APPENDIX D – BL-A-1, Gilbert Tail Track to Edgemont

Blue Line (A), Line Section 1, BL-A-1 Gilbert Tail Track to Edgemont

D.1 SECTION OVERVIEW

Locations: Guthrie Interlocking • Edgemont Interlocking
Grade Crossing: Horne Roundabout
Line: Blue Line (A Line) – East Terminal Section
Platforms:

- Gilbert Rd / Main St – East Terminal
- Stapley Dr / Main St – Eastbound / Westbound
- Mesa Dr / Main St – Eastbound / Westbound

Track Type: Double-track alignment featuring primarily straight geometry with moderate curvature near the Horne Roundabout area.

Crossover: Guthrie (Gilbert Station – Between S. Williams & N. Guthrie)

Switch ID	Track	Description / Function
1A	Track 1	Facing-point crossover switch from Track 1 to Track 2 (westbound move).
1B	Track 2	Trailing-point switch paired with 1A for eastbound return movements.
3A	Track 1	Trailing-point switch completing crossover from Track 1 to Track 2.
3B	Track 2	Facing-point crossover paired with 3A for Track 2 to Track 1 movement.

Crossover: Edgemont (Main Street & Edgemont Drive)

Switch ID	Track	Description / Function
1A	Track 1	Facing-point switch allowing movement from Track 1 to Track 2 (eastbound direction).
1B	Track 2	Trailing-point crossover paired with 1A for westbound movements returning to Track 1.

D.2 WORK ACTIVITY DESCRIPTION:

This section includes active mainline track segments, the Horne Roundabout grade crossing, and associated crossover locations extending to the tail track. Multiple departments conduct inspection, maintenance, and troubleshooting activities in this area under full Roadway Worker Protection (RWP) coverage to ensure safe and coordinated field operations.

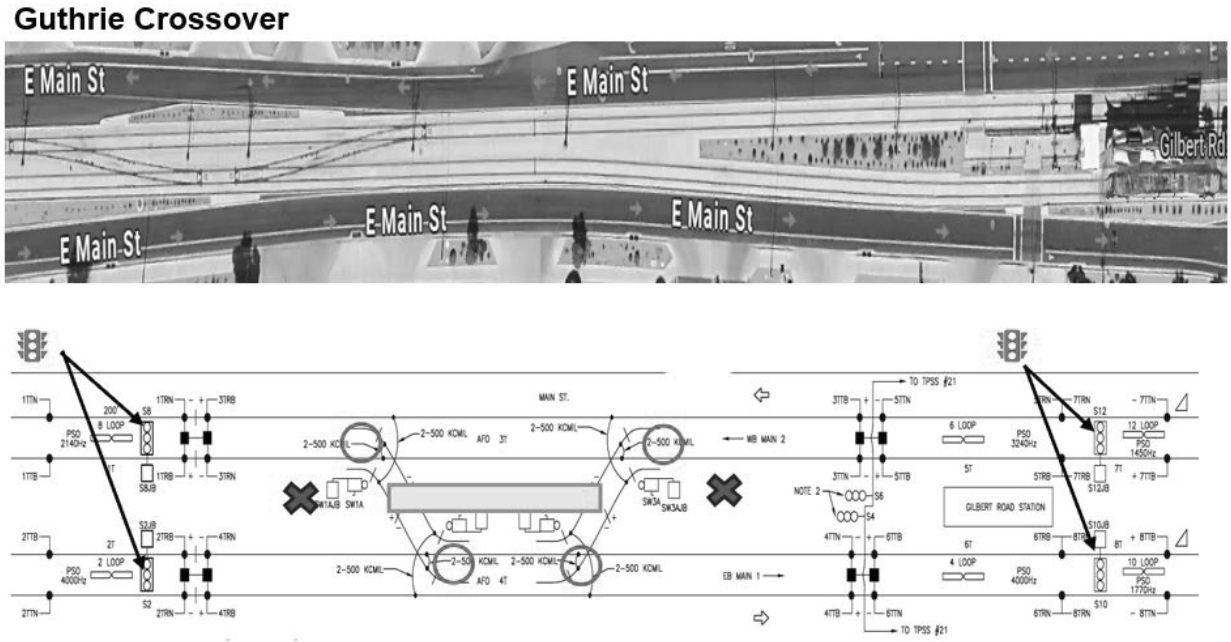
The alignment consists primarily of straight track segments with adequate physical clearance for train operations; however, personnel must utilize only the designated safe zone during field activities or that designated by the RWIC.

The area near the Horne Roundabout crossing includes adjacent vehicular traffic and active train operations, requiring increased situation awareness, continuous communication with OCC, and strict adherence to established RWP access and protection procedures.

Guthrie Tail Track



Guthrie Crossover



D.3 GUTHRIE INTERLOCKING PROTECTION PROCEDURE

Interlocking Control and Limits:
Guthrie Interlocking is located between Stapley Drive Station and Gilbert Road Station. The controlled area extends from the eastbound signal aspect protecting the interlock to the westbound signal aspect leading into the Gilbert Tail Track.

Protection Requirements

1. OCC Coordination:
   - All maintenance personnel must contact OCC prior to entering the interlocking limits.
   - OCC shall verify that no active routes are established and that protection has been applied before granting track access.

2. Operator Instructions:
   - Train Operators approaching Guthrie Interlocking will be instructed to stop at the preceding station platform (Stapley Drive or Gilbert Road) until OCC confirms route clearance and protection removal.
   - Red signal aspects within the interlocking serve as absolute stop protection and indicate that the route is locked and occupied by maintenance personnel.

3. Route Establishment:
   - OCC will notify all on-track maintenance personnel before establishing any route through the interlocking.
   - No route may be established or activated until maintenance staff have confirmed they are in the safe zone.

4. Tail Track Operations:
   - When accessing or performing work near the Gilbert Tail Track, personnel must treat the interlocking as active territory under OCC control.
   - All movements into or out of the tail track require OCC authorization and confirmation that all switches are properly aligned and indicated

D. 4 HAZARD AWARENESS SUMMARY

Hazard	Risk Description	Mitigation / Control
Limited visibility at Horne Roundabout	Curvature and vehicular proximity reduce sightlines for approaching trains.	Assign lookout; maintain continuous OCC radio contact; restrict access during dual train movements.
Dual train approach	Potential entrapment between two active tracks.	Hold one train via OCC until opposing movement clears.
Tail Track switch alignment	Misaligned or unconfirmed switch may lead to unauthorized movement.	OCC confirmation and visual verification before entering work zone.

Summary of Protection Controls

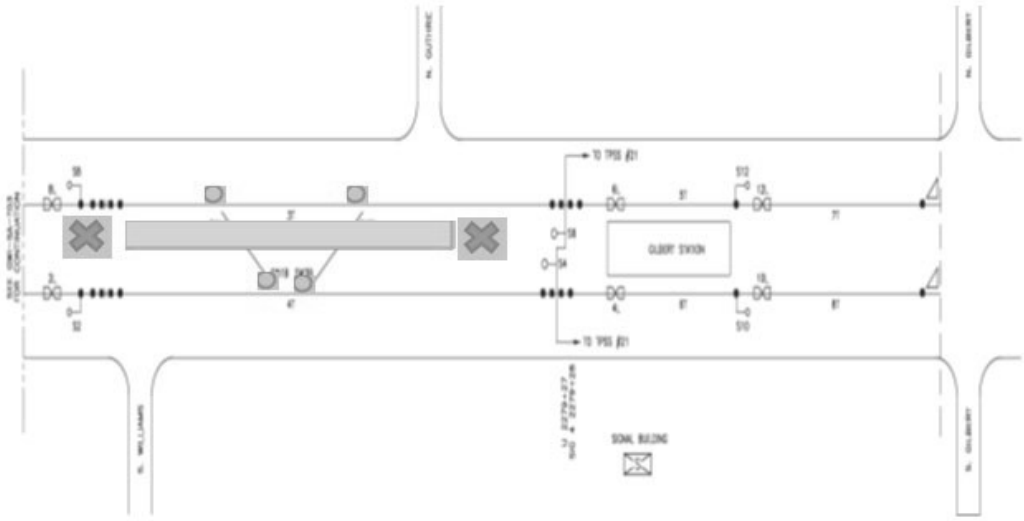
- OCC authorization required prior to entry.
- Absolute-stop signal protection in place during maintenance.
- Tail Track treated as active controlled territory.
- Safe Zone limited to adjacent unoccupied track.
- Increased vigilance and lookout use near Horne Roundabout.

Note: All switches are OCC-controlled electric turnouts. Manual operation requires explicit OCC authorization under RWP protection.



Stapley Dr. Station
Station

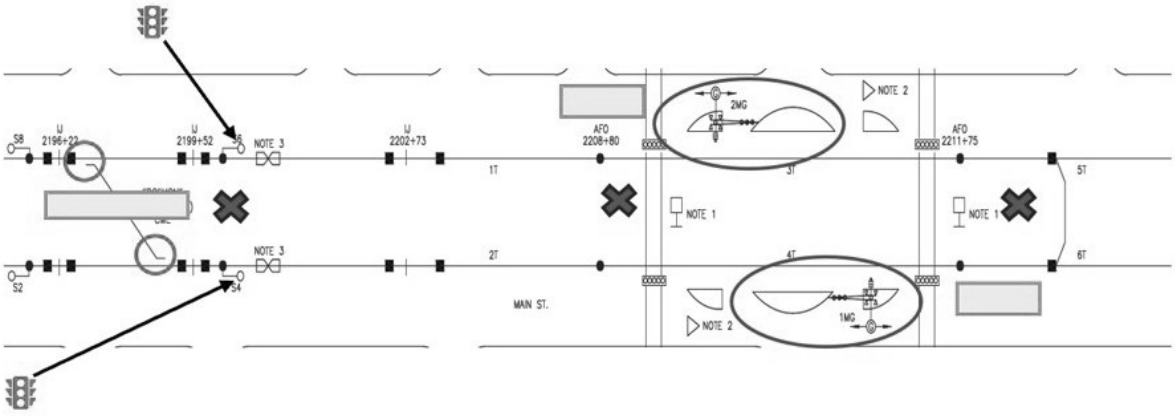
Gilbert Rd.



D.5 HORNE ROUNDABOUT EDGEMONT CROSSOVER







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