

**\*NJ TRANSIT Rail Operations\***  
**Supplemental Bulletin Order 4-125**  
**Effective: 12:02 A.M., Saturday, January 24,**  
**2026 Bulletin Orders in Effect: 4-S124 and 4-125**  
**Bulletin Orders Cancelled: None**  
**TTSB's in effect: Hoboken: Nos. 33 and 95 Newark: Nos. 34 and 96 TMN's in**  
**effect: 2-19, 5-22, 10-23, 3-24, 4-25, 1-26, 3-26 RFN's in effect: 1-23, 4-23, 2-25, 1-26 SIBO**  
**in effect: No. 1 SB in effect: None**

**(1) ALL LINES: CENTER DOOR RESTRICTION (ARROW MU EQUIPMENT ONLY)**

**Effective 12:01 A.M., Sunday, January 25, 2026, until further notice,** crews must not use center doors and will only utilize the end doors via the door control panel.

**(2) ALL LINES: PANTOGRAPH OPERATION – SNOWSTORM PROCEDURES**

- a) **Effective 12:01 A.M., Sunday, January 25, 2026, until further notice,** crews will not change pantographs upon arrival at terminals.
- b) A double pantograph instruction is placed in effect on Amtrak territory and all NJT electrified territory; the double pantograph instruction will govern.
- c) Train crews should refer to **TRO-3, SECTION 1.12- SLEET/ICE INSTRUCTIONS (pages 41 and 42),** as a reminder on how trains are to operate when a double pantograph instruction is in effect.

**(3) ALL LINES: TRO-4, SECTION 18- ITEM 18.9-- TRAIN OPERATION DURING SEVERE WINTER/STORM CONDITIONS** Train crews should refer to **TRO-4, Section 18, item 18.9 (page 57)** for Train Operating Instructions during severe winter/storm conditions.

**(4) PASSENGER COUNTS – Saturday, January 24, 2026, and Sunday, January 25, 2026**

Conductors of all trains arriving at New York Penn Station between the hours of **10:00am on Saturday, January 24, 2026, and 1:00am on Sunday, January 25, 2026,** must report their passenger counts to the Transportation supervisor on duty in the TOC.

**(5) PASSENGER COUNTS – Sunday, January 25, 2026, and Monday, January 26, 2026**

Conductors of all trains arriving at New York Penn Station between the hours of **10:00am on Sunday, January 25, 2026, and 1:00am on Monday, January 26, 2026,** must report their passenger counts to the Transportation supervisor on duty in the TOC.

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**(6) SI 714-1 BACKUP TELEPHONE NUMBERS**

Due to a potential phone and radio outage **in the early A.M hours on Saturday, January 24, 2026**, see below as a reminder to utilize backup telephone numbers, only if necessary. These numbers are listed in special instruction 714-1 on pages 224 thru 228 of System Timetable No. 4.

**DISPATCHERS**

Backup numbers in the event of a phone outage affecting land lines and should only be used under those

circumstances: Supervisor Train Operations 862-412-2374

Assistant Chief Dspr 973-558-1771

Main Line Dspr 862-301-0241  
862-412-2218

Terminal Dspr 862-240-3880  
862-412-2411

Morristown Line Dspr 862-241-8253  
862-412-2394  
862-412-2388

North Jersey Coast Line Dspr 862-241-8487  
862-412-2219

Raritan Valley Line Dspr 862-301-0514

Atlantic City Line Dspr 862-301-0514

**CREW DISPATCHERS' OFFICE**

Backup numbers in the event of a phone outage affecting land lines and should only be used under those circumstances:

Engine Desk 862-301-0631  
Hoboken Desk 862-301-0662  
Newark Desk 862-301-0678

**ELECTRIC TRACTION DEPARTMENTS**

Backup numbers in the event of a phone outage affecting land lines and should only be used under those circumstances:

Chief Power Dispatcher 862-754-0505  
Hoboken Division Power Dspr 862-412-2360  
Newark Division Power Dspr 862-412-2368

**TROUBLE DESKS**

Backup numbers in the event of a phone outage affecting land lines and should only be used under those circumstances:

Maintenance of Equipment/Mechanical 862-240-4660

Maintenance of Way/Signal 862-323-0416

**(7) TRAINMASTER NOTICE 1-26 – CORRECTION (1/9/26)** The information on the heading of Trainmaster Notice 1-26 showing that Trainmaster Notice 3-25 is in effect is incorrect and should read 4-25.

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**(8) STATION CONSTRUCTION SIGNS – SI 278-1 IN EFFECT**

Special Instruction 278-1 is in effect at the following stations until further notice. The west or east end, or north and south end of platforms that are out of service for all trains (OOS), are marked with an **X** in their respective column.

Ltr.	Location	Trk 1		Trk 2		Trk 3
		West	East	West	East	West
<b>A</b>						
<b>B</b>	<b>NE:</b> North Elizabeth Station (Effective 11/10/22) ( <b>355</b> feet <b>in-service</b> on the East end; <b>175</b> feet <b>out-of service</b> on the West end)	<b>X</b>				
<b>C</b>	<b>NE:</b> North Elizabeth Station (Effective 6/9/23) ( <b>190</b> feet <b>out-of-service</b> on the East end; <b>500</b> feet <b>in service</b> on the West end)					
<b>D</b>	<b>NE:</b> Edison Station (Effective 9/10/24) ( <b>430</b> feet <b>in-service</b> on the East end; <b>262</b> feet <b>out-of service</b> on the West end)					<b>X</b>
<b>E</b>	<b>NC:</b> Belmar Station (Effective 5/3/23) ( <b>51</b> feet <b>out-of-service</b> on the East end; <b>327</b> feet <b>in service</b> on the West end)				<b>X</b>	
<b>F</b>	<b>RV:</b> Cranford Station (Effective 7/17/24) ( <b>643</b> feet <b>in-service</b> on the East end; <b>24</b> feet <b>out-of service</b> on the West end)			<b>X</b>		
	<b>RV:</b> Cranford Station (Effective 1/8/26) ( <b>190</b> feet <b>out-of-service</b> on the East end; <b>452</b> feet <b>in service</b> on the West end)		<b>X</b>			

**East**

**X**

**(9) NC: PERTH AMBOY STATION—PORTION OF NO. 1 TRACK HIGH-LEVEL PLATFORM—IN SERVICE (5/12/25) Effective 4:30 A.M., Monday, May 12, 2025**, a portion of the new high-level platform on No. 1 track at Perth Amboy Station will be **in-service**. The old low-level platform on No. 1 track at Perth Amboy station will be permanently **out-of-service**. See table below:

**STATION CONSTRUCTION SIGNS – SI 278-1 IN EFFECT**

Special Instruction 278-1 is in effect at the following stations until further notice. The west or east end, or north and south end of platforms that are out of service for all trains (OOS), are marked with an X in their respective column.

		<b>service on the West end)</b>
<b>Ltr.</b>	<b>Location</b>	
<b>A</b>		
	<b>NC: Perth Amboy Station (Effective <u>East</u>  <u>(370 feet of new high-level pl</u>  <u>East end; 600 feet of new high</u></b>	

**(10) NC: PERTH AMBOY STATION—PORTION OF NO. 2 TRACK HIGH-LEVEL PLATFORM—IN SERVICE (4/7/25) Effective 4:00 A.M., Monday, April 7, 2025**, a portion of the new high-level platform on No. 2 track at Perth Amboy Station will be **in-service**. The old low-level platform on No. 2 track at Perth Amboy station will be permanently **out-of-service**. See table below:

**STATION CONSTRUCTION SIGNS – SI 278-1 IN EFFECT**

Special Instruction 278-1 is in effect at the following stations until further notice. The west or east end, or north and south end of platforms that are out of service for all trains (OOS), are marked with an X in their respective column.

		<b>service on the West end)</b>
<b>Ltr.</b>	<b>Location</b>	
<b>A</b>		
	<b>NC: Perth Amboy Station (Effective <u>East</u>  <u>(370 feet of new high-level pl</u>  <u>East end; 600 feet of new high</u></b>	

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**(11) STATION CONSTRUCTION SIGNS – SI 278-1 IN EFFECT (9/17/24)** Special Instruction 278-1 is in effect at the following stations until further notice. The west or east end, or north and south end of platforms that are out of service for all trains (OOS), are marked with an X in their respective column.

Ltr.	Location	Trk 5		Trk 4		Trk 1		S. H
		West	East	West	East	West	East	West
A								
B	<b>NE:</b> Trenton Station (Effective 12:01am, 9/17/24) <u>120 feet out-of-service</u> on the West end; <u>885 feet In service</u> on the East end	X						
C	<b>NE:</b> Trenton Station (Effective 12:01am, 9/17/24) <u>120 feet out-of-service</u> on the West end; <u>885 feet In service</u> on the East end			X				
D	<b>NE:</b> Trenton Station (Effective 12:01am, 9/17/24) <u>248 feet out-of-service</u> on the West end; <u>692 feet In service</u> on the East end					X		
	<b>NE:</b> Trenton Station (Effective 12:01am, 9/17/24) <u>50 feet out-of-service</u> on the West end; <u>692 feet In service</u> on the East end							X

East

**(12) STATION CONSTRUCTION SIGNS – SI 278-1 IN EFFECT**

Special Instruction 278-1 is in effect at the following stations until further notice. The west or east end, or north and south end of platforms that are out of service for all trains (OOS), are marked with an X in their respective column.

Ltr.	Location	12 Depot		15 Depot	
		West	East	West	East
A					

<b>B</b>	<b>ME:</b> Hoboken Station (Effective 2/7/24) ( <b>529</b> feet <b>in-service</b> on the East end; <b>265</b> feet <b>out-of service</b> on the West end)			<b>X</b>	
	<b>ME:</b> Hoboken Station (Effective 11/18/22) ( <b>770</b> feet <b>in-service</b> on the East end; <b>167</b> feet <b>out-of service</b> on the West end)	<b>X</b>			

**(13) NE/NC: ALP-45 and ALP-45A DP TRAINS--MODE CHANGE--NORTHEAST CORRIDOR (Revised 8/29/25) Effective 12:01 A.M., Friday, August 29, 2025, until further notice, Trains 3800, 3209, 3805, 7800, 7813, and 7805, operating with an ALP-45 or ALP 45A in the consist, must operate in diesel mode between Newark Penn Station and Secaucus Station. 1. Train 3800**

2. Train 3209

3. Train 3805 \*\*\*Tuesday thru Friday ONLY

4. Train 7800

5. Train 7813

6. Train 7805 \*\*\*Early Saturdays ONLY

**Eastbound trains (3800 and 7800) must not depart Newark Penn Station in electric mode.**

Upon arrival in Secaucus station, the engineer must confirm with the Amtrak Section A dispatcher that they are authorized to transition into electric mode. When authorized, a second mode change from Diesel mode to Electric must be made. Eastbound trains must not depart Secaucus station in diesel mode.

**Westbound trains (3209, 3805, 7813, and 7805) must not depart Secaucus Station in electric mode.** Upon arrival in Newark Penn Station, the engineer must confirm with Amtrak Section B dispatcher that they are authorized to transition into electric mode. When authorized, a second mode change from Diesel mode to Electric must be made. Westbound trains must not depart Newark Penn Station in diesel mode.

A crew member must, at the time of any mode change, confirm the position of the pantograph and relay the information to the Engineer. A crew member must also relay the position of the pantograph to the dispatcher before departing Newark Penn and Secaucus Stations. If operational conditions prevent the mode change, the Dispatcher must be notified.

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**(14) HOBOKEN TERMINAL—TRACK 1 DEPOT (8/7/25) Effective Until further Notice:** Due to ongoing construction work on the north side of Track 1 Depot in Hoboken Terminal, crewmembers are to refrain from using the north side of Track 1 Depot for passenger boarding/detraining, and instead utilize the south side of Track 1 Depot.

**(15) PHYSICAL CHARACTERISTICS CHANGE – WEST END INT- WYE CATENARY REMOVED (8/4/25)** On **Monday, August 4, 2025, at 12:01am**, the Catenary on the West End Wye Track will be removed from service. The track will remain in service for **DIESEL TRAINS ONLY**.

**(16) PR: PRINCETON JCT STATION—CLOSE CLEARANCE/TRIPPING HAZARDS (6/11/25) Effective until further notice,** the ET Capital Department will be working in the inner gate near Princeton Jct Station (NJT side). Crews should be alert to tripping hazards, close clearances, and NJT employees working in the area.

**(17) PV – WOODBINE YARD – INSPECTION PIT—OUT OF SERVICE (2/26/25) Effective until further notice,** the Inspection Pit on West Yard Track 3 in Woodbine Yard is **out of service** in its entirety.

**(18) EDISON STATION – CONSTRUCTION (9/10/24)** In conjunction with the station platform construction at Edison Station, the low-level platform located on the West end of the station over track 4 is **out-of-service** until further notice. Westbound trains operating on track 3 making a station stop at Edison Station over track 4 must utilize the low-level platform on the East end of the station.

**(19) DOUBLE CONTROL CAR PUSH-PULL TRAINS (7/10/24)** Passenger trains made up of Push-Pull consists that utilize a Control Car on each end of the train will keep the single Control Car coupled adjacent to the locomotive closed to passenger travel. If applicable, **engineers** operating from the single Control Car coupled adjacent to the locomotive will ensure the proper pantograph is raised and visually inspect, in accordance with TRO-4 rule 17.5

**(20) NC: ESSAY CONNECTING TRACK—DE-ENERGIZED (4/24/24)** Effective until further notice, the Essay Connecting Track is DE-ENERGIZED.

**(21) NE: NORTH ELIZABETH STATION – CONSTRUCTION (11/10/22)** In conjunction with the station platform construction at North Elizabeth Station (MP 13.0) the low-level platform located on the West end of the station over track 1 is **out of service** until further notice. Eastbound trains operating on tracks 2 or 3 making a station stop at North Elizabeth Station over track 1 must utilize the low-level platform located on the East end of the station.

**(22) RARITAN RIVER RAIL BRIDGE CONSTRUCTION SITE – EMERGENCY CONTACT NUMBER (5/17/21)** NJ Transit Police's Central Communication Center shall be the Emergency Contact Number for all Police, Fire, Technical Rescue, Marine, and First Aid Response to the site. This determination was made due to the possibility of a 911 call being routed to New York City 911, further delaying the response of emergency services. Conductor Flagmen working in the area must include this information in their safety job briefing.

NJ Transit Police CCC - 973-378-6565  
800-242-0236

**KEVIN M. BEEJACK  
DEPUTY GENERAL MANAGER – TRANSPORTATION**