

## Northeast Corridor Rail Line Recert Study Guide

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

The Northeast Corridor exam is divided into three sections

SECTION A - NEW YORK TO COUNTY

SECTION B - COUNTY TO MORRISVILLE YARD

SECTION C - PRINCETON JUNCTION TO PRINCETON

SECTION D - HOBOKEN TO HUDSON

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 COUNTY

### 1) Station Page

<b>MP 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		
<b>7.8</b>	Rea R-SECTION B TD (Running Tracks 5,6,7 and 8)	X		

<b>MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<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-CETC 9 TD	X		
<b>12.3</b>	Lane R-CETC 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-CETC 9 TD	X		
<b>17.3</b>	Linden		X	
<b>18.7</b>	Merck R-CETC 9 TD	X		
<b>18.8</b>	North Rahway			
<b>19.5</b>	Rahway		X	
<b>19.7</b>	Union R-CETC 9 TD (North Jersey Coast Line - NJT)	X		
<b>20.6</b>	Roads R-CETC 9 TD	X		
<b>22.8</b>	Iselin R-CETC 8 TD	X		
<b>23.2</b>	Metro Park		X	

<b>MP</b>	<b>Station</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>23.7</b>	Menlo R-CETC 8 TD	X		

<b>25.8</b>	Metuchen		X	
<b>26.0</b>	Lincoln R-CETC 8 TD	X		
<b>28.1</b>	Edison R-CETC 8 TD	X		
<b>28.9</b>	Edison Station		X	
<b>31.4</b>	New Brunswick		X	
<b>32.8</b>	County R-CETC 8 TD (Millstone and No. 5 Running Tracks)	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>Locations Locations</b>	<b>Track 5</b>	<b>Track 4</b>	<b>Track 3</b>	<b>Track 2</b>	<b>Track 1</b>	<b>Track B</b>	<b>Track A</b>
<b>A &amp; Bergen</b>			562,PTC	562,PTC			
<b>Bergen &amp; Portal</b>			562,INT, PTC	562,INT, PTC			
<b>Allied &amp; Portal</b>							562,INT, PTC
<b>Erie &amp; Lack</b>						562,INT, PTC	
<b>Hudson &amp; Rea</b>			562,INT, PTC	562,INT, PTC	INT,PTC		
<b>Rea &amp; Dock</b>			INT,PTC	INT,PTC	INT,PTC		
<b>Dock &amp; Clif</b>		261,PTC	261,PTC	261,PTC	261,PTC		
<b>Cliff &amp; Elmora</b>		261,PTC	261,PTC	261,PTC	261,PTC		

<b>Hunter &amp; Lane</b>	261,PTC						261,PTC
<b>Elmora &amp; Merck</b>							251(A) PTC
<b>Elmora &amp; Union</b>		251(W) PTC	261,PTC	261,PTC	251(E) PTC	251(W) PTC	
<b>Merck &amp; Union</b>							INT,PTC
<b>Union &amp; Roads</b>		INT,PTC				INT,PTC	
<b>Union &amp; Iselin</b>			261,PTC	261,PTC	251(E) PTC		
<b>Roads &amp; Iselin</b>		251(W) PTC					
<b>Iselin &amp; Menlo</b>		INT,PTC	INT,PTC	INT,PTC	INT,PTC		
<b>Menlo &amp; Lincoln</b>		251(W) PTC	261,PTC	261,PTC	251(E) PTC		

<b>Locations</b>	<b>Track 5</b>	<b>Track 4</b>	<b>Track 3</b>	<b>Track 2</b>	<b>Track 1</b>	<b>Track B</b>	<b>Track A</b>
<b>Lincoln &amp; Edison</b>		251(W) PTC	261,PTC	261,PTC	261,PTC		
<b>Edison &amp; County</b>		251(W) PTC	261,PTC	261,PTC	251(E) 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
<b>West End Passaic River Bridge and MP 9</b>	35
<b>Curve East of Elmore Int.</b>	55 (Tracks 1 and 4) 80 (Tracks 2 and 3)

#### 4) Dispatcher Control

New York to Bergen is PSCC  
 Bergen to Hudson is SECTION A  
 Hudson to Hunter is SECTION B  
 Hunter to Roads is CETC 9  
 Roads to County is CETC 8

#### 5) Track Numbers for the North River Tunnels

North Tube is Track 3  
 South Tube is Track 2

#### 6) Direction of Travel and Station Platforms

New York to County is East to West

#### 6) 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

277-N6 Non-conforming aspect: Hunter

A white directional indicator arrow is in service on Hunter's westward home signals on Nos. 3 & 4 tracks. The directional indicator arrow is displayed when a signal is cleared for a route from No. 3 & 4 track to Lehigh Line Connection No. 6 & 7 tracks. Trains receiving route indication not proper for trains destination must stop east of Hunter interlocking and contact the Section B Train Dispatcher for instructions.

7) NE 109-1 Securing Equipment - New York Penn Station

Sufficient handbrakes (Minimum of 2) must be applied on the west end of equipment

unattended Penn Station New York

SECTION B COUNTY TO MORRISVILLE YARD

1) Station Page

<b>MP</b>	<b>Location</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>32.8</b>	County R-CETC 8 TD (Millstone & No. 5 Running Tracks)	X		
<b>33.1</b>	Jersey Avenue		X	
<b>33.6</b>	Delco R-CETC 8 TD	X		
<b>37.2</b>	Adams R-CETC 8 TD	X		
<b>41.3</b>	Midway R-CETC 8 TD (Amboy Sec. Try. - CRC)	X		
<b>47.1</b>	Princeton Jct.		X	
<b>48.7</b>	CP Clark R-CETC 8 TD			
<b>53.0</b>	Hamilton		X	
<b>55.7</b>	Ham R-CETC 7 TD (No. 5 Running & Naught Tracks)	X		

<b>56.4</b>	Fair R-CETC 7 TD (Naught Running)	X		
<b>56.7</b>	Trenton		X	
<b>57.7</b>	State Line (New Jersey - Pennsylvania			
<b>58.3</b>	Morris R-CETC 7 TD (Morrisville Line NJT)	X		

## 2) Main Track Rules

<b>Locations</b>	<b>Track 5</b>	<b>Track 4</b>	<b>Track 3</b>	<b>Track 2</b>	<b>Track 1</b>
<b>County &amp; Midway</b>				562/PTC	562/PTC
<b>County &amp; Delco</b>		562/INT/PTC	562/INT/PTC		
<b>Delco &amp; Midway</b>		562/PTC	562/PTC		
<b>Midway &amp; CP Clark</b>		562/PTC	562/PTC	562/PTC	562/PTC
<b>CP Clark &amp; Ham</b>		562/PTC	562/PTC	562/PTC	562/PTC
<b>Ham &amp; Fair</b>	INT/PTC	INT/PTC	INT/PTC	INT/PTC	INT/PTC
<b>Fair &amp; Morris</b>		261/PTC	261/PTC	261/PTC	261/PTC

## 3) Maximum Authorized Speeds and Speed Restrictions

<b>Locations</b>	<b>Tracks</b>
<b>Morris and MY</b>	30

## 4) Dispatcher Control

County to Ham is controlled by CETC-8



Ham To Morris is Controlled by CETC-7

5) NE 72-N1 Train Inspection Detectors

<b>MP</b>	<b>TRK</b>	<b>Directions</b>	<b>SI</b>
<b>16.3</b>	All	Both	72-4
<b>29.7</b>	All	Both	72-4
<b>48.7</b>	All	Both	72-4

6) Morrisville Yard

Morrisville Yard Consists of 18 yard tracks

Track 1 is on the North side with a Pedestal track

Track 18 is on the south side

MV 109-1 Handbrakes

A Minimum of two handbrakes must be applied on the first and second cars on the east end of the train when securing trains in Morrisville Yard.

SECTION C PRINCETON JUNCTION TO PRINCETON

1) Station Page

<b>MP</b>	<b>Location</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>0.0</b>	Princeton Jct. (Amtrak) (Nassau Station Track)		X	X
<b>0.1</b>	NS (DCS Station Sign)			
<b>1.3</b>	Penn's Neck			
<b>2.5</b>	KS (DCS Station Sign)			
<b>2.6</b>	Princeton (University Station Track)		X	X

2) Main Track Rules

<b>Rules</b>	<b>Locations</b>	<b>Track</b>
<b>DCS</b>	KS and NS	Single

### 3) Maximum Authorized Speeds and Speed Restrictions

<b>Between or At</b>	<b>Speed</b>
<b>KS and NS</b>	59
<b>MP 0.1 and MP 0.3</b>	15
<b>MP 0.3 and MP 0.4</b>	35
<b>MP 2.0 and MP 2.7</b>	35
<b>University Westward on the University Station Track</b>	Restricted Speed not Exceeding 5 MPH

### 4) AC Electrical Operation

PR-1008

The Princeton Line is equipped with 12KV AC electrical operation under the supervision of the Power Supervisor, Rail Operations Center in Kearny.

### 5) Speedometer Check

PR-1009

MP 1.0 to MP 2.0

### 6) Public Grade Crossings

PR-138

<b>MP</b>	<b>Location</b>	<b>SI</b>
<b>0.1</b>	Princeton Jct. - Pedestrian	138-5
<b>0.2</b>	Princeton Jct. - Parking Lot	138-5
<b>2.4</b>	Princeton - Faculty Rd.	

### 7) PR-400 Method of Operation

Timetable Schedule will be authority for scheduled trains to operate on the Princeton Line between KS and NS. Form D line 2 will be authority for extra trains to operate on the Princeton Line.

The Dispatcher must not permit opposing or following movements of scheduled trains or extra trains, except as provided by Rule 137.

Conductors of scheduled trains operating on the Princeton Line must, at the start of each tour of duty, contact the Dispatcher and obtain permission to occupy the Main Track and the

University and Nassau Station Tracks. When permission is received, it will remain in effect until the Dispatcher otherwise instructs the Conductor. The Conductor must notify the Dispatcher when permission is no longer needed.

#### 8) Normal Position of Switch

PR-!04

The normal position of the hand-operated switch located on the west end of the Nassau Runaround Track is lined for the Nassau Station Track.

#### SECTION D - 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>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.