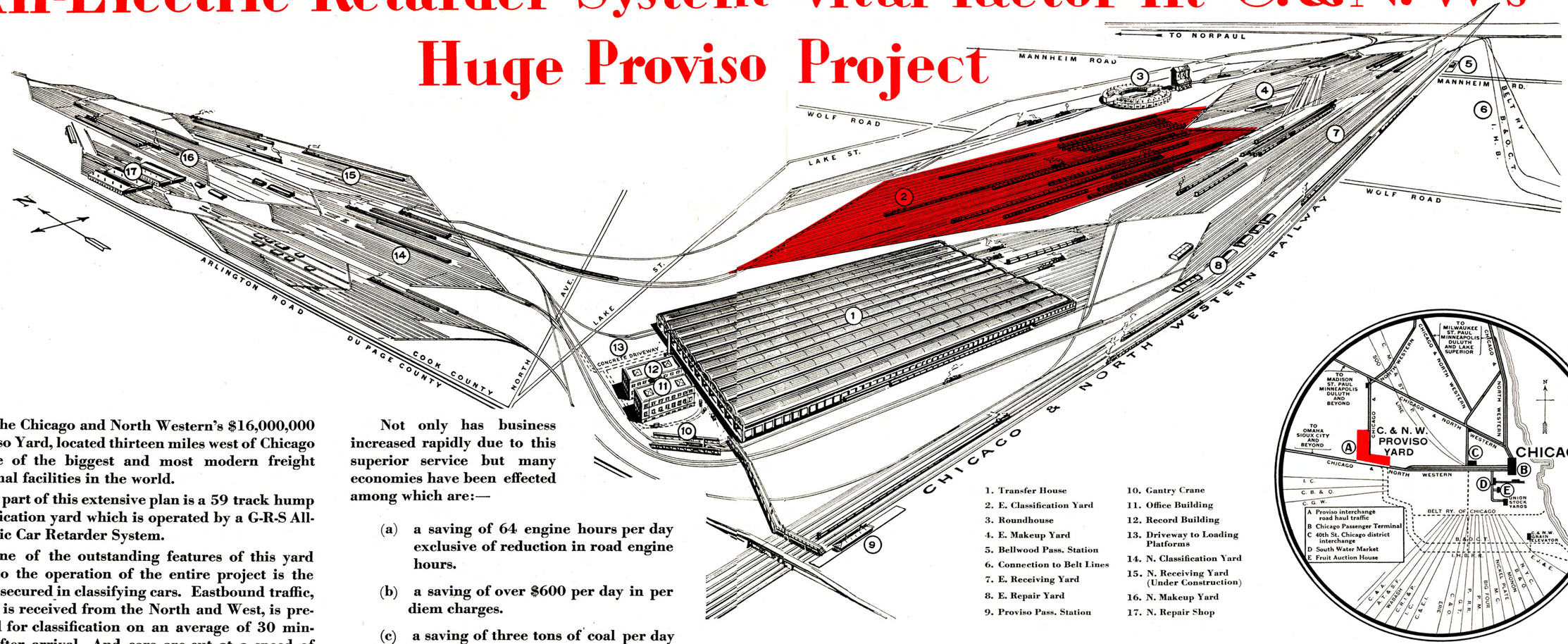
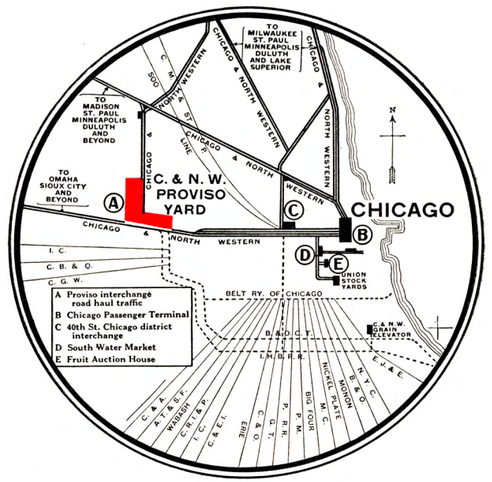
All-Electric Retarder System Vital Factor in C. & N. W's Huge Proviso Project





The Chicago and North Western's $16,000,000 Proviso Yard, located thirteen miles west of Chicago is one of the biggest and most modern freight terminal facilities in the world.

A part of this extensive plan is a 59 track hump classification yard which is operated by a G-R-S All-Electric Car Retarder System.

One of the outstanding features of this yard vital to the operation of the entire project is the speed secured in classifying cars. Eastbound traffic, which is received from the North and West, is presented for classification on an average of 30 minutes after arrival. And cars are cut at a speed of fifteen seconds. Westbound traffic is received from the three belt railways of Chicago. It is forwarded on through trains on an average of one hour and fifty minutes after arrival.

As an illustration of operation, a 39 car train arrived at 1:05 P. M., was high at 1:55 P. M. and over at 2:08 P. M. which is a total of only 1 hour and 3 minutes.

This rapid operation is carried throughout the entire terminal and transfer house and has produced what might be termed express-dispatch of freight service. It has changed the practice by some shippers from carload express shipments to this fast freight service.

Not only has business increased rapidly due to this superior service but many economies have been effected among which are:—

(a) a saving of 64 engine hours per day exclusive of reduction in road engine hours.

(b) a saving of over $600 per day in per diem charges.

(c) a saving of three tons of coal per day on each engine as compared to flat switching.

(d) a reduction of 75% in car equipment damage over flat switching.

(e) a large reduction in bill of lading damage.

The all-electric retarder system, like the one illustrated here, is proving profitable and popular. Seventeen installations in service or under construction show the rapid acceptance since the first one placed in service in February 1926.

Information by our hump-yard engineers is yours for the asking.

GENERAL RAILWAY SIGNAL COMPANY

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