

Positive Train Control

Project Scope

The Alaska Railroad (ARRC) is pursuing a multi-phased program to design, develop and implement a fail-safe Positive Train Control (PTC) system that prevents human errors that may cause catastrophic results. The PTC system monitors and controls train movements, and provides improved information for decision-making. If warranted, PTC will stop a train if it exceeds safe speeds, moves into areas without authority, or detects potentially unsafe track conditions.

PTC integrates four major segments: office, locomotive, wayside equipment and communications. The PTC project replaces an older outdated Computer Aided Dispatch (CAD) system, and includes a locomotive on-board computer system, 220 megahertz (MHz) VHF packet data radio technology, Global Positioning System (GPS) locator technology, and upgrades to the back-haul fiber and microwave communications. Approaching locomotives interrogate wayside devices (including signals, switches, track integrity) for status.

In 2008, Congress mandated PTC for the nation's largest railroads and for railroads that carry passengers. Failure to meet the mandate will drastically reduce or eliminate ARRC's passenger train operations. The federally-mandated deadline to complete PTC was recently extended. Like other railroads, ARRC must implement PTC in revenue service by December 31, 2018.



Wayside equipment at Curry is housed in new shelters and powered by solar energy generation and solid oxide fuel cell technology.

Benefits

PTC will provide the regulatory-mandated safety functions that prevent:

- train collisions by enforcing authority limits;
- derailments from trains moving too fast in areas with speed restrictions, slow orders, over switches and through turnouts;
- trains entering established maintenance-of-way work zone limits without first receiving appropriate authority and verification; and
- movement of a train through a main line switch in the improper position.

Status

ARRC is implementing PTC in phases. The full PTC build-out as mandated by federal law is expected to be completed by December 31, 2018. The Alaska Railroad is implementing the freight industry standard for PTC, called Interoperable - Electronic Train Management System (I-ETMS®) by Wabtec Railway Electronics (WRE).

Phase I (complete)

ARRC has implemented a newer CAD system to authorize train movements and deliver speed restrictions. The WRE Train Management and Dispatch System (TMDS) employs Centralized Traffic Control and dark-territory Track Warrant Control as the methods of operation at the Alaska Railroad.

Phase II (underway)

Office Segment: Wabtec is further developing the office system to ensure authorized train movements are received and safe. This involves adding a Back Office Server to the Phase I TMDS. ARRC's nearly 600-mile route includes long stretches of remote, "dark" (non-signalized) territory that require electronic-only distribution of mandatory directives and that replace contingent authorities with dynamic

authorities. By installing a fail-safe Integrated Vital Office Controller (IVOC), the train crew will only see an authority when it is validated as safe by the Office Segment. IVOC is scheduled to be implemented when the PTC wayside and communications system upgrades are complete.

Locomotive Segment: Equip 54 power units (51 locomotives, 2 power cabs and 1 self-propelled railcar) with the I-ETMS® Train Management Computer, two computer displays, Meteorcomm LLC 220 packet radio, cellular modem and GPS equipment, and braking system modifications (depending on locomotive type). All locomotives have been equipped with the PTC hardware, which will allow the system to stop a train if it detects an unsafe condition or situation. Onboard equipment installation was complete in 2015.

Along the Tracks Segment (“Wayside”): ARRC has installed wayside devices, switches and signals along a 60-mile pilot corridor from Anchorage to Whittier. The corridor is undergoing field testing. Through wayside controllers and interface units, and radios, the PTC system monitors wayside equipment status (switch position, for example) and communicates it to the train and dispatch office. In addition to the pilot corridor, wayside equipment has been installed in areas up to 133 miles north of Anchorage. Wayside installations will be ongoing with rollout continuing through 2018.

Communications Segment: Communications systems and towers have been upgraded in the pilot corridor and some new sites have been constructed to increase reliability and availability of data communications. The upgrades to existing facilities and new base-station / back-haul sites are expected to be 90% complete by the end of 2016.

Systems Integration: ARRC will begin operating the pilot program (also referred to as revenue service demonstration) in January 2017. The system is continuously tested in the lab and functional field testing in the pilot corridor started first quarter of 2016. PTC will be fully integrated through functional tests in the pilot corridor followed by tests in other areas of the railroad.

The required PTC Safety Plan (PTCSP) will be developed to prove that the system is fail-safe from end-to-end. ARRC expects to submit the PTCSP to the Federal Railroad Administration in 2018.

Costs & Funding

Beginning in 1997, ARRC has developed PTC using corporate revenues, and federal and state grants. Since 2014, ARRC has relied more heavily on state funding due to dramatic declines in both business revenue and federal grants. With the State facing its own budget woes in 2015, the railroad gained legislative approval to issue \$37 million in tax-exempt revenue bonds. Project cost is estimated to total \$150 to \$160 million.



Office segment control and monitoring is tested in the PTC Lab.



A new communication site is erected on Bald Mountain.

Positive Train Control System Overview

