

Signalization of Blue Island Yard Running Tracks

January 2023

SCOPE OF WORK

A new bi-directional computerized Traffic Control System (TCS) was installed on a three mile segment of Indiana Harbor Belt (IHB) mainline track along the north side of Blue Island Yard. Two new control points were added, including installation of a series of crossovers at Canadian Pacific (CP) School Street and a turnout at CP Ashland. Additional crossovers were added to CP Harvey. The project also included the installation of electric lock switches and the replacement of approximately five hand-thrown switches with power operated switches.

BENEFITS

The improvements have enabled train speeds to increase in the area from 15 mph to 30 mph. Now trains can pass through this segment in as little as six minutes. Previously trains experienced 15 to 30 minutes of delay for every hand operated switch navigated as well as delays waiting for other trains to navigate the project limits with manual switches. Most trains used to spend up to one hour to traverse the limits of this project.

Increased freight speeds and improved fluidity on the IHB allow trains to clear Dolton Interlocking more quickly, reducing the potential for freight conflict with Amtrak and improving travel time, speed, and reliability.

PROJECT PHOTOS



West End Signal Bungalow and Cantilever

Location

Along 140th Street corridor between Western Avenue in Blue Island, IL and Indiana Avenue in Dolton, IL

Daily Trains Affected

54 Freight Trains –
40 inbound and outbound, in addition to 14 Freight Trains that bypass the yard (CSX, NS, BNSF, Iowa Interstate)

2 Amtrak Trains
(Cardinal/Hoosier State)

Communities Benefited

Blue Island, Riverdale, and Dolton, IL

PROJECT STATUS

Phase I NEPA – Preliminary Design	Phase II Final Plans, Specifications and Estimates	Phase III Construction
Completed	Completed	Completed September 2012

PROJECT LOCATION MAP

