Chicago & North Western Stock Yards Transfer
Typical timeline ca. 1952

Supplement to “Working the Stock Yards Transfer” in the Summer 2010 issue of Classic Trains magazine

By Robert A. Janz

2:00pm  Engine crew on duty
2:30  Train crew on duty
2:45  Engine arrives at east end of Proviso Yard 5
3:00  Switch out waycar and position in hump retarder
3:10-3:15 Make up train, perform brake test, depart eastward
4:00-4:10 Pass over Harbor Hill, enter main line at JN tower
4:35  Stop at Kedzie tower
4:40  Commuter train 45 makes station stop at Kedzie
4:45  Depart Kedzie en route to Rockwell Street Line via South Wye
5:00  Arrive Taylor Street, routed toward Great Western Junction by switch tender
5:30  Proceed over Great Western Junction
5:35  Routed toward Wood Street Yard via North Wye by Ogden Ave. switch tender
6:00  Cross B&OCT, enter Wood Street Yard, pull to east end, cut off
6:10  Return to west end of Wood Street Yard
6:15  Couple to waycar, cut off Wood Street block
6:50  Depart Wood Street Yard via South Wye on Chicago River & Indiana
7:10  Cross Illinois Northern at 26th Street
7:20  Arrive Santa Fe and Illinois Central crossing at Ash Street tower
7:35  Set out Chicago Produce Terminal block
7:50  Return to train, depart Ash Street
8:00  Cross Gulf, Mobile & Ohio at Brighton Park
8:10  Enter CR&I yard at 39th Street
8:25  Set out Ashland Avenue block
8:45  Take water at Packer’s Alley
9:00  Couple waycar onto Proviso block
9:20  Depart Seeley Avenue yard northward
9:30  Cross GM&O at Brighton Park
9:40  Cross ATSF and IC at Ash Street
9:50  Arrive Illinois Northern for pick up
10:15  Depart Illinois Northern
10:30  Ogden Avenue
10:50  Great Western Junction
11:10  Taylor Street
11:45  Lake & Rockwell
12:01am  Kedzie tower
12:45  JN tower
1:15  Pull to west end of receiving track at Proviso
1:45  Return to east end for waycar
2:15-2:30 Return waycar to east end of Yard 5, engine to roundhouse, tie up