

SAFETY BULLETIN

2026-01

SUBJECT: Train Collision – Movement at Restricted Speed

The Federal Railroad Administration (FRA) is investigating a collision between two New Jersey Transit (NJT) passenger trains that occurred on December 19, 2025, near Bay Street Station in Montclair, New Jersey. Train 1055 was stopped on the main track in Montclair, holding short of a highway crossing while waiting for a preceding train to clear the Bay Street Station platform. Train 1079 was operating on a restricted signal indication (Stop and Proceed) behind Train 1055. Relevant operating rules required the crew of Train 1079 to stop at the signal and then proceed at Restricted Speed (*i.e.*, at a speed permitting a stop within one-half the range of vision, short of other trains or obstructions, not exceeding 20 miles per hour (mph)). However, at approximately 6:47 p.m. and while traveling at an approximate speed of 17 mph, Train 1079 struck the rear of stationary Train 1055. The impact resulted in the derailment of equipment and injuries to both passengers and crewmembers.

All railroads should review this Safety Bulletin with their managers and employees to remind them of the critical importance of ensuring that safety briefings and training sessions cover the pertinent operating rules with respect to trains and other rolling equipment, including:

1. Restricted Speed requires the ability to stop within one-half the range of vision short of a train, obstruction, or improperly lined switch and that failure to comply with this requirement may result in a certification revocation event under 49 CFR part 240 or 242.
2. Railroad testing officers must comply with the requirements of 49 CFR § 217.9(b)(1) and specifically test for compliance with operating rules governing Restricted Speed in all conditions, including main track signal and positive train control (PTC) territory where the engineer is authorized to pass a stop indication in accordance with operating rules, or during switching operations.
3. While operating at Restricted Speed, the maximum allowable speed (*e.g.*, 15 or 20 mph) is secondary to the fundamental requirement to be prepared to stop within one-half the range of vision, including where the range of vision is limited by curves, weather, or other conditions.

Railroads should also review with their managers and employees FRA Safety Advisory 2012-02, “Restricted Speed,” available at: <https://railroads.dot.gov/regulations/federal-register-documents/2012-9948>.

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