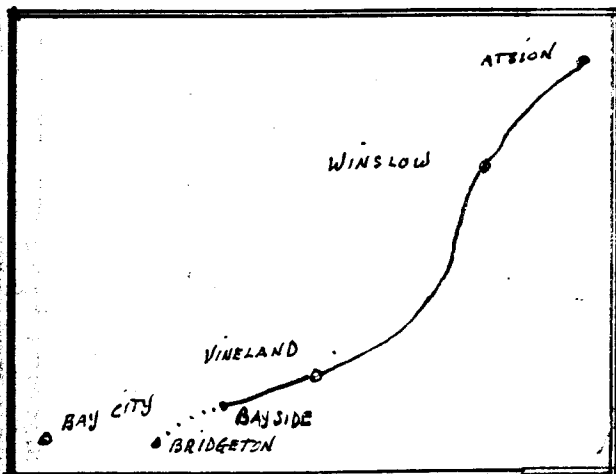


Vineland R. R. (NJS 1875) CNJ Loco. *ent from R&LHS 73.*

TAPED.

HAROLD H. POLLITT
COLLECTION 1990



On August 9 1871, the Vineland R. R. was opened for freight and passenger service from Atsion on the New Jersey Southern to Vineland, N. J. This road crossed the Camden & Atlantic R. R., at Winslow Junction, and considerable traffic was exchanged with the C&A. It offered a competing route for the West Jersey R. R., in the agricultural area around Vineland. By 1875 the NJS had control and it had been extended to Bridgeton and Bayside on the Delaware River. The Bridgeton & Port Norris R. R., had been built to the Maurice River area and was later acquired by the NJS. All the NJS lines are still operated by the Central New Jersey R. R.

BAYSIDE TO BRIDGETON HAS BEEN ABANDONED. Leased to the NJS in May 1872, renumbered to NJS series in January 1880.

1	4-4-0	14x22	62 $\frac{3}{4}$	50000	Rhode Island 1872.	RN NJS 1	1-80,	CNJ 501	2-89,	David Kaufman	5-99.
2	4-4-0	15x22	62 $\frac{7}{8}$	57000	McKay & Aldus 1872.	RN NJS 2	1-80,	CNJ 503	2-89,	David Kaufman	4-99.
3	4-4-0	16x24	63	120 63000	9792 McKay & A1. 1872.	RN NJS 3	1-80,	CNJ 511	2-89,	511 1899,	David Kaufman 10-01.

C.N.J. Predecessor Lines

New Jersey Southern R.R. Engines to C.R.R. of N.J. 2/1889										to NJ No.	
No.	Name	Bld	C.N.	Date	Wheel	Dw.	Cyls	WtDw	Total		
1	Delaware	No.		1848	4-4-0						501
1		Rl	155	5/72	"	62 $\frac{3}{4}$	14x22	30000	50000		
2	Raritan	No		1850							503
2		MJ.		5/72	4-4-0	62 $\frac{3}{8}$	15x22	35000	57000		
3	Atlantic			5/72	4-4-0	63	16x24	40000	63000		511
3		ML		"	"	69	16x22				Rb.
4	R.L.Kennedy	Co		5/61	"	"	"	28000	51000		510
4		RCM	RV	5/81	"	"	"				Dism 7/87
5	F.B.Chetwood	Co		6/62	"	"	"				" 5/87
6	H.M.Alexander			"	"	"	"				" 6/83
7	Robert Campbell	N.J.		4/57	"	54	16x24				Sold or " 1872
8	Wm.A.Torrey			8/63							Sold or dism before 1872
9	James S. Weeks	N.J.		2/64	4-4-0	60	16x24				Sold to L.V.R.R. 3 Henry King. 2/74
10	S.G.Wheeler	N.J.		11/64	"	"	"				to Smyrna & Delaware R.R. 1873
11	Free Trade	No		"	4-4-0						Rb. 504
11	"	RSO		5/76	"	62 $\frac{3}{8}$	15x22				" 504
12	Victor			1865							Sold or " Dism before 1872
13	Contest			"							" 1872
14		Ba	1472	4/66	4-4-0	62	16x24	36000	60000		512
15		"	1477	"	"	"	"	"	"		513
16	Long Branch	Co		11/68							to Kent County R.R. 1873
17		MI	1	6/70	4-4-0	57 $\frac{1}{2}$	16x24	40000	63000		514
18		"	2	"	"	"	"	"	"		515
19		"	3	7/70	"	64	"	"	"		516
20		"	4	"	"	"	"	"	"		517
21		"	5	"	"	63	"	"	"		518
22	Flora Temple	"	6	9/70	"	69	15x22	35000	57000		505
23		"	7	"	"	"	"	"	"		506
24		"		8/71	"	62 $\frac{1}{2}$	14x22	30000	50000		502
25	3 engines			1872							see note below
25		Ma	489	3/73	4-4-0	62 $\frac{1}{2}$	15x22	39000	63500		507
26	Jay Gould	Br	192	8/73	"	"	"				Rb.
26		RPR		1884	"	61	17x24	47000	73000		519
27	New York	Br	201	9/73	"	62	15x22	40900	66100		508
28	Baltimore	"	202	"	"	"	"	36000	59000		509

Note-N.J.S.ordered three engines from McKay in 1872.These were sold to N.O.& W. due to financial conditions.

Historical notes on acquired roads- L.& S.R.R.leased,operated from 3/1871. N.J.S. controlled from 9/1879 thru ownership of Capital stock.Equipment acquired 12/1888,ordered marked C.N.J.2/1889. O.M.R.R.leased 11/1881,operated from 1/1882. C.& M.R.operated from 1/1886 thru ownership of Capital stock.Equipment ordered marked C.N.J. 4/1889. F.& N.Y.operated from 1/1890 thru ownership of Capital stock.Equipment acquired 1/1890. Engine marked C.N.J. 9/1891.

Locomotives of the Elizabethtown and Somerville R.R.

Name	Bld	C.N.	Date	X	Wheel	B	C	G	V	Dw	Cyls	WtDw	Total	Ga	Disp'n
Eagle	Ba	117	12/38		4-2-0	9h	e	M	D	54	10 $\frac{1}{4}$ x16	9000	18000	4' 10"	E
Philadelphia	Ba		2/39		4-2-0	9h	e	M	D	54	10 $\frac{1}{4}$ x16	9000	18000	4' 10"	E
General Wall	Ba	169	1/42		4-2-0	9h	e	M	D	54	12 $\frac{1}{2}$ x16	13000	26000	4' 10"	E
M&E 3 Speedwell	Ba	106	6/38		4-2-0	9h	e	M	D	54	10 $\frac{1}{4}$ x16	9000	18000	4' 10"	E
11/46 Speedwell	Ba	106	6/38		4-2-0	9h	e	M	D	54	10 $\frac{1}{4}$ x16	9000	18000	4' 10"	E
Commodore	No		11/47		4-4-0								44000	Std	E
Easton	Ta	26	12/48		4-4-0					60	15x18		44000	Std	E

M&E - Morris and Essex R.R.
 ↑ - Changed to Standard Gauge (4'8 $\frac{1}{2}$ ") - 1847
 E - E&S engines to C.R.R. of N.J. April 23, 1849
 * - Sold by Stephen Vail to Elizabethtown & Somerville, Nov. 1849
 Note - To identify column headings and other letters and symbols, see pp. 14-16

CENTRAL RR of New Jersey Predecessor Lines

Engines of roads absorbed by C.R.R. of N.J. during time 1869 numbering was in use.

Pennsylvania R.R. engines to Raritan and Delaware Bay R.R.

No.	Name	Bld	Date	Wheel	No. Name	Date
145	Venargo	No	1848	4-4-0	1 Delaware	1859
152	Wyoming	"	1850		2 Raritan	"
153	Tuscarora				3 Atlantic	1860

Raritan and Delaware Bay R.R. engines to New Jersey Southern R.R. 9/1869.

No.	Name	Bld	C.N.	Date	Wheel	Dw.	Cyls	to N.J.S.No.
1	Delaware	Norm		1848	4-4-0			1
2	Raritan	"		1850	"			2
3	Atlantic							3
4	R.L. Kennedy	Co		5/61	4-4-0			4
5	F.B. Chetwood	"		6/62	"			5
6	H.M. Alexander	"		"	"			6
7	Robert Campbell	N.J.		4/57	"	54	16x24 from CNJ 24 6/63	7
8	Wm. A. Torrey			8/63				8
9	James S. Weeks	N.J.		2/64	4-4-0			9
10	S.G. Wheeler	N.J.		11/64				10
11	Free Trade	No		"	4-4-0			11
12	Victor			1865				12
13	Contest			"				13
14		Ba	1472	4/66	4-4-0	60	16x20	14
15		"	1477	"	"	"	"	15

Long Branch and Sea Shore R.R. Road leased to N.J.S. 1870.

Henry Howland	Ro	1865					Dis'm or sold before 1870
Long Branch	Co	11/68					2/1870 to NJS. 16

Vineland R.R. engines to New Jersey Southern R.R. 1/1880. Road leased 5/1872.

1	Vineland	R1	155	6/70	4-4-0		Engine marked N.J.S. 1/1880	1
2	Cumberland	ML		9/70	"	"	"	2
3	Landis	"		10/70	"	"	"	3

Bridgeton and Port Norris R.R. to Cumberland and Maurice River R.R. 1/1879

1		Ba	2654	12/71				
2	from PFW&C 1872	Ba			4-4-0	55	15x24	to C&MR 2
3	" C&A "	"		1868	"	64	15 1/2 x 24	" 3

Ogden Mine R.R. Engines to C.R.R. of N.J. 12/1882.

1		AP		1865	0-6-0	44	14x22	401
2		"		1866	"	44 3/8	"	402

Cumberland and Maurice River R.R. Engines to C.R.R. of N.J. 4/1889 to CNJ No

1		Ba	7416	9/84	4-4-0	59	16x24 WtDW46000 Total70000	520
2	X B.-P.N. #2	"			"	61	15x24 " 46125 " 75900	Note# 521
3	X " 3	"		1868	"	70	15 1/2 x 26	Note# 522

Freehold and New York R.R. Engine to C.R.R. of N.J. 9/1891 to CNJ No

1		Ba	4216	12/77	2-4-4B	49	13x22	500
---	--	----	------	-------	--------	----	-------	-----

Hibernia Mine R.R. leased to C.N.J. 9/1890. Operated from 10/1890.

Hibernia	Ba	1933	7/69	0-4-0	36	9x16	Engines disposed of by H.M.R.R.
Rockaway	"	2066	12/69	"	"	"	not acquired by C.N.J.

Rockaway " 5205 1880 0-6-0 43 14x22 52000 Sold EBTRR 1890

Spring Brook Ry. Leased to L.C.&N. Co. operated by C.N.J. 10/1882

Gauge 4'3" Sold to S.B. Lumber Co. 3/1885

Lehigh and Susquehanna R.R. Engines - Not renumbered to C.R.R. of N.J.

Lehigh	Ba	327	1848	0-6-0	42	13 1/2 x 18	Sold 1862
Wyoming	"	328	"	"	"	"	"
10 Coaldale	Dk	11	1865	0-4-0	40	14x18	Used on road to tunnel No. 10 Mauch Chunk R.R. 1871

L.&S. Engines 1 to 9 and 11 to 73 renumbered CNJ 201 to 209 and 211 to 273 3/1871. Shown in C.N.J. roster under 1869 to 1899 numbering.

Note # C. & M.R. engine 2 dismantled at Manchester 12/91 before renumbering. " " " " " " 7/89

WARREN CRATER

Lehigh & Susquehanna RR locomotives

The LC&N had three sets of locomotives. One was the engines of the L&SRR which represented all the lines of the CNJ in Penna. The LC&N also had locomotives which became Lehigh & New England RR. The third set were the mine engines which were all ways LC&N at the various mines. Except for the L&S RR no other CNJ lines in Penna had locos. For complete information refer to "Locomotives of the Jersey Central" by Warren Crater. Also R&LHS has extensive notes on CNJ engines.

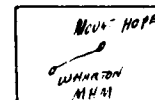
No.	Name	Type	Builder	C.N.	Built	Disposition
	Lehigh	0-6-0	Baldwin	327	1848	Sold 1862
	Wyoming	"	"	328	"	"
1	Susquehanna	0-8-0	"	700	1856	CNJ 201. Disposed ? date
2	Nescopec	4-6-0	"	922	1861	" 202. So. L&NE #4, 1900
3	"	"	Cooke	"	"	" 203. Sc. 1901
4	"	"	"	"	"	" 204. Sc. 1892
5	Alert	0-6-OT	A. Pardee	1170	1863	" 205. Gone 1876
6	White Haven	4-4-0	Bald.	1385	1865	" 206. Disposed ? date
7	Wapwallopen	4-6-0	"	1331	"	" 207. Sc. SIZE 1003
8	Lehigh	"	"	1332	"	" 208. Sc. 1898
9	Reliance	0-6-0	"	1350	"	" 209. Sc. 1899
10	Coaldale	0-4-0	Dickson	11	1865	Disposed before 1869
11	Resolute	0-6-0	Bald.	1402	"	CNJ 211. Sc. 1899
12	Relief	"	"	1403	"	" 212. Unknown
13	"	4-6-0	"	1470	1866	" 213. Sc. 1897
14	"	"	"	1473	"	" 214. Sc. 1901
15	"	"	"	1475	"	" 215. Sc. 1896
16	"	"	"	1476	"	" 216. Sc. 1899
17	"	"	"	1478	"	" 217. Sc. 1902
18	"	"	"	1479	"	" 218. Sc. 1899
19	"	0-6-0	Dickson	12	"	" 219. So. W.N. Flint Granite
20	"	0-6-OT	Hayward	"	"	" 220. Co. Monson, Mass.
21	"	"	"	"	"	" 221. Unknown
22	"	4-6-0	Bald.	1616	1867	" 222. Sc. 1894
23	"	"	"	1619	"	" 223. Sc. 1897
24	"	"	"	1624	"	" 224. Sc. 1902
25	Josiah White	2-8-0	"	1581	"	" 225. Sc. 1899
26	Ersvine Hazard	"	"	1583	"	" 226. Sc. 1902
27	Mauch Chunk	4-4-0	"	1609	"	" 227. Ren. #60, 1902. Sc.
28	Scranton	"	"	1612	"	" 228. So. 1899 Pa. Bolt & Nut Co
29	"	2-6-0	Cooke	"	"	" 229. So. LC&N #14, Sc. 1892
30	"	"	"	"	"	" 230. Sc. 1897
31	"	"	"	"	"	" 231. Sc. 1900
32	"	"	"	"	"	" 232. So. C. Harris 1902
33	"	"	"	"	"	" 233. Sc. 1900
34	"	"	"	"	1868	" 234. Sc. 1893
35	"	"	"	"	"	" 235. Sc. 1893
36	Easton	4-4-0	Bald.	1681	"	" 236. So. Balt. & Del. Bay '98
37	Catasauqua	"	"	1683	"	" 237. " " " 1889
38	Lehighton	4-4-0	Bald.	1685	"	" 238. So. H.A. Hitner, Phila 1902
39	"	"	McFay-Ald.	"	"	" 239. Sc. 1902
40	"	"	"	"	"	" 240. Ren. 758 1903. Sc.
41	Wyoming	"	Bald.	1703	"	" 241. Sc. 1899
42	Pencobsot	"	"	1705	"	" 242. Sc. 1899
43	"	4-6-0	"	1706	"	" 243. Sc. 1901
44	"	"	"	1709	"	" 244. Sold SIZE 1902
45	"	"	"	1712	"	" 245. Sc. 1899
46	"	"	"	1714	"	" 246. Sc. Sc. 1900
47	"	"	"	1717	"	" 247. Ren. 800, 1903. Sc.
48	"	"	"	1718	"	" 248. So. Taylor Ry Equip. '01
49	"	"	"	"	"	" 249. So. Morgan & King. 1900
50	"	"	Norris Dickson	33	"	" 250. So. J. T. Gardner, Chic 1900
51	"	"	"	34	"	" 251. Sc. 1899
52	"	2-6-0	Bald.	1719	"	" 252. Ren. 200, 1903. Sc.
53	"	"	"	1720	"	" 253. Sc. 1900
54	"	2-4-0	"	1761	"	" 254. Gone 1876
55	"	2-8-0	"	1829	1869	" 255. Ren. #215 1903. 1869
56	"	4-6-0	"	1840	"	" 256. Ren. 802, 1903. Sc.
57	"	"	"	1852	"	" 257. Sc. 1902
58	"	"	"	1854	"	" 258. Sc. 1898
59	"	"	"	1869	"	" 259. Sc. 1894
60	"	"	"	1870	"	" 260. Ren. 803 1903. Sc.
61	"	0-6-0	"	1875	"	" 261. Sc. 1899
62	"	4-6-0	"	2010	"	" 262. Sc. 1902
63	"	"	"	2009	"	" 263. Sc. 1908
64	"	"	"	2073	1870	" 264. Sc. 1898
65	"	"	"	2074	"	" 265. Ren. 810 1903. Sc.
66	"	"	"	2075	"	" 266. Sc. 1899
67	"	"	"	2079	"	" 267. Ren. 811 1903. Sc.
68	"	"	"	2081	"	" 268. Ren. 812 1903. Sc.
69	"	"	"	2082	"	" 269. " " " 812
70	"	4-4-0	"	2085	"	" 270. So. Balt & DEL. Bay '89
71	"	2-6-0	"	2088	"	" 271. Sc. 1899
72	"	4-6-0	"	2279	"	" 272. Ren. 814 1903. Sc.
73	"	"	"	2281	"	" 273. " " " 815

Freehold & New York R. R. (CNJ 9-91) CNJ Loco.

1	2-4-4	13x22 49	65000	Baldwin	1877. reb., RN CNJ 500 9-91, Lehigh & Wilkes-Barre Coal Co.,	
	2-4-4	15x18 46	73960	CNJ Eliz.	9-1891. 10-91 in exchange for their #16.	Sold sc 1897.
47	4-4-0	16x22 63	64500	Taunton	1866. X CNJ 47 CAPELLA 11-88, 69 CAPELLA 1868. RN CNJ 47 1-90.Sc.12-92.	
55	4-4-0	16x24 57½ 120	65080 10899	Rogers A & G	1863. X CNJ 55 CUMBERLAND 11-88, 46 CUMBERLAND 1868. RN CNJ 55 1-90, 55 1899, Kentucky Western R. R. 4-00.	
98	4-4-0	16x22 63 120	68450 9118	Baldwin	1869. X CNJ 98 11-88. RN CNJ 93 1-90, 98 1899, 742 8-03. Sc. 3-1905.	

Mount Hope Mineral R. R. (CNJ 1930) CNJ Pan. CNJ Loco., Album, Taped.

This 5.5 mile road was built in 1866 and 1867, from Wharton, N. J., to Mount Hope. Traffic is largely iron ore. It connects at Wharton with the Delaware, Lackawanna & Western R. R.. Acquired about 1930, by the Central New Jersey, purchasing the capital stock.

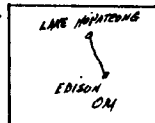


1						
2						
3	2-8-0	19x26 50 190	141700 30300	Baldwin	1915. Disp. unknown.	
4	2-6-0	20x26 51 200	153200 32860	Baldwin	1920. Sold Middletown & Unionville 12-1930.	

HAROLD H. POLLITT
COLLECTION 1990

Ogden Mine R. R. (CNJ 12-82) CNJ Pan. CNJ Loco. TAPED

This road was opened from Lake Hopatcong to Edison, N. J., 9.69 miles in 1866. Subsequently abandoned. Power renumbered into CNJ series in December 1882.



1	0-6-0	14x22 44	45600	A. Pardee & Co.	1865. RN CNJ 401 12-82, David Kaufman 3-92.	
2	0-6-0	14x22 44½	44128	A. Pardee & Co.	1866. RN CNJ 402 12-82, 521 11-91.	Sc. 12-1893.

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COLLECTION 1990

New Jersey Terminal R. R. (CNJ 1905)

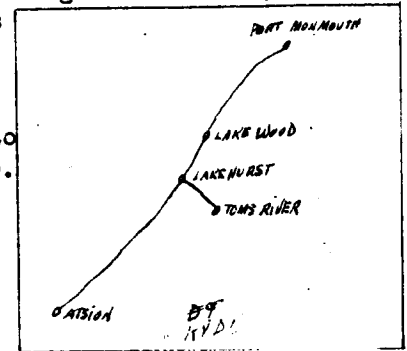
Operated by the Central New Jersey from August 1905 to October 1917, then merged into the CNJ system. Power never renumbered to CNJ.

1	0-4-0	15x24 50 125	69600 11475	PRR (Wiln)	1888. X PRR 1201 1-02. Sold Atlantic Equipment Co. 5-06.	
2	0-6-0	19x24 50 125	87500 18411	PRR (Wiln)	1880. X PRR 1112 7-02. Sold Standard Steel Car Co. 3 11-05.	
3	4-4-0	16x24 62½ 150	80000 12533	Baldwin	?. Sold J.S. Connolly for staged collision Brighton Beach 6-06.	

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COLLECTION 1990

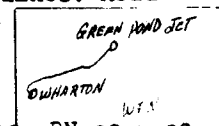
This company was chartered in 1854, and the first section from Port Monmouth to Bergen Iron Works, (now Lakewood) was opened the same year. Extended to Atsion in 1862. A steanship line was opened from Port Monmouth to New York in 1860. Operated for many years and was known as the "Sandy Hook Route".

Built from Manchester (now Lakehurst) to Toms River in 1866. Name was changed to New Jersey Southern Ry., in 1870, and became a part of the CNJ in 1882. To NJS Febr. 1870.



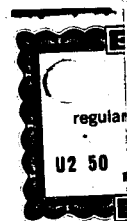
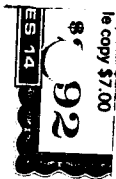
1	"DELAWARE"	4-4-0			Norris	1848. X PRR 145 VENARGO 1859. RN NJS 1 DELAWARE 2-70. Out by 1880.	
2	"RARITAN"	4-4-0			Norris	1850. X PRR 152 WYOMING 1859. RN NJS 2 RARITAN 2-70. Out by 1880.	
3	"ATLANTIC"	?			?	X PRR 153 TUSCARORA 1859. RN NJS 3 ATLANTIC 2-70. Out by 1880.	
4	"K.L.KENNEDY"	4-4-0	16x22	69	51000	Dan. Cooke	1861. RN NJS 4 K.L.KENNEDY 2-70, CNJ 510 2-89, 510 1899, David Kaufman 10-1901.
5	"F.B.CHESTWOOD"	4-4-0				Dan. Cooke	1862. RN NJS 5 F.B.CHESTWOOD 2-70. Sc. 7-1887.
6	"H.M.ALEXANDER"	4-4-0				Dan. Cooke	1862. RN NJS 6 H.M.ALEXANDER 2-70. Sc. 15-1887.
7	"ROBERT CAMPBELL"	4-4-0	16x24	54		New Jersey	1857. X CNJ 24 SPRINGTOWN 6-63, RN NJS 7 Robert CAMPBELL 2-70. Out by 6 1883
8	"WM.A.TORREY"	?				?	1863. RN NJS 8 WM.A.TORREY 2-70. Out by 1872.
9	"JAMES S.WEEKS"	4-4-0				New Jersey	1864. May have been Long Island James S. Weeks RN NJS 9 J.S.WEEKS 2-70. Sold LVRR 2-1874.
10	"S.G.WHEELER"	?				New Jersey	1864. RN NJS 10 S.G.WHEELER 2-70, Smyrna & Delaware R. R. 1873.
11	"FREE TRADE"	4-4-0				Norris	1864. RN NJS 11 FREE TRADE 2-70, CNJ 504 2-89.Sc.10-1899.
12	"VICTOR"	?				?	1865. RN NJS 12 VICTOR 2-70. Out by 1872.
13	"CONTEST"	?				?	1865. RN NJS 13 CONTEST 2-70. Out by 1872.
14		4-4-0	16x20	60		Baldwin	1866. RN NJS 14 2-70, CNJ 512 2-89, D. Kaufman 4-1899.
15		4-4-0	16x20	60		Baldwin	1866. RN NJS 15 2-70, CNJ 513 2-89. Sc 7-1893.

This company was incorporated in 1905. At that time it was the consolidation of 6 small lines. Road extends from Green Pond Junction, on the New York, Susquehanna & Western, to Wharton, N. J. on the Delaware, Lackawanna & Western. It was acquired in 1930, by the Central New Jersey, through purchase of the capital stock. Operated after February 1930 by the CNJ.



1	2-6-0	18x24 48	250	199360	20655	Cooke	1897. X Wharton Steel Co. 1 12-19, Morris County 1 9-18. RN 29 4-20, Sold Bethlehem Steel Co. 5-1930.
2	2 2-6-0 1886 SC 9 WHARTON FURNACE Co. (1907) FITZHUGH- LUTHERY CO (1907) DELCO 660 (5-29-07) MORRIS & ESSEX 84 (1899)						
3							
4							
5							
6	0-4-0	17x24 44	160	72388	24287	Baldwin	1902. X whar. Steel Co. 6 12-19. RN 26 3-20, Beth. Steel Co. 5-1930.
7	2-8-0	19x24 54	180	125600	26512	Baldwin	1905. X whar. Steel Co. 7 1917. RN 20 10-20, Bethlehem Steel Co. 5-1930.
8							
9	0-6-0	18x24 44	180	110000	27039	Baldwin	1909. X whar. Steel Co. 9 12-19, RN 27 3-20, Bethlehem Steel Co. 4-1931.
10							
11	2-6-0	20x28 62	185	160456	28361	PRR	1898. X PRR 1719 4-17. RN 21 3-20, Bethlehem Steel Co. 5-1930.
12	0-6-0	20x24 50	160	110000	26113	PRR	1896. X PRR 01690 9-17, 1690 ?. RN 22 4-20, Beth. Steel Co. 6-1930.
13							
14							
15							
16							
17							
18							
19							
20	2-8-0	19x24 54	180	125600	26512	Baldwin	1905. X 7 10-20, WS 7 1917. Sold Bethlehem Steel Co. 5-1930.
21	2-6-0	20x28 62	185	160456	28361	PRR	1898. X 11 3-20, PRR 1719 4-17. Sold Bethlehem Steel Co. 5-1930.
22	0-6-0	20x24 50	160	110000	26113	PRR	1896. X 12 4-20, PRR 01690 9-17, 1690 ?. Sold Bethlehem Steel 6-1930.

World's First
Non-Government
Post Office



23	4-0	19x24	54	175	130000	25855	Cooke	1898.	X DL&W 688 12-19, B&P 8 1911.	Sold Bethlehem Steel Co.	6-1930.
24	4-6-0	19x24	54	175	130000	25855	Cooke	1900.	X DL&W 489 12-19, B&P 9 1911.	Sold Bethlehem Steel Co.	5-1930.
25											
26	0-4-0	17x24	44	160	72388	24287	Baldwin	1902.	X 6 3-20, NS 6 12-19.	Sold Bethlehem Steel Co.	5-1930.
27	0-6-0	18x24	44	180	110000	27039	Baldwin	1909.	X 9 3-20, NS 9 12-19.	Sold Bethlehem Steel Co.	4-1931.
28											
29	2-6-0	18x24	48	150	99560	20655	Cooke	1897.	X 1 4-20, NS 1 9-18, Morris County R. R. 1 9-18.	Sold BS	5-30.
30	4-6-0	20x26	63	200	149950	28063	Baldwin	1901.	X Johnstown Slag Co. 1 9-20, L&P&W 118 3-19-20.	Sold BS	5-30.
31	2-8-0	21x26	57	200	178000	34197	Chenectady	1901.	X DL&W 748 10-28.	Sold Bethlehem Steel Co.	4-1931.
2000	Pass.	2000HP	40		381000	63500	Baldwin	1946.	RN DL&W ^{CNJ} 2000 12-52.	Retired 1957 and offered for sale.	
2001	Pass.	2000HP	40		381000	63500	Baldwin	1946.	RN DL&W ^{CNJ} 2001 12-52.	Retired 1957 and offered for sale.	
2002	Pass.	2000HP	40		381000	63500	Baldwin	1946.	RN DL&W ^{CNJ} 2002 12-52.	Retired 1957 and offered for sale.	
2003	Pass.	2000HP	40		386000	63500	Baldwin	1948.	RN DL&W ^{CNJ} 2003 12-52.	Retired 1957 and offered for sale.	
2004	Pass.	2000HP	40		386000	63500	Baldwin	1948.	RN DL&W ^{CNJ} 2004 12-52.	Retired 1957 and offered for sale.	
2005	Pass.	2000HP	40		386000	63500	Baldwin	1948.	RN DL&W ^{CNJ} 2005 12-52.	Retired 1957 and offered for sale.	

Some doubt about the diesels. They were listed as transferred from the W&N to the CNJ Dec. 1952. So must have come from the Wharton & Northern. Probably used in suburban service.

CNJ Album,

This road from Morris County Junction to Green Pond Junction, near Charlottesburg, on the New York, Susquehanna & Western R. R. A branch from Wharton Junction to Wharton was abandoned during the war. Parts of this had previously been operated as the Green Pond R. R., Morris County R. R., and Wharton Steel Co., becoming W&N in 1917. A wholly owned subsidiary, it was merged into the CNJ in February 1930 as part of the Central Division.

RRS Oct. 1974.

2000-2002	R S	2000HP	383500	63910	Bal. West.	1946-1947.	To CNJ 2000-2002 12-52.	Sc.
2003-2005	R S	2000HP	383500	63910	Bal. West.	1948.	To CNJ 2003-2005 12-52.	Sc.

WHARTON AND NORTHERN RR

Morris County Jct. to Green Pond Jct.. Acquired by C.N.J. in 1930 but locomotives not integrated into CNJ. Org. in 1905 as consolidation of Morris County RR, Morris County Connecting RR, Ogden Mine RR, and Hibernia Branch RR

1	2-6-0	Cooke		ex Morris County RR "Joseph Wharton" ren. 29
6	"			ex Pa. RR
9	0-6-OT	Baldwin		ex Had separate tender
11	2-6-0			ex Pa. RR Ren. 21
20	2-6-0	Cooke		ex Morris County RR #7
21				ren. from 11
22	?			
23	4-6-0	Cooke	1898 2386	ex DL&W #8 (Bangor & Portland RR) acc. 1918
24	"	"	1900 2548	" 9 "
25	?			
26	0-4-OT			
27	0-6-OT	Bald.		Had separate tender. Sc. 1931
28	"	"		"
29				ren. from 1.
30	4-6-0	Bald.		
31	2-8-0	Schen.	1901 5985	ex DL&W #748, acq. 1928. Stored 1930 & Sc.

ELIZABETHTOWN AND SOMERVILLE RAILROAD

Elizabethport, N. J. Somerville 26 miles (11)

Original gauge 4' 8 1/2"
 Strap iron rails 2 1/2" x 5/8"

- 1831 Feb. 9 Incorporation.
- 1836 Aug. 13 Completed from the Elizabethport ferry dock to Elizabeth, Broad Street, and operated by horses.
- 1838 Construction started across the plain south of the Watchung Mountains.
- 1839 Jan. 1 First train from Elizabethport to Plainfield, hauled by the locomotive EAGLE.
- 1840 Completed from Elizabethport to Yellow Tavern (Bound Brook).

EAGLE	4-2-0	1838	Baldwin #117	BV
COMMODORE	4-2-0	1838	Norris	V
PHILADELPHIA	4-2-0	1839	Baldwin #165	B

Because of financial difficulties, the railroad was unable to pay for this locomotive and it was sold, by the builder, to the Philadelphia and Trenton Railroad.

GENERAL WALL	4-2-0	1839	Baldwin #169	
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Originally, this locomotive was the PORT HUDSON of the Clinton and Port Hudson Railroad, in Louisiana, and it was returned to the builder in 1810 or 1811, possibly because the road could not pay for it. It was reconditioned and then sold to the Elizabethtown and Somerville Railroad in 1812.