

Morris and Essex Line Study Guide

This study guide contains helpful information for those conductors who will be recertifying or initially certifying on the Morris and Essex Rail Line.

The Morris and Essex exam is divided into four sections:

Section A - Hoboken to West End

Section B – West End to Summit

Section C – Summit to Dover

Section E – Dover to Hackettstown

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

This Study Guide took the UTU Local 60 Study Guide and compiled all the info from the books to a full Study Guide of what is on the exam from the Rules Department.

1) SECTION A – Hoboken Terminal to West End

MP	STATION	INT	PS	ADA
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) Main Track Rules

RULES	LOCATION	TRACK
INT, CSS	Train Shed Tracks in Hoboken	1-17
ABS, 261, CSS, PTC	Terminal & East End (Note 2)	3,1,2,4,6 & 122
ABS, 261, CSS, PTC	East End & Harrison	3, 1 & 2

3) Maximum Speeds

BETWEEN OR AT	ALL TRACKS
Depot Tracks and Eastward Home signals at Terminal	15/10
Eastward Home signals at Terminal and Eastward Home signals at East End	30/10
Eastward Home signal at East End and West End Lower Hack Interlocking limits **Except West End Wye**	30/15 5/5

- 4) The direction from Hoboken to West End is East to West.
- 5) Terminal Dispatcher controls Hoboken Terminal to Lower Hack.
- 6) Bergen Tunnel maximum authorized speeds are 30mph.
- 7) Automatic signals in the Bergen Tunnel are read as High Signal Aspects.
- 8) Depot Tracks 1 and 14 can be accessed on both sides of the platform.
- 9) Hoboken Terminal is 25KV.
- 10) 3 Coaches and an Engine can fit on 1 Depot.
- 11) Main track 122 is NOT WIRED. Tracks 4 and 6 Main ARE.
- 12) Tracks 12 and 13 (WEST DIRECTION) are the ONLY Tracks that can access 1 Main and 4 Main in Terminal at East End.
- 13) Days Yard is Restricted Speed NOT exceeding 5mph.
- 14) The Stub/Tail Track is located South of 4 Main.
- 15) The Hill yard is located between 2 Main and 4 Main. The Days Yard is located North of the E Route. The Pullman Yard is located South of 122, 6 Main, 4 Main.

1) SECTION B – West End to Summit

MP	STATION	INT	PS	ADA
2.7	Lower Hack (moveable bridge) (note 3)	X		
3.9	Sanfords (INT on tracks 1 & 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 (Moveable Bridge)	X		
7.8	Broad Street		X	X
9.0	Roseville Ave (MC)	X		
9.5	Green	X		
10.1	East Orange		X	X
10.6	Brick Church		X	
11.4	Orange		X	
12.2	Highland Ave		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

2) Main Track Rules

RULES	LOCATION	TRACK
ABS, 261, CSS, PTC	East End and Harrison	3, 1 & 2
INT, CSS, PTC	Kearny JCT and Swift	5 & 6
ABS, 261, CSS, PTC	Meadows and Cape	Single
INT, CSS, PTC	Harrison and Broad	1 & 2
ABS, 261, CSS, PTC	Broad and Roseville Ave	3, 1 & 2
INT, CSS, PTC	Roseville Ave and Green	3,1 & 2
ABS, 261, CSS, PTC	Green and Millburn	1
ABS, 251, CSS, PTC	Green and Millburn	3 & 2
ABS, 261, CSS, PTC	Millburn and Summit	1 & 2

3) Maximum Speeds

Between or at	Single/other	TRK 3	TRK 1	TRK 2
Freight trains in excess of 40 cars must NOT exceed 25mph on ALL TRACKS				
MP 2.7 & MP 6.6		60/15	60/15	60/15
MP 2.7 & MP 6.6 ALP 45 TRAINS ONLY		60/15	60/15	60/15
Meadows & Cape	45/10			
Kearny Jct & Swift TRACK 5 TRACK 6	80/15 70/15			
Kearny Jct Phase Gap TRKS 5 & 6	50/15			
Kearny Jct Crossover TRK 6 to TRK 3 DIVERGING MOVES ONLY	60	60		
MP 6.6 & MP 7.2		55/15	55/15	55/15
MP 7.2 & MP 7.6			30/15	30/15
MP 7.6 & MP 7.8		30/15	30/15	30/15
MP 7.8 & MP 8.9		55/15	55/15	55/15
CV at Roseville		35/15	35/15	35/15

Ave Int MP 8.9 & MP 9.1				
MP 9.1 & MP 11.9		60/35	60/35	60/35
MP 11.9 & MP 16		60/35	70/35	70/35
MP 13.7 & MP 14		45/35		
MP 15.2 & MP 15.3		55/35		
MP 16 & MP 16.5		60/35	60/35	60/35
MP 16.5 & MP 19.4			50/25	50/25
MP 19.4 & MP 20.1			45/25	45/25
Summit Int- Wall Track	30/25			

- 4) The direction from Dover to NY is West to East.
- 5) The Maximum authorized speed between MP 2.7 (West end of Lower Hack) & MP 6.6 (curve east of Harrison Int.) is 60/15.
- 6) Phase Gaps are located at MP 4.7 at Meadows, MP 4.9 Waterfront (single Track), MP 5.2 Kearny JCT (Tracks 5 & 6) and MP 14.5 Maplewood.
- 7) Sanfords is not a complete interlocking, you CAN NOT crossover from Tracks 3 to 1.
- 8) The maximum authorized speed for Broad Moveable Bridge is 30/15 and the maximum authorized speed for the Curve at Roseville Ave Int is 35/15.
- 9) From North to South at Summit Station the tracks are: 1, 2 and Wall Track.
- 10) At Broad Street East, Millburn East and Summit Station, the Conductor must ENSURE THEY HAVE A PROCEED SIGNAL before signaling the engineer to proceed.

1) SECTION C – Summit to Dover

MP	STATION	INT	PS	ADA
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 & Erie RWY)	X		
32.0	Morris Plains		X	
35.7 D	Mount Tabor		X	

	(Note 1)			
36.2 D	Denville Sta		X	X
36.3 D	Denville (Note 1) (MC)	X		

2) Main Track Rules

RULES	LOCATION	TRACK
ABS, 261, 562, CSS, PTC	Summit & Denville (Note 1)	1 & 2

3) Maximum Speeds

Between or At	Single/other	TRK 3	TRK 1	TRK 2
MP 20.1 & MP 21.1	50/35		50/35	50/35
MP 21.1 & 23.5			55/40	55/40
MP 23.5 & MP 26.2			70/40	70/40
MP 26.2 & MP 26.5			50/40	50/40
MP 26.5 & MP 26.9			60/40	60/40
MP 26.9 & MP 28.5			70/40	70/40
MP 28.5 & MP 29.5			60/40	60/40
MP 29.5 & MP 29.9			50/40	50/40
MP 29.9 & MP 33.6			60/40	60/40
MP 33.6 & MP 33.8			50/40	50/40
MP 33.8 & MP 34.4D			60/40	60/40
MP 34.4D & MP 34.8D			40/40	40/40
MP 34.8D & MP 35.9D			50/40	50/40
CV at Denville MP 35.9D & MP 34.1			30/20	30/20
MP 34.1 & MP 35.2			60/35	60/35
MP 35.2 & MP 36.1			50/35	50/35
MP 36.1 & MP 37.3			55/35	55/35

- 4) The speed in Dover yard is restricted speed, not exceeding 10mph except for Track N1 (restricted speed not exceeding 5mph).
- 5) The maximum authorized speed for MP 26.2 & MP 26.5 is 50/40.
MP 34.4D & MP 34.8D is 40/40.
MP 34.9D & MP 34.1 is 30/20.
- 6) The electric lock switch located at MP 24.9 on Track 2 is The Madison Team Track. Time release is 4:30 & SI 104-4.
- 7) A minimum of 2 handbrakes must be applied on the east end of any equipment left unattended on all tracks in Summit Yard.
- 8) The Dover Yardmaster is in control of Dover Yard.
- 9) There is a phase gap located at MP 30.7 (Baker).
- 10) Review TRO-7 for Dover Yard configuration.
- 11) The Hot Box location is MP 35.0, west of Denville Tracks 1 & 2 (both directions) SI 72-4.
- 12) At Morristown and Denville, the Conductor must ENSURE THEY HAVE A PROCEED SIGNAL before signaling the engineer to proceed.
- 13) The first Crossing west of Summit is MP 27.6 (Convent Rd) SI 138-5.
- 14) The AC Motor Stop Sign, west of Dover is at MP 38.7, tracks 1 & 2.

1) SECTION E - Dover to Bill

MP	STATION	INT	PS	ADA
36.9	East Dover			
38.1	Dover	X	X	X
39.4	Wharton (CP)			
39.7	D & R JCT			
41.4	Chester JCT (HAND OPERATED CROSSOVER) (MORRISTOWN & ERIE RWY)			
43.1	Mt. Arlington		X	X
45.2	Morris JCT	X		
45.4	Lake Hopatcong		X	
45.8	UN (CP) (Track A-EASTWARD ONLY)			
46.7	Roxbury (Port Morris Yard)	X		
48.0	Netcong		X	
49.6	Mt. 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)			
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2) Main Track Rule

RULES	LOCATION	TRACK
ABS, 261, CSS, PTC	Denville and Wharton (CP)	1 & 2
ABS, 261, 562, CSS, PTC	Wharton (CP) and Morris JCT (<i>Note 1</i>)	1 & 2
ABS, 261, CSS, PTC	Morris JCT and UN	A
ABS, 261, CSS, PTC	Morris JCT and Cook (<i>Note 3</i>)	Single

3) Maximum Speeds

Between or At	Single/Other	TRK 3	TRK 1	TRK 2
MP 37.3 & MP 38.1			55/20	55/20
MP 38.1 & MP 38.6			25/15	25/15
MP 38.6 & MP 40.8			55/40	55/40
MP 40.8 & MP 43.8			60/40	60/40
MP 43.8 & MP 45.3			55/40	55/40
MP 45.3 & MP 45.7	30/30 "A" Track			
MP 45.3 & MP 48.6	50/40			
MP 48.6 & MP 49.8	30/20			
MP 49.8 & MP 50.8	50/40			
MP 50.8 & MP 56.6	55/40			
MP 56.6 & MP 58.0	20/10			

- 4) The maximum authorized speed between MP 48.6 & MP 49.8 is 30/20.
- 5) As per ME-1000-2, Engineers must shut down head end power as soon as practical when entering Port Morris Yard. Also, Engineers must NOT start head end power until ready to depart Port Morris Yard.
- 6) The location of the hand operated switch is Chester JCT MP 41.4.

- 7) Rule 121E is in effect at Mt. Tabor and Lake Hopatcong.
- 8) Review TRO7 for Port Morris Yard Configuration.
- 9) Trains terminating at Port Morris Yard must proceed west of MP 47, on the single track, west of Roxbury before changing direction.
- 10) At Lake Hopatcong East, Mount Olive East and Hackettstown East, the Conductor must ENSURE THEY HAVE A PROCEED SIGNAL before signaling the engineer to proceed.
- 11) Know the locations of the signals between or at CP Olive and CP Cook.
- 12) The speed on the station track between MP 56.8 and MP 58.0 is 20/10.