of which are connected to a Drop Table and Machine Shop. Two Inbound Locomotive tracks with Coaling facilities, cinder pit and ash hoist, water column and wash rack.

D & I Junction (Mile 15.2) is the point where the Dearborn Branch leaves the main line. The operator dispatches trains on the Dearborn Branch in addition to his duties as a main line telegraph operator. There is a wye at this point.