

La Grange/Broadview Signalization

April 2022

SCOPE OF WORK

Project B4/B5 installed a new bi-directional computerized Traffic Control System (TCS) along a seven-mile segment of the Indiana Harbor Belt (IHB). This project upgraded over a dozen hand-thrown switches to power switches. The project upgraded the IHB track from a siding track to a mainline track. A new Control Point (CP Broadview) installation included installing a universal crossover to the CN, enabling trains to switch tracks when traveling in either direction.

In addition, the project upgraded the West Pass siding track to a controlled, signaled siding. New control points were added at CP Madison, CP Broadview, and CP 22nd Street. Another control point (CP Rose) was reconfigured, and the current hand-operated switches at Lake Street were replaced with power switches and included as part of a new control point – CP Rose Lake. The project also included installing higher-speed crossovers at CP La Grange.

BENEFITS

Before completing this project, most trains spent up to 2 hours traversing the limits of this project due to the hand-thrown switches and restricted speeds. B4/B5 signal improvements and powering of hand-thrown switches now allow trains to pass through this segment in as little as 20 minutes. Now, trains can operate at speeds up to 30 mph, a significant increase from a “restricted speed” (between 1 and 20 mph) before the project’s construction. Trains also now have greater flexibility for simultaneous and bidirectional train movements with the addition of two control points. At the project’s northern end, trains enter and exit Proviso Yard. The signal improvements have provided more options for moving trains in and out of the yard and passing around stationary trains waiting for route availability. The signal system upgrades provide greater visibility for the train dispatcher, enabling them to know the exact locations of trains in the area. This enhances the dispatcher’s ability to route more trains through the territory, expanding overall capacity. Additionally, greater flexibility to keep trains moving reduces conflict with at-grade highway crossings at the south end of the project area in La Grange and La Grange Park (47th and East/Eberly, Cossitt, Lincoln Avenues, Shawmut, Harding Avenue, and 31st Avenue).

Location

From near the intersection of Erie Street and Eastern Avenue in Bellwood, IL to near the intersection of 47th Avenue and East Avenue in La Grange, IL

Daily Trains Affected

56 Freight Trains
(CN, CP, IHB, UP, and NS)

Communities Benefited

Bellwood, Broadview,
La Grange Park, La Grange,
McCook, and Melrose Park, IL

PROJECT PHOTOS

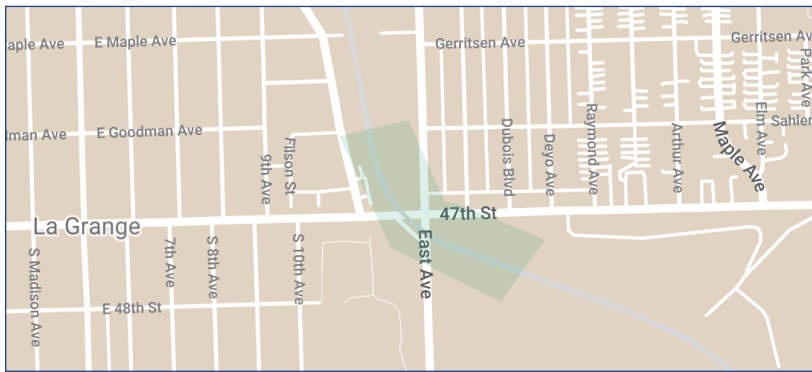


PROJECT STATUS

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

PROJECT LOCATION MAP

B4



B5

