

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