

**TRANSIT**  
The Way To Go.

**SYSTEM TIMETABLE NO.**

**8**

**SPECIAL INSTRUCTIONS**

GO 801

Effective 12:01 A.M.

July 1, 2016



**R.W. Level**  
Vice President and General Manager

**J.A. Sincaglia**  
Deputy General Manager

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**



**SYSTEM  
TIMETABLE NO.**

**8**

**SPECIAL INSTRUCTIONS  
GO 801**

Effective 12:01 A.M.  
July 1, 2016

**FOR THE GOVERNMENT  
OF EMPLOYEES ONLY**

**MORRISTOWN LINE**

<b>MP</b>	<b>STATION</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
0.0	HOBOKEN	-	X	X
0.1	TERMINAL (NOTE 3)	X	-	-
0.7	EAST END (NOTE 3)	X	-	-
2.2	WEST END (ML) (NOTE 3)	X	-	-
2.7	LOWER HACK (MOVABLE BRIDGE) (NOTE 3)	X	-	-
3.9	SANFORDS (INT ON TRKS 1 and 2 ONLY)	X	-	-
3.9	MMC - ROC (EMPLOYEE STOP)	-	X	-
4.3	MEADOWS	X	-	-
5.7	KEARNY JCT (AMTRAK)	X	-	-
7.1	HARRISON	X	-	-
7.7	BROAD (MOVABLE BRIDGE)	X	-	-
7.8	BROAD STREET	-	X	X
9.0	ROSEVILLE AVENUE (MC)	X	-	-
9.5	GREEN	X	-	-
10.1	EAST ORANGE	-	X	X
10.6	BRICK CHURCH	-	X	-
11.4	ORANGE	-	X	-
12.2	HIGHLAND AVENUE	-	X	-
13.1	MOUNTAIN STATION	-	X	-
13.8	SOUTH ORANGE	-	X	X
15.1	MAPLEWOOD	-	X	-
16.3	MILLBURN	X	-	-
16.5	MILLBURN STA	-	X	-
17.8	SHORT HILLS	-	X	-
20.1	SUMMIT (GS)	X	X	X
23.5	CHATHAM	-	X	-
25.1	DREW	X	-	-
25.5	MADISON	-	X	X
27.7	CONVENT	-	X	-
29.8	MORRISTOWN	-	X	X
30.0	BAKER (MORRISTOWN and ERIE RWY)	X	-	-
32.0	MORRIS PLAINS	-	X	-
35.7D	MOUNT TABOR (NOTE 1)	-	X	-
36.2D	DENVILLE STA	-	X	X
36.3D	DENVILLE (NOTE 1) (MC)	X	-	-
36.9	EAST DOVER	-	-	-
38.1	DOVER	X	X	X
39.4	WHARTON (CP) (TRK 1 - EASTWARD and WESTWARD; TRK 2 - EASTWARD ONLY)	-	-	-
39.7	D and R JCT	-	-	-
41.4	CHESTER JCT (HAND-OPERATED CROSSOVER) (MORRISTOWN and ERIE RWY)	-	-	-
43.1	MOUNT ARLINGTON	-	X	X
45.2	MORRIS JCT	X	-	-
45.4	LAKE HOPATCONG	-	X	-

**MORRISTOWN LINE (cont.)**

MP	STATION	INT	PS	ADA
45.8	UN (CP) (TRK A – EASTWARD ONLY)	-	-	-
46.7	ROXBURY (PORT MORRIS YARD)	X	-	-
48.0	NETCONG	-	X	-
49.6	MOUNT OLIVE	-	X	X
49.8	OLIVE (CP)	-	-	-
56.8	COOK (CP) (EASTWARD ONLY)	-	-	-
56.9	HACKETTSTOWN	-	X	X
58.0	BILL (NOTE 2) (DCS STATION SIGN) (DIVISION POST – NS; WASHINGTON SEC.)	-	-	-

All mileposts west of Denville are via Montclair Line.

**NOTE 1:** MP 34.0 – MP 36.4 via ME are duplicate mileposts, designated with a "D." Duplicate mileposts must be referred to as east or west of Denville.

**NOTE 2:** Westward movements must receive Form D Authority from the NS Dspr before passing BILL (NS Division Post MP 58). Eastward movements must receive verbal permission from NJ TRANSIT ME Dspr to enter the Station Track between BILL and COOK.

**NOTE 3:** The Terminal Dispatcher remotely controls Terminal, East End, West End and Lower Hack.

**MAIN TRACK RULES IN EFFECT**

RULES	LOCATION BETWEEN / AT	TRK
INT, CSS	Train Shed tracks in Hoboken	1 through 17
ABS, 261, CSS	Terminal and Lower Hack	3, 1, 2, 4, 6 and 122
ABS, 261, CSS	Lower Hack and Harrison	3, 1 and 2
INT, CSS	Kearny Jct and Swift	5 and 6
ABS, 261, CSS	Meadows and Cape	Single
INT, CSS	Harrison and Broad	1 and 2
ABS, 261, CSS	Broad and Roseville Ave	3, 1 and 2
INT, CSS	Roseville Ave and Green	3,1, and 2
ABS, 261, CSS	Green and Millburn	1
ABS, 251, CSS	Green and Millburn	3 and 2
ABS, 261, CSS	Millburn and Summit	1 and 2
ABS, 261, 562, CSS	Summit and Denville (Note 1)	1 and 2
ABS, 261, CSS	Denville and Wharton (CP)	1 and 2
ABS, 261, 562, CSS	Wharton (CP) and Morris Jct (Note 1)	1 and 2
ABS, 261, CSS	Morris Jct and UN	A
ABS, 261, CSS	Morris Jct and Cook	Single

Note 1: CSS Rules 550 through 563 in effect **except** Rules 554 and 556.

**MAXIMUM SPEEDS**

<b>Between or At</b>	<b>All Tracks</b>
Depot Tracks and eastward home signals at Terminal	15/10
Eastward home signals at Terminal and eastward home signal at East End	30/10
Eastward home signal at East End and west end of Lower Hack int limits except: West End Wye	30/15  5/5

<b>Between or At</b>	<b>Single/ Other</b>	<b>Trk 3</b>	<b>Trk 1</b>	<b>Trk 2</b>
Freight trains in excess of 40 cars must not exceed 25 MPH on all tracks.				
MP 2.7 and MP 6.6		60/15	60/15	60/15
<b>Electric equipment only:</b>		<b>75</b>	<b>75</b>	<b>75</b>
MP 2.7 and MP 6.6 ALP-45 trains only:		60/15	60/15	60/15
Meadows and Cape	45/10			
Kearny Jct and Swift				
Trk 5:	80/15			
Trk 6:	70/15			
Kearny Jct Phase Gap Trks 5 and 6:	50/15			
MP 6.6 and MP 7.2		55/15	55/15	55/15
MP 7.2 and MP 7.6			30/15	30/15
MP 7.6 and MP 7.8		30/15	30/15	30/15
MP 7.8 and MP 8.9		55/15	55/15	55/15
Cv at Roseville Ave Int MP 8.9 and MP 9.1		35/15	35/15	35/15
MP 9.1 and MP 11.9		60/35	60/35	60/35
MP 11.9 and MP 16.0		60/35	70/35	70/35
MP 13.7 and MP 14.0		45/35		
MP 16 and MP 16.5		60/35	60/35	60/35
MP 16.5 and MP 19.4			50/25	50/25
MP 19.4 and MP 20.1			45/25	45/25
Summit Int - Wall Track	30/25			
MP 20.1 and MP 21.1	50/35		50/35	50/35
MP 21.1 and MP 23.5			55/40	55/40
MP 23.5 and MP 26.2			70/40	70/40
MP 26.2 and MP 26.5			50/40	50/40
MP 26.5 and MP 26.9			60/40	60/40
MP 26.9 and MP 28.5			70/40	70/40
MP 28.5 and MP 29.5			60/40	60/40
MP 29.5 and MP 29.9			50/40	50/40
MP 29.9 and MP 33.6			60/40	60/40
MP 33.6 and MP 33.8			50/40	50/40
MP 33.8 and MP 34.4D			60/40	60/40
MP 34.4D and MP 34.8D			40/40	40/40
MP 34.8D and MP 35.9D			50/40	50/40

**MAXIMUM SPEEDS (cont.)**

Between or At	Single/ Other	Trk 3	Trk 1	Trk 2
Cv at Denville MP 35.9D and MP 34.1			30/20	30/20
MP 34.1 and MP 35.2			60/35	60/35
MP 35.2 and MP 36.1			50/35	50/35
MP 36.1 and MP 37.3			55/35	55/35
MP 37.3 and MP 38.1			55/20	55/20
MP 38.1 and MP 38.6			25/15	25/15
MP 38.6 and MP 40.8			55/40	55/40
MP 40.8 and MP 43.8			60/40	60/40
MP 43.8 and MP 45.3			55/40	55/40
MP 45.3 and MP 45.7	30/30 "A"Trk			
MP 45.3 and MP 48.6	50/40			
MP 48.6 and MP 49.8	30/20			
MP 49.8 and MP 50.8	50/40			
MP 50.8 and MP 56.6	55/40			
MP 56.6 and MP 58	20/10			

**ME 16-1. BLUE SIGNAL PROTECTION – TRACKS B12 AND B13 – B YARD**

A power controlled derail on the west end of yard tracks B12 and B13 is in service. The derail will be automatically applied after the Dispatcher and the Mechanical Foreman in charge perform a sequence of procedures.

A blue signal, when displayed, is located on the east end of tracks B12 and B13 to the left side and adjacent to the eastward home signal.

A blue signal, when displayed, is located on the west end of tracks B12 and B13. These signals are approximately 5 feet west of the new power operated derails and are located to the right of each track.

**ME 16-2. BLUE SIGNAL PROTECTION – WHEEL TRUE TRACK**

Power controlled derails located east and west of the Wheel True Building on the Wheel True Track in service. The derails will be automatically applied by the Mechanical Foreman in charge after performing a sequence of procedures.

Blue Signals, when displayed are located adjacent to the power controlled derails.

**ME 19-1. HORN SIGNALS – HOBOKEN**

**A.** Engineers must sound one long sound of the engine whistle or horn when approaching on tracks adjacent to and before operating through the Hoboken Car Wash facility.

**B.** It has been a longstanding tradition in Hoboken Terminal to sound the horns of trains in the station to honor T&E employees upon their retirement. While it is important to pay tribute to our employees, it is also important to remember that passengers in the terminal may be inconvenienced by this practice. As a result, **when an employee is being honored in this manner only the horns on the west end of equipment may be sounded.**

**ME 19-2. HORN SIGNAL – PORT MORRIS YARD**

Except in emergency, the engine horn must not be sounded while working or moving in Port Morris Yard.

**ME 20-1. ENGINE BELL – HOBOKEN**

A. The engine bell, (when equipped) must be sounded when approaching tracks adjacent to the Car Wash Facility and upon entering Hoboken Terminal.

B. The engine bell (when equipped) must be sounded continuously when entering and exiting Tracks B12 and B13 in B Yard.

**ME 72-1. TRAIN INSPECTION DETECTOR**

Radio Alarm and Hot Box Detector is located at:

MP	LOCATION	TRK	DIRECTION	SI
14.4	Maplewood	3, 1, and 2	Both	72-4
35.0	west of Denville	1 and 2	Both	72-4

**NOTE:** Information pertaining to the operation of the Train Inspection Detector is in General Special Instruction 72-4.

**ME 92. TRAIN DEPARTURE**

Conductors of trains originating at Hoboken, Summit, Dover, Port Morris, Mount Olive and Hackettstown must contact the Dispatcher before departing.

**ME 98-1. CAR WASH FACILITY – 10 HILL**

Speed of train through car wash must not exceed 2 MPH through the Hoboken Car Wash on 10 Hill. Each train must stop prior to entering car wash and close vestibule doors/cab windows. Direction of movement when car wash is in operation is eastward.

Westward movements may only be made with permission of the Terminal Yardmaster (or Terminal Dispatcher in absence of Yardmaster) and signal indication.

**ME 98-2. CENTER STREET BRANCH**

The RV Dispatcher will authorize movement on the Center Street Branch at Cape. The ME Dispatcher will authorize movement on the Center Street Branch at Kearny Junction. For movements east of Cape or west of Kearny Junction, permission will be obtained from the Conrail Shared Assets Yardmaster at East End Oak Island (973-690-2880) between the hours of 6:30 A.M. and 5:30 P.M and at other times, permission will be obtained from the Conrail Shared Assets Yardmaster at the Hump Yard Oak Island (973-690-2818). For movements between Cape and Kearny Junction, permission will be obtained from the ME Dispatcher.

**Conrail Special Instruction C-6 will apply for the Center Street Branch as follows:** "On Conrail, qualifications on physical characteristics required in NORAC Rules C, 94, 116, 800, 900, 920, 940, 950 and 957 pertain to Main Tracks, Controlled Sidings and Interlockings only".

**ME 98-3. SUMMIT – HILL CITY**

When the wire train is stored on the Hill City Track in Summit Yard do not couple to or move it without permission of catenary personnel at Summit.

**ME 98-4. STATION TRACK**

The Single Track between COOK (MP 56.8) and BILL (MP 58) is designated a Station Track for the purpose of entraining and detraining passengers. Trains and track cars must operate at RESTRICTED SPEED not exceeding 20 MPH for passenger equipment and 10 MPH for freight equipment.

Extra trains and track cars must receive verbal permission or signal indication from the Dispatcher before occupying the Station Track. All movements must not change direction on the Station Track without permission of the Dispatcher.

**ME 98-5. HOBOKEN YARD**

A. All movements on tracks B12 and B13 through the servicing area must operate at RESTRICTED SPEED not exceeding 2 MPH.

B. All movements in Days Yard, the Old Westbound and the Wheel True Track must operate at RESTRICTED SPEED not exceeding 5 MPH.

C. To properly place equipment on Track B10 for service and accessibility, a painted yellow line and a triangular sign labeled "CAB" are in service on the east of the track. Their purpose is to distinguish the appropriate location for spotting the EAST end of the train. The cab side window of the east engine/cab car should be spotted adjacent to the yellow line and "CAB" sign.

**ME 98-6. DOVER YARD – TRACK N-1**

Tracks N-1 in Dover Yard in service as a Pedestal Track with movements to be made at Restricted Speed not exceeding Five (5) MPH.

**ME 104-1. ELECTRIC LOCK SWITCHES**

MP	Switch	Trk	Time Release	SI
4.7	North Runner	Single	4:15	104-2
5.9	Harrison Ind	3	5:49	104-4
7.9	Peddler's Square	2	3:15	104-4
19.7	East Summit	2	3:15	104-3
22.7	Atlantic Brick	1	4:30	104-4
24.9	Madison Team Track	2	4:30	104-4
29.9	Scale Track	2	4:45	104-4
31.1	Colgate	1	4:45	104-4
32.1	Greystone	2	4:00	104-4
36.3D	General Box	2	3:15	104-4
36.9	East Dover	2	4:00	104-4
39.7	D and R Jct	1	6:45	104-3
41.3	Chester Jct Crossover	1 and 2	4:30	104-4
41.3	Chester Branch	2	4:45	104-4
41.7	West Chester Jct	2	5:40	104-3
47.3	Sussex Jct	Single	5:00	104-3
49.4	Macy's	Single	13:00	104-3
55.8	M and M Mars	Single	6:15	104-3



**ME 104-2. MOVABLE POINT FROG**

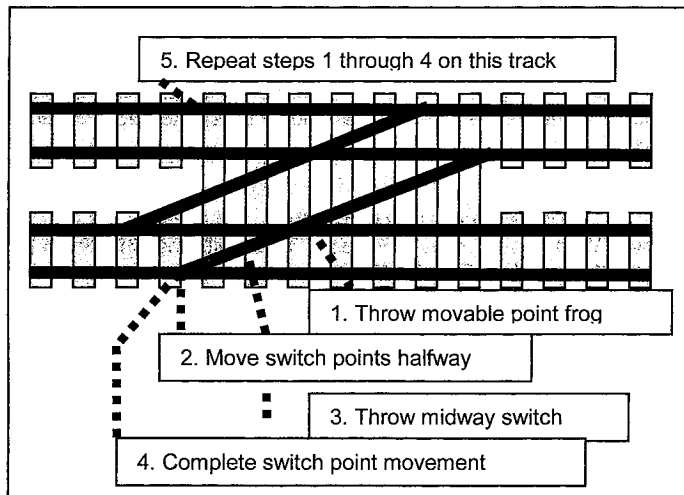
The following turnouts and crossovers at Kearny Jct are equipped with movable point frogs:

- No. 7** turnout connecting Track 5 to Track 3;
- No. 15** crossover between Track 5 and Track 3;
- No. 19** turnout connecting Track 6 to Track 3.

When hand operation is necessary, all connected switch machines must be operated. The following **steps** must be taken in order:

1. First operate the **movable point frog**;
2. Operate the switch machine at the **switch point**, moving the lever only **halfway**;
3. Operate the switch machine located **midway** between the switch points and the movable point frog;
4. Complete the movement at the **switch points**;
5. Repeat above steps on adjacent track for a crossover move.

**EXAMPLE:**



**ME 104-3. COLGATE SWITCH MP 31.1**

The first trailing point hand operated switch located approximately 300 feet east of derail for Colgate hand operated switch at MP 31.1 must be kept lined and locked in REVERSE position (i.e. away from the main track) when not in use.

**ME 104-4. SUSSEX JCT MP 47.3**

Westbound trains arriving at Sussex Jct must move their equipment west of the yellow painted tie located approximately 80 feet west of the switch on the Single Track. Crews will operate the electric lock timer at Sussex Jct according to Special Instruction 104-3 and must wait for the electric lock timer to release before moving back east to clear at Sussex Jct. This will release the pre-emption of the traffic signals at Main St Netcong MP 47.9.

**ME 104-5. NORTH RUNNER MP 4.7**

Due to the close proximity of the Waterfront Phase Gap MP 4.9 on the Single Track between Meadows and Cape, electric equipment (except for a lite electric engine) are prohibited from entering or exiting the MMC through the North Runner electric lock switch at MP 4.7 on the Single Track between Meadows and Cape.

**ME 109. HANDBRAKES**

A minimum of two handbrakes must be applied on the east end of any equipment left unattended on all tracks in Summit Yard and between East End and Terminal Tower in Hoboken.

**ME 114. BERGEN TUNNEL**

In order to prevent diesel fumes from entering coaches when diesel trains are excessively delayed in the Bergen Tunnel, Engineers are responsible for shutting off Head End Power. The following procedure must be followed when diesel trains are delayed in the Bergen Tunnel:

- a) Terminal Dispatcher must apply a blocking device behind the delayed train until the cause for the delay has been ascertained.
- b) Conductors must insure that the air conditioning/heat control switch located in each car is immediately turned off to prevent diesel fumes from entering coaches through the ventilating system. When the train is clear of the tunnel the air conditioning/heat control switch in each car must be turned on.
- c) When a delayed westward diesel train is clear of the tunnel and West End Interlocking, the Head End Power may be restarted, unless otherwise instructed.

**ME 116. POSITION OF ENGINEER**

When operating push-pull trains east of East End, the Engineer must operate from the leading end of the movement.

Movements without an operative control stand on the leading end may operate without the Engineer on the leading end when there is a clear understanding between crewmembers as to how the train will be operated and the route to be used.

**ME 121. MMC / ROC STOPS**

**A.**  
Trains operating east on Track 1, which have a scheduled stop at the MMC-ROC will confirm with the Dispatcher that Track 2 is protected. The Dispatcher must protect trains stopping on No. 1 Track at MMC/ROC against movements on Track 2.

Trains operating west on Track 1, which have a scheduled stop at the MMC-ROC will confirm with the Dispatcher that Track 3 is protected. Trains making an MMC/ROC stop will stop with the rear car adjacent to the gate opening in the intertrack fence.

**B. STATION STOPS ACROSS TRACK**

The following are stations where trains normally receive and discharge passengers across a track to the station platform: **Mount Tabor and Lake Hopatcong**. Rule 121c in effect.

**ME 133-1. HOBOKEN – TRACKS OUT OF SERVICE**

The following Tracks in Hoboken are Out of Service but may be used with the authority of the Hoboken Track Supervisor:

- Track 3 Bridge Lead
- Track B1 in the B Yard – (Rusty Rail conditions apply and employees must report clear of the interlocking switches and signals to the Terminal Dispatcher)

**ME 138.****PUBLIC CROSSINGS AT GRADE**

All public crossings are on main tracks equipped with gates and flashers unless otherwise indicated. Special Instructions 138-1 and 138-12 apply to all crossings.

MP	Location	SI
<b>CONVENT</b>		
27.6	Convent Rd	138-5
28.2	Private	Crossbucks Only
28.3	Kahn Rd (Pvt)	138-5
<b>MOUNT TABOR</b>		
34.9D	Powder Mill Rd	138-5
35.7D	Station Rd	138-5
36.0D	Lackawanna Ave	138-5
<b>DENVILLE</b>		
36.3D	Estling Lake Rd	138-5
<b>DOVER</b>		
38.1	Pedestrian	138-5, C
38.2	South Morris St	138-5, A, B, D
38.3	Orchard St	138-5, A, B
<b>NETCONG</b>		
47.9	Main St	138-4
48.1	Furnace St	138-4, 138-10
48.3	Lovers Lane	138-4, 138-10
<b>MOUNT OLIVE</b>		
49.3	Clark Drive	138-4, 138-10
49.6	Black Rock Rd	138-4, 138-10
50.3	Stanhope-Waterloo Rd	138-4, 138-10
52.3	Waterloo Valley Rd	138-4, 138-10
53.0	Saxton Falls Rd (Pvt)	138-4, 138-10
<b>HACKETTSTOWN</b>		
54.3	Willow Grove St	138-4, 138-10
56.4	High St	138-4, 138-10
56.7	Main St	138-4, 138-10
56.9	Beatty St	138-4, 138-10
57.3	Private	No Warning Device

**NOTES:**

**A.** Gates will not be activated at South Morris and Orchard Streets for westward movements on Tracks 1 and 2 until a predetermined time has elapsed, after the train has entered the station, and the interlocking signal is requested.

**B.** Trains given permission to pass Stop Signals must approach South Morris and Orchard Streets prepared to stop and not proceed until gates lower or flag protection is provided for movement.

**C.** Trains on Track 1 must not block access to station. Trains after making a station stop on Track 1 must stand west of control circuit ("CC" sign/yellow painted ties) or clear the station.

**ME 138. (cont.)**

D. The pedestrian gates at the east end (station side) of South Morris St operate as follows:

1. Pedestrian gates adjacent to track 1 are activated only when movements are on track 1.
2. Pedestrian gates adjacent to track 2 are activated only when movements are on track 2.

These pedestrian gates operate independently of each track.

**ME 277-1. BERGEN TUNNEL – ABS**

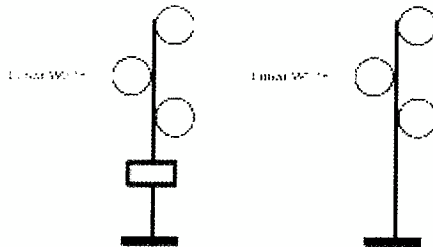
The following automatic block signals located in the Bergen Tunnel on Tracks 3, 1, 2, and 4 displays signal aspects of high signals: M12, M13, M16 and M17.

**ME 277-2. KEARNY JCT – NON-CONFORMING SIGNALS**

A Lunar White light is located on automatic signal M66 on Track 3 and on the eastbound home signals at Kearny Jct.

When the Lunar White light is displayed, the route is lined for Tracks 5 or 6 at Kearny Jct. Trains not equipped to operate in 11Kv territory, or not destined to operate on Tracks 5 or 6, must not accept this signal. When the Lunar White light is displayed at signal M66 on Track 3, it will indicate that the route at Kearny Jct is lined for Tracks 5 or 6.

The following signals located at signal M66 on Track 3, and at the eastbound home signals at Kearny Jct are not in conformity with typical aspects shown in the NORAC rulebook:



**INDICATION:** When Lunar White light is displayed, the route is lined for Tracks 5 or 6 at Kearny Jct. Trains not equipped to operate in 11Kv territory, or not destined to operate to Swift Interlocking, must not accept this signal, and the Engineer must contact the Dispatcher for instructions.

**ME 292. "RULE 292 STOP HERE" SIGN**

A red and white sign displaying the words "RULE 292 STOP HERE" is posted for westward movements on Tracks 5 and 6 at Kearny Jct. Electric trains receiving an Approach Signal (Rule 285) at signal M51 must not pass the "RULE 292 STOP HERE" sign unless certain the westward home signal at Kearny Jct is displaying a signal better than Stop.

Verbal permission to proceed past the Stop Signal at Kearny Jct (Rule 241) will be the authority to pass the "RULE 292 STOP HERE" sign. **NO OTHER STOP IS NECESSARY.** Stopping at the "RULE 292 STOP HERE" sign will fulfill the Engineer's requirement to come to a complete stop at the Stop Signal.

**ME 501.**

**ROXBURY – REVERSING AT MP 47**

Trains originating or terminating at Port Morris Yard requiring them to stop on the Single Track west of Roxbury to change direction will arrange to proceed west of MP 47.0 with entire train.

When the eastward proceed signal is clearly displayed at Roxbury, the train may proceed at RESTRICTED SPEED to the signal. If the signal at Roxbury is displaying "STOP" or cannot be clearly seen, the train crew must contact the Dispatcher to receive permission to operate east.

**ME 550-1.**

**CAB SIGNAL SECTIONS**

The following instructions govern trains entering or exiting cab signal territory:

a) Entering cab signal territory:

1. The Engineer must cut in ATC apparatus as soon as the head end passes "Begin ATC" sign.
2. At this point, cab signal may display Approach Medium momentarily, followed by Approach or Restricting, if a stop may be required at the next signal.

b) Exiting from cab signal territory:

The Engineer will receive a restricted code aspect at end of ATC (cab signal) territory. He will be required to:

1. Acknowledge last code change
2. Observe that the overspeed light is lit steady.
3. Place Territory Selector Switch in the NON-CODED or OUT position.
4. Observe that the overspeed light is out and, when equipped, that the M and E Territory light is lit which indicates that the 220 code is energized.
5. If the cutout code is not received, contact Dispatcher for permission to cut out the Train Control System.

**ME 550-2.**

**CAB SIGNAL CUT-OUT CODE**

The following instructions govern trains with energized cab signals in non-cab signal territory at locations listed in the Bulletin Order:

1. Ensure that the Territory Selector Switch is in the **NON-CODED** or **OUT** position.
2. On locomotives and cab cars equipped, observe that the M and E Territory light is lit, indicating that the cab signal cutout code has been received.
3. If the cutout code is not received, contact the Dispatcher for permission to cut out the Train Control System.

**ME 613-1.**

**TRAIN SHED TRACKS**

Tracks 1 through 17 inclusive in the Hoboken Train Shed are designated Main Tracks with Interlocking and CSS Rules in effect. Trains and track cars must not exceed 10 MPH. The interlocking limits of Terminal Tower will extend to the east end of the Train Shed Tracks.

Westward trains operating on Timetable schedule may operate at RESTRICTED SPEED not exceeding 10 MPH to the westward interlocking signal at the west end of the Train Shed. Westward unscheduled movements must receive the signal governing westward movement or verbal permission from the Terminal Dispatcher before proceeding.

**ME 613-2. DEPOT TRACKS – HOBOKEN TERMINAL**

In the application of Rule 613, when initially taking charge of equipment on the west end of any Depot track in Hoboken Terminal and the leading end is past the westward interlocking signal at the west end of the train shed, permission to proceed west must be received from the Dispatcher.

**ME 706-1. RADIO FREQUENCY**

A. Foreign railroads operating on NJ TRANSIT property are required to transmit and receive the NJ TRANSIT frequency. Radio checkpoints are established at Kearny Jct, Harrison, Baker, Dover and BILL.

B. The following procedure will govern at BILL when contacting the Dispatcher depending on the type of radio:

Radios with thumb wheel switches – dial the thumb wheel to the appropriate base station number and depress the "Push to Call" button twice.

Radios with a Touch Tone Pad – Press the appropriate touch-tone access number. All other radios – Depress the radio transmitter button the appropriate number of times.

When the Dispatcher's radio receiver has been activated, a tone burst will be heard. After the tone burst is heard, the employee must transmit initial message to the Dispatcher in accordance with NORAC Rule 708.

The following procedure will govern at BILL:

**NJ TRANSIT NETCONG BASE STATION** (ME Dspr): NS Channel 1, AAR Channel 46; thumb wheel setting 08; touch-tone access 8#; Click System 6.

**NS HACKETTSTOWN BASE STATION** (NS Dspr): NS Channel 1; AAR Channel 46; thumb wheel setting 05; touch-tone access 5#; Click System 4.

**ME 706-2. KEARNY JCT RADIO TEST**

A. All movements at Kearny Jct routed to Tracks 5 and 6 must make a radio test with the Section A Dispatcher on the Amtrak radio frequency. Eastbound Northeast Corridor scheduled trains that will be routed to Swift, and making a station stop at Broad Street Station, must make a radio test prior to leaving the station. All other eastward movements destined for Northeast Corridor not scheduled to stop at Broad Street Station must make a radio test prior to departing Broad Interlocking.

If unable to contact the Section A Dispatcher, trains may proceed but must contact the ME Dispatcher for instructions.

B. Westward trains from Swift must make a radio test with the ME Dispatcher after changing over to NJ TRANSIT radio frequency at Kearny Jct.

**ME 714. MORRISTOWN STATION – TELEPHONE**

A direct link Dispatcher phone is located on a pole opposite the emergency box on the westbound platform in Morristown Station. This phone is provided to expedite train crews obtaining Form D's to operate west on Track 2 at Baker. The phone will start ringing the Dispatcher as soon as the handset is lifted. The keypad is disabled. Also, the handset utilizes automatic noise reduction and an amplified volume control. Adjust the volume with the knob on the handset. Replace the handset on the switch hook and ensure that the box is locked when finished.

**ME 1000-1. SUMMIT STATION**

A yellow light is located at the base of the steps on the center platform at Summit Station. When the light is lit, the ticket office is open. When the light is out, the ticket office is closed and crews may waive the penalty charge.

**ME 1000-2. PORT MORRIS YARD**

Engineers of trains that terminate at Port Morris Yard must arrange to shut down their Head End Power as soon as practicable after entering Port Morris Yard. Engineers of trains departing Port Morris Yard must not turn Head End Power on until ready to depart Port Morris Yard.

**Note:** Instructions to shut down the Head End Power will not pertain to the PL42-AC and P-40BH Locomotives. The Head End Power must be kept on, **unless otherwise instructed by the Train Dispatcher or Mechanical Department.**

**ME 1000-3. SHORT HILLS**

All trains operating with the locomotive on the east end of train must spot the locomotive on or west of Highland Ave UG Br MP 17.76 when making a station stop at Short Hills.

**ME 1000-4. CENTER DOORS – ARROW MU's**

The center doors on all Arrow MU equipment must be activated (cut-in) for normal operation. Train crews must use the end and center doors to board and exit passengers at Summit, Dover, and Gladstone Stations. The center doors may also be used at mini-high platform stations designated in the Timetable to make it easier to board or exit the train.

T&E crewmembers should refer to their TRO-12 for specific instructions regarding the proper procedures when operating a train with center doors. Any questions should be referred to a supervisor for clarification and/or instruction.

**ME 1000-5. B YARD TRAIN WASH BUILDING – MODE OF OPERATION**

The following instructions pertain to train operation through the Train Wash Building.

1. When a westward train approaches the Train Wash Building, the following will occur:
  - a. The entrance traffic light will be lit AMBER as the train approaches the Train Wash Building.
  - b. As a train nears the building, the entrance traffic light will turn RED indicating to the train: STOP. At the same time, the opposing entrance traffic light will turn RED, and stay RED for the duration of the wash cycle, thus preventing entry from the opposite end of the building.
  - c. When all train wash doors are fully opened, the entrance traffic light will turn GREEN indicating to the train: PROCEED. Close all windows and doors on the train before proceeding through the washer.
  - d. Proceed through the wash bay at RESTRICTED SPEED, not exceeding 2 MPH.
  - e. Reverse movement must not be attempted without permission of the Yardmaster while any portion of the train is between to two entrance traffic lights.

**NOTES:**

1. If train speed increases to between 3 MPH and 5 MPH, an AMBER light will come on, and a horn will be sounded warning the train to slow down.
2. If train speed exceeds 5 MPH, a RED light will be turned on and all brushes will be retracted. The washer and dryer will stay on to rinse and dry the train. The system will reset when the train has left the building.

**ME 1000-5. (cont.)**

2. When an **eastward** train approaches the Train Wash Building, the following will occur:
- The entrance traffic light will be lit AMBER as the train approaches the Train Wash Building.
  - As the train nears the building, the entrance traffic light will turn RED indicating to the train: STOP. At the same time, the opposing entrance traffic light will turn RED and stay RED until the train has cleared the Train Wash Building.
  - When all train wash doors are fully opened, the entrance traffic light will turn GREEN indicating to the train: PROCEED.
  - Proceed through the wash bay at RESTRICTED SPEED not exceeding 2 MPH.
  - Reverse movement must not be attempted without permission of the Yardmaster while any portion of the train is between the two entrance traffic lights.

**NOTES:**

- Eastward trains will pass through the wash area without activating any equipment.
- A warning horn will sound while the train is in the wash area.

**ME 1000-6. DOVER YARD – SPOTTING EQUIPMENT/EXITING EQUIPMENT**

**TRACK N-1**

Trains operating on track N-1 in Dover Yard will spot their equipment as follows:

**LOCOMOTIVE ON EAST END OF CONSIST**

Train consist with the locomotive located on the east end will arrange to spot their locomotive at the extreme east end of the easternmost platform.

**LOCOMOTIVE ON WEST END OF CONSIST**

Train consist with the locomotive located on the west end will arrange to spot their locomotive at the extreme west end of the westernmost platform.

**EXITING EQUIPMENT**

Employees must not detrain or board from locations other than the platforms on Track N-1 and are cautioned to use care when getting on or off equipment onto the platforms. A gap of 16 inches exists between the equipment spotted on the track and the platforms used for access to track level.

**CREW MEMBERS MUST ENSURE THAT THEY EXIT THE TRAIN ONLY AT THE DOORS / LADDER STEPS ALIGNED WITH THE PLATFORMS ACCOUNT OF THE ELEVATED PEDESTAL TRACK.**

**ME 1000-7. SPOTTING EQUIPMENT – SOUTH OF THE WHEEL TRUE BUILDING**

A walkway is erected across Tracks 126, 127, 128 and 129 adjacent to the southeast side of the Wheel True Building. Whenever possible, equipment should be spotted clear of this walkway to allow access to and from the Wheel True Building.

**ME 1000-8. CHANGING ENDS WEST OF ORCHARD ST**

Crews of Westward trains that terminate west of Orchard St MP 38.3 on track 2 will arrange to spot their train at the 10 Car marker located on catenary pole just west of the Blackwell Street OH Br MP 38.50. Crewmembers changing ends or terminating at this location must detrain their equipment on the Southside of track 2.



**ME 1001. BERGEN TUNNEL – FREIGHT TRAINS**

All tracks in the Bergen Tunnel are out of service for revenue freight trains. Revenue freight trains may operate one train length into the Bergen Tunnel on Tracks 2 and 4 for subsequent reverse movement.

**ME 1002. TERMINAL TOWER**

Engine service employees must avoid stopping locomotives alongside Terminal Tower on Track 8. The exhaust may activate fire-extinguishing system in Terminal Tower.

**ME 1005. HOBOKEN TERMINAL DISTRICT – MULTI-LEVEL RESTRICTIONS**

Multi-Level equipment is prohibited from using the following tracks in the Hoboken Terminal District:

- a. Hoboken Terminal Depot Tracks 1 and 14
- b. Entering or exiting Yard B13 (via Terminal Interlocking)

**ME 1006. HEIGHT AND WIDTH RESTRICTIONS**

Conductors or other employees in charge of trains or work equipment which contains cars, equipment, or lading that exceed published clearances, must, before making movement notify the Dispatcher in charge of the territory over which movement is to be made.

Station/Location	Width	Height
Hoboken Train Shed		15'5"
Bergen Tunnel – Tracks 1 and 3	10'8"	(at) 15'5"
Bergen Tunnel – Tracks 2 and 4	10'8"	(at) 15'5"
West End to Morristown		15'5"
Morristown to Denville – Track 1	10'8"	15'5"
Morristown to Denville – Track 2	10'8"	15'6"
Denville to Dover		18'6"
Dover to Wharton – Tracks 1 and 2	10'8"	16'8"
Netcong to BILL		16'6"

**THE FOLLOWING EXCEPTIONS APPLY TO THE STATIONS BELOW:**

Station/Location	Width	Height
Denville:		
Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	
Dover:		
Track 1:		
Retractable edge down	10'8"	
Retractable edge up	11'2"	
Track 2 – fixed edge	10'8"	
Mount Arlington:		
Track 1:		
Retractable edge down	10'8"	
Retractable edge up	11'2"	
Mount Olive:		
Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	
Hackettstown:		
Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	

**ME 1006. (cont.)**

**NOTE:** When equipment with width in excess of 10'8" needs to pass stations with retractable edges, the BandB Department must be notified 24 hours in advance to raise and lock platform edges for movement.

**ME 1007-1. CLOSE CLEARANCES – HOBOKEN – SIDES OF EQUIPMENT**

- A. Account close clearance on Track 122 between Terminal and East End, employees are prohibited from occupying the side of equipment.
- B. Employees are prohibited from riding on the sides of equipment operating through the Hoboken Car Wash on 10 Hill.
- C. Account close clearances on Tracks B12 and B13 in B Yard, employees are prohibited from riding on the side of equipment operating through the servicing area.
- D. Employees are prohibited from riding on the side of equipment operating through the Train Wash Building on Track B11.
- E. Employees are prohibited from riding on the side of equipment on Track B10.
- F. Account close clearance on the west end of the Hoboken Engine House Lead Track, employees are prohibited from occupying the side of equipment.
- G. Account close clearance, employees are prohibited from boarding, detrainning, walking or riding on the side of equipment, on the south side of Track 19.
- H. Account difference in elevation between Track 19 and the Wheel True Track, employees must use caution when walking in this area.

**ME 1007-2. CLOSE CLEARANCES**

- A. Employees on engines in Hoboken Train Shed Tracks 1 through 17, who are outside of the operating control compartment, must not allow any part of their body or any hand held object to extend above a point even with the top of the operating control compartment door.
- B. Wire trains must not be operated Track 3 in the Bergen Tunnel, due to close clearance, unless authorized by the Power Supervisor.
- C. Track Car No. PAC-140 H Super Sucker must not be operated on Tracks 1 or 3 in the Bergen Tunnel due to close clearances, unless authorized by the Power Supervisor.
- D. Signs are in place to note close clearance at the following locations: South Cripple Track, the wheel true on Tracks 118 and 119. Employees must note the position of the chip chute prior to entering track.
- E. Account close clearance, 500 series engines, and all others equipped with an Engineer's bay window on the cab, must not operate on Tracks 1 and 3 in the Bergen Tunnel, unless locomotive is headed in a direction which places Engineer's bay window on the opposite side of the tunnel wall. Engineers must advise the Terminal Dispatcher which side the bay window is facing prior to entering East End and West End Interlockings to ensure proper routing.
- F. Movements to or from Harrison Industrial Track and Stub Track at Kearny Jct must operate at RESTRICTED SPEED, account possible close clearance on south side entering Track 3.
- G. Account close clearance to the catenary wires, employees are prohibited from walking on the cement walkway at Summit between the Wall and Hill City tracks.
- H. Account close clearance, train crews must exercise caution when operating on the east end of Track 1 at Dover station due to pedestrian crossing gates.
- I. Account close clearance on yard lead and fuel pad tracks adjacent to the fuel rack and sand tower at Port Morris yard, employees are prohibited from occupying the side of equipment.
- J. Account close clearance between Track 1 and Track 2, due to a sunshield structure at MP 19.3, employees are prohibited from riding on the side of equipment.

**ME 1007-2. (cont.)**

- K. Account close clearance between Track N-4 and Track N-5 in Dover Yard, due to step down stairs installed on Track N-4, employees are prohibited from riding on the side of equipment.
- L. Account close clearance in Dover Yard, due to a fence erected between tracks N-1 and the Stub, a close clearance condition exists. Employees must walk to either the east or west end of the Stub track to access this track.
- M. Employees are prohibited from boarding or detrainning the north side of any equipment consist yarded on Track N-2 within Dover Yard.
- N. Employees are prohibited from boarding or detrainning the south sides of any equipment consist yarded on Track N-1 within Dover Yard.
- O. Employees are prohibited from riding on the side of equipment or having any portion of their body hanging outside any equipment on Track N-1 in Dover Yard.

**ME 1008-1. AC ELECTRICAL OPERATION**

A. All Main Tracks between Hoboken and Dover are equipped with catenary for 25Kv AC electrical operation.

**NOTE 1:** Tracks 1 and 2 between Dover and MP 38.7 AC Motor Stop Sign just west of Route 46 OH Br (west of Dover Int) are equipped with catenary for 25Kv AC electrical operation.

**NOTE 2:** Track 122 in Hoboken is not equipped with catenary.

**NOTE 3:** The Single Track between Meadows and Cape is equipped with catenary as follows: Meadows to the Waterfront Phase Gap (MP 4.9) – 25Kv; Waterfront Phase Gap (MP 4.9) to Cape – 12Kv.

**NOTE 4:** Electric locomotives with more than 8 cars in their consist must not operate on the Single Track between Meadows and Cape without authorization from the Dispatcher.

The following additional tracks are equipped with catenary for 25Kv AC electrical operation:

**HOBOKEN TERMINAL:**

- Train Shed ..... Tracks 1 through 17
- Hill Yard ..... A-N-O-P-Q-R-S-T-4-5-6-7-8-10
- Pullman Yard ..... 1-2-3-4
- Days Yard ..... 9L-8L-7L
- E Route

**WEST END:**

- Wye Track
- Track 4 (ML) between switch to Track 3 (ME) and a point 1500 Feet west of the Wye Track.

**SUMMIT:**

- Track 1 (Yard Track)
- Track 2 (Interchange)
- Track 3 (Wall)
- Hill City Track up to AC MOTOR STOP sign
- Hand-operated switch from Yard Track 1 to Main Track 2.

ME 1008-1. (cont.)

**DOVER:**

- Stub, Pig Tail Track
- Tracks N-1, 2, 3, 4, 5, 6, S-1, S-2, S-3, S-4, S-5 and S-6.
- Extension

**EAST DOVER:**

- Dover Runner

**B. PANTOGRAPH RESTRICTION**

When electric equipment is placed on Tracks 1 through 14 under the Train Shed with pantographs in the up or down position, the pantographs must not be lowered or raised until the equipment is clear of the Train Shed. This does not apply to electric locomotives when changing pantographs according to instruction No. 38 on page 29 of the TRO-3 Electrical Operating Instructions.

**C. KEARNY JCT**

Tracks 5 and 6 between the phase gap at Kearny Jct MP 5.2 and Swift equipped with catenary at 12Kv.

**D. PHASE GAP OPERATION – KEARNY JCT**

In order to avoid locomotives stopping in the dead section of the phase gap, the following instructions will govern eastward movements through the phase gaps on **Tracks 5 and 6** at Kearny Jct:

1. When Signal M52 displays Approach (Rule 285) on **Tracks 5 or 6**, Engineers operating from Comet 1b control cars must not operate below 30 MPH, if previous signal indication permits.
2. **All movements** encountering a Stop and Proceed (Rule 291) indication at Signal M52 on **Tracks 5 or 6**, at Kearny Jct, must stop a sufficient distance west of the phase gap magnets to allow electric locomotive to pass the phase gap without stopping with the pantograph in the dead section. If conditions will not allow movement to avoid stopping with the pantograph in the dead section, movement will remain west of the phase gap and contact the Dispatcher for instructions.

**E. PHASE GAPS**

Phase Gaps are located at:

- MP 4.7 Meadows
- MP 4.9 Waterfront (Single Track)
- MP 5.2 Kearny Jct (Tracks 5 and 6)
- MP 14.5 Maplewood
- MP 30.7 Baker

**F. MOVABLE BRIDGES**

Engineers of electric trains must place controller in **OFF** and not draw power when crossing movable span at Lower Hack and Newark Bridges account catenary condition.

**G. WEST END INT – AC MOTOR STOP SIGN**

An AC MOTOR STOP Sign is in service **550 feet west of the second eastward interlocking signal at West End Interlocking on Track 4 track Main Line**. If an electric train is using the wye track at West End Interlocking, care must be exercised as to placement of electric locomotive in relation to the AC MOTOR STOP Sign.

**ME 1008-2. VOLTAGE CHANGE SIGNS – KEARNY JCT**

The following signs are located on Tracks 5 and 6 at Kearny Jct:

**A. VC 12Kv:** Engineers of eastward electric trains must know that their train has made a voltage changeover from 25Kv to 12Kv before passing this sign. Upon reaching this sign, if changeover has not been made, the train must be stopped before passing the eastward home signal at Swift. If voltage changeover has not been made, Engineer must notify Amtrak Section A and ME Dsprs immediately upon stopping at the home signal at Swift.

**B. VC 25 Kv:** Electric trains operating west of this sign must be capable of 25Kv operation. If train is not set up to operate in 25Kv territory, movement must be stopped. No movement of 12Kv equipment is authorized past this sign unless pantographs are lowered and ground hooks applied. The Engineer must notify the ME Dspr immediately.

**ME 1008-3. VOLTAGE CHANGE SIGNS – MEADOWS – CAPE**

The following signs are located between Meadows and Cape on the Single Track:

**A. VC 12Kv:** Engineers of westward electric trains must know that their train has made a voltage changeover from 25Kv to 12Kv before passing this sign. Upon reaching this sign, if changeover has not been made, the train must be stopped before passing the westward home signal at Cape and the Engineer must notify both the ME Dispatcher and the RV Dispatcher immediately upon stopping at the home signal at Cape.

**B. VC 25Kv:** Engineers of eastward electric trains must know that their train has made a voltage changeover from 12Kv to 25Kv before passing this sign. Upon reaching this sign, if changeover has not been made, the train must be stopped before passing the eastward home signal at Meadows and the Engineer must notify the ME Dispatcher immediately upon stopping at the home signal at Meadows.

**ME 1008-4. ARROW MU RESTRICTIONS**

Arrow MU equipment is **not permitted** on the Single Track between Meadows and Cape unless all pantographs are lowered and ground hooks applied.

**ME 1009. SPEEDOMETER CHECK LOCATIONS**

MP 4.0 to MP 5.0	MP 36.0 to MP 37.0
MP 18.0 to MP 19.0	MP 42.0 to MP 43.0
MP 28.0 to MP 29.0	MP 52.0 to MP 52.5