


NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105

March 1, 2017

Cyril Gura
National Transportation Safety Board
Office of Railroad, Pipeline and Hazardous Materials Investigations
Cyril E. Gura, Safety Engineer [Railroad]


Mr. Gura:

During our meeting on February 16, you requested the following information from NJ TRANSIT:

1. List the stub end track incidents.
 - a. Which were reported to the FRA?
 - b. Were there violations by FRA?
 - c. What corrective and/or disciplinary actions (by NJT) were taken afterward?

Please see Table #1.

Table 1-Stub End Track Incidents, Outcomes

Date of Accident	Location	Description	Disciplinary Action taken on the Engineer	FRA Reportable
09/29/16	Hoboken terminal, Track #5	Excess speed	H & I pending. NTSB investigation ongoing.	Yes
06/02/15	Hoboken terminal, Track #2	Passed the stop signal	Second Decertification 180 days OOS	Yes
05/31/15	Princeton station	Failure to comply with restricted speed. Engineer reported rain and wheel slip.	C3RS No disciplinary action	No
05/14/14	NY Penn, Track #2	Struck while reversing	5 days OOS	No
06/08/11	Princeton station	Failure to comply with restricted speed.	45 days OOS	Yes
01/04/10	Hoboken terminal, Track #8	Failure to comply with restricted speed	5 days OOS	Yes
07/08/07	NY Penn, Track #2	Failure to use proper methods to stop train	No records available	Yes
05/05/07	Hoboken, Hill Yard	Failure to secure engine. Engine rolled while attempting to couple.	No records available	Yes

2. Give list of places where there are authorized walkways behind the block at stub-end tracks.
 - a. Princeton
 - b. Atlantic City
 - c. Gladstone (commercial parking lot)
 - d. Hoboken

3. What happened after the Hoboken accident? Any changes in procedures? See attached Bulletin Orders.
4. What audits of Hoboken Terminal were done for the last 5 years? We are not aware of any audits taking place; however, safety-related inspections have taken place.
5. When was the last APTA audit done on SSPP? The last APTA audit was conducted on April 16 – 17, 2012.
6. Did APTA look at the physical characteristics at NJT during the most recent audit? No, auditors did not review physical characteristics of NJ TRANSIT's commuter rail stations.
7. Did contractor safety (2014) audit of NJT talk of any problems with people walking on authorized walkways in Hoboken Terminal? No, auditors did not share concerns of people walking on authorized walkways in Hoboken Terminal.

Sincerely,
**Gardner
Tabon**

Digitally signed by Gardner Tabon
DN: cn=Gardner Tabon, o=NJT,
ou=OSS,
email=gtabon@njtransit.com,
c=US
Date: 2017.03.01 14:41:44 -05'00'

Gardner C. Tabon
Chief, Office of System Safety

NJ TRANSIT Rail Operations

Supplemental Bulletin Order 8-129

Effective: 12:02 A.M., Saturday, January 28, 2017

Bulletin Orders in Effect: 8-S128, 8-129

Bulletin Orders Cancelled: None

TTSB's in effect: Hoboken: No. 30 Newark: No. 10

TMN's in effect: 3-14, 5-16 and 10-16 RFN's in effect: 3-16 and 4-16

SIBO in effect: No. 1 SB in effect: None

(1) **TRACKS OUT OF SERVICE FOR ALL TRAINS (OOS) (NORAC RULE 133), OBSTRUCTED (Obstr) (NORAC RULE 135, SI 135-1) or OUT OF SERVICE FOR ELECTRIC TRAINS ONLY (OOS Elect.)**

Ltr.	Location Between or At	Times	Days	Trks	OOS	Obstr	OOS Elect	Remarks
A	ME: Kearny Jct. and Harrison (Track Line)	9:30am* to 3:00pm	Mon.	No. 1	YES	na	na	*or after 6227 and 851
B	ME: Roseville Ave. and Millburn Int. (ET Capital and Communications)	7:00am* to 5:00pm	Sat. and Sun.	No. 2	YES	na	YES	
C	ME: Roseville Ave. and Green (Track Line)	9:30am* to 3:00pm	Mon.	No. 2	YES	na	YES	*or after 626
D	ME: Green and Millburn Interlocking (ET Capital and Communications)	9:30am* to 3:00pm	Mon.	No. 2	YES	na	YES	*or after 626
E	ME: Baker and Denville Interlocking (Track Capital)	9:30am* to 3:30pm	Mon.	No. 2	YES	na	YES	*or after 6628
F	ME: MP 34.0D and Mt. Tabor Station (Track Capital)	9:30am* to 3:30pm	Mon.	No. 1	na	YES	na	*or after 6613; MW-11 in charge.
G	ME: Morris Jct. and Cook (CP) (Communications)	7:00am to 7:00pm	Sat. and Sun.	Single	YES	na	na	
H	ME: Morris Jct. and Cook (CP) (Signal Capital)	9:30am* to 10:45am	Mon.	Single	YES	na	na	*or after 1074
I	ME: Morris Jct. and Cook (CP) (Signal Capital)	12:20pm* to 3:30pm	Mon.	Single	YES	na	na	*or after 854
J	BC: Laurel and HX (Track Capital)	10:15am* to 3:00pm	Mon.	No. 1	na	YES	na	*or after 1607; MW-21 in charge.
K	BC: Laurel and Pascack Jct. (Track Capital)	10:30am* to 3:00pm	Mon.	No. 2	YES	na	na	
L	ML: West End and West Secaucus (Track Line)	1:00am to 7:00am	Sat.	No. 4	YES	na	na	
M	ML: West Secaucus Int. Limits (Track Line)	2:00am* to 6:25am	Sat.	All	YES	na	na	*or after 1701
N	PR: NS and KS (Amtrak)	12:01am (Sat.) to 1:00am (Mon.)	Sat. thru Mon.	Single	YES	na	YES	Passengers Bussed.
O	NC: East Matawan and Bank (ET Line)	11:10am* to 2:45pm	Mon.	No. 1	YES	na	YES	*or after 3231

(2) **PR: NASSAU STATION TRACK – RUNAROUND TRACK – DE-ENERGIZED**
 Effective 12:01 A.M. Saturday, January 28, 2017 through 1:00 A.M. Monday, January 30, 2017, the Nassau Station Track (including the Runaround Track) is **De-energized** from NS to the end of the catenary on the Nassau Station Track (for Amtrak maintenance).

SUPPLEMENTAL BULLETIN ORDER 8-129

- (3) **NEW SI NE 1000-10 PENN STATION NEW YORK – EASTBOUND ARRIVALS** (Effective 1/23/2017 through 2/1/2017)
Effective 12:01 A.M. Monday, January 23, 2017, new Special Instruction NE 1000-10 PENN STATION NEW YORK – EAST BOUND ARRIVALS is in effect as follows:

NE 1000-10. PENN STATION NEW YORK – EASTBOUND ARRIVALS

Conductors of eastbound trains arriving in Penn Station New York will occupy the head end of their train while traveling through the North River Tunnels until final arrival.

Exception: If a locomotive is on the east end of the consist, or the train is overcrowded, Conductors will position themselves in the easternmost vestibule possible and communicate Rule 21(d) (o o o – three shorts) with the Engineer while their train is traversing the X Tracks in A Interlocking. Engineers will acknowledge this signal with Rule 21 (c) (o o – two shorts). If the Conductor's signal is not acknowledged by the Engineer, the train must be stopped.

- (4) **SI NE 1000-10 PENN STATION NEW YORK – EASTBOUND ARRIVALS – (REVISED 2/1/2017)** (Effective 1/23/2017)
Effective 12:01 A.M. Wednesday, February 1, 2017, new Special Instruction NE 1000-10 PENN STATION NEW YORK – EAST BOUND ARRIVALS which went into effect on January 23, 2017 is in effect and revised in its entirety as follows:

NE 1000-10. PENN STATION NEW YORK – EASTBOUND ARRIVALS

Conductors of eastbound trains arriving in Penn Station New York will occupy the head end of their train while traveling through the North River Tunnels until final arrival. If a locomotive is on the east end of the consist, Conductors will position themselves on the head end at the last station prior to arrival in Penn Station New York.

NORAC RULE OF THE WEEK

This is an excerpt from NORAC Rule 135

135. Protection by Stop Signs When an In-Service Track is Obstructed for Maintenance

Whenever Form D line 5 is to be issued in accordance with item 1 of Rule 132, "Protection When Fouling or Working on a Track," the following procedures will apply. The "Working Limits" refers to the area designated by Form D line 5 or Bulletin Order, which must be identified by a whole mile post, station, or other physical characteristic location.

NORAC RULE OF THE WEEK REVIEW

Rule 297a, Stop Sign, and Rule 297c, Working Limits Resume Speed Sign, are used together with Rule 135 when a track is obstructed for maintenance. The Working Limits are identified by a whole mile post, station or other physical characteristic location. A Form D line 5 or Bulletin Order will designate those locations on either end where the Stop Sign and Working Limits Resume Speed Sign must be placed.

SPECIAL INSTRUCTION OF THE WEEK

This is an excerpt from Special Instruction Q-1

Q-1. HOURS OF SERVICE

Employees subject to the Federal hours of service requirements must keep a daily hours of service report on the prescribed form TRO-Q. The TRO-Q is an hours of service reporting form. Special note should be made concerning when the report should be filled out. **If any hours of service violation occurs, a photocopy of the report must be sent to the Rules Department. The reason(s) for exceeding the hours of service must be included on the TRO-Q.**

A. TRAIN AND ENGINE SERVICE

- 5) Total Time on Duty Hours of Service – indicates the time on duty for compliance with the Federal hours of service requirements. This is calculated using the total elapsed time minus any break of 4 hours or more. If a break is less than 4 hours, the total elapsed time and this time may be the same. However, the time consumed in deadheading by personal automobile or train to any outlying point must be included. The amount of time indicated here must not exceed 12 hours without prior authorization from the Dispatcher.

SPECIAL INSTRUCTION OF THE WEEK REVIEW

Crewmembers must fill out a TRO-Q properly and must not exceed the hours of service of 12 hours or more total time on duty unless directed by a Dispatcher. If it is known that a crewmember will be exceeding the hours of service due to a service disruption or other matter (catenary wires down, snowstorm, etc.) that crewmember must still receive authorization from the Dispatcher prior to violating the Hours of Service. Only the Dispatcher can authorize a violation and it must be for a specific and legitimate reason. If a crewmember violates the Hours of Service, the reason must be noted on the TRO-Q form.

J. A. SINCAGLIA
DEPUTY GENERAL MANAGER – TRANSPORTATION

NJ TRANSIT Rail Operations

Supplemental Bulletin Order 8-1005

Effective: 4:00 P.M., Wednesday, October 05, 2016

Bulletin Orders in Effect: 8-S1001, 8-1005

Bulletin Orders Cancelled: 8-1004

TTSB's in effect: Hoboken: Nos. 47, 60 and 60A Newark: Nos. 42 and 59A

TMN's in effect: 3-14, 5-16 and 7-16 RFN's in effect: 3-16

SIBO in effect: None SB in effect: S-8

(1) **TRACKS OUT OF SERVICE FOR ALL TRAINS (OOS) (NORAC RULE 133), OBSTRUCTED (Obstr) (NORAC RULE 135, SI 135-1) or OUT OF SERVICE FOR ELECTRIC TRAINS ONLY (OOS Elect.)**

Ltr.	Location Between or At	Times	Days	Trks	OOS	Obstr	OOS Elect	Remarks
A	NC: Wood and East Matawan (Track Capital)	10:00am* to 3:00pm	Thur.	No. 2	YES	na	YES	*or after 3232
B	NC: Shark and Brielle (Track Line)	9:15am* to 3:15pm	Thur.	No. 1	YES	na	na	*or after 4321
C	NC: Thirteenth Ave., MP 31.0 and Seventeenth Ave., MP 31.2 (Belmar) (Track Line)	9:15am to 3:15pm	Thur.	No. 2	na	YES	na	MW-32 in charge.
D	RV: Brook and Boyd (Track Line)	8:00am to 12:30pm	Thur.	No. 2	YES	na	na	
E	RV: Boyd and Arch (Track Capital)	9:45am* to 4:00pm	Thur.	All	YES	na	na	*or after 5170; Passengers bussed.
F	AC: MP 29.0 and MP 31.0 (Track Line)	9:00am to 3:00pm	Thur.	Single	na	YES	na	MW-51 in charge.

(2) **RULE REVIEW - SPEED RESTRICTIONS**

Speed restriction information can only be conveyed to a train by means of a mandatory directive, as on a Form D Line 1 or a Restriction Bulletin. A Dispatcher is prohibited from verbally informing a train of a speed restriction. Instead, it is the Dispatcher's responsibility to notify the Assistant Chief Dispatcher of any new Temporary Speed Restrictions. It is then the ACD's responsibility to ensure that trains are protected by promptly issuing a Restriction Bulletin to all Bulletin Order locations.

The Dispatcher must review the RB to ensure that all speed restrictions are properly protected. If a speed restriction is not protected by the RB, then a Form D Line 1 must be issued.

(3) **NORAC AND SAFETY RULE REGARDING COMPANY BUSINESS AFFAIRS**

The following is an excerpt from NORAC Rule L.

L. Protecting Company Affairs and Property

The divulging of the Company's business affairs to persons other than those authorized to receive such information is prohibited.

The following is an excerpt from NJT Safety Rule 8.

8. The divulging of the Company's business affairs to other than persons authorized to receive such information is prohibited.

NORAC AND SAFETY RULE REVIEW

In order to ensure the accurate release of information regarding NJ TRANSIT business affairs, employees are prohibited from divulging any such information unless authorized to do so. Employees are to discuss company business only with those authorized to receive it. This means that unauthorized personnel are not to speak with or release information to any unauthorized person or organization such as the public or the media. If approached, employees are to direct all requests for comment or information to the Public Information Department which is authorized to speak for the NJ TRANSIT, and can be reached at **973-491-7078**.

SUPPLEMENTAL BULLETIN ORDER 8-1005

- (4) **SPECIAL INSTRUCTION L-1 RIDING HEAD END – REVISED** *(Effective 10/5/16)*
Special Instruction L-1 Riding Head End is revised with the current instruction renamed part **A. GENERAL REQUIREMENTS**, and a new part **B. TRAINS OPERATING INTO HOBOKEN TERMINAL** added as shown below. Changes are shown ***bolded and italicized***.

L-1. RIDING HEAD END

A. GENERAL REQUIREMENTS

Under no circumstances are employees permitted to occupy the head end of a train unless authorized as per Special Instruction L-2. No more than four persons, including the operating crew are allowed to ride in the head end of a passenger train.

Conductors and Assistant Conductors must not occupy the head end of a train unless necessary in the performance of their duties.

Employees other than the train crew must conduct a safety job briefing with the Conductor or Engineer prior to occupying the head end of a train. The safety job briefing must include proper identification or authorization, purpose of ride and qualifications. Safety glasses must be worn.

When occupying the head end, employees must not distract the Engineer or otherwise interfere with his or her ability to safely operate the train.

Only Mechanical Department employees assigned to a train are allowed to ride on a trailing locomotive. A safety job briefing must be conducted with the train crew so it is known when they have gotten on and the location at which they are getting off the trailing locomotive.

Crew members must not ride in the trailing end Engineer Compartment on Comet IV, Comet V or Multi-Level equipment unless necessary in the direct performance of their duties. Also, bags or belongings must not be stored in the trailing end Engineer Compartment. When not in use, the door which separates the Engineer Compartment from the vestibule must be kept closed and locked in order to prevent unauthorized access to the controls.

Deadheading employees are prohibited from riding in the head end or trailing end Engineer Compartment.

B. TRAINS OPERATING INTO HOBOKEN TERMINAL

It is mandatory that the Conductor ride the head end of all trains operating from Newark Broad Street Station, Newark Penn Station, Secaucus and the MMC into Hoboken Terminal. When on the head end the Conductor and Engineer are to focus exclusively on the railroad, calling signal, checking the route and ensuring that the train is operated safely in compliance with all rules and restrictions.

If the Engineer is operating from a locomotive on the east end, then the Conductor must board the engine at the last station stop (Newark Broad Street Station, Newark Penn Station, Secaucus or the MMC) before Hoboken.

If the train is scheduled to make an MMC employee stop, then the Conductor will designate another crew member to open the doors at the MMC, so that the Conductor will have already been able to board the head end.

- (5) **SPECIAL INSTRUCTION L-1 RIDING HEAD END – SECOND ADDITION** *(Effective 10/5/16)*
Special Instruction L-1 Riding Head End is also revised with the addition of a new part **C. TRAINS OPERATING INTO ATLANTIC CITY** as shown below. Changes are shown ***bolded and italicized***.

L-1. RIDING HEAD END

C. TRAINS OPERATING INTO ATLANTIC CITY

It is mandatory that the Conductor ride the head end of all trains operating from Absecon into Atlantic City Terminal. When on the head end the Conductor and Engineer are to focus exclusively on the railroad, calling signal, checking the route and ensuring that the train is operated safely in compliance with all rules and restrictions.

**J. A. SINCAGLIA
DEPUTY GENERAL MANAGER – TRANSPORTATION**
