



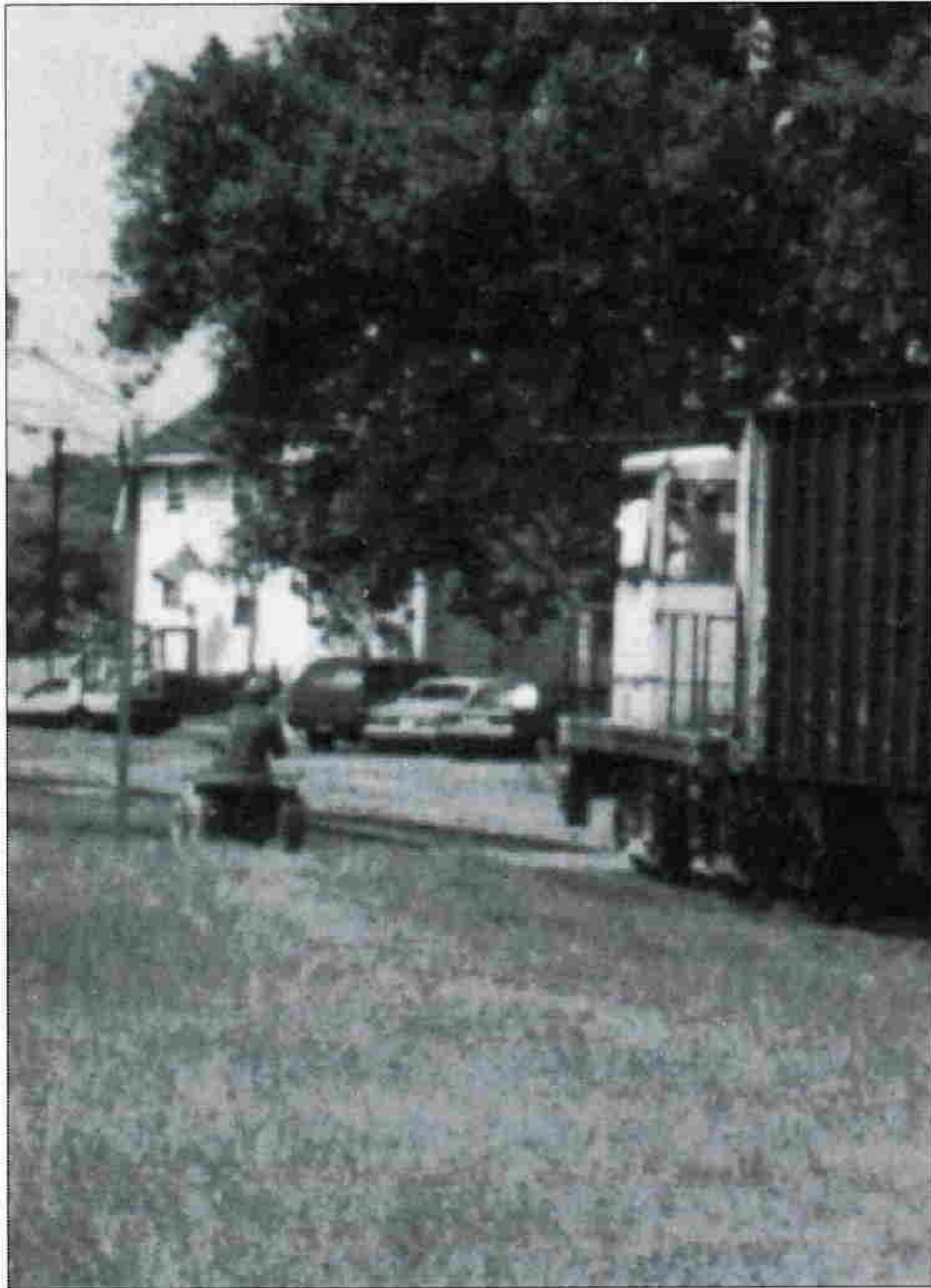
WEST JERSEY RAILS QUARTERLY

OFFICIAL PUBLICATION of the WEST JERSEY CHAPTER, N.R.H.S. INC.

SPRING 2000

VOLUME 5 NUMBER 3

\$3.00



The sole active customer on the former PRR Florence Branch, Griffin Pipe Products, uses this General Electric industrial switcher to drill their plant. In this August 1998 scene, it is about to move two cars of coke into the plant, later returning for the remaining car. The train is on what Griffin designates the "in track", the other being the "out track". A flagman precedes the train on a four-wheel all-terrain vehicle to provide grade crossing protection. The entire crew is required to wear a hard hat.

F. Plenefisch photo

THE FLORENCE BRANCH

By Frank Kozempel

The Pennsylvania Railroad, including the West Jersey and Seashore, had a number of short branch lines, each under five miles in length, in southern New Jersey. These short branches were the Quinton (4.5 miles), Brown's Mills (1.82), Island Heights (1.16), Florence (2.04), Vincentown (2.77) and Petty Island (2.05). Two other lines referred to as branches, the Morris (0.76) and Fish House (0.30), are not included since they were connecting tracks

built in 1896 between the Delair Bridge Line and the Camden and Amboy at Delair.

The first six branches mentioned above went to specific destinations; however, only the first four had passenger service for varying periods during their years of existence. The Florence and Petty Island branches were constructed for freight service to specific industries. The latter was built in 1918 to service a Cities Service Oil petroleum terminal

(Continued on page 4)

**The March meeting is Saturday
the 25th, 1:00 to 4:00 PM**

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Chapter Meetings

4th Monday of the month
 September through June, 7:30 P.M.,
 except March 2000, which will be
 Saturday March 25, 1 to 4 P.M.
 at the Haddonfield Borough Hall,
 242 Kings Highway East, Haddonfield, NJ

Chapter Officers

President Richard J. Magee
 Vice President Al Gorney
 Secretary Ron Paul
 Treasurer Bill Sweeney

West Jersey Rails Quarterly Staff

Managing Editor William J. Coxey
 Associate Editor Albert T. Holtz
 Production Manager Fritz Plenefisch
 Circulation Manager Dave Thompson
 Printer B & R Photo Offset Printers
 Ewing, NJ

Membership

Chairman Bob Vogel
 Current Membership 284

We welcome the following new members:

Arnold T. Black Pennsauken, NJ
 Andrew John Hart Bryn Mawr, PA
 Howard W. Lawson Ocean City, NJ
 Kelvin L. Mac Kavanagh Berlin, NJ
 Membership applications are available by
 mail or from our web site.

IN MEMORIAM

Jane Stanton, who many members will recall as the gracious hostess of the West Jersey Chapter's annual picnic for many years, passed away this January. We extend our condolences to the Stanton family and her husband, Bob a long time chapter member.

PRESIDENT'S MESSAGE

By Richard J. Magee

Election of Officers:

At its meeting on December 6th, the board of directors elected the following officers for the year 2000: President – Rich Magee, Vice-President – Al Gorney, Secretary – Ron Paul, Treasurer – Bill Sweeney, and National Director – Jim Laessle. All are incumbents. Congratulations!

Special Meeting of the Membership:

On December 27th, 1999; the general membership approved the board of directors recommended change to the Chapter's By-laws which provides for a one year term for the Chapter Historian as appointed by the president with consent of the board. Incumbent John Burlage has agreed to serve for another term and has been so appointed. Congratulations, John!

March Meeting on Saturday, March 25th:

We're looking forward to our chapters first Saturday afternoon meeting. If you would like to join a group of attendees for dinner after the meeting at a restaurant near Haddonfield, please return the form included with the winter mailing or drop me a post card indicating your interest and the expected number in your party. Members and guests are welcome. This is not a reservation or commitment; we simply want to know about how many to expect.

Volunteers Needed:

The Chapter will be participating in the following shows with display/sales tables during the upcoming months. Greenberg (Pennsauken): March 4 & 5, Mother Seton (Union County): March 5, Strasburg Rail Road Group (Glassboro): June 24, Railroad Days (Cape May): July 8 & 9. Volunteers are needed to staff our table(s) at these events which provide an opportunity for public education, membership recruitment, and fund raising. If you'd like to spend 2 or 3 hours with us and enjoy the event, contact Zoltan Gilanyi or Rich Magee at an upcoming meeting or by phone or mail.

MIDDLETOWN AND HUMMELSTOWN TRIP

By Dorothy Connell

On Saturday morning, October 23, fifty-five members and friends set out from 30th Street Station for Middletown, PA and a ride on the Middletown and Humelstown Railroad. Most of us had timed our arrival to allow an hour or more to spend at the station. It was beautifully restored about 10 years ago and looks much like it did when we "middle agers" were young, wide-eyed travelers with our parents in the age of steam – MEMORIES!

We boarded Keystone train No. 657 as a group. Amtrak had added an extra coach for our party. Norm Seidelmann and Bill Sweeney did an excellent job, as usual, arranging this smooth-running and fun trip. They provided a list pointing out the in-service stations and those restored or in the process. Other points of interest were included adding to our enjoyment.

The Amtrak crew was courteous and friendly. They

seemed delighted to have so many railfans all at once. A trip like this allows club members and friends to "mix and mingle" and get to know each other better.

We arrived in Middletown right on time allowing us over an hour before train time. On Norm's advice some headed for the local grocery store with a deli line. The rest headed for Kuppy's Diner – a 65-year-old piece of true Americana. This place was very small, seating was limited but the hospitality was genuine and the food was delicious, well worth waiting for!

The M&H depot was only a short walk from the center of town. A four-car train awaited us made up of 1916 vintage coaches, which reportedly once ran out of Jersey City. The coaches were decorated for a Halloween special to be run that evening.

Soon after the train glided from the station we passed the shells of several aged

trolleys that had once been used as summer cottages. The rest of the trip was scenic and interesting.

On the return trip, the owner of the line gave a nice talk about its history, current status and future plans. We were then serenaded by an accordion player with train songs and his specialty, "The Chicken Dance."

All too soon we returned to Middletown, where the line's owner treated us to a yard tour. Some wonderful old Philadelphia trolley and subway cars are patiently waiting for restoration. We were accompanied on our tour by a friendly gray cat who overseas the yard.

At 4:30 we gathered at the Amtrak station and boarded Keystone train No. 652 for a comfortable and leisurely ride back to Philadelphia. Like all of our trips, the day included lots of fun and fellowship. We are all looking forward to the next trip – plan to join us!

Some members of the party get their picture taken on the running board of M&H's Class T Alco switcher.

Lori Brodrick photo



(Florence Branch-Continued from page 1)

located on Petty Island adjacent to North Camden. A quarter mile segment of this branch still serves a warehouse built in the early 1960's. Except for this segment and the Florence Branch, these other branches no longer exist. The Browns Mills Branch was abandoned in 1925, followed by the Vincentown in 1927, Island Heights in 1934 and Quinton in 1940.

The 2.04 mile long Florence Branch was constructed in 1872 by the Camden and Amboy Railroad and Transportation Company to serve the R.D. Wood Iron Works. According to Pennsylvania Railroad records, 1.13 miles were abandoned in 1935. Actually this segment was sold to the R.D. Wood Iron Works, now Griffin Pipe Products Corporation.

The entire branch is presently served several days per week by Conrail local WPBU29 operating between West Burlington and Florence. The connection to the main is a trailing point switch for movements from Burlington. This necessitates a back up move on the branch. WPBU29 delivers hopper cars loaded with coke and occasional gondolas with scrap metal for Griffin. Because of many grade crossings, a cabooses is used as a rider car for the brakeman flagging the crossings. Two of the crossings are on the railroad-owned part of the branch with the remainder on Griffin Pipe's section. The crossings have crossbuck warnings, but no flashing signals. An ex New York Central bay window cabooses, CR 21268,

has been assigned for several years and when in use, it barely travels two miles per trip. Its idle time is spent parked on the branch at the junction with the former Camden & Amboy main. Needless to say, it has been heavily vandalized. No other cabooses are known to be in use elsewhere in southern New Jersey.

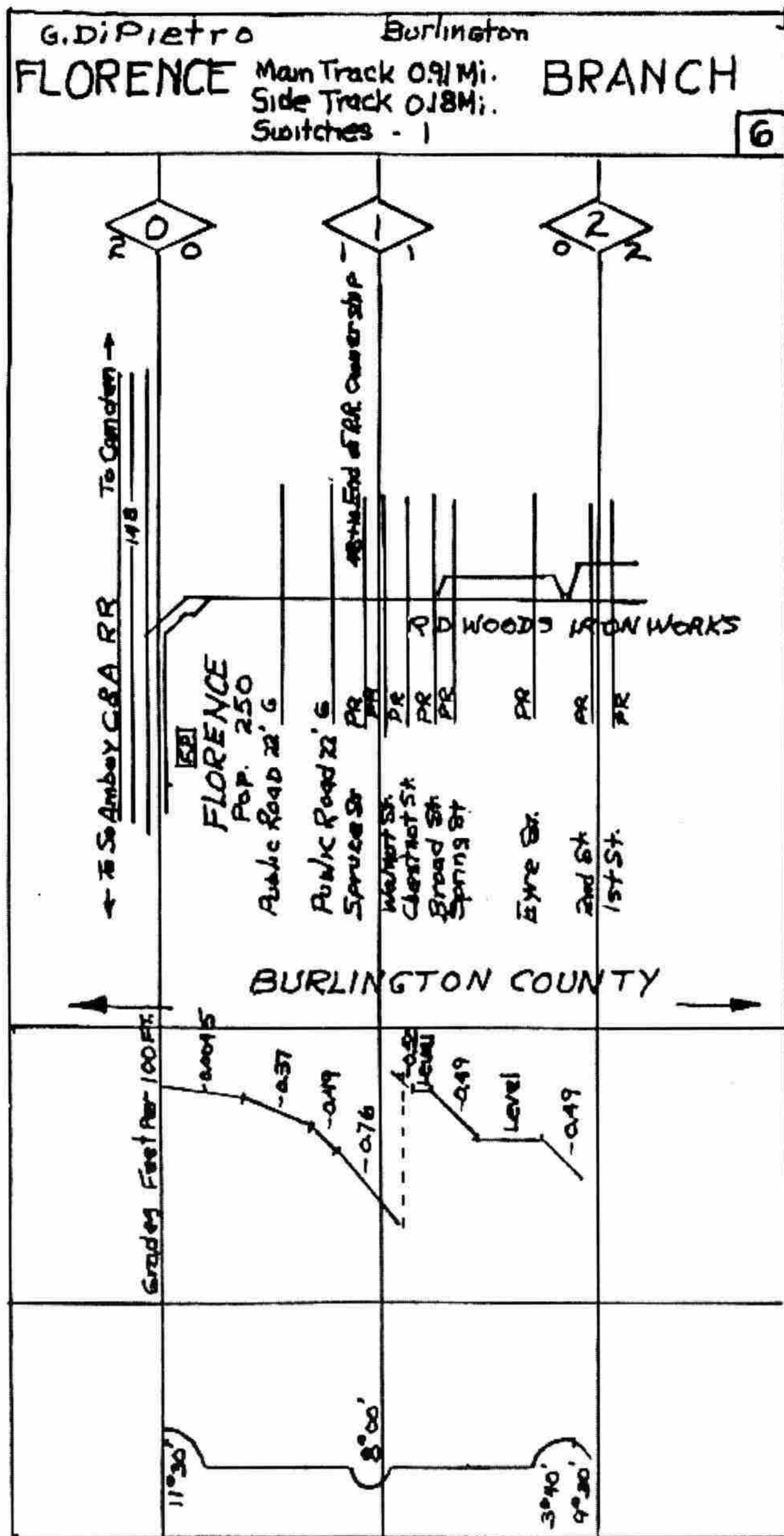
The track layout of the branch is simple. A double-ended siding is located two thirds of the way on the branch. Looking toward Griffin Pipe, the right track is identified as the inbound track and the other the outbound. WPBU29 places the incoming loaded cars on the inbound track. Griffin Pipe has a small industrial switcher that pulls the loads into the plant. Empties are pushed from the plant yard to the outbound track for pick up by WPBU29. The branch curves to the west beginning at the junction and continues for about a fifth of a mile. The next three quarters of a mile are straight followed by a short curve toward the south. Midway on this curve at the Spruce Street crossing is the end of railroad ownership. The branch continues half mile to the mid point of the double-ended siding where the third and final curve veers to the west ending two miles from the junction. Beyond this point the track enters the plant. Most of the branch is laid with 85 pound rail and is down grade from the junction to the plant entrance. About half the length of the double-ended siding is the longest level section of the line. One other very short level section exists

The former New York Central cabooses is only used on the Florence Branch to facilitate flagging over half a dozen grade crossings while backing down the branch. The Bordentown Secondary main track is in the foreground.

F. C. Kozempel photo



between the Chestnut and Broad Street crossings. Refer to the track chart below.



Maintenance of the track is minimal necessitating careful handling of all moves, especially loaded cars on the downgrade. Last year a Conrail brush cutter cleared the right of way on the railroad-owned portion of the branch for safety and visibility. Griffin Pipe's section is quite open with one-way streets on either side of the track. Good photo opportunities exist here and at the junction.

In the early 1960's three spur tracks were constructed on the railroad-owned section of the branch. Two sidings to serve a large newly-constructed A&P (now Super Fresh Foods)

warehouse were built on the south side of the branch. A trailing point switch and siding were installed on the opposite side located between the two switches serving A&P. This served another warehouse presently occupied by Packaging Incorporated. This siding is still in place, but is unused as are the two Super Fresh sidings. All three sidings have been out of service since the early 1980's.

WPBU29 usually works the branch between 9:00 AM and 11:00 AM Monday through Friday. The branch is not served every day depending upon incoming traffic. If the caboose is not at the junction adjacent to Railroad Ave. then the local is on the branch. The usual motive power is an SW1001 and a GP38. Occasionally an SW1500 or a GP15-1 may be substituted. After 127 years of service, the Florence Branch is a unique operation and an interesting one to photograph.



Local freight WPBU29, with GP38-2, 8100 and SW 1001, 9410, is on the "out track" of the Griffin Pipe portion of the branch on August 23, 1995.

F. C. Kozempel photo



Leaving the branch, the train runs over a siding before reaching the main track and the balance of their train.

F. C. Kozempel, photo

WEST JERSEY CHAPTER FINANCIAL REPORT

By Bill Sweeney, Treasurer

The last thing you may want to see in the *Quarterly* is a report on the Chapter finances. Please read on, I promise it will be painless.

Like the railroads, without capital and a positive cash flow, our Chapter would have difficulty in accomplishing its purpose. We could not publish *West Jersey Rails Quarterly* and our books on railroad history. We would have difficulty presenting monthly programs, offering excursions and outings. Also we could not be as effective in preserving our local railroad historical legacy.

The Chapter is in a healthy financial condition, I refer you to the year-end balance sheet and the 1999 statement of operations. We have a strong asset position and our operations are at near break-even. Also, the small dues increase for 2000 will help in maintaining our Chapters financial strength in the 21st Century. We will have the flexibility to pursue additional projects that will further enhance the strength of our Chapter.

Of note is the significant cash in-flow generated by the sales of our Publications and by member dues. Our success is not free. I call your attention to the costs incurred in printing the *Quarterly* and other administrative costs.

We can take pride in the strong financial position of our Chapter due to the positive support of our membership in the pursuit of our goals.

Balance Sheet as of 12/31/99

Assets

Cash & liquid assets	47,758
Inventory (books etc)	30,493
Accounts Receivable.....	845
<u>Fixed assets</u>	<u>241</u>
Total assets	\$79,337

Liabilities & Fund Balances

Accounts Payable.....	455
<u>Fund Balances</u>	<u>78,882</u>
Total liabilities & Equity.....	\$79,337

1999 Statement of Operations

Revenue

Income from Chapter sales.....	7,884
Less cost of goods sold.....	<u>4,678</u>
.....	3,206
Member dues & donations.....	3,432
Excursions-gross revenue.....	3,066
<u>Income from investments</u>	<u>1,386</u>
Total revenue	\$11,090

Expenses

Printing- <i>Quarterly</i> & Other.....	3,024
Excursion costs	2,523
Rent, Insurance & Postage.....	3,148
Dues & Donations	315
<u>Other</u>	<u>1,891</u>
Total Expenses.....	\$10,901
Income from Operations	\$189



NJ Transit's new Hamilton station, which opened in February 1998, is a most attractive facility. The glass panels that protect the pedestrian walkway over the railroad are clear enough to take photographs through. Although New York-Harrisburg train 657 is on track No. 4 next to the platform, it did not stop, as presently there is no Amtrak service here.

W. J. Coxey photo

A DAY AT HAMILTON AND RAHWAY WITH A TRAIN RIDE TO MATAWAN

By Al Holtz

Saturday, May 15 turned out to be a beautiful spring day with brilliant sunshine and mild temperatures, perfect for our railfan outing at Hamilton and Rahway. I was at the new Hamilton station by 8:20 AM. The daily parking rate is \$3. First I had to buy a \$3 token from a token vending machine, then at another machine I had to enter my parking space number and insert the token and then the machine printed a receipt. Bill Coxey and Bob Farrell arrived a short earlier just in time to see Amtrak mail train #13 to Washington pass with one rider coach and half dozen cars. Bill drove up from his home at Surf City on Long Beach Island and picked up Bob at Pemberton. Fritz Plenefisch arrived from his nearby home in Hamilton. By 8:45 AM Frank Kozempel of Cinnaminson arrived with Don Wentzel, who he had picked up at the Cherry Hill station at 7:46 AM. Don had ridden NJT #4608 from Hammonton after driving there from his home in Millville. Don noted the consist was F40 4113 with 6 cars, only two cars were open. Probably the long consist was in anticipation of heavy travel later that day due to a special event at the Atlantic City Convention Center. He noted there were about 40-45 passengers aboard at Hammonton. 8 got off at Atco, 16 got off at Lindenwold, around 6 got off at Cherry Hill and a handful rode to 30th Street, Philadelphia.

There is no agent on duty at Hamilton, so we had to purchase tickets from the ticket vending machines. Our plan was to ride NJT #7824 at 10:20 AM to Rahway and then North Jersey Coast train #7233 from Rahway (11:09) either as far as the first "meet" station for a return train - ie. Perth Amboy - or to the second "meet" station - ie. Red Bank. However, we voted to go as far as Matawan. According to the ticket machine fare requests we had entered it would be \$8 round trip excursion whether we went to Perth Amboy or Matawan or just to Rahway. So we each bought round trips to Matawan - four coupons to cover the four trains. Actually two "Seniors" purchased reduced rate one way tickets.

We saw a lot of activity between 8:30 and our train NJT #7824 at 10:24 AM:

8:43(s 8:41)	WB NJT #7821 NY-Trenton; 12 MUs
8:45(est 8:48)	WB Amtrak #89 "Silver Palm" NY-Miami - E60 609
8:52(est 8:49)	WB Amtrak #205 Metroliner NY-Washington; AEM7 + 6 cars
9:01(est 8:59)	WB "Congressional" AEM7 921
9:02(est 9:00)	EB Amtrak #172 "Mayflower" Wash-Boston/Springfield 2 AEM7s + 12 cars
9:25(s 9:20)	EB NJT #7820 Trenton-NY; 8 MUs
9:28(est 8:46)	EB Amtrak #98 "Silver Meteor" Miami-NY
9:43(s 9:41)	WB NJT #7825 NY-Trenton; 8 MUs
10:02(s 10:01)	EB NJT #7822 Trenton-NY; 8 MUs
10:06(est 10:06)	EB Amtrak #644 Keystone Harrisburg-NY 4 cars
10:12(est 10:09)	WB Amtrak #183 "Foggy Bottom" NY-Wash; 9 cars
10:15(est 10:09)	EB Amtrak #204 Metroliner Washington-7cars
10:20(est 10:20)	EB Amtrak #56 "Vermont" Washington-St. Albans, VT; AEM7-914 + 7 cars including Vermont landscape painted baggage car at the rear.

We boarded NJT #7824 with 12 MUs in Hamilton at 10:24 AM and had to hunt for seats even boarding at Hamilton. I guess the SEPTA connection that met this train at Trenton transferred a good crowd. It is amazing how heavy the patronage is on this line on week-ends. Passengers really had to hunt for seats on this 12-car train after New Brunswick. We detrained at Rahway at 11:02 AM, 5 minutes late due to "heavy travel." While waiting for our connecting Long Branch train # 7233, we saw NJT NY-Trenton local



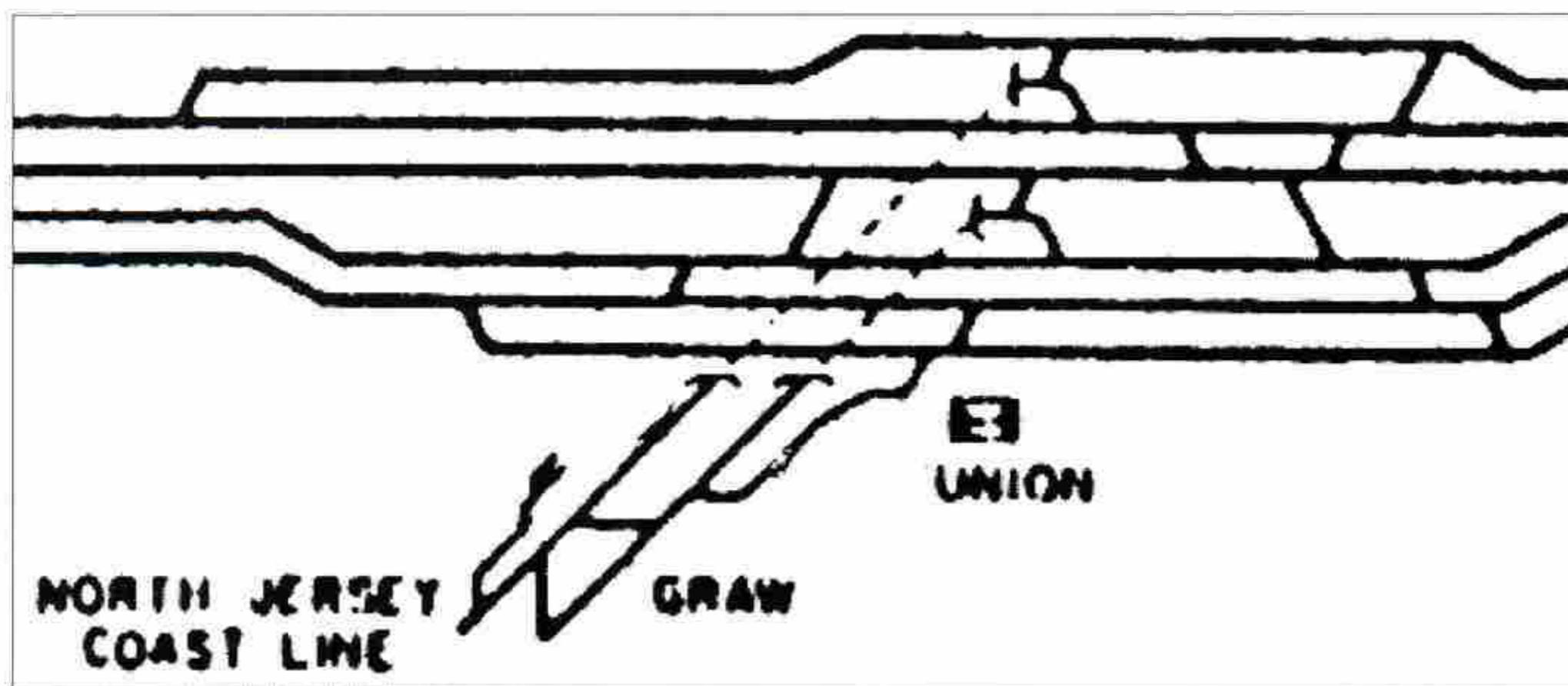
NJT Trenton to New York local 7822 arrives at the Hamilton station, 53 miles from Penn Station New York. The eight-car consist might seem unusual on a Saturday, but NJT's Northeast Corridor Line does an enormous business most weekends requiring up to 12 cars per train.

W. J. Coxey photo



The new Rahway station is a very attractive NJT facility. Located 19.5 miles from Penn Station New York, this is another station served only by NJT with frequent service provided by Trenton, Long Branch, South Amboy and New Brunswick locals.

W. J. Coxey photo



Present track arrangement at Rahway shows westward tracks (top) B, 4 and 3 and eastward tracks 2, 1 and A. Tracks A and B extend (to the right) five miles to Elizabeth.

W. J. Coxey collection

#7833 depart at 11:12 AM with eight Bombardier cars pushed by ALP44 No.4420. Behind it appeared our train #7233 which departed Rahway at 11:17 AM – 8 minutes late – with 8 MUs and a good load. Just before Perth Amboy we switched to the eastbound track to enter Perth Amboy station at 11:28 (11:34)AM blocking eastbound train #7228 due 11:28 AM. Looking out ahead we saw maintenance work in progress on the Raritan River bridge westward track, so all traffic was moving on the eastward track. #7228 was held on the South Amboy side for us to pass. We moved slowly over the bridge and crawled past the construction area. At the other side of the bridge we moved back to the eastward track and passed #7228 waiting at ESSAY Tower at 11:32 and stopped at South Amboy at 11:35(11:27). Next came our Matawan stop at 11:42(11:35) AM where we detrained.

We had time to look around and to eat our brown bag lunches that we brought along. Construction was in progress on the new high-level platform station, named Aberdeen-Matawan, just south of the current Matawan station. This building (on the eastward side), was built in 1982 when electrification reached Matawan, It will probably be abandoned when the new station opens. The NY & LB station, built in 1875, stands on the westward side and probably will be around as a preserved building.

Our return train #7232,

with a connection from Bay Head, had 8 MUs and departed Matawan on time, at 12:17 with a good load aboard. We slowed to a near stop before crossing MORGAN movable bridge, we didn't see any boats that would have caused the bridge to open. We departed South Amboy at 12:27 close to schedule, then came the single-track delay at the Raritan River bridge. We waited at ESSAY for westbound #7237 to pass at 12:31 with eight MUs before we crawled past the bridge work in progress. We departed Perth Amboy at 12:37 PM, 9 minutes late, and soon returned to normal running. We detrained in Rahway at 12:48(12:43).

The new station at Rahway is completed and the arrangement is quite nice. The side platforms are wide and are good for photographing passing trains as compared to the old center platforms. The westbound platform is an island platform, but the eastbound, which is adjacent the station, only has a track on one side.

We boarded NJT #7845 with eight MUs, which departed Rahway at 2:11(2:04)PM with a very full load. We found seats in the front car. At Metuchen station at 2:22(2:13) we were passed in the opposite direction by Amtrak eastbound New Orleans-NY #20 the "Crescent" - about 50 minutes late - which we were hoping to see at Rahway. Our arrival at Hamilton was at 2:51 PM - 10 minutes late. Most of the lateness was probably due to heavy travel. However, 14 minutes (including some padding) are scheduled for this train to cover the 4 miles into the Trenton, NJ station.

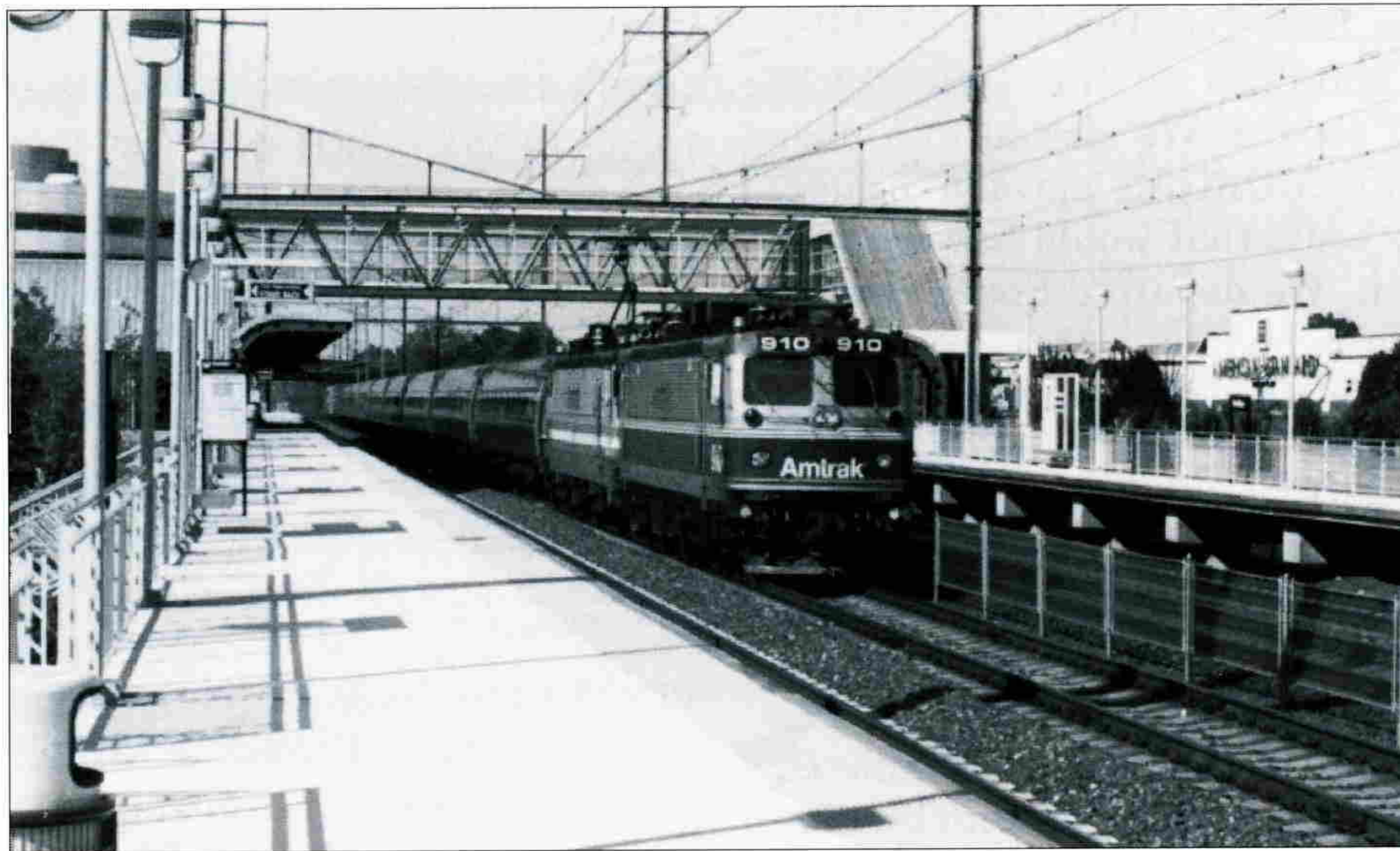
UNION interlocking is just west of Rahway station and is the junction for the North Jersey Coast Line. Looking west are the crossovers leading from the Coast Line's center track connection, which tunnels under the three eastward main tracks. Amtrak No. 41, THE THREE RIVERS, is bound for Chicago with a sleeper, dinette, three coaches, a baggage and two mail cars.

W. J. Coxey photo

While at Rahway we observed and photographed the following trains:

- 1:04(s 12:57) EB NJT #7832 Trenton-NY; 10 MUs
- 1:04 EB Amtrak work train
GP9 775 + 4 ballast
hoppers
- 1:05 (s 1:04) WB NJT #7841 NY-Trenton; 12 MUs
- 1:09 (est 1:08) EB Amtrak #86 "Colonial" Richmond-NY; AEM7 934 + 6 cars
- 1:09 (s 1:09) WB NJT #7241 NY-Long Branch; 8 MUs
- 1:23(est 1:14) WB Amtrak #41 "Three Rivers" NY-Chicago; E60 604 + 8 cars including 3 head end cars and sleeping car "Beech Grove"
- 1:31(est 1:07) WB Amtrak #171 "Mayflower" Boston-Washington; AEM7 923 + 10 cars
- 1:49(s 1:43) EB NJT #7236 Long Branch-NY; ALP44 4416
- 1:49(est 1:44) EB Amtrak #174 "Yankee Clipper" (evaded us behind NJT #7236 stopped at the platform)
- 2:03(s 1:57) EB NJT #7836 Trenton-NY; ALP44 + 8 cars
- 2:05(est 1:55) WB Amtrak #99 "Virginian" Boston-Newport News AEM7 939 + 6 cars
- 2:09(est 2:09) EB Amtrak #648 "Keystone"





Twelve car train 172, the Washington to Boston and Springfield "MAYFLOWER", was the longest Amtrak train we saw. As its consist exceeded 10 cars, two AEM7s were assigned. On the rear are four mail cars and several coaches bound for Springfield, MA.

W. J. Coxey photo

VIDEO REVIEW: "A CENTURY AND A HALF AT HORSESHOE CURVE"

By Alan Marian

The video I selected is "A Century and a Half at Horseshoe Curve" by Revelation Video. This choice was the only one offering views of the Curve and its trains over several decades, not just Conrail days. Let's cover the negatives first. The box does not indicate whether the film is black & white, color, or both. Also nothing is noted regarding narration. As it turns out, the film is both black & white and color depending on era, and there is narration as well as music. The uncredited narration seems a bit unpolished, and the editing of both spoken word and music is sometimes abrupt. The pronunciation of Juniata as "you-niata" is unusual.

Now the positives, and there are several. The film mainly covers the Curve decade by decade beginning with the 1940's as specified on the single information card in the box and on-screen messages. But the earliest sequence is flickering images of triple-header steam from 1917, which is a marvel in itself. The 40's sequence is the only one with period music that should catch the ears of older fans. The 50's portion has violins predominating over scenes of steam engines on their way out of service,

although there is a short detour featuring Altoona & Logan Valley trolleys. The 60's section offers onboard filming at and near the Curve with a variety of first and second generation PRR diesels, while the 70's stresses Penn Central, some nice winter scenes, and what are called the "green weenie" NYC cabooses. In the 80's, Conrail is everywhere in color as cabin cars and one track disappear from the Curve. The 90's sequence has the most interesting film and live sound including dynamite being set off in the Gallitzin tunnel project, a control board being tested at MG tower, a train halted with a broken coupler, and the new visitors center under construction.

The music throughout is nicely selected, low key classical, and the film quality average to very good. The encore is a very crisp fixed-camera view of one entire westbound freight with mid-train and end helpers fighting its way uphill at the Curve. The credits end with a Biblical citation related to the production company name. This video runs 80 minutes and is sold at the Curve for \$19.95. Mail orders: Revelation Video, Box 129, Tallmadge, Ohio 44278.

WEST JERSEY CHAPTER TRAIN SHOWS

By Zoltan Gilanyi

It wasn't that long ago area railfans looked forward to the West Jersey Chapter's annual train show held in the pre Christmas period at the NJ National Guard Armory in Cherry Hill. The armory site became too expensive to use, a less expensive site had to be located. It was shifted to the Moorestown Mall, however, a catastrophic fire at the mall put an end to that site. For a few years the WJ's annual train show was held at St. Stephen's School in Pennsauken.

The annual train shows were money-makers for the chapter. As time went on, due to circumstances beyond our control, the work and outlay of expenses entailed in operating the show was not warranted by the meager financial returns. The aforesaid circumstances consisted of conflicts with shows held on or about the same date, resulting in poor turnouts by both vendors and patrons. Then (as well as now) on any weekend, there were 2-3 train shows in the area. The vendors and patrons were spread too thin. Another problem was the lack of willingness of Chapter members to support the annual shows either by working at and/or attending them.

The Board decided in lieu of operating a show of our own, we would appear at other shows to promote ourselves and the history of railroading in Southern New Jersey and offer our various publications, photographs and other railroad related items for sale.

Over the past several years, the chapter has appeared at train shows in such locations

as: Pennsauken, Winslow, Clark, Ocean City, Edison and other locations. Also we have been at several events such as: Cold Spring Village's Railroad Days, Medford's Apple Festival, Palmyra Days, The Cranberry Festival in Chatsworth and the inaugural operation of the Cape May Seashore Lines Railroad into Cape May City.

The income realized from the above appearances varied, from \$12 up to \$898. There is little or no cost to us and requires less work than when we operated our own show. Income over the past year was approx. \$1200.

The time has come to expand our horizons by appearing at shows and events where the West Jersey Chapter is not a "familiar face". If you are aware of a show or event that is within a couple hours of the Haddonfield area, pass the particulars on to the show chairman or any member of the Board. The longer the lead-time between notifying us and the date of the show/event, the better.

To enable us to continue to appear at shows and rail related events, members are needed to help setting up exhibits and displays, staffing and help in the sale of items and packing up at the end of the event. An incentive to volunteer is free admission and you will have time to browse. To volunteer for a show or event, place your name on the sign-up sheet(s) at the meeting or by contacting:

Zoltan Gilanyi, 2 Lexington Court
Vincentown, NJ 08088-8936

CURRENT EVENTS

In January NJT awarded Adtranz-Daimler Chrysler a \$123.4 million contract for 20 new electric locomotives for delivery in 2002. These units will be more powerful than NJT's ALP44's, which are limited to nine single-level cars. They will be able to haul 12 single-level cars or 10 bi-level cars. In addition to these locomotives, orders have been placed for 33 diesel locomotives, 200 single-level and 200 bi-level coaches. Ridership has grown 20% over the last three years to an average of 93,500 weekday passengers and is expected to attain 128,500 by 2005.

The Federal Railroad Administration conditionally approved on December 3rd 1999 NJ Transit's plan to operate light-rail passenger trains over the former Conrail Bordentown Secondary between Trenton and Camden, which is now owned by NJT. Freight operations will be restricted to night when passenger trains are not running. Twenty lightweight Diesel MU (DMU) cars have been ordered from Adtranz, a member of the consortium that will build and operate the 34 mile, 20-station line.

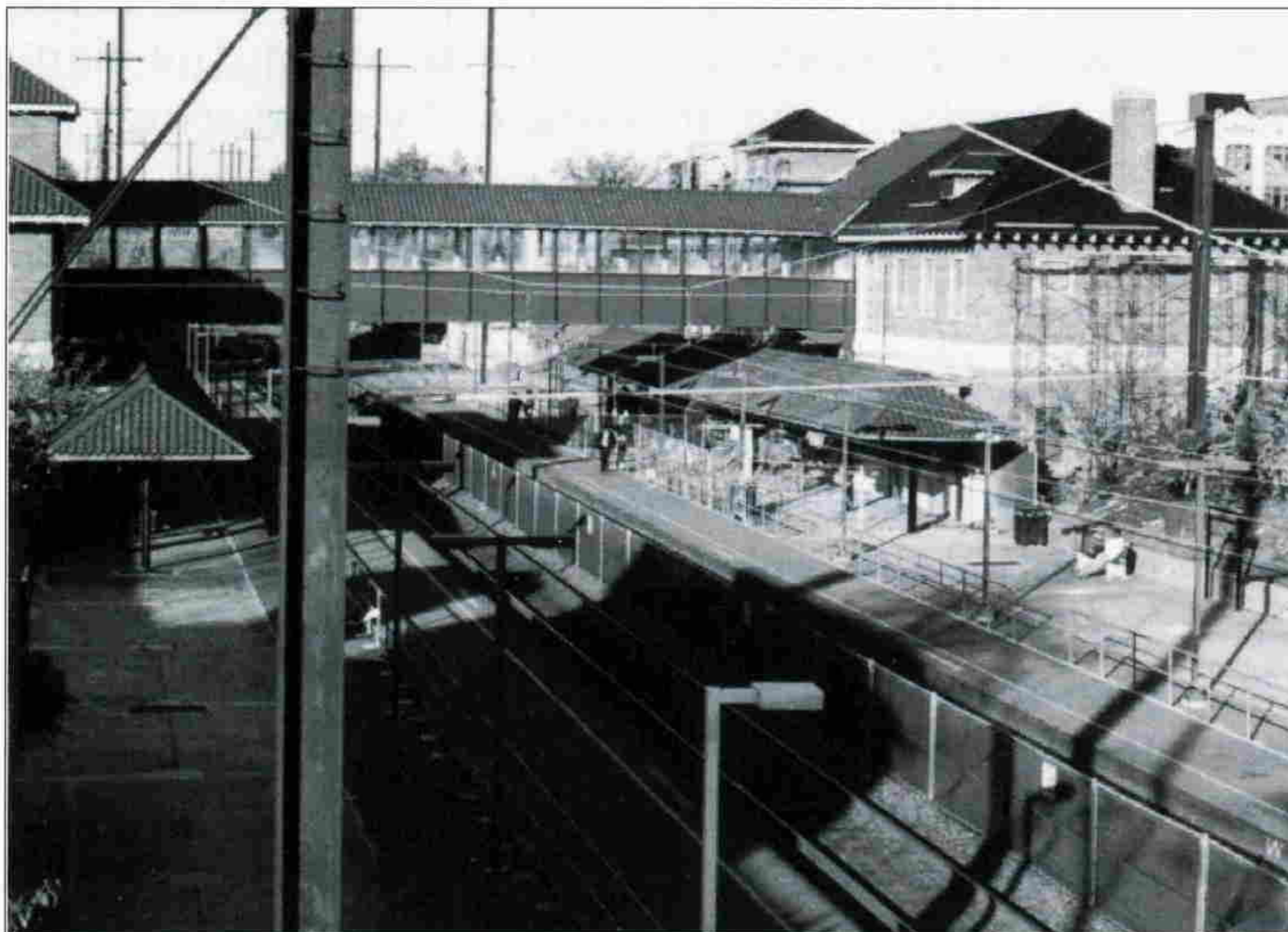
(Current Events—Continued on page 12)

Effective October 31, 1999 NJT's public rail schedules, were issued with different colored covers for each line to aid passengers in selecting the correct timetable.

Atlantic City	dark blue
Bergen County	yellow
Boonton	brown
Morris & Essex	green
Northeast Corridor	red
North Jersey Coast	light blue
Pascack Valley	purple
Raritan Valley	orange

An environmental study and preliminary design is underway for restoration of passenger service to West Trenton via the Raritan Valley Line. CSX now owns the former Reading main line operating up to 16 through freights a day including Pavonia-Selkirk Q417 and Q418. The restored Hopewell station is on this line. Federal and state grants totaling \$1.2 million enabled the municipality to accomplish the project.

NJ Transit began another station improvement project on the North Jersey Coast Line, Hazlet, which will receive high-level platforms and an expanded parking lot. It is less than two miles below the new \$7.1 million Aberdeen-Matawan station which was dedicated January 22, 2000.



Perth Amboy station, North Jersey Coast Lines largest, built in 1925, is near completion of its first restoration phase as shown in this early November, 1999 photo. All work is to be completed later this year.

G. Madden photo

Effective January 31st Amtrak added new all-electric Acela service with two Boston-Washington round trips.

Train No. 131 operates Monday through Friday, departing Boston 6:15 AM, arriving New York 10:10 AM, departing 10:25 AM and terminating in Washington at 1:50 PM.

Train No. 133 operates Daily, departing Boston 5 PM, arriving New York 8:59 PM, departing 9:36 PM, and terminating in Washington at 12:40 AM.

Train No. 130 operates Monday through Friday, departing Washington 5:00 AM, arriving New York 8:06 AM, departing 8:35 AM, terminating in Boston at 12:34 PM.

Train No. 132 operates Daily, departing Washington 1:10 PM, arriving in New York 4:30 PM, departing 4:55 PM, and terminating in Boston at 8:54 PM.

Layover times at New York are long to allow some slack in this first all-electric schedule through New Haven-Boston territory.

PATCO's reverse signaling project was completed in November 1999. Both main tracks are now bi-directional the entire distance between Philadelphia and Lindenwold providing the maximum degree of flexibility when a portion of one track is out of service due to maintenance or a train failure.

Cape May Seashore Lines is restoring former Pennsylvania-Reading Seashore Lines RDC M408 at their Rio Grande facility. When completed this car will join the M407 and M410 for revenue service.

Since both the CMSL and Winchester & Western had air horns stolen last year, W&W has responded by welding the horn mounting bolts.

CMSL's web site <http://www.cmslrr.com>

The Pine Creek Railroad, located in the Allaire State Park, website <http://homestead.juno/crawsat/pinecreekrr.html>

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