

## North Jersey Coastline Rail Line Recert Study Guide

This study guide contains helpful information for those  
Conductors who will be re-certifying or initially certifying on  
The North Jersey Coastline Rail Line

The North Jersey Coastline exam is divided into four sections

SECTION A - NEW YORK - HUDSON

SECTION B - HOBOKEN - HUDSON

SECTION C - HUDSON - LONG BRANCH

SECTION D - LONG BRANCH - BAY HEAD

A LARGE PART OF THIS TEST ARE THE MAIN TRACK  
RULES IN EFFECT & THE STATION PAGE

This study guide took the UTU local 60 study guide and compiled all the info from the  
Books to this full study guide of what is on the exam from the rules department  
SECTION A - NEW YORK TO HUDSON

### 1) Station Page

<b>MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>0.0</b>	New York (Penn Station)		X	
<b>0.2</b>	A R-PSCC (NY Terminal District) (Empire Connection)	X		
<b>1.2</b>	New York-New Jersey State Line			
<b>1.5</b>	CP Mid R-PSCC			
<b>1.8</b>	Weehawken Shaft			

<b>3.7</b>	Bergen R-PSCC	X		
<b>4.0</b>	Allied R-SECTION A TD	X		
<b>4.7</b>	Erie R-SECTION A TD	X		
<b>5.0</b>	Secaucus		X	
<b>5.1</b>	Lack R-SECTION A TD	X		
<b>6.0</b>	Portal (Movable Bridge) R-SECTION A TD	X		
<b>7.2</b>	Swift R-SECTION A TD	X		
<b>8.3*</b> <b>7.0**</b>	Hudson R-SECTION B TD (Hudson Line - NJT) (Running Tracks 5,6 and 8)	X		

\*Mileposts between A to former Hudson Int Station are numbered from New York

\*\*Mileposts between former Hudson Int Station to Zoo are numbered from Jersey City

## 2) Main Track Rules

<b>Loactions</b>	<b>Track 3</b>	<b>Track 2</b>	<b>Track A</b>	<b>Track B</b>
<b>A &amp; Bergen</b>	562,PTC	562,PTC		
<b>Bergen &amp; Hudson</b>	562,INT,PTC	562,INT,PTC		
<b>Allied &amp; Portal</b>			562,INT,PTC	
<b>Erie &amp; Lack</b>				562,INT,PTC

## 3) Maximum Authorized Speeds and Speed Restrictions

<b>Location Between or At</b>	<b>All Tracks</b>
<b>A and Eastern Limits of JO &amp; C</b>	15
<b>A Int and Western Portal of the North River Tunnels</b>	60
<b>Portal Bridge (Permanent Speed Restriction)</b>	60

4) Direction From New York to Hudson to East to West

5) Dispatcher Control

A to Bergen is controlled by PSCC

Bergen to Hudson is controlled by Amtrak Section A

6) Track Numbers for the North River Tunnels

North Tube is Track 3

South Tube is Track 2

7) SI 34- N1 Station Stops: Secaucus Station

Unless otherwise instructed by the Dispatcher, trains making station stops at Secaucus Station must operate according to the following instructions, whenever possible:

(1) Eastward trains should stop west of Erie interlocking and must not enter Erie interlocking until a signal to proceed is received from a member of the train crew.

(2) Westward trains should stop east of Lack interlocking and must not enter Lack interlocking until a signal to proceed is received from a member of the train crew.

These instructions will enable the Dispatcher to adjust the operating flow as needed. If a train encounters any problem that prevents it from proceeding, the dispatcher must be notified immediately.

8) Non-Conforming Amtrak Signals

277-N3 Non-conforming aspect: Portal to Swift

White directional indicator arrows in service for westward movements on No. 2 and No.3 tracks at MP 6.3 and home signals at Swift. When route at Swift is lined for diverging movements at NJT Kearny Connection from No. 2 track to No. 6 track or No. 3 track to No. 5 track, directional indicator arrows will display at both Swift and MP 6.3.

When route at Swift is lined for diverging movement to NJT Kearny Connection from NO. 2 track to No. 5 track or from No. 3 track to No. 6 track, directional indicator arrow will display at Swift, but will not display at MP 6.3.

Trains receiving route indication not proper for train's destination must stop east of Swift interlocking and contact the Section A Dispatcher for instructions.

### 277-N4 Bergen to "A": Cab Signal Code Change Point Signs

Black signs with white, reflectorized numbers and letters are installed in the North River Tunnels at cab signal code change points, which are locations where cab signals can change for following movements. These signs will show the track number, followed by the letter "W", followed by the mile post location, e.g., "3W15". The purpose of these signs is to assist employees reporting the location of any cab signal problems that occur in the tunnels, and to serve as MP locations for use in Form D's and TSRB's.

### 277-N5 Non-conforming Aspect: CP-Mid

Signal Aspect not in Conformity with typical aspects in service at CP-Mid, governing eastward movements on Nos. 2 and 3 tracks.

Name: Clear to Next Interlocking

### SECTION B - HOBOKEN TO HUDSON

#### 1) Station Page

<b>MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>0.0</b>	Hoboken		X	X
<b>0.1</b>	Terminal	X		
<b>0.7</b>	East End	X		
<b>2.2</b>	West End	X		
<b>2.7</b>	Lower Hack (Movable Bridge)	X		
<b>3.9</b>	Sanfords (INT on Trks 1 and 2 only)	X		
<b>3.9</b>	MMC - ROC (Employee Stop)		X	
<b>4.3</b>	Meadows	X		

<b>MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>0.0</b>	MMC			
<b>0.3</b>	Cape	X		
<b>0.8</b>	Hudson	X		

#### 2) Main Track Rules

<b>Rules</b>	<b>Location</b>	<b>Track</b>
<b>INT,CSS</b>	Train Shed tracks in Hoboken	1 through 17
<b>ABS,261,CSS,PTC</b>	Terminal and East End (Note Below)	3,1,2,4,6 and 122
<b>ABS,261,CSS,PTC</b>	East End and Meadows	3,1 and 2
<b>ABS,261,CSS,PTC</b>	Cape and Hudson	Single

Note: Eastward trains will exit PTC territory at Terminal's home signal. Westward trains will enter PTC territory between Terminal and East End.

### 3) Maximum Authorized Speeds

<b>Between or At</b>	<b>All Tracks</b>
<b>Depot Tracks and eastward home signals at Terminal</b>	15
<b>Eastward home signals at Terminal and eastward home signals at East End</b>	30
<b>Eastward home signal at East End and west end of Lower Hack int limits</b>	30
<b>Westward speeds operating on Tracks 1 through 17 in Hoboken Depot</b>	10
<b>Eastward Speeds Operating on Tracks 1 through 17 in Hoboken Depot</b>	5

### 4) 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.

### SECTION C - HUDSON TO LONG BRANCH

#### 1) Station Page

<b>MP MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>8.3*</b> <b>7.0**</b>	Hudson R-Section B TD (Hudson Line - NJT) (Running Tracks 5,7, and 8)	X		

<b>7.8</b>	Rea R-Section B TD (Running Tracks 5,6,7 and 8)	X		
<b>8.3</b>	Harrison		X	
<b>8.5</b>	Dock (Movable Bridge)	X		
<b>8.8</b>	Newark		X	
<b>9.7</b>	Cliff R-Section B TD	X		
<b>10.5</b>	Hunter R-Section B TD (Lehigh Line Conn. No. 6 Track)	X		
<b>11.2</b>	Newark Airport		X	
<b>11.3</b>	Haynes R-Section 9 TD	X		
<b>12.3</b>	Lane R-Section 9 TD (Lane Running Track - C.R.C	X		
<b>13.0</b>	North Elizabeth		X	
<b>14.1</b>	Elizabeth		X	
<b>14.7</b>	Elmora R-Section 9 TD	X		
<b>17.3</b>	Linden		X	
<b>18.7</b>	Merck R-Section 9 TD	X		
<b>18.8</b>	North Rahway			

<b>MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>19.5</b>	Rahway		X	

<b>19.7</b>	Union R-Section 9 TD (North Jersey Coast Line - NJT)	X		
<b>E0.2</b>	Graw	X		
<b>E1.3</b>	Avenel		X	X
<b>E2.7</b>	Woodbridge		X	X
<b>E5.2</b>	Wood (Garden State Secondary Trk)	X		
<b>E6.1</b>	Perth Amboy		X	
<b>E6.7 0.0</b>	River (Movable Bridge)	X		
<b>0.7</b>	Essay (Essay Connecting - CR)	X		
<b>1.4</b>	South Amboy		X	X
<b>2.0</b>	Rare (TurnTrk)	X		
<b>3.1</b>	Morgan (Movable Bridge)	X		
<b>6.4</b>	East Matawn	X		
<b>6.8</b>	Aberdeen Matawan		X	X
<b>7.8</b>	Lloyd	X		
<b>8.5</b>	Hazlet		X	X
<b>12.8</b>	Middletown		X	X
<b>15.9</b>	Bank (Southern Secondary Trk - CR)	X		
<b>16.5</b>	Red Bank		X	X
<b>18.8</b>	Little Silver		X	

<b>MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>19.8</b>	Oceanport (Movable Bridge)	X		
<b>20.4</b>	Monmouth Park		X	
<b>21.9</b>	Branchport	X		
<b>22.4</b>	Long Branch	X	X	X

## 2) Main Track Rules

### A) Amtrak

<b>Rules</b>	<b>Location</b>	<b>Tracks</b>
<b>562/INT/PTC</b>	Hudson and Rea	3 and 2
<b>INT/PTC</b>	Hudson and Rea	1
<b>INT/PTC</b>	Rea and Dock	3,2 and 1
<b>261,PTC</b>	Dock and Clif	4,3,2 and 1
<b>261,PTC</b>	Cliff and Elmora	4,3,2 and 1`
<b>261,PTC</b>	Hunter and Lane	5 and A
<b>251(E),PTC</b>	Elmora and Merck	A
<b>251(W),PTC</b>	Elmora and Union	4 and B
<b>261,PTC</b>	Elmora and Union	3 and 2
<b>251(E),PTC</b>	Elmora and Union	1
<b>INT,PTC</b>	Merck and Union	A

### B) Coastline

<b>Rules</b>	<b>Locations</b>	<b>Tracks</b>
<b>INT,CSS,PTC</b>	Union and Graw	1,2 and Conn. Try
<b>ABS,261,CSS,PTC</b>	Graw and Bath	1 and 2



<b>INT,CSS,PTC</b>	River and Essay	1 and 2
<b>INT,CSS,PTC</b>	Branchport and Bath	1 and 2

### 3) Maximum Authorized Speeds and Speed Restrictions

<b>Between or At</b>	<b>All Tracks</b>
<b>West End Passaic River Bridge and MP 9</b>	35
<b>Graw and Wood</b>	75
<b>Wood and East Matawan</b>	60
<b>East Matawan and Lloyd</b>	70
<b>Lloyd and Branchport</b>	80

### Speed Restrictions

<b>Between or At</b>	<b>All Tracks</b>
<b>Curve East of Elmore Int.</b>	55 (Tracks 1 and 4) 80 (Tracks 2 and 3)
<b>Union and Graw</b>	30
<b>Morgan Bridge</b>	30
<b>Oceanport</b>	35

### 4) Dispatcher control

Hudson to Hunter is Amtrak Section B

Hunter to Union is Amtrak Section 9

Graw to Long Branch is NJT Coastline Dispatcher

### 5) SI 91-1 Departing Station Near Interlocking

When making a passenger station stop and the station is in close proximity to an interlocking signal, the train should not proceed from the station until receiving a proceed signal at the interlocking. Conductors should not relay permission to start the train or close the doors until the interlocking signal displays a proceed indication or it is known that the train has received permission to pass a stop signal.

The following stations are affected from Hudson to Long Branch

Newark Penn Station

Rahway(west)  
South Amboy(east)  
Red Bank  
Long Branch

6) NC 706-2 Radio Check

Westward trains from Union must make a radio test with the NC Dispatcher after changing over to the NJ TRANSIT radio frequency at Graw.

7) NC 1008 AC Electrical Operation

All main tracks between Union interlocking and West End Avenue, Long Branch, and the following tracks are equipped with catenary for electrical operation under supervision of the Power Supervisor, Kearny, with the following voltages.

Between:

Union Int and Aberdeen Phase Gap (MP7.3) - 12Kv

Aberdeen Phase Gap (MP7.3) and West End Avenue, Long Branch (MP23.1) - 25Kv

Phase Gaps located at  
MP 7.3 Aberdeen  
MP 11.1 Laurel Avenue  
MP 16.9 Red Bank

Arrow MU Restrictions

1. Trains consisting of 10 or more Arrow MU cars must not exceed P-2 controller position when operating between Morgan and MP 7.0.
2. Trains consisting of Arrow MU cars MUST NOT operate west of MP 7.0

8) NC 72-1 Train Inspection Detector

Radio Alarm Hot Box and Detector is located at:

<b>MP</b>	<b>Location</b>	<b>TRK</b>	<b>Direction</b>	<b>SI</b>
<b>E4.0</b>	Woodbridge	1 and 2	Both	72-4
<b>29.4</b>	Bradley Beach	1 and 2	Both	72-4

Note: Information pertaining to the operation of the Train Inspection Detector is in General Order Instruction 72-4

9) Long Branch Yard Track Configuration

Long Branch yard consists of 9 yard tracks with 2 main tracks between tracks 5 and 3.

Track 10 is on the north side of the yard

Track 1 is on the south side of the yard.

SECTION D - LONG BRANCH TO BAY HEAD

1) Station Page

<b>MP</b>	<b>Station</b>	<b>Int</b>	<b>PS</b>	<b>ADA</b>
<b>22.4</b>	Long Branch	X	X	X
<b>22.7</b>	Bath	X		
<b>24.6</b>	Elberon		X	X
<b>26.6</b>	Allenhurst		X	
<b>28.1</b>	Asbury Park		X	X
<b>29.0</b>	Bradley Beach		X	
<b>30.4</b>	Shark (Movable Bridge)	X		
<b>30.7</b>	Belmar		X	
<b>32.8</b>	Spring Lake		X	
<b>35.0</b>	Manasquan		X	
<b>36.0</b>	Brielle (Movable Bridge)	X		
<b>36.9</b>	Point Pleasant		X	X
<b>38.0</b>	Borne	X		
<b>38.0</b>	Bay Head		X	
<b>38.1</b>	Bay Head Yard (Bay Head Runner)			

2) Main Track Rules

<b>Rules</b>	<b>Location Between or At</b>	<b>Tracks</b>
<b>ABS,251,CSS,PTC</b>	Bath and Brielle	1 and 2
<b>ABS,261,562,CSS,PTC</b>	Brielle and Borne(Note 1)	1 and 2

Note 1: CSS Rules 550 through 553 in effect EXCEPT Rules 554 and 556

3) Maximum Authorized Speeds and Speed Restrictions

<b>Between or At</b>	<b>All Tracks</b>
<b>Branchport and Bay Head Yard</b>	60
<b>Brielle Bridge</b>	20
<b>All Tracks West of MP 38.0 (Including Yard)</b>	5

#### 4) NC 98-4 Bay Head Runner

All trains operating on the Bay Head Runner between Borne and the switch to the west end of Bay Head Yard must contact the Dispatcher prior to occupying and after clearing the track. All Movements must operate at RESTRICTED SPEED not exceeding 5 MPH.

#### 5) NC 121

Intervening Tracks at Station Platforms

The following stations where trains normally receive and discharge passengers across a track between their train and the station platform: Manasquan and Bay Head. NORAC rule 121E In effect

#### 6) SI 91-1 Departing Station Near Interlocking

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The following station is affected from Long Branch to Bay Head  
Belmar(east)

#### 7) Bay Head Hand Crossover

At the east end of the Bay Head Runner it is equipped with a hand crossover for Engine Terminal moves for Hoboken and New York Penn Station.

#### 8) Bay Head Yard Track Configuration

Bay Head Yard has 11 yard tracks and the bay head runner that loops around the yard from east to west.

Track 1 is on the north side of the yard

Track 11 is on the south side of the yard

#### 9) Dispatcher Control

Long Branch to Bay Head and the Bay Head Runner are controlled by the North Jersey Coastline Dispatcher