

## Raritan Valley Rail Line Recert Study Guide

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

The Raritan Valley exam is divided into four sections

SECTION A - HUDSON TO BOYD

SECTION B - BOYD TO HIGH BRIDGE

SECTION C - HOBOKEN TO HUDSON

SECTION D - NEW YORK 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 - HUDSON TO BOYD

1) STATION PAGE

### PART A AMTRAK HUDSON TO HUNTER

<b>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 5,6,7 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		

#### Notes

\* 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

#### PART B CONRAIL HUNTER TO ALDENE

<b>MP</b>	<b>STATION</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
<b>11.4</b>	CP Newark (Amtrak - LLC)	X		
<b>12.7</b>	Hillside (Irvington Ind Tk)			
<b>14.2</b>	Union Station		X	X
<b>14.5</b>	CP Townley	X		
<b>16.0</b>	CP Roselle Park	X		
<b>16.0</b>	Roselle Park		X	
<b>16.9</b>	CP Aldene (NJT - RV)	X		

The Direction CP Newark to CP Aldene is Westward.

Note: CR Radio Channel in use CP Newark to CP Aldene

#### Part C NJT ALDENE TO BOYD

<b>MP</b>	<b>STATION</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
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<b>15.0</b>	CP Aldene (R - CR North Jersey Dspr) (Division Post - NJT/CR)	X		
<b>16.1</b>	Cranford		X	X
<b>17.3</b>	Garwood		X	
<b>18.2</b>	Clark (Garwood Ind Trk)	X		
<b>18.5</b>	Westfield		X	X
<b>19.3</b>	Scotch (CP)			
<b>20.6</b>	Fanwood		X	
<b>21.9</b>	Netherwood		X	
<b>22.8</b>	Queen	X		
<b>23.1</b>	Plainfield		X	X
<b>23.7</b>	Plain (CP)			
<b>23.9</b>	Grant Avenue (Rock Int Trk)			
<b>26.9</b>	Dunellen		X	
<b>30.0</b>	Brook (Lehigh Line - CR)	X		
<b>30.2</b>	Boundbrook		X	
<b>31.4</b>	Bridgewater		X	
<b>34.7</b>	Somerville		X	X
<b>35.9</b>	Raritan		X	
<b>36.1</b>	Boyd	X		

## 2) Main Track Rules

Hudson to Hunter

<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	1,2 and 3
<b>261,PTC</b>	Dock and Hunter	1,2,3 and 4

CP Newark to CP Aldene

<b>Rules</b>	<b>Location</b>	<b>Tracks</b>
<b>ABS,261,CSS,PTC</b>	CP Newark and CP Aldene	1 And 2

Aldene to Boyd

<b>Rules</b>	<b>Location</b>	<b>Tracks</b>
<b>ABS,261,CSS,PTC</b>	CP Aldene and Boyd	1 And 2

3) Maximum Authorized Speeds and Speed Restrictions

<b>Between or At</b>	<b>Tracks 1 &amp; 2</b>
<b>CP Newark</b>	45
<b>CP Newark and CP Aldene</b>	60
<b>CP Aldene (Single Track)</b>	30
<b>RVL MP 15.0 and MP 15.9</b>	60
<b>RVL MP 15.9 and MP 36.1</b>	80

4) Conrail Dispatcher controls the Conrail Lehigh Line

5) Amtrak Section B controls Hudson to Hunter

6) Raritan/AC line Dispatcher controls the Raritan Valley Line

7) Direction of Travel

Hudson to Boyd is westward

Boyd to Hudson is eastward

8) Passenger Trains must contact Amtrak Section B once stopped at Hudson

Interlocking 9) Raritan Yard

Raritan Yard consists of 10 yard tracks

Y1 is on the northern side and Y10 is on the southern side going up the ladder track.

10) SI 98-4 item D.

Raritan Yard - Derails

Derails on the east end of tracks 1 through 10 must be kept in the derailing position when equipment is left unattended in Raritan Yard. When trains are left unattended on the Fuel Pad, the derail on the east end of Track 1 must be placed in the derailing position.

11) Raritan Runner and Raritan Yard Speeds

Raritan Runner - All movements between Boyd and Brad on the Raritan Runner must be made at Restricted Speed not exceeding 10 MPH.

Raritan Yard - All movements must be made at Restricted Speed not exceeding 10

MPH. 12) Hot Box Detectors and Dragging Equipment

Conrail

Location	MP	Direction	Type of Detector
CP Townley	14.9	E and W	D and H

D = Dragging Equipment Detector

H = Hot Journal Detector

Raritan Valley Line

MP	Location	TRK	Direction	SI
27.5	Signal R275	1 and 2	Both	72-4

SECTION B - BOYD TO HIGH BRIDGE

1) Station Page

MP	Station	Int	PS	ADA
36.1	Boyd	X		

<b>37.0</b>	Brad	X		
<b>39.4</b>	North Branch		X	
<b>44.3</b>	White House		X	
<b>45.2</b>	Tunk	X		
<b>45.6</b>	Cush	X		
<b>48.0</b>	Lebanon		X	
<b>49.7</b>	Clinton	X		
<b>50.4</b>	Annadale		X	
<b>52.1</b>	Arch	X		
<b>52.2</b>	High Bridge		X	
<b>54.0</b>	End of Station Track			
<b>60.1</b>	Division Post (NJT/NS) (Central Int Trk)			

## 2) Main Track Rules

<b>Rules</b>	<b>Location</b>	<b>Track</b>
<b>ABS,261,CSS,PTC</b>	Boyd and Tunk	Single
<b>INT,CSS,PTC</b>	Tunk and Cush	Single and CS
<b>ABS,261,CSS,PTC</b>	Cush and Clinton	Single
<b>INT,CSS,PTC</b>	Clinton and Arch	Single and CS

## 3) Maximum Authorized Speed

<b>Between or At</b>	<b>Track</b>
<b>Boyd and MP 52.2</b>	70

## 4) Raritan/Ac Line Dispatcher must be contacted before departing eastward at High Bridge

5) SI RV 109

When securing equipment on the Raritan Runner, a minimum of 2 hand brakes on the first and second cars must be applied on the east end of the train.

6) Speed on the Station Track MP 52.1 to MP 54 must not exceed 10

MPH. 7) Interlockings East to West

Boyd

Brad

Tunk

Cush

Clinton

Arch

SECTION C - 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

4) Lower Hack to Hoboken Depot is controlled by Terminal Dispatcher.

5) Interlockings East to West

Terminal

East End

West End

Lower Hack

Sanfords

Meadows

SECTION D - 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	X		

	and 8)			
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\*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</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.