

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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The *DANVILLE FLYER* is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$20.00 for Chapter membership in addition to \$37.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Jocko's Depot Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2009 - Our 41st Year

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Visit our Chapter WWW Home Page On-Line - <http://www.danvillejct.org>



Westbound Triple Crown #255 with 2603 on the point passes the elevator at Tolono, IL. Photo by Rick Schroeder on Saturday, August 8, 2009.

Coming Events

Sept 20, 2009

Danville, IL - Monthly Chapter Meeting at Jocko's Depot Restaurant, 1:00 PM

Sept 13, 2009

Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Frgds. County Farm Road and Manchester. 9:30-3\$7

Sept 19-20, 2009

Decatur - Decatur Train Fair 2009. Decatur Civic Center - Decatur Mt. Zion & Southern Model Railroad Club. Also, some historical societies will have displays this year. Sat 10-5, Sun 10-4 with admission of \$4.

Sept 19-20, 2009

Monticello - Railroad Days at the Monticello Railway Museum. Monticello Railway Museum - Trains depart the museum between 11:00 am and 4:00 pm both days. The NS F units may be there as well as an operating steam locomotive that will visit the museum.

Sept 26 & 27, 2009

Indianapolis - Great Train Expo - Indiana State Fairgrounds, 10-4 (EDT), \$7

Oct 17-18, 2009

Springfield - The Great Train Expo. Illinois State Fairgrounds, 801 E. Sangamon Ave. 10- 4. A national, traveling show that caters to the model railroad enthusiast.

Oct 18, 2009

St. Charles, Ill. - 18th Annual Chicago Railroadiana Show and Sale. Railroad Memorabilia/Swap Meet. Kane County Fairgrounds, 525 S. Randall Rd. 10-3:00.

Oct 23-25, 2009

Monticello - Ghost Train at the Monticello Railway Museum. Excursions/Museum Event. Monticello Railway Museum, 992 Iron Horse Place. Fri & Sat 7-9; Sun 1-8.

Next Meeting

Our next meeting will be held Sunday, September 20 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

Hard to believe that summer is over and we are back to our fall schedule. The museum is closed for the season and we had a fair year. With the economy down and now gas prices down, attendance did not change much from last year. Rossville celebrated its 150th birthday this summer and we did open the museum on a Friday and Saturday to accommodate those in town for the event. We had a big crowd on Saturday and good attendance on Sunday. Bob was kept busy mowing this summer as it never quit raining. In reference to the model railroad, note that operating sessions will start on the **first Saturday in October**. This will be DCC operations again and we are looking at changing some of the way we operate. There may be additional locals working and we may also start using car cards again.

The dates for our fall meetings have been firmed up with Jocko's and the Annual Dinner will be held on Sunday, December 6, beginning at 1:00 PM. Be sure to put it on your calendar now. This month's program will be presented by Rick. It will be a digital program of a very recent rail trip with Walt and Bruce to Iowa and Nebraska, actually arriving back on 17th. Only with digital can you get some 100+ photos ready to show the same day.

Danville Chapter, NRHS

Minutes of May meeting

President Nipper opened the meeting at 1338.

The secretary's report was approved. The Treasurer's report showed \$891.20 in the checking account and \$4735.56 in a CD.

Old Business

The first day for the museum will be May 23. A cleanup will be held that morning to prepare the museum.

New Business

The Rossville sesqui-centennial will be in August. We may want to open the museum early on that day.

The meeting was adjourned at 1351.

Rossville Operating Sessions

The C I & E RR will operate on the first Saturday of each month, unless noted change below, starting in October and beginning around 1:00 PM.

Saturday, October 3

Saturday, November 7

Saturday, December 5

Saturday, January 9, 2010 - note this is the second Saturday due to New Years Day

Saturday, February 6, 2010

Saturday, March 6, 2010

Saturday, April 3, 2010

Sessions on the Danville and Western are not set yet. Because of changes in schedule this year and next I will notify members via Email of planned sessions. Dates will not be published. If you have not been on my previous Email list contact me to get on the notification list at rickschro1@gmail.com.



The President's Corner

Wow, another museum season gone. It was an average year, visitor-wise, with the exception of Rossville's Sesquicentennial weekend. Staffing was more than adequate.

Now back into the routine of meetings and eventually operating sessions. This will be my last year as President, and hopefully we can "rotate the positions" and get some new blood in the leadership of the club. Talk to me soon if you want to run for an office. You'll most likely be unopposed!

Railroading has been evolving in this recession. Trains are fewer on most lines, and management is waiting to see what Congress does about re-regulation. One other way that the government is messing with railroads is the mandate the switch to "narrow band" radios by 2013. The AAR is imposing a 2011 deadline on engines that interchange or are run-throughs, which covers most of the fleet of all carriers.

This will also affect your scanner listening. They are in effect doubling the number of channels in the same amount of spectrum, which means that most consumer scanners being made today won't properly tune to the new scheme. But because they are retaining the analog scheme (digital won't be mandated until 2028), most scanners will tune something. You'll just have to crank up the volume.

What's bizarre about the railroad take on this is how they will number the new channels. For instance, CSX Road in this area is on channel 84, or 161.370 MHz. The next channel up is 85, on 161.385. The new channel that will be spliced in between those will be 184 at 161.3775. And technically, you should write 84 and 85 as 161.3700 and 161.3850, respectively. Confused yet?

I used to have a pretty good handle on railroad frequencies. Tell me a road and I could rattle off the road and dispatcher frequencies at the very least. But even before this narrow-banding takes place, I've lost track with all the mega-mergers and the way a lot of major carriers have split up their divisions. On the recent trip I took to the Galesburg area with Rick, it was striking to see the signs at the division points there that tell the train crews what channel to switch to as they enter that division. Even railroad employees can't keep track of all the channels they use!

I just hope we aren't going backwards with this change. I've heard from some people who work for agencies that have already gone to the new scheme that the audio is not as clear, and volume controls are always turned up. And for the first time since railroads started using two-way radio, Motorola will not be a major player for locomotive radios.

The other disturbing trend I'm seeing is with consumer-level scanning receivers. They are packing so many bands and channels into the current breed that it's overwhelming to all but the most technically inclined users. And prices are much greater than they used to be for the higher-end models, which have the narrow band capability. Hopefully, this will improve as more time passes.

Doug

Rail News

The Association of American Railroads testified at a public hearing for comment on proposed new Federal Railroad Administration rules and regulations concerning Positive Train Control (PTC) installation. The proposed rules, which stem from last year's passage of the Federal Railway Safety Improvement Act, require PTC on rail lines over which regularly scheduled intercity and commuter passenger trains are operated, and on Class 1 railroad main lines that carry over 5 million gross tons annually and also carry poison-by-inhalation (PIH) traffic. An AAR spokesman suggested that the proposed rules "impose a financial burden above and beyond what Congress intended, potentially adding hundreds of millions of dollars in additional costs to the railroads as they face using private capital to pay for the federal mandate." Via AAR & Progressive Railroading

The oversight board of the Chicago Transit Authority voted to extend three subway lines. The board voted to extend the Red Line approximately 5.3 miles from its end at 95th Street to 130th Street; the Orange Line approximately 2.3 miles from Midway Station to a point on Cicero Avenue; and the Yellow Line approximately 1.6 miles from Skokie Station to Old Orchard Road. Via Chicago Tribune

How NS keeps stored power ready to roll

Norfolk Southern is taking steps to ensure that its stored locomotives are ready to roll when needed.

“At the end of June, we had just over 600 locomotives stored, about 16% of our fleet,” EVP and Chief Operating Officer Mark D. Manion said in a second-quarter earnings presentation Tuesday. “In June we started to reduce the number of locomotives stored from a high of 700 at the end of May. This reduction represents, in part, a need for more locomotives to handle an increase in coal trains from May to June, but more important, to support a new effort to cycle our stored locomotives.”



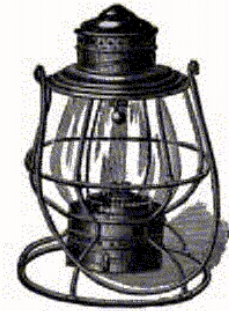
“In the past when storing locomotives it has been for periods of time less than a year,” Manion noted. “With the uncertainty of the economy, we are taking additional preventative maintenance action to ensure that all of our stored power remains in good working order. So, when demand justifies their return to service, we can do so smoothly and with minimal delay.”

Manion also said that at the end of June NS had 35,000 freight cars stored. “This includes about 28,000 cars owned or leased by Norfolk Southern as well as cars from Norfolk Southern’s allocation of stored national pools managed by TTX for automotive and intermodal, as well as TTX flats and some boxcar equipment. It also includes about 900 cars stored under car-hire arrangements with various short lines.”



When full demand for this equipment will materialize is still uncertain. But in another presentation, Norfolk Southern EVP and Chief Marketing Officer Donald W. Seale said that while “the duration of the recession and the shape of the recovery are still question marks ... we are encouraged that the erosion of our traffic volumes that we have seen in the past eight or nine months seems to have stabilized. It does feel like we’ve reached a bottom.”

Via Railway Age 7-30



Restored Great Northern F45, #441, to hit the road

Great Northern F45 441 will soon ride the BNSF Railway from Albia, Iowa, to Essex, Montana. This locomotive has been restored as luxury "Locomotive Lodging" and will be installed at the Izaak Walton Inn on the border of Glacier National Park.

The locomotive interior is being converted to a deluxe living accommodation featuring a master suite, spacious living area and fully equipped kitchen. It will be decked out with antique oak hardwood floors complimenting a fireplace, providing a rustic and inviting interior worthy of Glacier Park.

The operators cab, including control stand, seats and electrical cabinet, has been restored to better than new condition. The cooling fans have been converted to skylights with glass above the fans. At the flick of a switch, the engine access doors will open to a picture window view of the adjacent BNSF mainline.

Restoration work and rough interior construction was performed by RELCO Locomotives. They used original EMD paint diagrams to apply the resplendent Great Northern "Big Sky Blue" paint scheme. Interior finishing will be completed after installation at Essex, and it is expected to be ready for lodging in the fall of 2009. For more information including photos and floor plan, or booking information, visit

<http://www.izaakwaltoninn.com/>.

You are invited to watch and photograph Great Northern 441 as it travels on BNSF. It will be handled in the locomotive consist and is expected to go by way of Galesburg and Minneapolis. As always, do not trespass on railroad property and respect all private property. There will be abundant photo opportunities from public property. Please be courteous of other photographers and the general public. Safety first! If you see any problems or anything suspicious, please alert the proper authorities.

Editor: On Friday, August 21, Doug Nipper and I headed to Galesburg, then to Ft. Madison and up to Burlington, IA watching trains. Doug had received the above message and wondered if there was a chance we would see this unit. We arrived in Burlington in the afternoon and made it to the yard along the river. No trains of course but we did see two units sitting in the yard among the freight cars. There appeared to be a blue "something" behind them. We ventured along the east side of the yard by the concrete plant and sure enough, there was #441 sitting there looking like the description above. The problem was freight cars between us and the engine and thus no photos as I would not go onto BNSF property and cross freight cars to get a photo. But it was neat and we could see the skylights where the fans used to be. I am sure there will be plenty of photos in all of the magazines next month.



On the left Vermilion Valley 1726 and 8314 are at Central States Warehouse preparing to back west to setout the gons and pick up tank cars setout by CSX. On the right the train, with tank cars in tow, lead the P&E caboose toward the Olin plant. Photos by Doug Nipper - 8-15-09

New Business on the Vermilion Valley

By Doug Nipper

On Saturday I got an invite to take pictures of the inaugural move of loaded tank cars by the Vermilion Valley Railroad (former P&E line) to the old Olin plant near Covington where there is a newly constructed biodiesel facility. I met them a little east of the state line and rode in with them to pick up the cars just east of the Daisy Lane connection. Jim Montgerard told me that these first three cars contain an out-of-spec batch of oil that they will re-process to start the operation. Then, what will come in later will be unrefined vegetable oil that they will refine. The product will also go back out on rail as it will be headed to the east coast for final processing (mixing with some percentage of petroleum-based diesel). None is hazardous at the stage that V V RR will be handling it.

This is great for Vermilion Valley RR since it's loads both ways. The cars came in to Tilton on the NS and both the yardmaster at Tilton and the Brewer yardmasters did some special handling to have the cars ready on Saturday. Jim was expecting them Sunday, but the goal was to have the cars spotted at Olin on Monday morning. I do not know how the cars will be routed outbound. Jim works as the engineer on the moves while Conductor W.R. (Billy) Carlton handles the switch moves.

NS will spend \$112 million on McCalla, Ala., terminal

Norfolk Southern said it will invest \$112 million on a new cargo-loading terminal on 316 acres in McCalla, Ala., according to the *Birmingham News* Website. The railroad company said construction will start early next year and the facility is set to open in 2012. The economic impact on Alabama could reach \$4 billion by 2020, a Norfolk Southern spokesman told reporters at a press event. In that same time period, the railroad company is expected to add 600 jobs, while the project could generate as many as 8,000 spin-off jobs.

The intermodal facility will be built on land adjacent to its existing rail line in what is currently mostly farm land. The southwestern edge of the site is adjacent to the McAdory Elementary School.

The facility will be served by six intermodal trains a day, two more than currently run on the Norfolk Southern tracks through McCalla. It will have three loading tracks, 1,440 paved trailer/container parking spaces with a capacity to handle 165,000 truck trailers and shipping containers per year.

Rudy Husband, spokesman for NS, said the company has either purchased or has options to purchase all of the land needed for the project.

The site plan calls for an access road to run along the railroad right-of-way to another piece of property the railroad has already purchased behind the Sadler Ridge subdivision. That piece of property will give the new facility access to McAshan Drive for the hundreds of trucks that could end up visiting the facility daily

Leviathan 1869 Steam Locomotive Replica Featured during 2009 Railroad Days!

WHAT:

The Monticello Railway Museum, located in Monticello, Illinois www.mrym.org/rrdays.html is proud to announce Railroad Days 2009. The museum is proud to host the Leviathan #63 America's newest operating steam locomotive. Leviathan is an operating 1869 steam locomotive replica www.leviathan.com This exciting, family event combines various operating historic trains and train rides and static educational exhibits. The Leviathan locomotive will be operating on an on display and have cab tours for visitors both days of the event. Demonstration runs of Leviathan may also be provided. The museum will also host 2 of Norfolk Southern Railroad's executive business train diesel locomotives. Other exhibits include but not limited to: Operation Lifesaver locomotive, "Little Obie" safety demonstration train from the Canadian National Railroad and operating G gauge model live steam trains. 3-museum trains will run throughout the day on interval schedules. An Illinois Central passenger train, a Wabash mixed freight train and caboose hop (locomotive and caboose yard shuttle) will operate. Motor car rides (yesteryears track inspection cars) will also be available and included in ticket price. Visitors can ride as many train rides as they would like for one daily ticket price. Food and concession will be available on the museum grounds. The Monticello Railway Museum is a registered 501(c)(3) not-for-profit organization within the State of Illinois.

WHEN:

Railroad Days will be held Saturday and Sunday September 19th and 20th, 2009.

Gates open 9:00 a.m. each day. A variety of trains will be running from 10:00 a.m. to 5:00 p.m. each day. This even thappens rain or shine. ALL-DAYTICKETS - As many rides as you want! You must have a ticket to access the grounds. All ticket sales final

Monticello Railway Museum 992 Iron Horse Place Monticello, Illinois 61856. Monticello Railway Museum is located off I-72 exit #166 between Champaign and Decatur, Illinois Adults 12 and over \$12.00. Children ages 2 through 12 \$8.00. Advance and online tickets available at www.mrym.org/rrdays.html

All proceeds from the event are used for restoration and operation of historic trains at the museum.

Everyone wants high-speed funds

Continued from Page 4

The facility moves shipping containers between trucks and rail to make the shipping of goods more efficient along the railroad's 2,500-mile Crescent Corridor from New Orleans to New Jersey. The facility hopes to reduce the number of long-haul trucks needed to carry the cargo, reducing the amount of fuel used and increasing safety on interstate highways.

A group of residents in the area have formed No Hub 4 McCalla, an opposition group that fears the new facility will bring unwanted noise, traffic and pollution, driving down property values in the rapidly growing area and making the neighborhood unsafe.

Illinois is facing stiff competition and a tight deadline to get a slice of \$8 billion in stimulus funding available for high-speed rail. Transportation Secretary Ray LaHood said Monday that 40 states requested funding for 270 rail improvement projects totaling \$93 billion in preliminary applications filed last Friday. Final applications are due Aug. 24.

A Midwest high-speed rail system with Chicago at its hub, and rail corridors in the Northeastern U.S. and California are considered leading contenders for federal funding. But Mr. LaHood, a former GOP congressman from Peoria, has repeatedly called for appointment of a Midwest rail czar to better coordinate the multistate request.

At his suggestion to Illinois Gov. Pat Quinn, several Midwest governors are planning a high-speed rail summit, the transportation secretary told a small group of regional reporters at U.S. Department of Transportation headquarters in Washington, D.C.

One goal of the July 27 meeting is to bring together high-level leaders and set priorities for the Midwest effort, according to a spokeswoman for the Illinois Department of Transportation.

"We're incredibly well-positioned," said Richard Harnish, executive director of the Midwest High-Speed Rail Assn., a non-profit advocacy group in Chicago that is calling for 220-mph trains between Chicago and St. Louis.

Others are calling for routes from Chicago to the Quad Cities, Minneapolis and other areas.

“One of the challenges in the Midwest is that we don’t have the ability to work together state-to-state,” Mr. Harnish added. But he said the meeting of governors, where he will be speaking at a part of the meeting open to the public, is a promising idea that could lead to cooperation in other areas as well.

Mr. LaHood said “we don’t want to pre-judge these things” but acknowledged that Illinois has been talking about high-speed rail improvements for at least 10 years. He said the preliminary applications will be available to the public after they are reviewed internally and the department will provide “some guidance” on “what our prejudices are and what we think is doable.”

“We’re going to consider proposals that are serious, proposals that have (some) kind of intermodality, a multistate regional approach, and even those that aren’t far along will be considered,” Mr. LaHood said.

Editor: as you may know, Harry Reid, Senator from Nevada, added the \$8 billion in high-speed rail funds to the stimulus package. As luck would have it, the estimate cost of the planned high-speed rail from Los Angeles to Las Vegas was around \$8 billion. Most recently, Mr. LaHood has stated most of the funds will be used for this section - surprised?

If you want some interesting reading check out the Midwest High-Speed Rail site and read the proposed route from Chicago to Champaign, Decatur, Springfield and St. Louis. The plan is to build the 220-mph 25 feet from the center of the existing CN track. Of course CN will want space for a future track that was once there and then what happens when a freight train derailed 25 feet from the passenger route. This did occur in Denver when a UP coal train derailed near the RTA line, taking the retaining wall and that line out of service. It happened during non rush hours and there were derailments of the RTA line.

The report states there is enough room on the ex-IC line for the track, so there goes the buildings on South Neil Street that have been built on CN right of way. They plan to use NS right of way to Springfield and there goes all of the elevators and other facilities. NS of course, has stated in past years their right of way will never be used for any other mode of transportation and I am sure CN will have similar ideas. Competing firms to ours did the study and it is interesting to read some of the ideas that will not work in real life.



C&NW Historical Society meeting - Dick Brazda

The UP went all out last weekend at the CNW Hist. Soc. conference. The train dropped us at the west end of the bridge and lots of pictures were available. They plan to open to traffic by the end of June. They also handed everyone a handout of about 50 pages, including some color construction photos, copies of the Employee TT pages and even the track charts which showed when the rail was dated from, the ties, etc.

On the Iowa Interstate we had the railroad to ourselves out to Atlantic Ia. The only negative was the coaches were ex Montreal commuter coaches and did not have washrooms. However, that turned out good since they let us use the ones in the business car and we got to walk into it and the IA. Int. diner and look around a little



CREATE partners alter program to suit CN's EJ&E acquisition

The Association of American Railroads, Federal Highway Administration, Illinois Department of Transportation and Chicago Department of Transportation recently agreed to modify the Chicago Region Environmental and Transportation Efficiency (CREATE) program to meet CN's needs.

The parties eliminated the full Central Corridor between CN's Waukesha and Chicago subdivisions, as defined in the program's feasibility plan and preliminary screening, because CN no longer requires the route after acquiring an alternate corridor through the Elgin, Joliet & Eastern Railway transaction.

However, major portions of the Central Corridor's southern half will be retained to provide a new direct route — over the NS Chicago Line — for Amtrak trains traveling from New Orleans and Carbondale to Chicago Union Station. The route portions will minimize impacts to Amtrak and freight trains already using the line, according to CREATE organizers, who are seeking federal stimulus dollars for the more than \$1.5 billion program.

In addition, a "C5" project involving CN largely has been retained and will be known as the "WA7" project.

CREATE organizers are accepting public comments until Sept. 11 on an amendment to the final feasibility plan and preliminary screening that incorporates the changes.

Funded through a public/private partnership, the program calls for developing one passenger-rail and four freight-rail corridors to reduce train delays, relieve rail and highway congestion, shorten commuters' travel times, and improve Chicago's environment and public safety. CREATE partners plan to build roadway underpasses or overpasses to separate vehicle/pedestrian and rail traffic; overpasses to separate freight- and passenger-rail tracks; and upgrade track, switches, signal sys-

tems and other infrastructure.

CREATE partners include Amtrak, BNSF Railway Co., the Belt Railway Co. of Chicago, CN, Canadian Pacific, CSX Transportation, Indiana Harbor Belt Railroad Co., Metra, Norfolk Southern Railway, Union Pacific Railroad, and the Illinois and Chicago DOTs

Illinois commission urges FRA to adopt safety guidelines for HSR crossings

August 24, 2009 - The Illinois Commerce Commission (ICC) announced its railroad safety staff has recommended that the Federal Railroad Administration (FRA) adopt new safety guidelines for high-speed rail (HSR) crossings.

The ICC is urging the FRA - which is preparing new guidelines for HSR implementation in the United States - to require that HSR crossings be uniformly engineered with systems that address both moving vehicles and vehicles stopped at a crossing. The safety systems currently are only installed on crossings along the Northeast Corridor, according to the ICC.

The commission's staff also recommends that the FRA adopt three new HSR safety principles: the elimination of all redundant or unnecessary crossings that cannot be made safe due to geometry or proximity of complex highway intersections; the installation of either four-quadrant gate or barrier-gate safety systems equipped with presence/intrusion detection and tied to new positive train control systems; and the elimination or grade separation of all crossings where train speeds exceed 110 mph. In addition, the ICC is urging federal rail planners to require locked gates with dispatch control over entry at private crossings where train speeds range from 80 mph to 110 mph, unless vehicular traffic warrants the same safety treatments as public crossings.

Editor: Can you see the farmer with the combine waiting for someone to come open the gate to get into his field?

UP launches construction on Joliet intermodal terminal

On September 1 Union Pacific Railroad officials and several dignitaries — including Illinois Gov. Pat Quinn, Rep. Debbie Halvorson (D-Ill.) and Federal Railroad Administrator Joe Szabo — marked the start of construction on the Class I's \$370 million intermodal terminal in Joliet, Ill.

The 785-acre facility will be built in CenterPoint Intermodal Center – Joliet (CIC – Joliet), a 3,900-acre integrated logistics park being developed by CenterPoint Properties.

Located about five miles south of Interstate 80 and seven miles east of Interstate 55, the Joliet Intermodal Terminal will feature four 8,000-foot tracks for loading or unloading a maximum of 107 double-stack cars; six 8,000-foot tracks for sorting cars by destination; six tracks for staging cars prior to unloading or loading; four cranes equipped with Global Positioning System technology; more than 3,400 parking places for trailers and containers; an advanced yard system; AGS gate technology designed to decrease truck processing time from five minutes to between 30 and 90 seconds; and a state-of-the-art security system.

The terminal's initial phase is scheduled for completion in June 2010. The facility, which will boost UP's international and domestic container capacity, is designed to handle about 500,000 containers annually. CenterPoint plans to spend more than \$200 million to develop infrastructure — including roads, bridges and utilities — at CIC – Joliet. About 975 acres at the park are zoned for rail and intermodal terminal development, and 400 acres are pegged for container/trailer and equipment management facilities

Via Progressive Railroading