

CHAPTER 23**RAILROADS**

Authority
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Chapter Historical Note

This chapter was originally filed and became effective as 14:8 prior to September 1, 1969. Chapter 14:8 was recodified to 16:23, effective June 5, 1995. See: Source and Effective Date.

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SUBCHAPTER 1. TRACK SAFETY**16:23-1.1 Track safety regulation**

(a) This regulation prescribes minimum safety requirements for railroad track that is part of the railroad operation and which is used for the transportation of hazardous materials.

(b) All tracks over which hazardous material is to be transported in the State of New Jersey shall conform to the following minimum standards:

1. Drainage: Proper drainage must be maintained free of obstruction.
2. Ballast: Sufficient in crib and at ends of ties to maintain alignment and insure proper drainage.
3. Ties: Minimum of eight non-defective ties per 39 foot rail length maximum distance between non-defective ties not to exceed 70 inches.
4. Joints: All rail joints must be on non-defective ties whether joints are supported or suspended.
5. Tie plates: Shoulder type plate required.

6. Rail spikes:

i. Tangent track—at least two, one on each side of rail in all ties to maintain proper gage;

ii. Curved track at least four—two on each side as above.

7. Splice (angle) bars:

i. Two bolts on each end of the rail;

ii. No splice bar break allowed in four—hole type bar;

iii. Splice bar break allowed only between No. 2 and No. 3 bolt holes in each rail which has six—hole type bars.

8. Turnouts and crossovers:

i. Switch handle and switch assembly must be secured to non-defective ties. Switch must be secured with lock.

ii. Signal marker (targets): Scotchlite or similar product must be used on all switches.

iii. Switch points: Must be snug to stock rail in serviceable condition.

iv. Braces to stock rail must be snug to hold gage when switch is thrown.

v. Heel block of switch must be bolted with minimum of two bolts.

vi. Spring frogs: Spring and hold downs must be maintained in good operating condition.

vii. Other type frogs: Must have all bolts in place properly tightened.

viii. Timbers under frogs must be non-defective.

9. Rails: 100 pound rail required.

10. Longitudinal rail movement must be effectively controlled. If rail anchors which bear on the sides of ties are used for this purpose, they must be on the same side of the tie on both rails.

11. Maximum operating speed may not exceed 10 mph. In the event the track meets higher standards than the minimum prescribed above, designated speed under FRA track standards may be applied.

R.1978 d.110, eff. March 28, 1978.
See: 10 N.J.R. 205(a).

SUBCHAPTER 2. SERVICE

16:23-2.1 Interruption of services

Interruptions and delays to passenger trains and railroad service that may reasonably be expected to continue for one hour or longer shall be reported immediately to the board by the speediest means of communication available with a full statement of the cause and probable duration. Immediate announcement to patrons and the public of such delays shall be made to news disseminating agencies by station agents and from available public address systems at stations on lines affected, and by members of train crews to passengers in trains affected en route. Telephone reports shall be promptly confirmed by a telegraphic or other written report.

16:23-2.2 Transportation of explosives and other dangerous articles

The board hereby adopts as its regulations governing the transportation of explosives and other dangerous articles by common carriers engaged in intrastate commerce within this State the regulations of the United States Department of Transportation governing such transportation in interstate commerce.

16:23-2.3 Emergency cords in passenger cars

All passenger cars shall be equipped with emergency cords in unobstructed locations.

16:23-2.4 Dead man controls

All locomotives or power units within the State operating in passenger service shall be equipped with dead man controls.

16:23-2.5 Temporary speed restrictions

(a) Railroads shall control automatic block signals on the approach to or in advance of track affected by temporary speed restrictions so that the best indication they can possibly display is "APPROACH" when the restriction is equivalent to medium speed or less and when the restriction is imposed because of resort to use of temporary support of track, temporary change in alignment of track, or other comparable conditions where such action is necessary in the exercise of sound railroad operating judgment.

(b) Except within the limits of interlocking plants, railroads, where scheduled passenger service is operated on any

section of the railroad, shall also install markers or signs at or on the approach to curves or bridges where speed restrictions are in effect which are less than the maximum authorized in the territory, in addition to covering and listing such restrictions in the operating timetables.

16:23-2.6 Temporary slow order practice

(a) Temporary slow order practice shall include:

1. Installation of an advance marker or sign equipped to display a night indication at a proper distance from the point of restriction;
2. Installation of a marker or sign equipped to display a night indication at the point of restriction; and
3. Installation of a marker or sign equipped to display a night indication at or beyond the terminus of the restriction.

16:23-2.7 Physical standards of employees

(a) Enginemen and firemen in road service shall be examined physically at least every 12 months and more often at the discretion of the medical examiners of the railroad when any significant abnormality is found in an employee. A 30-day grace period may be allowed for the giving of such physical examination.

(b) No employee of the railroad who has been disqualified for service as an engineer in road passenger service for medical reasons shall be permitted to act or serve as fireman in such service. In addition, train and engine road service employees when off duty for more than 30 days because of sickness or injuries shall be subjected to a physical reexamination before resuming work.

16:23-2.8 Knowledge of rules

(a) Conductors, trainmen, enginemen, and firemen in road service, prior to resuming duty after an absence of 30 days or more, shall be examined to ascertain their knowledge and understanding of any changes in operating rules or General, Special, or Bulletin Orders, which may have occurred in their absence.

(b) Enginemen and conductors in road service shall be required to carry with them when on duty, copies of General or Bulletin Orders in effect relating to train operation; their signatures of receipt of such Orders to constitute certification of their understanding of the Orders.

16:23-2.9 Knowledge of physical characteristics of road

Enginemen in road service, on resuming duties after an absence of one year or more from the portion of the railroad over which they are expected to operate, shall be examined to ascertain whether they are qualified on the physical characteristics of the road over which they will operate. When the rules of a railroad permit firemen to operate engines under the supervision and responsibility of an engineman or otherwise, a fireman, before being allowed to operate an engine in road service, shall be qualified on the physical characteristics of the road over which they will operate and shall be subject to requalification after an absence of one year or more from the portion of the railroad over which he or she may be expected to operate an engine.

Amended by R.1995 d.278, effective June 5, 1995.
See: 27 N.J.R. 1155(a), 27 N.J.R. 2247(a).

16:23-2.10 Unattended equipment, including locomotives or other power units

(a) Unauthorized or unattended operation of locomotives or other power units must be prevented through an effective means of insuring against movement and the application of power to the drive wheels by requiring enginemen to apply hand brakes and to move the reverser handle to a neutral position and remove it so that it will be unavailable to unauthorized persons when locomotives or power units are allowed to stand unattended.

(b) After the reverser handle has been removed it shall be placed in a container which shall be locked, where it will be available only to authorized employees or, as an alternative, the reverser handle shall be placed in the custody of a responsible supervisory employee designated for that purpose.

(c) If the reverser handle is not removable or if it cannot be properly safeguarded after removal, the locomotives or power units shall be equipped with a "power lock" having a "Yale" type key which shall be removable only when the traction motors are disconnected from the power supply. The keys shall be issued to authorized personnel only and shall be kept in their possession.

(d) In instances where the type or design of the controls in locomotives or power units are not adaptable to the application of the requirements of this Section, the motive power shall be shut off and the hand brakes applied before such locomotives or power units are allowed to stand unattended.

(e) Locomotives without cars attached shall not be left unattended on the main track of a railroad at any time.

(f) Passenger and freight cars which are not self-powered, electric or diesel-powered multiple unit cars, maintenance equipment, and locomotives with cars attached may be left unattended on a main track only if secured by a sufficient number of hand brakes and by blocking the wheels at locations where such blocking is considered necessary by the member of the crew in charge of the movement or operation. If equipment requires blocking and a means of blocking the wheels is not available the equipment shall not be left unattended.

(g) The wheels of equipment left unattended on other than main tracks need not be blocked if switches or derails are in position to prevent movement onto the main track.

(h) All locomotives shall be equipped with blocks or chains which shall be available at all times to permit blocking of the wheels of any equipment as outlined in this Section.

(i) Enginemen shall be held responsible for the locomotives or other power units to which they are assigned during their entire tour of duty. Furthermore, supervisory employees shall exercise strict supervision over the crews and the operation of locomotives and other power units to which said crews are assigned.

(j) "Unattended" shall mean that a crew member is at such a distance from a locomotive, car or other piece of equipment that he is unable to take effective action to control its movement.