READING COMPANY

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY

1938

OFFICE COPY

# Summary of Equipment

DRAWING ROOM

READING COMPANY

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY

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# Summary

# of

# Equipment

January 1, 1938

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Compiled by
Superintendent Motive Power and Rolling Equipment

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| Class | Type | Symbol | [illegible] | Series | Total Locos |
|---|---|---|---|---|---|
| A | 4 Wheel Switch | 0-4-0 | ⌋ OO ⌊ | 840 | 1 |
| B | 6 Wheel Switch | 0-6-0 | ⌋ OOO | 1 to 110, 125 to 140 | 66 |
| C | Mogul | 2-6-0 | ⊿ o OOO | | C |
| D | Amer. 8 Wheel | 4-4-0 | ⊿ o o OO | | 0 |
| E | 8 Wheel Switch | 0-8-0 | ⌋ OOOO | 270 to 311 | 55 |
| G | Pacific | 4-6-2 | ⊿ o o OOO o | 810 to 814, 820 to 825 | 21 |
| H | Suburban | 4-6-4 | ⊿ o o OOO o o | 826 to 830 | 6 |
| I | Consol. | 2-8-0 | ⊿ o OOOO | 50[illegible] to 74, 75 to [illegible] | 18 |
| J | Subsidy | 2-6-2 | ⊿ o OOO o ⊿ | [illegible] | 16 |
| K | Pacific Quad | 4-8-4 | ⊿ o o OOOO | [illegible] | 29 |
| L | [illegible] | 4-6-0 | ⊿ o o OOO | [illegible] | 84 |
| M | Mikado | 2-8-2 | ⊿ o OOOO o | 650 to 699 | 88 |
| S | Atlantic | 4-4-2 | ⊿ o o OO o | 790 to 795, 800 to 802 | 9 |
| Oil | Oil Fired Switch | | ⌋ o o o o ⌊ | 2[illegible] | 1 |
| | Inst. | 4-4-0 | ⊿ o o OO | | 0 |
| | | | | | 292 |

# CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVES

| Locomotive Numbers | Class | Locomotive Numbers | Class | Locomotive Numbers | Class |
|---|---|---|---|---|---|
| 3 to 5 | B-3 | 613, 616 | L-4s | | |
| 9,11,12,14 to 23 | B-3a | 618 | L-4s | | |
| 24 to 33 | B-3b | 622 to 627 | L-4s | | |
| 34 to 49 | B-4 | 629, 630 | L-4s | | |
| 76,80,93 | B-2 | 631 to 635 | L-3s | | |
| 101 to 110 | B-6s | 650, ,653 | I-6s | | |
| 111 to 115 | B-7s | 654 | I-5s | | |
| 135 to 140 | B-5 | 656 to 659 | I-6s | | |
| 151, 153 | L-5ds | 662 | I-6as | | |
| 156, 157 | L-5ds | 675 to 684 | I-4s | | |
| 159 to 165 | L-5ds | 750 to 754 | L-6s | | |
| 169, 170 | L-5es | 755 | L-6as | | |
| 172 to 176 | L-5es | 756 | L-6s | | |
| 178 & 179 | L-5es | 757 to 759 | L-6as | | |
| 181 to 184 | L-5es | 760 to 769 | L-7s | | |
| 200 to 202, 204 , 207 | J-1s | 770 to 779 | L-7as | | |
| | | 780 to 789 | L-8s | | |
| | | 800 to 802 | P-7s | | |
| 211,212,214,215 | J-1s | 810 to 814 | G-4s | | |
| 217,219 to 224 | J-1s | 820 to 825 | G-1s | | |
| 225 to 230 | H-1s | 826 to 830 | G-2s | | |
| 270 to 294 | E-1 | 831 to 835 | G-3s | | |
| 295 to 304 | E-2s | 840 | A-1 | | |
| 305 to 314 | E-3s | 850 to 859 | M-1s | | |
| 315 to 319 | E-4s | 860 to 870 | M-2s | | |
| 320 to 324 | E-4as | 871 to 895 | M-2as | | |
| 431, ,434 | K-1as | 896 to 915 | M-3s | | |
| 435 & 436 | K-1s | 916 to 935 | M-3as | | |
| 437 & 438 | K-1as | | | | |
| 440 | K-1as | #1000 | OE-1 | | |
| 443 | K-1as | | | | |
| 444 to 447 | K-1as | | | | |
| 449 to 451 | K-1as | | | | |
| 453 to 454 | K-1as | | | | |
| 460, 461 | K-1as | | | | |
| 467,469,471,472 | K-1as | | | | |
| 474, 475 | K-1as | | | | |
| 477 to 480 | K-1as | | | | |
| 590 to 595 | P-6s | | | | |
| 604 | L-4s | | | | |
| 608 to 610 | L-4s | | | | |

# Oil-Electric

Key to Sub-classification Symbols
Suffix "L" Locomotives

| | |
|---|---|
| L-3a | L-3 with driving 7" forward. |
| L-3b | L-3a with Pilliod [illegible]. |
| L-4a | L-4 with increased [illegible] to build 1 [illegible]. |
| L-5a | L-5 with new [illegible] of [illegible] your repl[illegible] [illegible]. |
| L-5aa | L-5a with new [illegible] of [illegible] your repl[illegible] [illegible] Stephenson. |
| L-5a | L-5a variations in [illegible]. |
| L-5aa | L-5a variations in [illegible]. |
| L-5ax | L-5a variations in [illegible]. |
| L-5a | L-5a, L-5aa like new [illegible] [illegible] [illegible]

## LOCOMOTIVE COMPARISON - TRACTIVE EFFORT

| Tractive Effort | No. of Locos. | Class | Tractive Effort | No. of Locos. | Class |
|---|---|---|---|---|---|
| 22000 | 1 | A-1 | | | |
| 22500 | 16 | J-1s | | | |
| 23000 | 3 | B-2, | | | |
| 26500 | 15 | L-4s | | | |
| 28000 | 6 | P-6s | | | |
| 30000 | 1 | OE-1 | | | |
| 30500 | 6 | H-1s | | | |
| 31000 | 29 | P-7s, B-3, B-3a, B-3b | | | |
| 31500 | 24 | L-5as, L-5es | | | |
| 33500 | 5 | L-3s | | | |
| 34000 | 16 | B-4 | | | |
| 35000 | 6 | L-6s | | | |
| 37500 | 6 | B-5 | | | |
| 38000 | 24 | L-6as, L-7s, L-7as | | | |
| 39000 | 20 | B-6s, I-4s | | | |
| 39500 | 30 | I-5s, K-1s, K-1as | | | |
| 40000 | 10 | L-8s | | | |
| 42500 | 11 | G-1s, G-2s | | | |
| 43500 | 7 | I-6s, I-6as | | | |
| 45500 | 5 | B-7s | | | |
| 46500 | 5 | G-3s | | | |
| 52000 | 5 | G-4s | | | |
| 53000 | 35 | E-1s, E-2s | | | |
| 61000 x | 10 | E-3s | | | |
| 62500 | 86 | M-1s, M-2s, M-2as, M-3s, M-3as | | | |
| 64000 | 10 | E-4s, E-4as | | | |

x - Tender of one E-3 loco. equipped with Beth. aux. loco. with tractive power of 16500 lbs.

# CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVES

| Class | No. of Locos. | Locomotive Numbers | Year Built | Cylinders | | Steam Pressure | Diameter Drivers | Tractive Power | Weight of Engine | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Dia. | Stroke | | | | On Drivers | Total |
| A-1 | 1 | 940, | 1897 | 17" | 24" | 170 | 45" | 32272 | 112500 | 112500 |
| A-2 | 2 | 700, [illegible] | 1895,1905 | 18" | 24" | 180 | 51" | 23328 | 127500 | 127500 |
| A-3 | 4 | [illegible] | 1[illegible] | [illegible]" | [illegible]" | 180 | 51" | 31320 | [illegible] | [illegible] |
| A-4 | 35 | [illegible] | [illegible],1906 | [illegible]" | 24" | 180 | 51" | 31320 | 142000 | 142000 |
| A-5 | 10 | [illegible] | 1910 | 20" | 24" | 180 | 51" | 31320 | 150000 | [illegible] |
| A-6 | 1 | [illegible] | [illegible],1911 | 21" | 26" | 180 | 51" | 34522 | 190000 | 190000 |
| [illegible] | [illegible] | [illegible] | [illegible],1911 | [illegible]" | 26" | 180 | 51" | 34522 | 155000 | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible]" | 28" | 180 | 51" | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible]" | 30" | [illegible] | 51" | 50411 

# CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVES

| Class | No. of Locos. | Locomotive Numbers | Year Built | Cylinders | | Steam Pressure | Diameter Drivers | Tractive Power | Weight of Engine Only | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Dia. | Stroke | | | | On Drivers | Total |
| I-6s | 6 | 650, , 653, 656 to 659 | 1903 | 21" | 32" | 200 | 55" | 43619 | 194500 | 216500 |
| I-6as | 1 | 662 | 1905 | 21" | 32" | 200 | 55" | 43619 | 201300 | 227500 |
| J-1s | 16 | 200,201,202,204, ,207, 211,212,214,215,217,219, 220,221,222,223,224 | 1902,1903 1904 | 18" | 26" | 200 | 63" | 22731 | 137500 | 206400 |
| K-1s | 2 | 435, 436, | 1899,1900 1901 | 20" | 32" | 200 | 55" | 39564 | 167000 | 217000 |
| K-1as | 27 | 431, ,434,437,438,440, 442, ,444,445,446,447, 449,450,451,453,454, , 460,461,467,469, ,471, 472,474,475,477,478,479, 480 | 1899,1900 1901 | 20" | 32" | 200 | 55" | 39564 | 172000 | 224400 |
| L-4s | 15 | 604,605,609,610,613,616, 618,622,623,624,625,626, 627,629,630 | 1902,1904 | 20" | 26" | 210 | 69" | 26904 | 146300 | 186100 |
| L-3s | 5 | 631,632,633,634,635 | 1902 | 22" | 28" | 200 | 68" | 33622 | 147550 | 186350 |
| L-5ds | 11 | 151,153,156,157,159,160, 161,162,163,164,165 | 1900,1901 | 21" | 28" | 210 | 69" | 31944 | 153600 | 201500 |
| L-5es | 13 | 169,170, ,172,173,174, 175,176,178,179,181 to 184 | 1902,1903 1906 | 21" | 28" | 210 | 69" | 31944 | 153600 | 201500 |
| L-6s | 6 | 750,751,752,753,754,756 | 1910 | 22" | 28" | 210 | 69" | 35058 | 164600 | 217200 |
| L-6as | 4 | 755,757,758,759 | 1910 | 23" | 28" | 210 | 69" | 38318 | 169000 | 225100 |
| L-7s | 10 | 760,761,762,763,764,to769 | 1912 | 23" | 28" | 210 | 69" | 38318 | 169000 | 225100 |
| L-7as | 10 | 770,771,772,773,774,to779 | 1913,1914 | 23" | 28" | 210 | 69" | 38318 | 170000 | 226000 |
| L-8s | 10 | 780,781,782,783,784,to789 | 1918 | 23" | 28" | 220 | 69" | 40143 | 179000 | 238100 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVES

| Class | No. of Locos. | Locomotive Numbers | Year Built | Cylinders | | Steam Pressure | Diameter Drivers | Tractive Power | Total Weight on Drivers | Total Weight |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| [illegible] | [illegible] | [illegible] | 1918 | 27" | 32" | 200 | 63" | 62949 | [illegible] | [illegible] |
| [illegible] | 15 | [illegible] | 1920 | 27" | 32" | 200 | 63" | 62949 | [illegible] | [illegible] |
| [illegible] | 1 | 870. | 1920 | 27" | 32" | 200 | 63" | 62949 | 253640 | [illegible] |
| [illegible] | 5 | 871 to 875. | 1922 | 27" | 32" | 200 | 63" | 62949 | 253500 | [illegible] |
| [illegible] | 20 | 876 to 895. | 1922 | 27" | 32" | 200 | 63" | 62949 | 253500 | [illegible] |
| [illegible] | [illegible] | [illegible] to 915. | 1923 | 27" | 32" | 200 | 63" | 62949 | 253500 | [illegible] |
| [illegible] | [illegible] | [illegible] to 935. | 1925 | 27" | 32" | 200 | 63" | 62949 | [illegible] | [illegible] |
| [illegible] | 9 | 936 to 945. | 1901, 1902 | 22" | 26" | 210 | 79" | 28433 | [illegible] | [illegible] |
| [illegible] | 5 | 951 to 955. | 1918 | 23" | 30" | 210 | 79" | 31077 | [illegible] | [illegible] |

CENTRAL RAILROAD COMPANY OF NEW JERSEY OIL-ELECTRIC LOCOMOTIVE

| Class | No. of Locomotives | Locomotive Numbers | Year Built | Diameter of Drivers | Rated Voltage | Maximum Tractive Power | Weight | | Current |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | On Drivers | Total | |
| OE | 1 | 1000 | 1925 | 36" | 600 | 30000 | 120000 | 120000 | D.C. |

Fire Fighting Apparatus

| | | |
|---|---|---|
| 3 | 38 | 296 |
| 4 | 39 | 297 |
| 5 | 40 | 298 |
| 9 | 41 | 299 ,300 |
| 11 | 42 | 301 |
| 12 | 43 | 302 |
| 14 | 44 | 303 |
| 15 | 45 | 304 |
| 16 | 46 | 305 |
| 17 | 47 | 306 |
| 18 | 48 | 307 |
| 19 | 49 | 308 |
| 20 | 50 | 309 |
| 21 | 51 | 310 |
| 22 | | 311 |
| 23 | | 312 |
| 24 | 98 | 313 |
| 25 | | 314 |
| 26 | 109 | 315 |
| 27 | 110 | 316 |
| 28 | 111 | 317 |
| 29 | 112 | 318 |
| 30 | 113 | 319 |
| 31 | 114 | 320 |
| 32 | 115 | 321 |
| 33 | 270 , | 322 |
| 34 | 271 ,272 | 323 |
| 35 | 273 | 324 |
| 36 | 274 | |
| 37 | 275 | |

Total Number of Locomotives Equipped.....87

CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVES SPECIALLY EQUIPPED

Power Reverse Gears

| Lewis | Alco "E" & "C" | |
|---|---|---|
| 101 to 110<br>295 to 304<br>306 to 310<br>312 to 315<br>850, 856, 860 | 111 to 115<br>225 to 230<br>305, 311<br>316 to 324<br>810 to 814<br>820 to 835<br>851 to 855<br>857 to 859<br>861 to 935 | |
| Total - 32 | Total - 126 | |

Total Number of Locomotives Equipped ..... 158

CENTRAL RAILROAD COMPANY OF N.J. JERSEY LOCOMOTIVE ROSTER

Superheaters

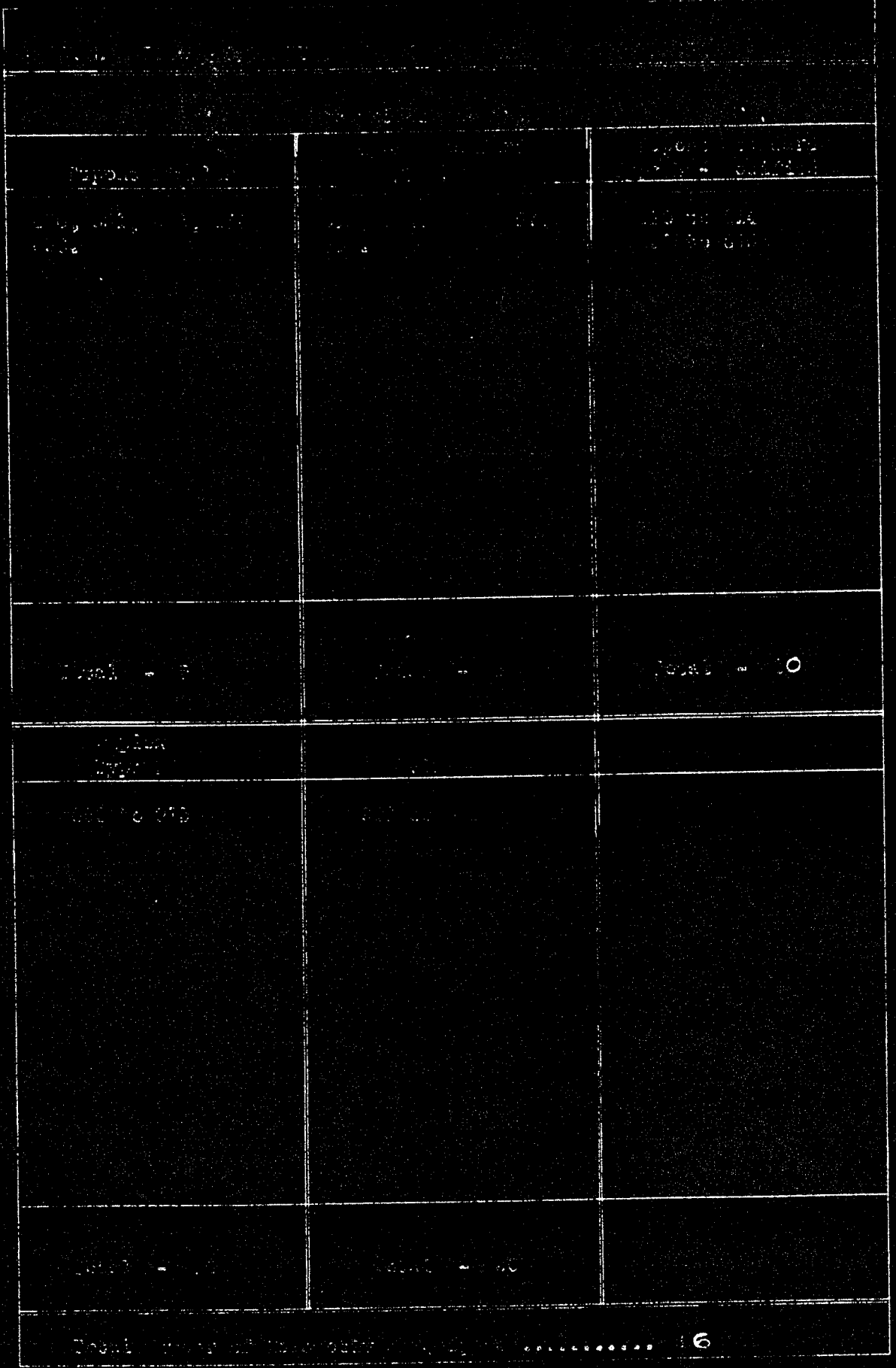
101 to 110
111 to 115
, 151
153, 156, 157
158 to 165
169, 170
172 to 176
178, 179
181 to 184
200 to 202, 204
, 207
211, 212,
214, 215, 217
219 to 224
225 to 230
295 to 324
, 431
434 to 438, 440, 442
444 to 447, 449 to 451
453 to 454

460 to 461
467, 469
471 to 472, 474, 475
477 to 480
590 to 595

604
608 to 610
613,
613, 618
622 to 627
629, 630 to 635
650,
653, 654
656 to 659
662

675 to 684
750 to 789
800 to 804
810 to 814
830 to 835
850 to 935

Total Number of Locomotives Equipped.....314



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CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVES SPECIALLY EQUIPPED

TRAIN CONTROL

| Cab Signal and Whistle, Modified Code System | | Cab Signal and Whistle, Modified Composite System |
|---|---|---|
| 151 | 634 | 175 |
| 153 | 635 | 176 |
| 157 | 677 | 178 |
| 159 | 678 | 179 |
| 161 | 760 | 181 |
| 169 | 766 | 182 |
| 170 | 769 | 183 |
| 172 | 770 | 184 |
| 173 | 771 | 591 |
| 174 | 772 | 592 |
| 200 | 773 | 593, 594 |
| 204 | 774 | 595 |
| | 775 | 675 |
| 215 | 776 | 681 |
| 222 | 777 | 683 |
| 434 | 778 | 684 |
| 437 | 779 | 750 |
| 438 | 780 | 752 |
| 440 | 781 | |
| 604 | 782 | 755 |
| 608 | 783 | 757 |
| 609 | 784 | 758 |
| 610 | 785 | 759 |
| 613 | 786 | |
| 616 | 787 | 820 |
| 618 | 788 | 821 |
| 622 | 789 | 822 |
| 623 | 826 | 823 |
| 625 | 827 | 824 |
| 626 | 834 | 825 |
| 627 | 835 | 831 |
| 629 | 853 | 832 |
| 630 | | 833 |
| 631 | 855 | 851 |
| 632 | 856 | 857 |
| 633 | | 854 |
| 69 Locomotives | | 35 Locomotives |

Total Number of Locomotives Equipped..... 104

[redacted]

[redacted]

[redacted]

[redacted]

[illegible] Utility Locomotive

[illegible] [illegible] Serial No. 185

CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVES SPECIALLY EQUIPPED

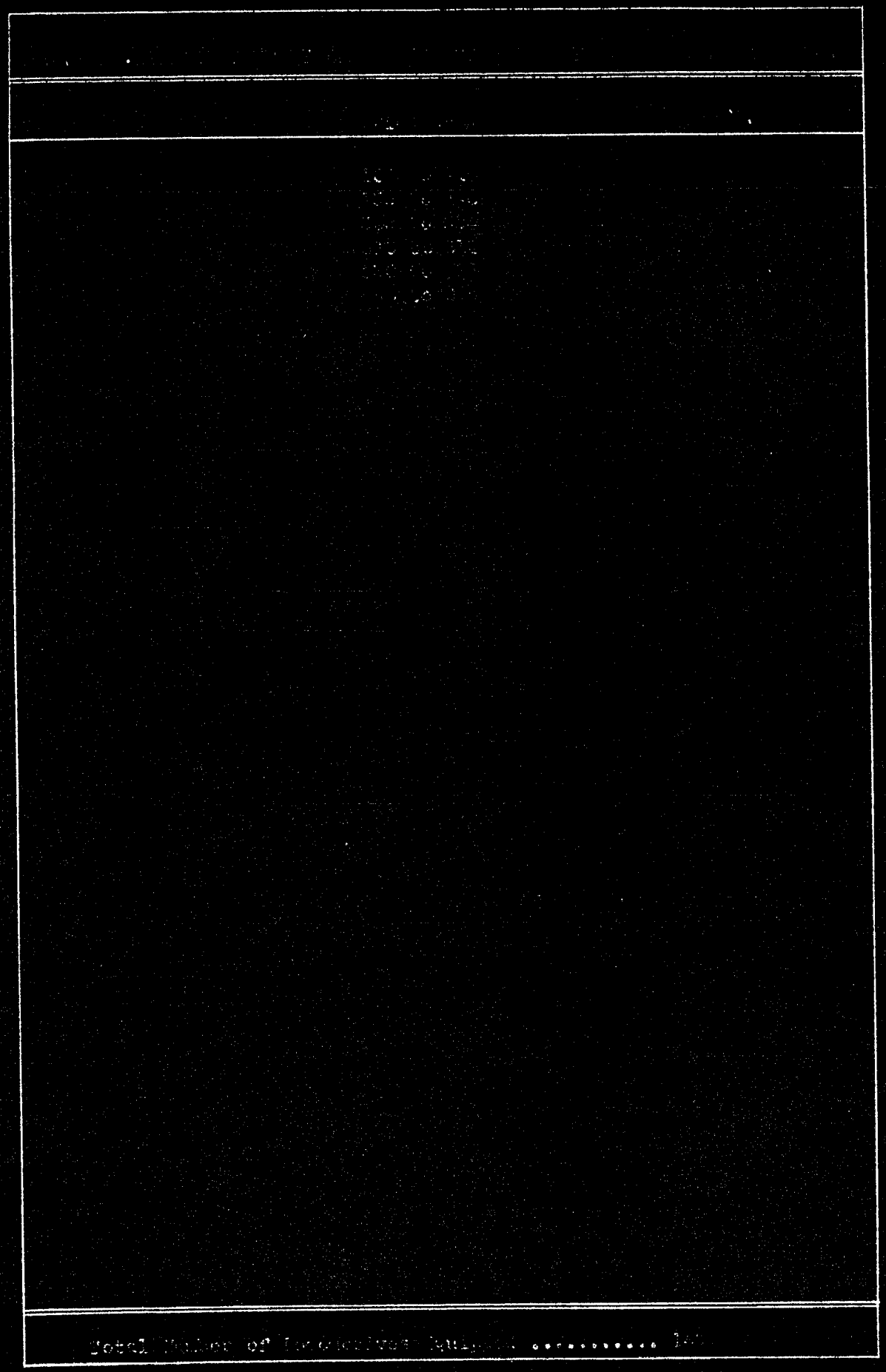
Forced Feed Lubrication

| Nathan DV-3 | Bosch TP-8 | Detroit Mod. A |
|---|---|---|
| 305 to 309 | 786 | 310 to 324 |
| Total - 5 | Total - 1 | Total - 15 |

| Detroit Mod. B | Nathan DV-4 | King 31-8 |
|---|---|---|
| 810 to 814,<br>863, 864, 872, 879,<br>883, 912, 902. 909 | 831 to 835 | 769<br>763<br>782<br>783 |
| Total - 13 | Total - 5 | Total - 4 |

| Edna Mod. - 1928 | | | |
|---|---|---|---|
| 778 | 787 | | |
| 780 | 788 | | |
| 781 | 789 | | |
| 785 | | | |
| 784 | | | |
| 768 | | | |
| 770 | | | |
| 771 | | | |
| 774 | | | |
| 777 | | | |
| Total - 13 | | | |

Total Number of Locomotives Equipped..... 56



NATIONAL RAILROAD COMPANY OF [illegible] FREIGHT EQUIPMENT

| Kind | Class | Series | Inside length | Tare weight Tons | Nominal Capacity in 1000 Pounds | No. of Cars |
|---|---|---|---|---|---|---|
| Box, steel underframe | XM | 10000 to 11499 | 36'-0" | 1[illegible] | 60 | 144 |
| Box, steel underframe, reinforced ends | XM | 10000 to 11499 | 36'-3" | 1[illegible] | 60 | |
| Box, steel underframe, steel ends | XM | 10000 to 11499 | 36'-5" | 19 | 60 | |
| ~~Box, steel underframe, reinforced ends~~ | ~~XM~~ | ~~10734, 10957, 11256~~ | ~~36'-0"~~ | ~~20~~ | ~~60~~ | ~~3~~ |
| Box, steel underframe, | XM | 11500 to 13499 | 36'-0" | 18½ | 60 | 304 |
| Box, steel underframe, reinforced ends | XM | 11500 to 13499 | 36'-8" | 20 | 60 | |
| Box, steel underframe, steel ends | XM | 11500 to 13499 | 36'-5" | 19 | 60 | |
| Box, steel underframe, | XM | 11814, ~~13058~~ | 36'-0" | 20 | 60 | 1 |
| Box, steel frame, steel ends | XM | 14000 to [illegible] | 36'-9" | 21½ | 60 | 494 |
| Box, steel frame, | XM | 17000 to 17999 | 40'-0" | 21 | 80 | 152 |
| Box, steel frame, steel ends | XM | 18000 to 19[illegible] | 40'-5" | 22[illegible] | [illegible] | [illegible] |
| Box, U. S. Standard | XM | 20000 to 20[illegible] | 41'-6" | 2[illegible] | 100 | 403 |
| Box, all steel | XM | 2[illegible] | 40'-[illegible] | [illegible] | [illegible] | 1 |
| Box, all steel | XM | 23000 to 23[illegible] | 42'-0" | 23[illegible] | 100 | 772 |
| Box, steel center sill steel ends | XM | 33658 to 3[illegible] | [illegible]'-0" | 19[illegible] | 80 | 3 |
| Auto mobile, all steel | XA | 19[illegible] to 1[illegible] | 40'-7" | 2[illegible] | 10[illegible] | [illegible] |
| Total..... | ..... | ..... | ..... | ..... | ..... | 324 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY FREIGHT EQUIPMENT

| Kind | Class | Series | Inside Length | Tare Weight Tons | Nominal Capacity in 1000 Pounds | No. of Cars |
|---|---|---|---|---|---|---|
| Gondola, solid ends steel, wood floor | GB | 80000 to 80089 | 40' 0" | 22½ | 100 | 90 |
| Gondola, drop ends steel underframe | GM | 81300 to 82222 | 34' 0" | 14½ | 80 | 122 |
| Gondola, drop ends steel underframe | GM | 82500 to 82549 | 40' 0" | 22½ | 100 | 47 |
| Gondola, steel | GM | 82506 - 82512 82518 | 40' 0" | 22½ | 100 | 3 |
| Gondola, sides removed for hollow tile container, steel underframe | GM | 84000 to 84019 | 40' 0" | 22½ | 100 | 20 |
| Gondola, drop ends steel underframe | GM | 84020 to 85999 | 40' 0" | 21½ | 100 | 1868 |
| Gondola, solid ends all steel | GB | 88000 to 88499 | 34' 4" | 15¼ | 80 | 208 |
| Gondola, drop ends all steel | GM | 88500 to 88599 | 50' 0" | 27½ | 140 | 100 |
| Gondola, drop ends all steel | GM | 89000 to 89199 | 65' 0" | 34¾ | 140 | 200 |
| Gondola, drop ends steel, wood floor | GM | 84341 - 84691 84721 | 40' 0" | 21¼ | 100 | 3 |
| Total - | | | | | | 2661 |
| Flat, steel underframe, wood floor | FM | 2000 to 2074 | 34' 8" | 14½ | 80 | 36 |
| Flat, steel underframe, wood floor | FM | 2450 to 2457 | 33' 7" | 15 | 80 | 8 |
| Flat, steel underframe, wood floor | FM | 2463 to 2537 | 48' 4" | 17½ | 80 | 62 |
| Flat, hollow tile container, steel underframe | FM | 2535 | 48' 4" | 18 | 80 | 1 |
| Total - | | | | | | 107 |
| Stock, steel underframe | SM | 7100 to 7149 | 35' 8" | 17¼ | 60 | 49 |
| Ice, steel underframe | RS | 9100 to 9199 | 35'11" | 23 | 50 | 2 |
| Refrigerator, steel underframe | RS | 9400 to 9599 | 30'11" | 23 | 50 | 8 |
| Refrigerator, steel underframe | RS | 9600 to 9636 | 30'11" | 25 | 80 | 34 |
| Total - | | | | | | 93 |

| Kind | Class | Number | Inside length | Tare (about) | Capacity (to 2" below top) | No. of Cars |
|---|---|---|---|---|---|---|
| Hopper, coal, steel | HA | 49 00 to [illegible] | 34'-0" | 10[illegible] | 80 | 3 |
| Hopper, coal, steel | HB | 49500 to [illegible] | 34'-0" | 10[illegible] | 80 | 5 |
| Hopper, coal, steel | HC | 50000 to [illegible] | 34'-0" | 10[illegible] | [illegible] | 15 |
| Hopper, coal, steel | HD | 52000 to [illegible] | 34'-0" | 10[illegible] | 80 | 22 |
| Hopper, coal, steel | HE | 90[illegible] to [illegible] | 36'-0" | 10[illegible] | 100 | 772 |
| Hopper, coal, steel | HF | 61000 to [illegible] | 36'-0" | 10[illegible] | 100 | 972 |
| Hopper, coal, steel | HG | 62000 to [illegible] | 36'-0" | 10[illegible] | 100 | 996 |
| Hopper, coal, steel | HH | 63000 to [illegible] | 36'-0" | 20[illegible] | 110 | 1965 |
| Hopper, coal, steel, No. 1, Standard | HI | 65440 to [illegible] | 30'-6" | 20 | 110 | 457 |
| Hopper, coal, steel | HJ | [illegible] | 36'-0" | 21[illegible] | 110 | 73 |
| Hopper, coal, steel | HK | [illegible] | 36'-0" | 21[illegible] | 110 | 996 |
| Hopper, cement, steel, roofed, swing doors | HLR | [illegible] | 21'-0" | 22 | 110 | 8 |
| Hopper, cement, steel, roofed, slide doors | HLR | 65000 to 65009 | 21'-0" | 22[illegible] | 110 | 2 |
| Hopper, cement, steel, roofed, slide doors | HLR | 65010 to 65029 | 23'-11" | 22[illegible] | 110 | 30 |
| Hopper, ore, steel, wood roof | HMR | 95000 to 95019 | 22'-0" | 1[illegible] | 90 | 20 |
| Hopper, ore, steel, wood roof | HMR | 95020 to [illegible] | 22'-0" | 1[illegible] | 90 | 40 |
| Total..... | | | | | | 3[illegible] |

CENTRAL RAILROAD COMPANY OF NEW JERSEY FREIGHT EQUIPMENT

| Kind | Class | Series | Wheels | No. of Cars |
|---|---|---|---|---|
| Caboose, steel center sills | CE | 91155 to 91394 | 8 | 146 |
| Total..... | ..... | ..... | ..... | 146 |
| Poling, Float Bridge, All steel | YM | 92610, 92621 to 92626 | 8 | 7 |
| Total..... | ..... | ..... | ..... | 7 |
| Grand Total..... | ..... | ..... | ..... | 13002 |

CENTRAL RAILROAD COMPANY OF New Jersey MISCELLANEOUS EQUIPMENT

| Kind | Class | Series | Length over Body | Weight | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Service, officers, steel | | x 97 | 73'-10" | 108,500 | 12 | 1 |
| Service, officers, steel | | 98 | 63'-0" | 150,100 | 8 | 1 |
| Service, Air Brake Instruction | | 92609 | 70'-0" | 150,000 | 12 | 1 |
| Total..... | | | | | | 3 |

x-Jersey Central

[illegible]

Type = [illegible]

| Crane No. | | Built or [illegible] | Boiler [illegible] | Capacity | | | Weight | Location |
|---|---|---|---|---|---|---|---|---|
| C.J | Builder | | | Cut-[illegible] | Tons | Radius | | |
| 1 | 500 Indus-trial | 1[illegible]93 | 11[illegible] | [illegible]out | 15<br>10 | 10'-0"<br>15'-0" | 143,636 | [illegible] port. |
| | | | | With | 60<br>50 | 10'-0"<br>12'-0" | | |
| 2 | 667 Indus-trial | 1899 | 127 | [illegible] | 10<br>20 | 10'-0"<br>20'-0" | 142,500 | Communi,aw |
| | | | | With | 40<br>25 | 10'-0"<br>12'-0" | | |
| 3 | 917 Indus-trial | 1902 | 220 | [illegible] | 10<br>10 | 10'-0"<br>70'-0" | 164,160 | Bethlehem |
| | | | | With | 50<br>50 | 10'-0"<br>30'-0" | | |
| 4 | 1.59 Indus-trial | 1905 | 120 | [illegible] | | | 224,300 | [illegible]ley |
| | | | | With | 100<br>3 | 17'-0"<br>20'-0" | | |
| 5 | 8.0 [illegible] Company | 1918 | 150 | [illegible] | 3<br>2 | 12'-0"<br>[illegible] | 321,700 | Bethlehem |
| | | | | With | 150<br>3 | 10'-0"<br>20'-0" | | |
| 6 | 6791 Indus-trial | 1924 | 150 | [illegible] | 10<br>3 | 12'-0"<br>30'-0" | [illegible] | [illegible]ood,ow |
| | | | | With | 100<br>100 | 10'-0"<br>30'-0" | | |
| | Total.. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Kind | Class | Series | Weight | Capacity in 1000 Pounds | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Industrial, No. 2305 | - | 7 | | 50 | 8 | 1 |
| Industrial, No. 2782 | - | 8 | | 60 | 8 | 1 |
| Interstate, No. 2602 | - | 9 | | 30 | 8 | 1 |
| Brown, No. 4149 | - | 10 | 106,800 | 30 | 8 | 1 |
| Browning, No. 1307 | - | 12 | 130,000 | 40 | 8 | 1 |
| Industrial, No. 3120 | - | 13 | | 40 | 8 | 1 |
| Industrial, No. 3121 | - | 14 | | 40 | 8 | 1 |
| Browning, No. 1405 | - | 15 | | 80 | 8 | 1 |
| Industrial, No. 3340 | - | 16 | | 60 | 8 | 1 |
| Browning, No. 1578 | - | 17 | 146,250 | 66 | 8 | 1 |
| Browning, No. 1579 | - | 18 | 146,250 | 66 | 8 | 1 |
| Browning, No. 1617 | - | 19 | | 60 | 8 | 1 |
| Browning No. 1618 | - | 20 | | 60 | 8 | 1 |
| Browning No. 1780 | - | 21 | 159,960 | 60 | 8 | 1 |
| Browning No. 1781 | - | 22 | 159,960 | 60 | 8 | 1 |
| Browning No. 1842 | - | 23 | 153,250 | 40 | 8 | 1 |
| Browning No. 1843 | - | 24 | 153,250 | 40 | 8 | 1 |
| Ohio, No. 3105 | - | 25 | 160,100 | 60 | 8 | 1 |
| Ohio, No. 3106 | - | 26 | 160,100 | 60 | 8 | 1 |
| Ohio, No. 3107 | - | 27 | 160,100 | 60 | 8 | 1 |
| Ohio, No. 3747 | - | 28 | 156,400 | 60 | 8 | 1 |
| Ohio, No. 3748 | - | 29 | 156,400 | 60 | 8 | 1 |
| Browning, No. 1899 | - | 30 | | 40 | 8 | 1 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY MISCELLANEOUS EQUIPMENT
GAS ELECTRIC CARS

| Land | Class | Series | Weight | Capacity in 1000 Pounds | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Ohio, No. 3946 | - | 31 | 175,760 | 60 | 8 | 1 |
| x Link Belt Co. | - | 50 | 76.700 | 30 | | 1 |
| x Link Belt Co. | - | 51 | 76.700 | 30 | | 1 |
| Total..... | ..... | ..... | ..... | ..... | | 26 |

x = Crawler Cranes.

CENTRAL RAILROAD COMPANY OF NEW JERSEY MISCELLANEOUS EQUIPMENT CARS

| Kind | Class | Series | Weight | Capacity in 1000 Pounds | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Service, Cinder, steel | | 91586 to 91587 | 34,500 | 80 | 8 | 1 |
| Service, Wreck Train gondola | | 92002 | | | 8 | 1 |
| Service, Pile Driver, steel underframe | | 92005 | 128,400 | - | 8 | 1 |
| Service, Water Tank, tender | | 92005 to 92007 | 37,800 | - | 8 | 3 |
| Service, Water Tank, tender | | 92008 | 48,850 | - | 8 | 1 |
| Service, Tool, box, composite underframe | | 92011 | | | 8 | 1 |
| Service, Wreck Train gondola, composite underframe | | 92012 | | | 8 | 1 |
| Service, Water Tank, tender | | 92014 | 39,530 | - | 8 | 1 |
| Service, Painters, box, composite underframe | | 92023 | 37,600 | 60 | 8 | 1 |
| Service, Tool, box, composite underframe | | 92032 | 37,000 | 60 | 8 | 1 |
| Service, Tool, box, steel underframe | | 92041 | | | 8 | 1 |
| ~~Service, Tool, box, composite underframe~~ | | ~~92045~~ | ~~37,300~~ | ~~60~~ | ~~8~~ | ~~1~~ |
| Service, Tool, box, composite underframe | | 92046 | | | 8 | 1 |
| Service, Water Tank, tender | | 92048 | 37,800 | - | 8 | 1 |
| Service, Water Tank, tender | | 92049 | 39,530 | - | 8 | 1 |
| Service, Wreck Train, gondola, steel underframe | | 92051 | | | 8 | 1 |
| Service, Wreck Train gondola, steel underframe | | 92062 | 29,700 | | | 1 |
| Service, Wreck Train gondola, steel underframe | | 92067 | 35,000 | | 8 | 1 |

CENTRAL RAILROAD COMPANY OF [illegible] MISCELLANEOUS EQUIPMENT CARS

| Kind | Class | Series | Weight | Capacity in 1000 Pounds | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Service, Tool, box steel underframe | | 92069 | | | 8 | 1 |
| Service, Tool, box composite underframe | | [illegible] | 33,600 | 60 | 8 | 1 |
| Service, Wreck Train Tool, box, steel, underframe | | 92083 and 92084 | 40,000 | | 8 | 2 |
| Service, Wreck Train, gondola, steel under frame | | 92087 | 29,900 | | 8 | 1 |
| Service, Wreck Train, gondola, steel under frame | | 92088 | 32,000 | | 8 | 1 |
| Service, Concrete Mixer, steel underframe | | 92089 | 38,200 | | 8 | 1 |
| Service, Wreck Train, box, steel underframe | | 92090 | 40,000 | | 8 | 1 |
| Service, Tunnel Inspection, composite underframe | | 92093 | 32,500 | | 8 | 1 |
| Service, Riding, coach | | 92095 | 43,000 | - | 8 | 1 |
| Service, Tool, box, steel underframe | | 92097 | | | 8 | 1 |
| ~~Service, Tool, coach~~ | | ~~92099~~ | ~~48,100~~ | | ~~8~~ | ~~1~~ |
| ~~Service, Roadway, box composite underframe~~ | | ~~92101~~ | ~~37,300~~ | ~~60~~ | ~~8~~ | ~~1~~ |
| ~~Service, Tool, box, composite underframe~~ | | ~~92108~~ | ~~37,300~~ | | | |
| Service, Wreck Train, box, composite underframe | | 92109 | 40,000 | | 8 | 1 |
| Service, Signal Department, box, composite underframe | | 92118 | 37,600 | 60 | 8 | 1 |

| Kind | Class | Number | Weight | Capacity [illegible] | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Service, Tool, box composite underframe | | 92191 & 92192 | 37,500 | 60 | 8 | 2 |
| Service, Tool, box, steel underframe | | 92193 | 38,000 | | 8 | 1 |
| Service, Track Train box, steel underframe | | 92194 | 41,000 | | 8 | 1 |
| Service coach | | 92138 | 53,900 | - | 8 | 1 |
| Service coach | | 92139 | 53,500 | - | 8 | 1 |
| Service coach | | 92140 to 92142 | 53,900 | - | 8 | 3 |
| ~~Service, Tool, box, composite underframe~~ | | ~~92143~~ | ~~37,500~~ | ~~60~~ | ~~8~~ | ~~1~~ |
| Service, tool box steel underframe | | 92194 | 38,000 | 60 | 8 | 1 |
| Service, Roadway, box, composite underframe | | 92195 | 37,500 | 60 | 8 | 1 |
| Service, Roadway Gondola, composite underframe | | 92206 | 38,000 | 80 | 8 | 1 |
| Service, Derail, gondola, steel | | 92207, 92209 | 38,300 | 80 | 8 | 2 |
| Service, Derail, flat | | 92175 | | | 8 | 1 |
| Service, Roadway, gondola, steel underframe | | 92200 | | | 8 | 1 |
| Service, Roadway, gondola | | 92220 | | | 8 | 1 |
| Service, Roadway, gondola, steel underframe | | 92208, 92221 | 38,500 | | 8 | 2 |
| ~~Service, Roadway, gondola, composite underframe~~ | | ~~92222~~ | ~~38,500~~ | | ~~8~~ | ~~1~~ |

| Kind | Class | Series | Weight | Speed | Service | No. of Cars |
|---|---|---|---|---|---|---|
| Service, Roadway, gondola, steel underframe | | [illegible] | [illegible],300 | 60 | | 4 |
| ~~Service, Rail, boom tie~~ | | ~~92607~~ | ~~40,200~~ | - | ~~6~~ | ~~1~~ |
| ~~Service, Tool, boom tie and mill~~ | | ~~92611~~ | ~~45,100~~ | | ~~6~~ | ~~1~~ |
| Service, Riding Combination | | 92611 | 75,500 | | 6 | 1 |
| Service, Tool, gondola, composite underframe | | 92612 | 37,200 | 60 | 6 | 1 |
| Service, Water Tank, tender | | 92616 | 37,[illegible] | - | [illegible] | 1 |
| Service Pile Driver | | 92616 | 115,[illegible] | - | [illegible] | [illegible] |
| Service, Bunk, coach | | 92625 | 49,[illegible] | - | 6 | 1 |
| Service, Riding Coach | | 92625 | 49,700 | - | [illegible] | 1 |
| Service, Water Tank, tender | | 92625 | 51,[illegible]6 | - | [illegible] | 1 |
| Service, Material Supply, box | | 92630 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Service, Water Tank, tender | | 92630 | 38,[illegible] | - | [illegible] | 1 |
| ~~Service, Signal Department, box~~ | | ~~92640~~ | ~~34,000~~ | ~~60~~ | ~~4~~ | 1 |
| ~~Service, riding combination~~ | | ~~92652~~ | ~~44,100~~ | - | ~~6~~ | ~~1~~ |
| Service, Signal Department, box, composite underframe | | 92640 | 37,[illegible] | 60 | [illegible] | 1 |
| Service, Material Supply, box | | 92650 | 38,[illegible] | | 6 | 1 |
| Service, Derrick | | 92653 | 37,300 | | [illegible] | 1 |

[illegible] Cars

| Kind | Class | Series | Weight | Capacity in 1000 pounds | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Service, Oil Tank, steel underframe | | 92497 | 47,000 | | 8 | 1 |
| [illegible] | | [illegible] | [illegible] | | [illegible] | [illegible] |
| Service, Oil Tank, steel underframe | | 92504 | 45,000 | | 8 | 1 |
| Service, Tool, box, composite underframe | | 92535 | 37,300 | 60 | 8 | 1 |
| Service, Riding combination | | 92536 | 78,500 | | 8 | 1 |
| [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Service, Signal Department, box, steel underframe | | 92548 | 41,000 | | 8 | 1 |
| [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Service, Cinder | | 92572 | 20,500 | | 8 | 1 |
| Service, Oil Sprinkler, gondola, all steel | | 93600 | 33,300 | 80 | 8 | 1 |

| Kind | Class | Series | Weight | Capacity in 1000 pounds | Models | No. of Cars |
|---|---|---|---|---|---|---|
| Service, Wreck Train gondola, steel underframe | | 92614 | 32,000 | 80 | 8 | 1 |
| Service, Tool, box, composite underframe | | 92620 | 37,600 | 60 | 8 | 1 |
| ~~Service, painter, coach~~ | | ~~92639~~ | ~~46,700~~ | | ~~8~~ | ~~1~~ |
| Service, cinder, gondola | | 92669 | 20,700 | | 8 | 1 |
| Service, scrap, gondola, steel | | 92671 | 33,200 | | 8 | 1 |
| Service, cinder gondola | | 92694 | | | 8 | 1 |
| Service, dump, ballast, all steel | | 92800 to 92824 | 73,300 | 100 | 8 | 25 |
| Service, Flat, steel underframe | | 92830 & 92831 | 30,000 | 60 | 8 | 2 |
| Service, cinder, all steel, [illegible], side dump | | 92840 to 92849 | 32,700 | 60 | 8 | 9 |
| Service, Ballast Spreader, "Nordberg" | | 93001 | 72,000 | | 8 | 1 |
| Service, Cinder, gondola | | 93031 | 35,700 | | 8 | 1 |
| Service, cinder, gondola | | 93111, 93370, 93378, 93388 | 33,000 | 80 | 8 | 4 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY MISCELLANEOUS EQUIPMENT CARS

| Kind | Class | Series | Weight | Capacity in 1000 Pounds | Wheels | No. of Cars |
|---|---|---|---|---|---|---|
| Service Coach | | 93530 | | | | 1 |
| Service Coach | | 93560 | 48,000 | | 8 | 1 |
| Service, Riding Coach | | 93700 | 87,000 | | 8 | 1 |
| Service, Tool, Coach | | 93701 | 84,000 | | 8 | 1 |
| Service, Platform steel underframe | | 93684 to 93687 | 29,000 | 80 | 8 | 4 |
| Service, Tool steel underframe | | 93702 | | | 8 | 1 |
| Service, Bunk SUF | | 93703 | | | 8 | 1 |
| Service, Riding SUF | | 93704 | | | 8 | 1 |
| Service, Bunk SUF | | 93705 | | | 8 | 1 |
| Service, Tool SUF | | 93706 | | | 8 | 1 |
| Service, Painters SUF | | 93707 | | | 8 | 1 |
| Service, Riding SUF | | 93708 | | | 8 | 1 |
| Service, Riding SUF | | 93709 | | | 8 | 1 |
| Service, Bunk SUF | | 93721 | | | 8 | 1 |
| Service, Tool SUF | | 93723 | | | 8 | 1 |
| Service, Scale Test all steel | | 3 | 63,000 | - | 4 | 1 |
| Service, Scale Test all steel | | 4 | 80,000 | - | 4 | 1 |
| Total - | | | | | | 151 |
| Grand Total - | | | | | | 186 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY TRANSPORTATION EQUIPMENT
MOTOR CARS AND TRUCKS

| Type | Date Built or Purchased | Location | No. of Units |
|---|---|---|---|
| Nash-Lafayette 400,4 door sedan Ser. L-83063, Motor LY-83063 Reading Co's No.57. 60 % Rdg. 40 % CNJ | 1933 | Joint Agency Chicago, Ill. | 1 |
| Plymouth - De Luxe, 2 door Sedan, 60 % Reading, 40 % C.N.J. | 1933 | Joint Agency St. Louis, Mo. | 1 |
| Plymouth - Standard Sedan, 60 % Reading, 40 % C.N.J. Serial No. 1855102. Motor No. Po 115562 | 1933 | Joint Agency Detroit, Mich. | 1 |
| Republic - Model 12, 1½ Ton Truck (out of service) | 1916 | Marine Yard, Jersey City | 1 |
| Ford V-8 Coupe | 1935 | Agency Boston, Mass. | 1 |
| Mack - Model AB, 3 Ton Truck Serial No. 5749, Motor No.40968 Dual rear tires | 1928 | Store Dept. Elizabethport | 1 |
| Chevrolet -1½ Ton Truck, Motor No. T-1894060 Serial No. 2-LR-7846 | 1937 | Store Dept Elizabethport | 1 |
| ~~Ford - Model T, ½ Ton Truck Serial No. 671891. Motor No. 13318144 C.N.J.No17~~ | ~~1926~~ | ~~Store Dept. Bethlehem~~ | ~~1~~ |
| GMC - Model T-18A 2½ Ton Truck | 1935 | Store Dept. Jersey City. | 1 |
| White - Model 809 C.O.E. 5 cu. yd. 4 ton dump body trucks<br>Truck No. 1 Serial No. 20393 Eng. No. 11-A-9032<br>Truck No. 2 Serial No. 20394 Eng. No. 11-A-9288<br>Truck No. 3 Serial No. 20395 Eng. No. 11-A-9287 | 1937 | Store Dept. Jersey City Ferry - Coal and Ash Handling | 3 |
| **Total** | | | 11 |

| Type | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| Lwell-Worker Type [illegible] carrier truck with [illegible] 24-A-6 batteries, 4000 lb. capacity, G.M [illegible] | [illegible] | [illegible] | 4 |
| Lwell-Worker Type [illegible] carrier truck with [illegible] 24-A-6 batteries, 4000 lbs. capacity, G.M [illegible] | [illegible] | [illegible] | 2 |
| Lwell-Worker Type [illegible] to load carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity G.M [illegible] | [illegible] | [illegible] | 1 |
| Lwell-Worker Type [illegible] carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, G.M [illegible] | [illegible] | [illegible] | 2 |
| Lwell-Worker Type [illegible] to load carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, G.M [illegible] 11, 12 | [illegible] | [illegible] | 2 |
| Lwell-Worker Type [illegible] carrier truck with Edison 24-A-6 batteries, [illegible] lbs. capacity, G.M [illegible] | [illegible] | [illegible] | 2 |
| Lwell-Worker Type [illegible] carrier truck with Edison 24-A-6 batteries, 4000 lbs. capacity, G.M [illegible] | [illegible] | [illegible] | 1 |
| Lwell-Worker Type [illegible] carrier truck with Edison 24-A-6 batteries, 4000 lbs. capacity, G.M [illegible] | [illegible] | [illegible] | 1 |
| Lwell-Worker Type [illegible] to load carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, G.M [illegible] | [illegible] | [illegible] | 1 |
| Lwell-Worker Type [illegible] carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, G.M [illegible] | [illegible] | [illegible] | 1 |
| Lwell-Worker [illegible] Tractor, Type [illegible]-6 with Edison 15-19 plate batteries, [illegible] capacity, G.M [illegible] | [illegible] | [illegible] | 1 |
| Lwell-Worker [illegible] Tractor, Type [illegible]-6 with Edison 15-19 plate batteries, 4000 lbs. capacity, G.M [illegible] | [illegible] | Elizabethport Machine Co. | 1 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY LOCOMOTIVE EQUIPMENT
BATTERY TRUCKS

| Type | Date Built or Purchased | Location | No. of Units |
|---|---|---|---|
| Elwell-Parker Elevating Platform Tractor, type EW-6 with Exide 15-19 plate batteries, 6000 lbs. capacity, CNJ No. 22 & 24 | 1927 | Pier 39, New York | 2 |
| Elwell-Parker Elevating Platform Tractor, type EW-6 with Exide 15-19 plate batteries, 6000 lbs. capacity, CNJ No. 23 | 1927 | Pier 10, New York | 1 |
| Elwell-Parker Elevating Platform Tractor, type EW-6 with Exide 15-19 plate batteries, 6000 lbs. capacity, CNJ No. 25 | 1928 | Bethlehem Engine Terminal | 1 |
| Elwell-Parker Elevating Platform Tractor, type EW-6 with Exide 15-19 plate batteries, 6000 lbs. capacity, CNJ No. 26 | 1928 | Elizabethport Store | 1 |
| Elwell-Parker Elevating Platform Tractor, type EW-6 with Exide 15-19 plate batteries, 6000 lbs. capacity, CNJ No. 27 | 1929 | Elizabethport Store | 1 |
| Elwell-Parker Elevating Platform Tractor, type EW-6 with Exide 15-21 plate batteries, 6000 lbs. capacity, CNJ No. 28 | 1929 | Elizabethport Machine Shop | 1 |
| Elwell-Parker Type DD, double end rack load carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, CNJ No. 51, 52 | 1913<br>1916 | Jersey City Terminal | 2 |
| Elwell-Parker Type FE, load carrier truck with Exide 15-15 plate batteries, 4000 lbs. capacity, CNJ No. 53 | 1928 | Elizabethport Electrical Shop | 1 |
| Elwell-Parker Type DG, double end rack load carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, CNJ No. 54 | 1926 | Jersey City Terminal | 1 |
| Elwell-Parker Type DG, double end rack load carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, CNJ Nos. 55, 56, 57, 58, 59, 61, 62 | 1926 | Jersey City Terminal | 7 |
| Elwell-Parker Type DG, double end rack load carrier truck, with Edison 24-A-6 batteries, 4000 lbs. capacity, CNJ No. 60 | 1926 | Elizabethport Upholstery Shop | 1 |
| Elwell-Parker Type DG, double end rack load carrier truck, with Exide 15-15 plate batteries, 4000 lbs. capacity, CNJ No. 63 | 1926 | Elizabethport Store | 1 |

| Type | Year Built | Location | No. of Units |
|---|---|---|---|
| Lyell-Parker Type CK crane truck, with Exide 15-19 plate batteries, 3000 lbs. capacity, CK No. 101, 120 | 1913 | Central Engine Terminal | 2 |
| Lyell-Parker Type CK crane truck, with Exide 15-19 plate batteries, 3000 lbs. capacity, CK No. 103 | 1913 | Elizabethport Store | 1 |
| Lyell-Parker Type CK crane truck, with Exide 15-19 plate batteries, 3000 lbs. capacity, CK No. 104 | 1913 | Elizabethport Car Shop | 1 |
| Lyell-Parker Type CK crane truck, with Exide 15-19 plate batteries, 3000 lbs. capacity, CK No. 105 | 1913 | Elizabethport Locomotive Shop | 1 |
| Lyell-Parker Type CK crane truck, with Exide 15-19 plate batteries, 3000 lbs. capacity, CK No. 106 | 1913 | [illegible] | 1 |
| Lyell-Parker Type CK crane truck, with Exide 15-19 plate batteries, 3000 lbs. capacity, CK No. 107 | 1913 | [illegible] | 1 |
| Lyell-Parker Type CK crane truck, with Exide 15-19 plate batteries, 3000 lbs. capacity, CK No. 108 | 1913 | Bayway Shop | 1 |
| Lyell-Parker Type L-6, Locomotive Crane Service, with Edison 42-A-6 batteries, 6000 lbs. capacity, [illegible] | 1916 | Communipaw Store | 1 |
| Lyell-Parker Type LT, tilting [illegible] with Exide 15-19 plate batteries, 6000 lbs. capacity, [illegible] | 1920 | Pier 22, New York | 1 |
| [illegible] | [illegible] | [illegible] | 30 |

| Size | Date built or rebuilt | Location | No. of units |
|---|---|---|---|
| Skoll-Turner Type D tractor, with Lycoming 6-cylinder horizontal valve-in-head motor, 375 to 1000 lbs. draw bar capacity, 2,000 to 4,000 lbs. | 1918 | [illegible] New York | 3 |
| Holt 75 tractor, with Lycoming 6-cylinder horizontal valve-in-head motor, 375 to 1000 lbs. draw bar capacity, 2,000 to 4,000 lbs. | 1918 | [illegible] New York | 1 |
| Skoll-Turner Type D tractor, with Lycoming 6-cylinder horizontal valve-in-head motor, 375 to 1000 lbs. draw bar capacity, 2,000 to 4,000 lbs. | 1918 | [illegible] New York | 2 |
| Skoll-Turner Type D tractor with Lycoming 6-cylinder horizontal valve-in-head motor, 375 to 1000 lbs. draw bar capacity, 2,000 to 4,000 lbs. | 1918 | [illegible] New York | 1 |
| Total | | | 8 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY MISCELLANEOUS EQUIPMENT
GASOLINE TRACTORS

| Type | Date Built or Purchased | Location | No. of Units |
|---|---|---|---|
| Fordson Tractor, Serial No.1485 | 1926 | Elizabethport Store | 1 |
| Ford Model T Tractor, Serial No. 3719467 | 1925 | Communipaw Store | 1 |
| Ford Industrial Tractor Model A, Motor 1-AA-998612 | 1929 | Elizabethport Store | 1 |
| McCormick, Deering Industrial Tractor No. IN-8991, 29"x5" front, 40"x5" rear, solid rubber tires. | 1929 | Ashley Store | 1 |
| Fordson Tractor, Motor No. 656073 - CNJ No. 186 | 1927 | Ashley Car Shop | 1 |
| Fordson Tractor, Motor No. 656074 - CNJ No. 187, arranged for application of sweeper broom. | 1927 | Elizabethport Store | 1 |
| ~~Otis Revolving Hammer Head~~ * Ford Tractor, Motor No. 646445. | 1927 | Marine Yard | 1 |
| Fordson Tractor, Serial No. 1530. | 1927 | Elizabethport Freight Car Shop | 1 |
| *Boom removed 1936 | | | |
| Total ..... | | | 8 |
| Caterpillar Tractor Company's Model 20, Serial No.360-A, 3393-A, engine No. L-564, with Deering disc. plow. | 1932 | Southern Division fire guard. | 1 |
| Total..... | | | 1 |
| Total Number of Tractors..... | | | 9 |

[illegible] RAILROAD COMPANY OF [illegible] ELIZABETHPORT, N.J.

| Type | Date Built or Purchased | Location | No. of Units |
|---|---|---|---|
| Mercury - Type A-570 - 1 Cu. Yard Dump Body | 1929 | Elizabethport Store | 1 |
| Mercury - Type A-610 -36"x62" Platform Trailer with Two Pipe Racks. | 1928 | Elizabethport Store | 1 |
| Mercury - Type A-510 -36"x72" Platform Trailers with Two Pipe Racks. | 1929 | Elizabethport Store | 18 |
| U.S. Metallic Packing Co. -Type A-121-[illegible] -42"x120" open Steel Platform Trailers. | 1930 | Elizabethport Store | 25 |
| U.S. Metallic Packing Co. -Type A-120-[illegible] -42"x120" Wood Platform Steel Frame Trailers. | 1928 | Elizabethport Store | 6 |
| U.S. Metallic Packing Co. -Type A-13 -48"x60" All Steel Trailers. | 1929 | Elizabethport Store | 100 |
| Mercury - Type A-310- 36"x72" Wood Platform, Steel Frame Trailers. | 1929 | Elizabethport Store | 4 |
| Mercury - Type A-308 Wood Platform Steel Frame Trailer with Pipe Racks. | 1928 | Elizabethport Store | 1 |
| Mercury - Type A-510 - 36"x72" Wood Platform, Steel Frame Trailers with Two Pipe Racks, Rubber Tires. | 1928 | Elizabethport Store | 2 |
| Mercury - Type CS-270-36"x72" Wood Platform, Steel Frame Trailer, Rubber Tires. | 1928 | Elizabethport Store | 1 |
| Sherman & Sheppard - 4K Model B Std. Trailers with Rubber Tires. | 1928 | Elizabethport Store | 3 |
| Hammond & Kelee, 4K Model B, Shop Trailers. | 1927 | Elizabethport Store | 3 |
| Dump Trucks - CNJ Make | 1928 | Elizabethport Store | 2 |
| U.S. Metallic Packing Co. -Type A-106-[illegible] -36"x72" Wood Platform, Steel Frame Trailer. | 1929 | Kenilworth Store | 24 |
| M.C. Brown - Type T-850 -36"x72" Wood Platform, Steel Frame Trailer. | 1929 | [illegible] | 1 |
| Platform Trailers - CNJ Make Shop No. 5 to 24. | About 1927 | Elizabethport Frt. Car Shop | 20 |
| Platform Trailer - Arranged For Side Stakes, Shop No. 25 - CNJ Make. | | Elizabethport Frt. Car Shop | 1 |
| Dump Trucks - 1 Cu. Yd. -Shop Nos. 2, 3 and 4 | 1926 | Elizabethport Frt. Car Shop | 3 |

| Type | Year of Manufacture | Purchased from | No. of Cars |
|---|---|---|---|
| Ore Unloading Trestle, Type - Type B - Electric Driven - Steel Cars - | 1917 | [illegible] | 9 |
| Ore Unloading Trestle, Type - Type A-1 - Steel Cars - Trailer - | [illegible] | [illegible] | 10 |
| | Total | ..... | 230 |
| Logging Truck, Dump Type - Shop Made. | 1924 | Elizabethport Locomotive Shop | 1 |
| | Total | ..... | 439 |

| Make | C.F.&I. No. | Wheel | Serial Number | Engine Number | Built or Purchased | Location | No. of Units |
|---|---|---|---|---|---|---|---|
| Fairbanks Morse | Y-24 | 32 | 16505 | 07603 | 1917 | Main Line Section 14 | 1 |
| Fairbanks Morse | Y-20 | 32 | 15[illegible] | 07509 | 1917 | S.O. [illegible] | 1 |
| Fairbanks Morse | Y- 6 | 32 | 19635 | Y-391 | 1918 | Main Line Section #10 | 1 |
| Fairbanks Morse | Y- 1 | 32 | 15[illegible] | 07503 | 1917 | Spare | 1 |
| Fairbanks Morse | Y- 8 | 40 | 23019 | Y-3710 | 1919 | Gen. Br. Section #1 | 1 |
| Fairbanks Morse | Y- 4 | 33 | 19622 | Y-319 | 1918 | Gen. Branch Section #3 | 1 |
| Fairbanks Morse | Y- 7 | 40 | 23018 | Y-3704 | 1919 | Gen. Branch Section #3 | 1 |
| Fairbanks Morse | Y- 5 | 32 | 19633 | [illegible] | 1917 | Gen. Branch Section #1 | 1 |
| Fairbanks Morse | Y- 2 | 32 | 16491 | 07513 | 1917 | Spare | 1 |
| Fairbanks Morse | Y- 9 | 32 | 19[illegible] | 07509 | 1918 | Spare | 1 |
| Fairbanks Morse | Y-10 | 32 | 17[illegible] | Y-[illegible] | 1917 | Main Line Section #17 | 1 |
| Fairbanks Morse | Y-13 | 32 | 16[illegible] | [illegible]502 | 1918 | Main Line Section #18 | 1 |
| Fairbanks Morse | Y-14 | 32 | 19[illegible] | [illegible] | 1918 | Main Line Section #19 | 1 |
| Fairbanks Morse | Y-15 | 32 | 19[illegible] | 07502 | 1918 | Main Line | 1 |
| Fairbanks Morse | Y-18 | 40 | [illegible] | Y-3[illegible] | [illegible] | Main Line Section #20 | 1 |
| Fairbanks Morse | Y-45 | 40 | 23715 | Y-3[illegible] | 1919 | Main Line Section #1 | 1 |
| Fairbanks Morse | Y-16 | 32 | [illegible] | [illegible] | 1918 | Spare | 1 |
| Fairbanks Morse | Y-19 | 32 | 19[illegible] | Y-[illegible] | 1918 | Spare | 1 |
| Fairbanks Morse | Y-17 | 33 | 19631 | Y-7512 | 1918 | Main Line Section #12 | 1 |
| Fairbanks Morse | Y-27 | 33 | 17[illegible] | [illegible] | 1917 | Coats Branch Section #1 | 1 |
| Fairbanks Morse | Y-21 | 32 | 19633 | 05715 | 1918 | Spare | 1 |
| Fairbanks Morse | Y-30 | 40 | 23623 | Y-3756 | 1919 | Egg Bridge Branch, Section #1 | 1 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY MISCELLANEOUS EQUIPMENT
TRACK MOTOR CARS

MAINTENANCE OF WAY - CENTRAL DIVISION

| Make | CNJ No. | Model | Serial Number | Engine Number | Built or Purchased | Location Gang or Section | No. of Units |
|---|---|---|---|---|---|---|---|
| Fairbanks Morse | M-12 | 33 | 19642 | X-348 | 1919 | Spare | 1 |
| Fairbanks Morse | M-55 | 40 | | 8797 | 1920 | High Bridge Branch, Section #3 | 1 |
| Fairbanks Morse | M-11 | 40-B | 392420 | 12524 | 1931 | High Branch Branch, Section #2 | 1 |
| Fairbanks Morse | M-22 | 40-B | 136123 | MA-M419 | 1931 | Main Line Section #23 | 1 |
| Fairbanks Morse | M-29 | 40 | 23625 | Y-3758 | 1919 | Main Line Section # 16 | 1 |
| Fairbanks Morse | M-32 | 32 | 16427 | O-7522 | 1916 | N&E Branch Section # 2 | 1 |
| Buda | M-57 | 519-S | 11667 | 14691 | 1929 | Supervisors Car - Somerville | 1 |
| Fairmont | M-56 | A-5 | 13197-164 | H-92552 | 1929 | Wharton & Northern | 1 |
| Fairbanks Morse | M-62 | 33 | 19637 | X-352 | | High Bridge Branch, Section #1 | 1 |
| Total ..... | | | | | | | 31 |

C...TRAL R... ROAD CO... ... DIVISION

MAINTENANCE ... - W... DIVISION

| Make | C.N.J. No. | Model | Serial Number | Engine Number | Built or Purchased | Location | No. of Units |
|---|---|---|---|---|---|---|---|
| Fairbanks Morse | X-68 | 33 | | X-267 | 1917 | Treichler | 1 |
| Fairbanks Morse | X-71 | 33 | 14177 | X-00834 | 1917 | Palmerton | 1 |
| Fairbanks Morse | X-72 | 40 | | 09010 | 1918 | Lehighton | 1 |
| Fairbanks Morse | X-73 | 33 | 14176 | 00895 | 1917 | Coalport | 1 |
| Fairbanks Morse | X-78 | 33 | 19589 | X-339 | | Leslie Run | 1 |
| Fairbanks Morse | X-81 | 33 | 19631 | X-316 | 1918 | Freemansburg | 1 |
| Fairbanks Morse | -26 | 33 | 14179 | 00892 | 1917 | Wilkes Barre | 1 |
| Fairbanks Morse | X-74 | 33 | 19623 | X-305 | 1918 | Susquehanning | 1 |
| Fairbanks Morse | X-35 | 40B | 31482 | 10581 | 1918 | Scranton | 1 |
| Fairbanks Morse | X-66 | 40 | 22617 | Y-2272 | 1917 | Northampton | 1 |
| Fairbanks Morse | X-69 | 40 | 23724 | Y-4255 | 1920 | Walnutport | 1 |
| Fairbanks Morse | -37 | 40 | 22620 | Y-2281 | 1920 | Penobscot | 1 |
| Fairbanks Morse | -38 | 40 | 22623 | Y-2287 | 1920 | Prospect Rock | 1 |
| Fairbanks Morse | -40 | 40 | 23717 | Y-4253 | 1920 | Ashley | 1 |
| Fairbanks Morse | -41 | 40 | 22622 | Y-2837 | 1920 | Laurel Run | 1 |
| Fairbanks Morse | 45 | 40 | 23725 | Y-4268 | 1920 | L. & T. Jct. | 1 |
| Fairbanks Morse | -47 | 40 | 23711 | Y-4248 | 1920 | Catasauqua | 1 |
| Fairbanks Morse | -48 | 40 | 23716 | Y-4254 | 1920 | So. Wilkes Barre | 1 |
| Fairbanks Morse | -49 | 40 | 23686 | Y-4224 | 1920 | Walnutport | 1 |
| Fairbanks Morse | X-89 | 41 | 25033 | Y-4111 | 1930 | Mauch Chunk | 1 |
| Fairbanks Morse | 53 | 40 | 23708 | Y-4245 | 1920 | Nuremberg | 1 |
| Fairbanks Morse | 54 | 40 | 23719 | Y-4256 | 1920 | Minora Mills | 1 |
| Fairbanks Morse | X-67 | 40 | 23709 | Y-4247 | 1920 | Tunnel | 1 |
| Fairbanks Morse | X-83 | 40 | 24621 | Y-4270 | 1920 | Nanamie | 1 |
| Fairbanks Morse | X-82 | 40 | 23713 | Y-4241 | 1920 | Ashley | 1 |
| Fairbanks Morse | X-90 | 40 | 23710 | Y-4251 | 1920 | Ashley | 1 |
| Fairbanks Morse | X-80 | 40 | 23012 | Y-2291 | 1920 | WhiteHaven | 1 |
| Fairbanks Morse | -60 | 40B | 32357 | 11389 | 1920 | Haucks | 1 |
| Fairbanks Morse | X-43 | 40 | 23718 | Y-4250 | 1922 | Easton | 1 |
| Fairbanks Morse | 35 | 40 | 23727 | Y-4260 | 1922 | Bethlehem | 1 |
| Fairbanks Morse | 36 | 40 | 22616 | Y-2285 | 1921 | Allentown | 1 |
| Fairbanks Morse | X-84 | 40 | 22615 | Y-2279 | 1921 | Allentown | 1 |
| Buda | X-86 | 519-5 | | | 1929 | Mauch Chunk | 1 |
| Total..... | | | | | | | 33 |

CENTRAL RAILROAD COMPANY OF N. J. - JERSEY TRACKLAYING & DITCHING TRACK MOTOR CARS

MAINTENANCE OF WAY - NEW JERSEY SOUTHERN SUB-DIVISION

| Make | CNJ No. | Model | Serial Number | Engine Number | Built or Purchased | Location Gang or Section | No. of Units |
|---|---|---|---|---|---|---|---|
| Fairbanks Morse | 59 | 40 | 18990 | Y-[illegible]016 | | Section 1 | 1 |
| Fairbanks Morse | 64 | 33 | 19630 | X-344 | | Section 2 | 1 |
| Fairbanks Morse | M-3 | 32 | 15248 | O-6751 | | Section 3 | 1 |
| Fairbanks Morse | M-25 | 30 | | | | Section 4 | 1 |
| Fairbanks Morse | 60 | 41 | 18149 | 409176 | | Section 5 | 1 |
| Cuda Company (Above is Fairmont motor, | | | | 33840 | 3-1927 | Section 6 privately owned; installed | 1 on hand car chassis) |
| Fairbanks Morse | 52 | 40 | 27131 | Y-6177 | 1923 | Section 7 | 1 |
| Fairbanks Morse | 51 | 40 | 27557 | Y-3726 | 1923 | Section 8 | 1 |
| Fairbanks Morse | 33 | 33 | 19591 | X-298 | | Spare | 1 |
| Fairbanks Morse | 50 | 40 | 27554 | Y-6210 | 1923 | Section 10 | 1 |
| Fairbanks Morse | 61 | | 19531 | X-263 | | Section 11 | 1 |
| Fairbanks Morse | 70 | Dixie 462-G | -1349 | Y-2483 | | Section 12 | 1 |
| Fairbanks Morse | 68 | 40-B | | | 1929 | Section 13 | 1 |
| Fairbanks Morse | 54 | 40 | 27549 | Y-6204 | 1923 | Section 14 | 1 |
| Fairbanks Morse | 63 | | -1849 | X-334 | | Section 9 | 1 |
| Fairbanks Morse | 92 | 46 | | 19667 | 1935 | Supervisors Inspection Car. | 1 |
| Total ..... | | | | | | | 16 |

SIGNAL DEPARTMENT

| Make | C.R.R.J. No. | Model | Serial Number | Engine Number | Built or Purchased | Location | No. of Units |
|---|---|---|---|---|---|---|---|
| Sheffield | SD-6 | 41 | - | - | 1930 | Red Bank | 1 |
| Sheffield | SD-4 | 41 | - | - | 19 | Elm | 1 |
| Sheffield | SD-10 | 40-B | 35917 | 14792 | 1930 | Red Bank | 1 |
| Sheffield | | 41 | 23815 | Y-2757 | 1920 | Ashley, | 1 |
| Sheffield | SD-2 | 41 | 25636 | Y-4663 | 1921 | Highlands | 1 |
| Sheffield | | 41 | 29289 | Y-5170 | 1924 | Ashley | 1 |
| Sheffield | | 41 | 31941 | 11425 | 1925 | White Haven | 1 |
| Sheffield | SD-13 | 41 | 36135 | 15263 | 1929 | Matawan | 1 |
| Sheffield | SD-12 | 41 | 36307 | 15335 | 1928 | Metuchen | 1 |
| Sheffield | | 41 | 36523 | 15506 | 1928 | Catasauqua | 1 |
| Fairbanks Morse Co. | | 41 | 23912 | Y-3335 | 1920 | Raritan to Bound Brook | 1 |
| Fairbanks Morse Co. | | 41 | 25552 | Y-4542 | 1921 | Phillipsburg to High Bridge | |
| Fairbanks Morse Co. | SD-1 | 41 | 25648 | Y-4675 | 1921 | Allentown | 1 |
| Fairbanks Morse Co. | | 41 | 26057 | Y-6082 | 1924 | Bethlehem | 1 |
| Fairbanks Morse | SD-5 | 41 | 28857 | - | 1928 | High Bridge to Raritan | 1 |
| Fairbanks Morse Co. | SD-9 | 40-B | 31585 | 12693 | 1930 | Allentown | 1 |
| Fairmont | SD-8 | M-19 | 123330 | 53043 | 1925 | Spring St. | 1 |
| Fairmont | SD-16 | M-19 | 123357 | 54 | 1924 | Red Bank | 1 |
| Fairmont | SD-7 | M-19 | 123358 | 53053 | 1925 | Long Branch | 1 |
| Fairmont | | M-19 | 123703 | 53492 | 1927 | Ashley | 1 |
| Fairmont | SD-11 | M-19 | 123155 | 53736 | 1927 | Cedar Lake | 1 |
| Total..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 |

Grand Total Truck Motor Cars ..... 101

| DIVISION | [illegible] |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| Total [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| Total [illegible] | 1,2 |

CENTRAL RAILROAD COMPANY OF N. J. AND LEHIGH & LUDLOW & SNOW PLOWS

| Kind | Series | Location | No. of Plows |
|---|---|---|---|
| Russell #104 Double Track | - | Jersey City | 1 |
| Small, Pilot Plow, permanently mounted on cast steel tender frame | 93694 | Raritan | 1 |
| Small, Pilot Plow, permanently mounted on cast steel tender frame | 93695 | Red Bank | 1 |
| Small, Pilot Plow, permanently mounted on cast steel tender frame | 93696 | Jersey City | 1 |
| Large, Pilot Plow, permanently mounted on cast steel tender frame | 93697 | Bethlehem | 1 |
| Large, Pilot Plow, permanently mounted on old loco. crane underframe | 93698 | Mauch Chunk | 1 |
| Large, Pilot Plow, permanently mounted on old loco. crane underframe | 93699 | Ashley | 1 |
| Small, Pilot Plow, steel, wood frame | - | Stored at Elizabethport | 1 |
| Total ..... ..... ..... | | | 8 |
| Grand Total ..... ..... ..... | | | 8 |

| | | | | | | |
|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | | | | | |

| Make | C.U No. | Model | Location | Compressor Number | Engine Number | Year of Manufacture | Number of Units |
|---|---|---|---|---|---|---|---|
| Ingersoll-Rand | 1 | EU | Central Dist. | 74250 | 113[illegible]55 | 1931 | 1 |
| " " | 2 | EU | " " | 91511 | 217213 | 1936 | 1 |
| " " | 3 | " | " " | 91502 | 208554 | 1936 | 1 |
| " " | 4 | EU | " " | 91512 | 208573 | 1936 | 1 |
| Total..... | | | | | | | 4 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Cond.,vestibuled, steel underframe | 2.1w | | 1.0 & 1.60 | | | | 6 |
| Cond.,vestibuled, steel | 1.81 | | | | | | 10 |
| Cond.,vestibuled, steel | 1.81 | | | | | | 10 |
| Cond.,or ,lt.form. steel underframe | 1.02 | | 37.6 5-.6.17 | | | | 11 |
| Cond.,Cent.,lt.for. steel underframe | 1.10 | | 7.8 .47 | | | | 9 |
| Cond.,vestibuled, steel | 1.13 | | | | | | |
| Cond.,vestibuled, steel | 1.16 | | | | | | |
| Cond.,vestibuled, steel | 1.15 | | | | | | 17 |
| Cond.,vestibuled, steel | 1.16 | | | | | | 20 |
| Cond.,vestibuled, steel | 1.17 | | | | | | 18 |
| Cond.,vestibuled, steel | 1.18 | | | | | | 30 |
| Cond.,vestibuled, steel | 1.20 | | | | | | 100 |
| Cond.,vestibuled, steel | 1.2 | | | | | | 5 |
| Cond.,vestibuled, steel | 1.23 | | | | | | 18 |
| Cond.,vestibuled, steel | 1.30 | | | | | | 3 |
| Cond.,vestibuled, steel | 1.37 | | | | | | 4 |
| Cond.,vestibuled, steel | 1.37 | | | | | | |
| Cond.,vestibuled, steel | 1.38 | | | | | | |
| Cond.,vestibuled, steel | 1.39 | | | | | | |
| Cond.,vestibuled, steel | 1.39 | | | | | | |
| Cond.,vestibuled, steel | 1.39

| Kind | Year Built | Class | Series | Length over End Sills | Seating Capacity | Wheels | No. of Cars |
|---|---|---|---|---|---|---|---|
| Combination, passenger and baggage, vestibuled, steel underframe | 1910 | | 194 | 64'-0" | 59 | 8 | 1 |
| Combination, passenger and baggage, open platform, steel underframe | 1908 | | 230 to 231 | 64'-0" | 50 | 8 | 2 |
| Combination, passenger and baggage, open platform, steel underframe | 1910 | | 234 to 238 | 64'-0" | 50 | 8 | 5 |
| Combination, passenger and baggage, open platform, steel underframe | 1911 | | 240 | 64'-0" | 50 | 8 | 1 |
| Combination, passenger and baggage, open platform, steel underframe | 1913 | | 243 | 64'-0" | 50 | 8 | 1 |
| Combination, passenger and baggage, vestibuled, steel | 1912 | | 244 to 248 | 64'-0" | 50 | 8 | 5 |
| Combination, passenger and baggage, vestibuled, steel | 1913 | | 250 to 253 | 64'-0" | 51 | 8 | 4 |
| Combination, passenger and baggage, vestibuled, steel | 1915 | | 259 to 268 | 64'-0" | 51 | 8 | 10 |
| Combination, passenger and baggage, vestibuled, steel | 1917 | | 269 to 274 | 64'-0" | 51 | 8 | 6 |
| Combination, passenger and baggage, vestibuled, steel | 1922 | | 275 to 284 | 64'-0" | 51 | 8 | 10 |
| Combination, passenger and baggage, vestibuled, steel | 1923 | | 285 to 288 | 64'-0" | 51 | 8 | 4 |
| Combination, passenger and baggage, vestibuled, steel | 1924 | | 289 to 294 | 64'-0" | 51 | 8 | 6 |
| Combination, passenger and baggage, vestibuled, steel | 1925 | | 295 to 299 | 64'-0" | 51 | 8 | 5 |
| "Blue Comet", combination, passenger and baggage, vestibuled, steel, wash-room | 1926 | | x 300, 302 x (two next cars) | 62'-6" | 43 | 8 | 2 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY PASSENGER EQUIPMENT

| Kind | Year Built | Class | Series | Length over Body | Seating Capacity | Wheels | No. of Cars |
|---|---|---|---|---|---|---|---|
| Combination, passenger and baggage, vestibuled, steel, washroom | 1926 | | 301 | 63'-0" | 48 | 8 | 1 |
| Combination, passenger and baggage, vestibuled, steel | 1926 | | 303, 304 | 63'-0" | 51 | 8 | 2 |
| Combination, passenger and baggage, vestibuled, steel, suburban | 1931 | | 305 to 309 | 63'-0" | 61 | 8 | 5 |
| Total | | | | | | | 76 |

x 300 - Halley
302 - Encke

301, 303-AIR CONDITIONED

| [illegible] | Year Built | Class | [illegible] | [illegible] | Seating in [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|---|
| [illegible] all, [illegible] plaster, [illegible] | 1914 | | 60 to [illegible] | [illegible] | 40 | 12 | 7 |
| [illegible] all, sheet plaster, [illegible] | 1915 | | 69 to 71 | [illegible] | 40 | 12 | 5 |
| [illegible] all, sheet plaster, [illegible] | 1923 | | 72 to 74 | [illegible] | 40 | 12 | 3 |
| Total ..... | | | | | | | 15 |
| [illegible] [illegible] brick [illegible] [illegible] frame | 1900 | | 300 to 310 | [illegible] | 40 | 6 | 1 |
| [illegible] [illegible] brick [illegible] [illegible] frame | 1911 | | 370 to 372 | [illegible] | 40 | 6 | 3 |
| [illegible] [illegible] brick [illegible] [illegible] frame | 1914 | | 3[illegible] to 3[illegible] | [illegible] | 40 | [illegible] | 4 |
| [illegible] [illegible] brick [illegible] [illegible] frame | 1918 | | [illegible] to [illegible] | [illegible] | [illegible] | 12 | 3 |
| [illegible] [illegible] brick [illegible] [illegible] | 1923 | | 300 to 310 | [illegible] | 40 | 12 | 5 |
| [illegible] [illegible] brick [illegible] [illegible] | 1918 | | 300 to 310 | [illegible] | [illegible] | 12 | 3 |
| [illegible] [illegible] brick [illegible] [illegible] | 1922 | | [illegible] | [illegible] | [illegible] | 12 | 12 |
| [illegible] [illegible] brick [illegible] [illegible] | 1918 | | [illegible] | [illegible] | [illegible] | 12 | 12 |
| [illegible] [illegible] brick [illegible] [illegible] | 1923 | | [illegible] | [illegible] | [illegible] | 12 | 5 |
| [illegible] [illegible] brick [illegible] [illegible] | 1922 | | [illegible] to [illegible] | [illegible] | [illegible] | 12 | 5 |
| [illegible] [illegible] brick [illegible] [illegible] | 1920 | | [illegible] to [illegible] | [illegible] | [illegible] | 12 | 4 |
| Total ..... | | | | | | | [illegible] |
| [illegible] [illegible] [illegible] | | | | | | | |

CENTRAL RAILROAD COMPANY OF NEW JERSEY PASSENGER EQUIPMENT

| Kind | Year Built | Class | Series | Length over Body | Seating Capacity | Wheels | No. of Cars |
|---|---|---|---|---|---|---|---|
| Club, open platform, steel | 1918 | | x 90 | 70'-0" | 62 | 12 | 1 |
| Club, vestibuled, steel, 1 washroom | 1925 | | x 91, 92 | 70'-0" | 63 | 8 | 2 |
| Total | | | | | | | 3 |

* 90 - Motherwood
* 91 - Plainfield
* 92 - Lyons

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Cafe, vestibuled, steel | 1905 | | * 80 | 75'-0" | 40 | 12 | 1 |
| "Blue Coast", dining, vestibuled, steel | 1905 | | * x 81 | 75'-0" | 36 | 12 | 1 |
| Cafe, vestibuled, steel | 1917 | | * 82 & 83 * | 74'-0" | 32 | 12 | 2 |
| Total | | | | | | | 4 |

x 81 - Glassbird *

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GRAND TOTAL | | | | | | | 609 |

* Cars 81, 82, 83 are air conditioned
80, 90, 91, 92

| | | |
|---|---|---|
| Number of Units | 1 | 1 |
| Name | Sandy Hook | Lexington |
| Built | 1889 | 1903 |
| Hull | Iron | Iron |
| Superstructure | x Composite | Wood |
| Length overall | 270'-6" | 270'-6" |
| Breadth over guards | 49'-0" | 49'-0" |
| Gross tonnage | 1519 | 1460 |
| Engines - number | 2 | 2 |
| Engines - type | Triple Expansion | Triple Expansion |
| Cylinder - diameter | 21", 36" and 55" | 13", 30" and 50" |
| Cylinder - stroke | 28" | 30" |
| I. H. P. | 3200 | 2500 |
| Boilers - number | 4 | 4 |
| Boilers- type | Scotch | Scotch |
| Boilers - diameter | 13'-0" | 12'-0" |
| Boilers - length | 12'-11" | 12'-0" |
| Steam pressure - pounds | 180 | 150 |
| Passenger allowance | 1[illegible]1 | 1[illegible]1 |
| Total..... | | 2 |

x - New-1932

CENTRAL RAILROAD COMPANY OF NEW JERSEY FLOATING EQUIPMENT, FERRY BOATS

| No. of Units | 2 | 1 | 1 | 3 | 2 | 1 | |
|---|---|---|---|---|---|---|---|
| Name | Bound Brook<br>Lakewood | Red Bank | Plainfield | Elizabeth<br>Wilkesbarre | Cranford<br>Somerville | Westfield | Bayonne |
| Date Built | 1901 | 1902 | 1904 | 1904 | 1905 | 1911 | 1913 |
| Hull | Steel | Steel | Steel | Steel | Steel | Steel | Steel |
| Superstructure | Wood | Wood | Wood | Wood | Wood | Wood | Wood |
| Length overall | 207'-0" | 207'-0" | 207'-0" | 207'-0" | 207'-0" | 207'-0" | 217'-9" |
| Breadth over guards | 65'-0" | 65'-0" | 65'-0" | 65'-0" | 65'-0" | 65'-0" | 65'-0" |
| Gross tonnage | 1016 | 1016 | 1225 | 1197 | 1197 | 1239 | 1344 |
| Engine - type | 4 Cyl.Triple Expansion | 4 Cyl.Triple Expansion | 4 Cyl.Triple Expansion | 4 Cyl.Triple Expansion | 4 Cyl.Triple Expansion | 4 Cyl.Triple Expansion | 4 Cyl.Triple Expansion |
| Cylinders - diameter | 19",30",35",35" | 19",30",35",35" | 19",30",35",35" | 19",30",35",35" | 19",30",35",35" | 19",30",35",35" | 20",32",35",35" |
| Cylinders - stroke | 30" | 30" | 30" | 30" | 30" | 30" | 30" |
| I. H. P. | 1157 | 1157 | 1157 | 1157 | 1157 | 1400 | 1450 |
| Boilers - number | 3 | 3 | 3 | 3 | 3 | 2 | 2 |
| Boilers - type | Gunboat | Gunboat | Gunboat | Gunboat | Gunboat | Scotch | Scotch |
| Boilers - diameter | 8'-9" | 8'-9" | 8'-9" | 8'-9" | 9'-2" | 13'-2" | 13'-2" |
| Boilers - length | 20'-5" | 20'-5" | 20'-5" | 20'-5" | 20'-11" | 11'-9" | 11'-9" |
| Steam pressure | 170 lbs. | 170 lbs. | 170 lbs. | 170 lbs. | 170 lbs. | 180 lbs. | 180 lbs. |
| Passenger allowance | Unrestricted | Unrestricted | Unrestricted | Unrestricted | Unrestricted | Unrestricted | Unrestricted |
| | | | | | | | |
| Total..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY FLOATING EQUIPMENT TUG BOATS

| No. of Units | 2 | 3 | 1 | 1 | 1 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| Name | Flemington Freehold | Ashley Bridgeton Seabright | Jersey Central | Newark | Bethlehem | Long Branch Allentown | Atlantic Highlands |
| Date Built | 1903 | 1906 | 1912 | 1915 | 1915 | 1913 | 1910 |
| Hull | Steel | Steel | Steel | Steel | Steel | Steel | Steel |
| Superstructure | Steel | Steel | Steel | Steel | Steel | Steel | Steel |
| Length overall | 110'-1" | 116'-0" | 103'-0" | 110'-0" | 97'-7" | 113'-0" | 100'-0" |
| Breath over guards | 25'-0" | 26'-0" | 27'-5" | 27'-7" | 25'-7½" | 27'-0" | 24'-0" |
| Gross tonnage | 199 | 240 | 217 | 230 | 157 | 238 | 173 |
| Engine - type | Compound | Compound | Compound | Compound | Single-cyl. Condensing | Compound | Compound |
| Cylinders - diameter | 14", 24" | 14", 24" | 13", 22" | 13", 24" | 22" | 13", 20" | 14", 24" |
| Cylinders - stroke | 24" | 24" | 22" | 24" | 16" | 24" | 24" |
| H. P. | 800 | 800 | 700 | 900 | 450 | 800 | 800 |
| Boilers - number | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| Boilers - type | Scotch | WATER TUBE | Scotch | Scotch | Scotch | Scotch | Scotch |
| Boilers - diameter | 14'-0" | 44" * | 13'-6" | 13'-0" | 14'-0" | 13'-0" | 13'-0" |
| Boilers - length | 12'-0" | 11'-0" * | 12'-0" | 12'-3" | 12'-3" | 12'-0" | 12'-0" |
| Steam pressure, pounds | 150 | 150 | 175 | 175 | 150 | 150 | 175 |
| | | | | | | | |
| | | * STEAM DRUM SIZES | | | | | |
| Total | | | | | | | 12 |

| | | |
|---|---|---|
| No. of Units | 4 | 1 |
| C. H. & N. No. | 21, 27, 28, 29 | 30 |
| Date built | 1908 | 1916 |
| Type | Covered | Open Deck |
| Hull | Steel | Steel |
| Superstructure | Wood | Steel |
| Length overall | 110'-0" | 121'-0" |
| Breadth over guards | 31'-5" | 34'-3" |
| Carrying capacity, tons | 200 | 250 |
| Hoist capacity, tons | 1 | 10 |
| Gross tonnage | 436 | 327 |
| Engine - type | Single non-condensing | Single non-condensing |
| Cylinder - diameter | 21" | 22" |
| Cylinder - stroke | 30" | 22" |
| I. H. P. | 600 | 450 |
| Boiler - type | Scotch | Scotch |
| Boiler - diameter | 11'-3" | 14'-0" |
| Boiler - length | 11'-0" | 12'-3" |
| Steam pressure, pounds | 130 | 150 |
| Total..... | | 5 |

No. 29 has a passenger allowance of 328.

CENTRAL RAILROAD C[illegible] [illegible] TRANSFER HOIST
[illegible] - [illegible] - [illegible] HOIST

| No. | Construction | Built | Length | Width over guards | Carrying capacity Tons | Hoisting capacity Tons | No. of Units |
|---|---|---|---|---|---|---|---|
| 117 to 118 | Wood | 1903 | 93'-0" | 34'-8" | 300 | 8 | 2 |
| 121 | Wood | 1911 | 93'-0" | 34'-8" | 300 | 8 | 1 |
| 123 | Wood | 1912 | 93'-0" | 34'-8" | 300 | 8 | 1 |
| 124 to 131 | Wood | 1915 | 93'-0" | 34'-8" | 300 | 8 | 8 |
| 133 to 135 | Wood | 1916 | 93'-0" | 34'-8" | 300 | 8 | 3 |
| 136 and 137 | Wood | 1930 | 93'-0" | 34'-8" | 300 | 8 | 2 |
| 138 | Steel | 1939 | 93'-0" | 34'-0" | 300 | 15 | 1 |
| 400 | Wood | 1900 | 97'-0" | 38'-8" | 330 | 15 | 1 |
| 401 | Wood | 1902 | 205'-0" | 41'-0" | 450 | 65 | 1 |
| 402 | Wood | 1902 | 102'-0" | 38'-8" | 400 | 45 | 1 |
| 403 and 404 | Wood | 1903 | 110'-0" | 38'-1" | 4[illegible] | 15 | 2 |
| 405 and 406 | Wood | 1902 | 102'-0" | 38'-8" | 400 | 15 | 2 |
| Total | | | | | | | 25 |

| No. | Construction | Date | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
| 307 to 311 | wood | 1908 | [illegible] | [illegible] | [illegible] | [illegible] |
| 312 & 314 | wood | 1910 | [illegible] | [illegible] | [illegible] | [illegible] |
| 317 & 319 | wood | 1912 | [illegible] | [illegible] | [illegible] | [illegible] |
| 321 to 329 | wood | 1913 | [illegible] | [illegible] | [illegible] | [illegible] |
| 330 to 335 | wood | 1915 | [illegible] | [illegible] | [illegible] | [illegible] |
| 337 to 341 | wood | 1915 | [illegible] | [illegible] | [illegible] | [illegible] |
| 342,343 | wood | 1916 | [illegible] | [illegible] | [illegible] | [illegible] |
| 344,345 | wood | 1920 | [illegible] | [illegible] | [illegible] | [illegible] |
| 346,347 | wood | 1909 | 85'-0" | 30'-8" | 250 | 2 |
| | Total..... | | | | | [illegible] |

[illegible] RAILROAD [illegible] FOR [illegible]
OPEN TOP HOPPERS - [illegible]

| No. | Construction | Date | Length | Over Coupler Pockets | Capacity in Tons | No. of Units |
|---|---|---|---|---|---|---|
| 210 | Wood | 1898 | 86'-0" | 30'-0" | 250 | 1 |
| 211 | Wood | 1900 | 82'-0" | 30'-10" | 250 | 1 |
| 213 | Wood | 1909 | 85'-0" | 30'-8" | 250 | 1 |
| 214 | Wood | 1909 | 85'-0" | 30'-8" | 250 | 1 |
| 215 | Wood | 1909 | 85'-0" | 30'-8" | 250 | 1 |
| 216 | Wood | 1909 | 85'-0" | 30'-8" | 250 | 1 |
| 217 | Wood | 1909 | 85'-0" | 30'-8" | 250 | 1 |
| 218 | Wood | 1909 | 85'-0" | 30'-8" | 250 | 1 |
| 219 | Wood | 1909 | 85'-0" | 30'-8" | 250 | 1 |
| 222 | Wood | 1906 | 85'-0" | 31'-8" | 250 | 1 |
| 224 | Wood | 1907 | 90'-0" | 31'-8" | 275 | 1 |
| 225 | Wood | 1907 | 90'-0" | 31'-8" | 275 | 1 |
| 226 | Wood | 1907 | 90'-0" | 31'-8" | 275 | 1 |
| 228 | Wood | 1916 | 85'-0" | 30'-8" | 250 | 1 |
| 229 | Wood | 1916 | 85'-0" | 30'-8" | 250 | 1 |
| 230 | Wood | 1916 | 85'-0" | 30'-8" | 250 | 1 |
| 231 | Wood | 1916 | 85'-0" | 30'-8" | 250 | 1 |
| 232 | Wood | 1916 | 85'-0" | 30'-8" | 250 | 1 |
| Total ..... | | | | | | 11 |

| No. | Construction | Year | Length | Beam | Draft | Screws |
|---|---|---|---|---|---|---|
| 25 | Wood | 1903 | 265'-0" | 31'-10" | 12 | 1 |
| 41 | Steel | 1909 | 262'-3" | 39'-7" | 12 | 1 |
| 42 | Steel | 1909 | 262'-3" | 39'-7" | 12 | 1 |
| 43 | Steel | 1910 | 262'-3" | 39'-7" | 12 | 1 |
| 44 | Steel | 1910 | 262'-3" | 39'-7" | 12 | 1 |
| 45 | Steel | 1913 | 262'-3" | 39'-7" | 12 | 1 |
| 46 | Steel | 1913 | 262'-3" | 39'-7" | 12 | 1 |
| x51 | Wood | 1905 | 165'-0" | 31'-0" | 9 | 1 |
| x52 | Wood | 1905 | 165'-0" | 31'-0" | 9 | 1 |
| 53 | Steel | 1920 | 265'-0" | 39'-10" | 12 | 1 |
| | Total | | | | | 10 |

x - Converted 1928 from old flat #34 by cutting in half and extending.

CENTRAL RAILROAD COMPANY OF NEW JERSEY FLANDERS, NEW JERSEY
TRANSFER FLOAT - 3 TRACKS

| No. | Construction | Date | Length | Breadth over Guards | Capacity in Cars | No. of Units |
|---|---|---|---|---|---|---|
| 35 | Steel | 1906 | 285'-3" | 39'-7" | 17 | 1 |
| 36 | Steel | 1906 | 285'-3" | 39'-7" | 17 | 1 |
| 37 | Steel | 1906 | 285'-3" | 39'-7" | 17 | 1 |
| 38 | Steel | 1907 | 285'-3" | 39'-7" | 17 | 1 |
| 39 | Steel | 1907 | 285'-3" | 39'-7" | 17 | 1 |
| 40 | Steel | 1907 | 285'-3" | 39'-7" | 17 | 1 |
| 47 | Steel | 1913 | 270'-0" | 39'-7" | 17 | 1 |
| 48 | Steel | 1924 | 325'-2" | 39'-6" | 20 | 1 |
| 49 | Steel | 1924 | 325'-2" | 39'-6" | 20 | 1 |
| 50 | Steel | 1930 | 285'-0" | 38'-10" | 17 | 1 |
| | Total..... | | | | | 10 |

CENTRAL RAILWAY COMPANY OF NEW JERSEY FLOATING EQUIPMENT
CAR FLOATS

| | | | |
|---|---|---|---|
| No. of Units | 1 | 1 | 1 |
| C. R. J. No. | 1 | 2 | 3 |
| Date built | 1920 | 1920 | 1920 |
| Length over body | 130'-0" | 161'-5" | 131'-0" |
| Length overall | 220'-0" | 232'-0" | 156'-0" |
| Width outside | 100'-0" | 81'-0" | 71'-4" |
| Width inside wings - bottom | 73'-10" | 59'-0" | 54'-3" |
| Width inside wings - top | 85'-3" | 83'-8" | 62'-6" |
| Height of wings above deck | 26'-0" | 19'-0" | 18'-0" |
| Depth of pontoon at center | 13'-6" | 11'-0" | 9'-6" |
| Lifting capacity - gross tons | 3,000 | 2,000 | 1,000 |
| Total..... | | | 3 |

CENTRAL RAILROAD COMPANY OF NEW JERSEY FLOATING EQUIPMENT
PILE DRIVERS

| No. | Construction | Date Built | Length | Width | No. of Units |
|---|---|---|---|---|---|
| 1 | Wood | 1922 | 54'-0" | 26'-0" | 1 |
| 2 | Wood | 1900 | 51'-0" | 22'-0" | 1 |
| 3 | Wood | 1929 | 52'-0" | 26'-0" | 1 |
| | Total..... | ..... | ..... | ..... | 3 |

MOTOR BOATS

| | | | | | |
|---|---|---|---|---|---|
| x Jane | Wood | 1893 | 42'-0" | 14'-6" | 1 |
| | Total..... | ..... | ..... | ..... | 1 |

x - Equipped with 4 cylinder 65 H. P. gasoline engine.

GRAND TOTAL FLOATING EQUIPMENT..... 125

## WHARTON AND NORTHERN
## CAR EQUIPMENT

| Kind | Class | Series | Weight | Capacity in 1000 pounds | Wheels | No. of Units |
|---|---|---|---|---|---|---|
| Kilburn and Jacobs dump cars, all steel | | 262, 265, | 50,380 | 80 | 8 | 2 |
| Clark dump cars, all steel | | 301 to 310 | 57,650 | | 8 | 10 |
| Total cars..... | | | | | | 12 |

## STEAM LOCOMOTIVE CRANE

| | | | | | | |
|---|---|---|---|---|---|---|
| Brownhoist, No.6346 | | 1 | | 30 | 8 | 1 |
| Total..... | | | | | | 1 |

GRAND TOTAL..... 13