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State of New Jersey.

# Railroad and Canal Reports.

1889.

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# ANNUAL STATEMENTS

—OF THE—

# Railroad and Canal Companies

—OF THE—

## STATE OF NEW JERSEY,

—TOGETHER WITH—

Report of the State Director of the United New Jersey Railroad and Canal Co.

FOR THE YEAR 1889.

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1890

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, March 26th, 1890.

*To the Senate and General Assembly:*

I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1889, and such reports of Railroad and Canal Companies for that year as have been received at this office.

These reports are made under the provisions of a law of this State, approved February 24th, 1852 (P. L. 1852, p. 82), and a supplement thereto, approved April 3d, 1873 (P. L. 1873, p. 121), requiring each railroad company in this State to transmit to the Comptroller of the Treasury, on the first Tuesday of January in each year, "a report, under oath or affirmation, of the President of said company, containing an account of their capital stock actually paid in, and the amount of funded and other debts of said company; also, of the cost of said road and equipments; also, of the operations of the said company during the year preceding up to the first day of January aforesaid; also, the expenditures for working the said roads, including repairs, maintenance of way, motive power and contingencies; also, the income from passengers, freight and other sources; also, the amount of dividends and how paid; also, the accidents that have occurred during said year on the road, and the cause of the same, with the names of the persons injured, and the nature and extent of their injuries; also, the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of said companies."

Under the provisions of the same acts similar reports are required for each canal company in this State. Although the law does not require companies to report their mileage, an effort has been made to collect this information, and in the reports

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herewith submitted will be found, in nearly every instance, a statement of the number of miles operated in New Jersey by the respective companies.

In the cases of roads only a portion of which lie in New Jersey, the items of "capital stock," "bonded debt," etc., are somewhat misleading, the figures given being those of the "capital stock," "bonded debt," etc., of the whole road, no division having been made to show the proportion pertaining to New Jersey.

For convenient reference, a statement has been prepared and appended to the reports, giving, in tabular form, the information found in the individual statements.

Very respectfully,

E. J. ANDERSON,

Comptroller.

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# STATE DIRECTOR'S REPORT.

*To the Governor of the State of New Jersey:*

SIR—In accordance with the provisions of the law, I have the honor to transmit herewith my annual report as State Director of "The United New Jersey Railroad and Canal Company" for the year 1889.

As in previous years, this report will be found to contain an account of the number of miles in operation, together with the receipts and disbursements of the different divisions and branches leased by the Pennsylvania Railroad.

For an account of the moneys received by the State, I respectfully refer you to the report of the State Treasurer, where the same will be found properly itemized.

My predecessors have given their unqualified approval of the management of this vast business in which the state has so large an interest, and it is my privilege to report that the same prudence has been displayed during the past year, and must continue so long as the present management are in control.

Respectfully,

E. F. C. YOUNG,

State Director.

Dated March 25th, 1890.

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# STATEMENTS.

## LENGTH OF ROAD AND CANAL.

| | Miles. |
|---|---|
| Railroad | 439.22 |
| Jersey City Ferry | 1.00 |
| Delaware and Raritan Canal | 66.00 |
| Total | 506.22 |

*Earnings and Expenses of the United New Jersey Railroad and Canal Company, for the year ending December 31st, 1889.*

### RAILROADS.

| | | |
|---|---|---|
| From Passengers | $7,369,755 67 | |
| Freights | 9,358,484 70 | |
| Express Matter | 418,976 61 | |
| Mails | 289,992 70 | |
| Miscellaneous | 161,082 58 | |
| Total Earnings | | $17,598,292 26 |
| Working Expenses | | 13,316,506 14 |
| Net Earnings | | $4,281,786 14 |

### DELAWARE AND RARITAN CANAL.

| | | |
|---|---|---|
| From Tolls on Boats | $2,103 82 | |
| Tolls on Lading | 259,317 28 | |
| Steam Towing | 229,157 35 | |
| Barges and Schooners | 23,226 06 | |
| Miscellaneous | 5,103 42 | |
| Total Earnings | $518,907 93 | |
| Working Expenses | 418,940 19 | |
| Net Earnings | | $99,967 74 |
| Total | | $4,381,753 88 |

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*Statement of amounts received during 1889, by the Treasurer of The Pennsylvania Railroad Company, from Investments of the United New Jersey Railroad and Canal Company.*

DIVIDENDS ON STOCKS.

| | | |
|---|---|---|
| Dividend—Belvidere Delaware Railroad Company, March | | $60,504 00 |
| Freehold and Jamesburg Agricultural Railroad Company, May | $4,797 00 | |
| Freehold and Jamesburg Agricultural Railroad Company, October | 4,797 00 | |
| | | 9,594 00 |
| West Jersey Railroad Company, March | $25,333 00 | |
| West Jersey Railroad Company, September | 25,333 00 | |
| | | 50,666 00 |
| Camden and Philadelphia Steamboat Ferry Company, January | $8,765 00 | |
| Camden and Philadelphia Steamboat Ferry Company, July | 8,765 00 | |
| Camden and Philadelphia Steamboat Ferry Company, December | 87,650 00 | |
| | | 105,180 00 |
| Paterson and Ramapo Railroad Company, January | $300 00 | |
| Paterson and Ramapo Railroad Company, July | 300 00 | |
| | | 600 00 |
| Newark Plank Road Company, January, | 3,956 25 | |
| Newark Plank Road Company, June | 3,956 25 | |
| Newark Plank Road Company, December | 3,956 25 | |
| | | 11,868 75 |
| Trenton Delaware Bridge Company, May | | 5,934 00 |
| Associates of the Jersey Company, June | $75,000 00 | |
| Associates of the Jersey Company, December | 25,000 00 | |
| | | 100,000 00 |
| Camden and Burlington County Railroad Company, January | $5,709 00 | |
| Camden and Burlington County Railroad Company, July | 5,709 00 | |
| | | 11,418 00 |
| Hackensack and Passaic Bridge Company, June | | 1,134 00 |
| Perth Amboy and Woodbridge Railroad Company, June | | 7,500 00 |
| Mount Holly and Moorestown Turnpike Company, June | | 207 00 |

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INTEREST ON BONDS.

| | | |
|---|---|---|
| Interest—Freehold and Jamesburg Agricultural Railroad Company, January | $2,568 00 | |
| Freehold and Jamesburg Agricultural Railroad Company, July | 2,568 00 | |
| | | $5,136 00 |
| Accrued on sale of Bonds dated September 1st, 1889 | | 40,133 33 |
| Rents | | 249,169 21 |
| Total | | $659,044 29 |

---

*Statement of Amounts paid and received during 1889 by the Treasurer of The Pennsylvania Railroad Company on account of Dividends, Interest, Rents, &c., United New Jersey Railroad and Canal Company.*

PAYMENTS.

| | | |
|---|---|---|
| Dividend, United New Jersey Railroad and Canal Company | $2,124,040 00 | |
| Dividend, Philadelphia and Trenton Railroad Company | 49,410 00 | |
| | | $2,173,450 00 |
| Interest on New Jersey loans | | 1,140,150 53 |
| Organizations, salaries, &c | | 10,800 00 |
| Dividends on stocks and interest on bonds of branch roads | | 56,926 50 |
| Tax to State of Pennsylvania on account of Philadelphia and Trenton Railroad | $4,765 50 | |
| Tax to State of Pennsylvania on account of Frankford and Holmesburg Railroad | 6 00 | |
| | | 4,771 50 |
| Interest on mortgages and ground rents | | 60,675 32 |
| Rentals, leased roads (including interest on equipment, Perth Amboy and Woodbridge Railroad, $2,102.81; Belvidere Delaware Railroad, $33,116.82; Philadelphia, Germantown and Chestnut Hill Railroad, $8.092 26, and Freehold and Jamesburg Agricultural Railroad, $12,104.99) | | 772,154 23 |
| Rents | | 383,209 56 |
| Transit duty | | 298,128 98 |
| Commissions, J. S. Morgan and Company, London, paying coupons | | 1,819 32 |
| | | $4,902,085 94 |

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RECEIPTS.

| | |
|---|---|
| Deduct amount received from investments United New Jersey Railroad and Canal Company | $659,044 29 |
| | $1,243,041 65 |
| Payments on account, interest, dividends, organizations, &c., less receipts from interest on investments | 4,243,041 65 |
| Net earnings, railroad and canal | 4,381,753 88 |
| Net profit | $138,712 23 |

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*Statement of amounts paid by Treasurer of The Pennsylvania Railroad Company, on account of Dividends, Interest, &c., for the United New Jersey Railroad and Canal Company, during the year 1889.*

| | | |
|---|---|---|
| Dividend, United New Jersey Railroad and Canal Company | $2,124,040 00 | |
| Dividend, Philadelphia and Trenton Railroad Company | 49,410 00 | |
| | | $2,173,450 00 |
| Organization, United New Jersey Railroad and Canal Company | | 10,000 00 |
| Interest, Joint Companies' loan, 1889, $5,000,000, May and November | $ 300,000 00 | |
| Interest, Joint Companies' loan, 1889, $866,000, June and December | 34,640 00 | |
| Interest, United Companies' loan, 1888, $154,000, October | 9,753 33 | |
| Interest, United Companies' gold loan, 1894, £729,200, March and September | 212,197 20 | |
| Interest, United Companies' registered loan, 1894, $2,000,000, April and October | 120 000 00 | |
| Interest, United Companies' gold loan, 1901, $5,669,000, March and September | 340,140 00 | |
| Interest, United Companies' registered loan, 1908, $841,000, March and September | 50,460 00 | |
| Interest, United Companies' registered loan, 1923, $1,824,000, February and August | 72,960 00 | |
| | | 1,140,150 53 |
| Dividend, Camden and Burlington County Railroad, stock, January and July | $22,915 50 | |

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| | | |
|---|---|---|
| Interest, Camden and Burlington County Railroad, bonds, February and August | $21,000 00 | |
| Organization, Camden and Burlington County Railroad Company, July | 500 00 | |
| | | $44,415 50 |
| Dividend, Vincentown Railroad, stock, January and July | | 900 00 |
| Dividend, Mount Holly, Lumberton and Medford Railroad, stock, April and October | $5,739 00 | |
| Interest, Mount Holly, Lumberton and Medford Railroad, bonds, April and October | 5,250 00 | |
| Organization, Mount Holly, Lumberton and Medford Railroad Company, April and October | 200 00 | |
| | | 11,189 00 |
| Dividend, Rocky Hill and Kingston Railroad, stock, June and December | $1,122 00 | |
| Organization, Rocky Hill and Kingston Railroad Company, June | 100 00 | |
| | | 1,222 00 |
| Commission, J. S. Morgan & Co., London, paying coupons | | 1,819 32 |
| Tax paid State of Pennsylvania, on account of Philadelphia and Trenton Railroad | $4,765 50 | |
| Tax paid State of Pennsylvania, on account of Frankford and Holmesburg Railroad | 6 00 | |
| | | 4,771 50 |
| Transit duty, United Railroads of New Jersey, including Delaware and Raritan Canal | | 298,128 98 |

INTEREST ON MORTGAGES AND GROUND RENTS.

| | | |
|---|---|---|
| New York Division | $60,135 32 | |
| Amboy Division | 540 00 | |
| | | 60,675 32 |

RENTALS—LEASED ROADS.

| | | |
|---|---|---|
| River Front Railroad | $23,000 00 | |
| Connecting Railway | 139,992 90 | |
| Trenton Delaware Bridge | 28,000 00 | |
| Columbus, Kinkora and Springfield Railroad | 2,602 50 | |
| Belvidere Delaware Railroad | 385,438 27 | |
| Freehold and Jamesburg Agricultural Railroad | 57,244 96 | |
| Philadelphia, Germantown and Chestnut Hill Railroad | 67,382 27 | |
| Perth Amboy and Woodbridge Railroad | 68,463 33 | |
| Kensington and Tacony Railroad | 30 00 | |
| | | 772,154 23 |
| Rents | | 383,209 56 |
| | | $4,902,085 94 |

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RECAPITULATION.

*Dr.*

| | |
|---|---|
| Amount paid on account of dividends, interest, &c. | $4,902,085 94 |

*Cr.*

| | |
|---|---|
| Amount received from Investments | 659,044 29 |
| | $4,243,041 65 |

---

*Statement of Amounts charged and credited to "Construction," "Real Estate" and "Harsimus Cove," on account of Permanent Improvements on the United Railroads of New Jersey, from January 1st, 1872, to December 31st, 1889, inclusive.*

COST OF CONSTRUCTION.

*Dr.*

| | | |
|---|---|---|
| To amount expended to December 31st, 1888 | $8,268,669 08 | |
| To amount expended in 1889 | 602,659 45 | |
| | | $8,871,328 53 |

*Cr.*

| | | |
|---|---|---|
| By proceeds from sale of bonds, equipment and other property to December 31st, 1888 | $6,004,660 96 | |
| By proceeds from sales in 1889 | 85,375 00 | |
| | | $6,090,035 96 |
| Debit balance January 1st, 1890 | | $2,781,292 57 |

REAL ESTATE.

*Dr.*

| | | |
|---|---|---|
| To amount expended to December 31st, 1889 | $1,946,748 48 | |
| To amount expended in 1889 | 154,925 70 | |
| | | $2,101,674 18 |

*Cr.*

| | | |
|---|---|---|
| By proceeds from sale of real estate, materials, &c., to December 31st, 1888 | $421,996 71 | |
| By proceeds from sales in 1889 | 49,303 59 | |
| | | $471,300 30 |
| Debit balance January 1st, 1890 | | $1,630,373 88 |

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## HARSIMUS COVE CONSTRUCTION.

*Dr.*

| | | |
|---|---|---|
| To amount expended to December 31st, 1888 | $2,462,933 22 | |
| To amount expended in 1889 | Nothing. | |
| | | $2,462,933 22 |

*Cr.*

| | | |
|---|---|---|
| By United New Jersey Railroad and Canal Company's stock | $2,258,708 55 | |
| By proceeds from sale of buildings and materials to December 31st, 1888 | 1,368 49 | |
| By proceeds from sales in 1889 | 60,150 00 | |
| | | $2,320,227 04 |
| Debit balance January 1st, 1890 | | $142,706 18 |

## HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

*Dr.*

| | | |
|---|---|---|
| To amount expended to December 31st, 1888 | $984,279 41 | |
| To amount expended in 1889 | Nothing. | |
| | | $984,279 41 |

*Cr.*

| | | |
|---|---|---|
| By United New Jersey Railroad and Canal Company's stock | $741,291 45 | |
| By proceeds from sale of buildings and materials to December 31st, 1888 | 300 00 | |
| By proceeds from sales in 1889 | Nothing. | |
| | | $741,591 45 |
| Debit balance January 1st, 1890 | | $242,687 96 |

## SUMMARY.

*Dr.*

| | | |
|---|---|---|
| To cost of construction | $8,871,328 53 | |
| To real estate | 2,101,674 18 | |
| To Harsimus Cove—Construction | 2,462,933 22 | |
| To Harsimus Cove—Right of way and real estate | 984,279 41 | |
| | | $14,420,215 34 |

*Cr.*

| | | |
|---|---|---|
| By proceeds from sale of bonds, equipment, real estate, materials and other property | $6,623,154 75 | |
| By United New Jersey Railroad and Canal Company's stock | 3,000,000 00 | |
| | | $9,623,154 75 |
| Debit balance January 1st, 1890 | | $4,797,060 59 |

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COST OF CONSTRUCTION FOR THE YEAR 1889.

| | | |
|---|---|---|
| Additional tracks | $339,564 98 | |
| Overhead bridges | 8,706 61 | |
| Stations and warehouses | 77,451 04 | |
| Wharves and landings | 18,493 50 | |
| Right of way | 158,443 32 | |
| | | $602,659 45 |

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# REPORTS OF RAILROAD COMPANIES.

## ATLANTIC CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic City Railroad Company presents the following report for the year ending December 31st, 1889:

| | | |
|---|---|---|
| Capital stock paid in— | | |
| Common | $1,200,000 00 | |
| Preferred | 1,000,000 00 | |
| | | $2,200,000 00 |
| Bonded debt | | 2,213,570 00 |
| Floating debt | | 113,671 16 |
| Cost of road and equipments | | 4,601,029 33 |

No dividends paid.

The road extends from Camden to Atlantic City, Williamstown Junction to Mullica Hill, South Glassboro to Glassboro, Gloucester Junction to Mt. Ephraim, a distance of eighty-three and three-tenths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $352,055 56 |
| Income from freight | 207,516 49 |
| Income from other sources | 6,694 76 |
| Total | $566,266 81 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 489,212 70 |

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## THE ATLANTIC HIGHLANDS RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock | $200,000 00 |
| Cost of road and equipments | 136,593 13 |

Dividends paid—None.

The road extends from Lorillard's to Port Monmouth.

REMARKS.

Organized in 1889, and operated as part of a division of the Central Railroad of New Jersey, and no separate accounts kept.

Consolidated as of January 1st, 1890, with the Freehold and Keyport Railroad, under the title of The Freehold and Atlantic Highlands Railroad Company.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Atlantic Highlands Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me, this seventeenth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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# BALTIMORE AND NEW YORK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $350,000 00 |
| Bonded debt | 350,000 00 |

Dividends paid—None.

The road extends from the Arthur Kill to the Central Railroad of New Jersey, near Roselle, a distance of five and thirty-five hundredths miles.

REMARKS.

The road is not yet in operation. It was constructed by parties who subscribed to the stock and for the bonds, taking the entire stock and bonds for the cost of construction.

State of New York, City and County of New York, *ss.*— J. Frank Emmons, being duly sworn, on his oath says that he is President of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1889 are correct and true to the best of his knowledge and belief.

J. FRANK EMMONS.

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Sworn and subscribed before me, this eighth day of February, A.D. 1890, at said City and County of New York.

JOSEPH B. BRAMAN,
Commissioner of Deeds for the State of New Jersey
in and for the State of New York.

ACCIDENTS.

None.

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## BELVIDERE DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,150,000 00 |
| Bonded debt | 3,521,000 00 |
| Cost of road and equipments | 4,601,288 55 |

The road extends from Trenton, New Jersey, to Manunka Chunk, New Jersey, a distance of sixty-eight miles.

It is leased to the United New Jersey Railroad and Canal Company. The lease is assigned by them to the Pennsylvania Railroad Company, at an annual rental of the "surplus of net earnings."

It is equipped mainly by themselves, and operated by the Pennsylvania Railroad Company as a part of their Belvidere division, and the further information required by law is furnished by that Company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*— W. Hasell Wilson, being duly sworn, on his oath says that he is President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. HASELL WILSON.

Sworn and subscribed before me this first day of February, A. D. 1890.

HUGH B. ELY,
M. C. C., State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $228,754 97 |
| Income from freight | 1,023,816 92 |
| Income from other sources | 27,763 03 |
| Total | $1,280,334 92 |
| Expenditures during the year for working road, including repairs, maintenance of ways, motive power and contingencies | 894,062 59 |

Dividends paid during the year 1889, and how paid—
Six per cent. in cash.

ACCIDENTS.

January 14th.—William Worman, fireman, had foot sprained by being caught between turntable lever and pilot of engine, at Lambertville. Conductor, Ira S. Stryker; engineman, Samuel Cooley.

January 14th.—William Peters, switchman, had left arm broken between dead blocks while disconnecting cars at Coal Port. Conductor, Edward Hartley; engineman, W. H. Johnson.

January 15th.—Theodore Reed, farmer, walking on track at Prallsville, was struck by train 573 and instantly killed. Conductor, F. R. Pierson; engineman, George Niece.

January 19th.—Edward Montgomery, engineman, had ear drum seriously injured by torpedo exploded in tunnel at Coal Port. Conductor, W. H. Eichman; engineman, Edward Montgomery.

February 26th.—Stephen Brady, laborer, walking on track in Coal Port yard, was struck by engine and left foot crushed. Conductor, A. T. Parret; engineman, William Perry.

February 27th.—Olin Robinson, flagman, fatally injured while connecting cars at Trenton. Conductor, J. M. Gordon; engineman, J. Campbell.

April 3d.—Joseph Call, brakeman, while coupling cars at Milford, had head severely squeezed by log projecting over end of car. Conductor, Barclay Hicks; engineman, Lewis T. Brant.

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May 13th.—Samuel S. Sheppard, baggage master, while making up train at Flemington, fell, spraining his shoulder. Conductor, Ira S. Stryker; engineman, Samuel Cooley.

May 18th.—Thomas Moser, brakeman, dislocated shoulder by stepping from tank of engine, at Phillipsburg. Conductor, Ambrose S. Hoffman; engineman, Phineas Randolph.

May 23d.—Frank Colligan, laborer, stealing a ride on train 523, while leaning out of stock car, was knocked off by his head striking against cattle pen, at Bulls Island, and severely bruised. Conductor, Benjamin Raub; engineman, Charles H. Thorne.

May 27th.—John Butler, telegraph student, stealing ride on train 547, fell under train at Riegelsville and was fatally injured. Conductor, Cyrus Florey; engineman, Charles H. Thorne.

May 30th.—Frederick Ehninger, brakeman, hand injured coupling cars at Coal Port. Conductor, A. C. Skillman; engineman, John Applegate.

May 31st.—Peter Farley, potter, while crossing track at Coal Port, was run over and killed by extra 3022. Conductor Ellis L. Heston; engineman, John Mongan.

June 7th.—George H. Dilts, brakeman, had fingers crushed while coupling cars at Coal Port. Conductor, R. D. Titus; engineman, —— Palmer.

June 8th.—Reading Stiner, brakeman, had right hand injured while coupling cars at Trenton. Conductor, W. S. Booz; engineman, H. Mahan.

June 11th.—Sylvester Clymer, brakeman, was thrown from car by striking scale-house roof, at Martin's Creek, and severely bruised. Conductor, O. B. Goddard; engineman, C. V. Bowden.

June 26th.—Samuel Stout, brakeman, had hand injured while coupling cars at Coal Port. Conductor, J. B. Clayton; engineman, S. C. Johnson.

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July 5th.—Frank A. Laird, brakeman, fell from tank of engine at Trenton freight house, was run over and fatally injured. Conductor, J. B. Clayton; engineman, George W. Weston.

July 10th.—Bennet Brink, while attempting to steal a ride on coal train extra 837, near Kingwood, fell and was severely injured about the head. Conductor, Benjamin Raub; engineman, Charles H. Thorne.

August 10th.—James Rainbow, while attempting to steal ride on extra 1072, in Coal Port yard, fell and had left hand crushed. Conductor, A. C. Skillman; engineman, Samuel Marjarum.

August 12th.—Frank L. Bruere, brakeman, had right hand crushed while coupling cars at Coal Port. Conductor, Jages Doyle; engineman, John Applegate.

August 12th.—Alex. Nelson, while walking along main track, near Coal Port draw, stepped in front of engine 3001 and was fatally injured. Conductor, James C. Black; engineman, S. C. Johnson.

August 14th.—Jonathan Marjarum, carpenter, walking along track at Lambertville, was struck by engine 3031 and seriously bruised. Conductor, Thos. M. Miller; engineman, E. H. Fenton.

August 21st.—Harrison Van Horn, conductor, had fingers crushed by passenger car door at Belvidere. Conductor, Harrison Van Horn; engineman, William C. Massey.

September 20th.—Elmer Houck, brakeman, fell under train in Coal Port yard and was fatally injured. Conductor, T. B. Meade; engineman, T. Palmer.

October 12th.—Charles J. Conover, brakeman, while shifting cars by gravity in Phillipsburg Junction yard, slipped and fell under car and had right leg crushed. Conductor, Charles A. Metzgar.

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October 15th.—John Matthias, potter, walking on track in Coal Port yard, was struck by train 575 and instantly killed. Conductor, Peter Young; engineman, Edward Montgomery.

October 17th.—James Doyle, quarryman, standing on platform at Stockton, was thrown against station and seriously bruised by a large Newfoundland dog struck by Switchback excursion train. Conductor, George H. Reading; engineman, John S. Niece.

October 26th.—Joseph Call, brakeman, while connecting cars at Lambertville, had right hand crushed. Conductor, Barclay Hicks; engineman, Lewis T. Brant.

November 2d.—Barclay Hicks, conductor, while shifting cars at Milford, fell and was seriously bruised. Conductor, Barclay Hicks; engineman, Lewis T. Brant.

November 7th.—Liscomb Errickson, brakeman, while connecting cars in Lambertville yard, had right hand seriously squeezed. Conductor, Patrick J. Coudry; engineman, Sanford Dilley.

November 26th.—Cornelius A. Myers, brakeman, had arm bruised while connecting cars at Lambertville. Conductor, Patrick J. Coudry; engineman, Sanford Dilley.

December 3d.—Joseph Totten, brakeman, hand bruised while coupling cars at Coal Port. Conductor, C. O. Leigh; engineman, G. W. Weston.

December 3d.—George Taylor, switchman, had left hand crushed while connecting cars at Phillipsburg. Conductor, Dennis Strouse; engineman, William Perry.

December 7th.—John S. Miller, brakeman, fell in car loaded with coal at Coal Port and cut artery of left leg. Conductor, F. Dempsey; engineman, Harry Marjarum.

December 7th.—Edward Brown, brakeman, severely squeezed between bumpers while coupling cars at Coal Port. Conductor, Ellis L. Heston; engineman, Joseph F. Decator.

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December 12th.—George Wismer, brakeman, had right hand crushed while coupling cars at Riegelsville. Conductor, Benjamin Raub; engineman, R. N. Lauer.

December 16th.—Oliver Hager, laborer, arm cut while connecting cars at Holland. Conductor, D. McAuliff; engineman, R. R. Walton.

December 17th.—Jacob Hartshorn, brakeman, fell from box car in Coal Port yard, breaking wrist. Conductor, Edward Hartley; engineman, A. B. Slack.

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## BERGEN COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $200,000 00 |
| Bonded debt | 2,000,000 00 |
| Floating debt—none. | |
| Cost of road and equipments | 607,972 14 |
| Dividends paid during the year 1889, and how paid—none. | |

The road extends from Rutherford to Ridgewood, a distance of ten miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $24,000. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be specified as applicable exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John King, being duly sworn, on his oath says that he is President of the Bergen County Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KING.

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Sworn and subscribed before me this fifth day of February, A. D. 1890.

GEORGE E. GRANT,
Notary Public, New York City and County.

ACCIDENTS.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, of said city, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, the lessee of the Bergen County Railroad, and that the accompanying statement of accidents occurring on the line of said railroad during the year ending December 31st, 1889, is a correct and true statement, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this fifth day of February, A.D. 1890.

GEORGE E. GRANT,
Notary Public, New York City and County.

January 5th.—Thomas Daly, brakeman, age 21, on extra train. George Barnes, conductor; engine 540; G. M. Truex, engineer. When about one mile west of Spring Tank, Daly fell from the train and had both legs run over and cut off; he died from his injuries shortly afterwards.

January 20th.—Alvarado B. Lovelace, brakeman, age 31, in attempting to get on a car in extra train (F. A. Snook, conductor; engine 539; William Johnson, engineer), at 10.15 P.M., at Fair Lawn, fell under the cars, and received injuries from which he died fifty minutes later.

August 8th.—Jacob P. Ferson, brakeman, age 24, in making a coupling in a switching train, handled by engine 223, S. Hammond, engineer, at 3.45 P.M., at Dundee, was caught between the bumpers and had one rib broken and was badly bruised about the hips.

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August 28th.—Antonio Virgillio, age about 35, while sitting down near track, one mile west of Spring Tank, at 8:57 A.M., was struck by step of coach on train 36; C. Romaine, engineer; A. W. Benrose, conductor; engine 112; he was instantly killed.

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## THE BERGEN AND DUNDEE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916,), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Bergen and Dundee Railroad Company presents the following report for the year ending December 31st, 1889.

| | |
|---|---|
| Capital stock paid in | $6,000 00 |
| Cost of road | 7,655 38 |

Dividends paid during year 1889, and how paid—None.

The road extends from a point on the Bergen County Railroad, in Saddle river, to Vreeland's Lake, in Passaic, a distance of two and three-fourths miles, including a loop line.

It is operated as a part of the Bergen County Railroad, under the lease of that road to the New York, Lake Erie and Western Railroad Company, and no separate accounts of its operations are kept.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Robert F. Stockton, being duly sworn, on his oath says that he is President of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

R. F. STOCKTON.

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Sworn and subscribed before me this 31st day of January, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

ACCIDENTS.

Included in the report of the Bergen County Railroad Company.

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## BUENA VISTA RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Buena Vista Railroad presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $3,000 00 |
| Floating debt | 12,374 69 |
| Cost of road and equipments | 15,374 69 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Greenwich to Cohansey Creek, a distance of one and three-hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

The receipts and expenses for 1889 are included in the receipts and expenses of the Central Railroad Company of New Jersey, and no separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Buena Vista Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighteenth day of March, A. D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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# REPORTS OF RAILROAD COMPANIES.

## ATLANTIC CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic City Railroad Company presents the following report for the year ending December 31st, 1889:

| | | |
|---|---|---|
| Capital stock paid in— | | |
| Common | $1,200,000 00 | |
| Preferred | 1,000,000 00 | |
| | | $2,200,000 00 |
| Bonded debt | | 2,213,570 00 |
| Floating debt | | 113,671 16 |
| Cost of road and equipments | | 4,601,029 33 |

No dividends paid.

The road extends from Camden to Atlantic City, Williamstown Junction to Mullica Hill, South Glassboro to Glassboro, Gloucester Junction to Mt. Ephraim, a distance of eighty-three and three-tenths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $352,055 56 |
| Income from freight | 207,516 49 |
| Income from other sources | 6,694 76 |
| Total | $566,266 81 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 489,212 70 |

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## THE ATLANTIC HIGHLANDS RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock | $200,000 00 |
| Cost of road and equipments | 136,593 13 |

Dividends paid—None.

The road extends from Lorillard's to Port Monmouth.

REMARKS.

Organized in 1889, and operated as part of a division of the Central Railroad of New Jersey, and no separate accounts kept.

Consolidated as of January 1st, 1890, with the Freehold and Keyport Railroad, under the title of The Freehold and Atlantic Highlands Railroad Company.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Atlantic Highlands Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me, this seventeenth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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# BALTIMORE AND NEW YORK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $350,000 00 |
| Bonded debt | 350,000 00 |

Dividends paid—None.

The road extends from the Arthur Kill to the Central Railroad of New Jersey, near Roselle, a distance of five and thirty-five hundredths miles.

REMARKS.

The road is not yet in operation. It was constructed by parties who subscribed to the stock and for the bonds, taking the entire stock and bonds for the cost of construction.

State of New York, City and County of New York, *ss.*— J. Frank Emmons, being duly sworn, on his oath says that he is President of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1889 are correct and true to the best of his knowledge and belief.

J. FRANK EMMONS.

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Sworn and subscribed before me, this eighth day of February, A.D. 1890, at said City and County of New York.

JOSEPH B. BRAMAN,
Commissioner of Deeds for the State of New Jersey
in and for the State of New York.

ACCIDENTS.

None.

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## BELVIDERE DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,150,000 00 |
| Bonded debt | 3,521,000 00 |
| Cost of road and equipments | 4,601,288 55 |

The road extends from Trenton, New Jersey, to Manunka Chunk, New Jersey, a distance of sixty-eight miles.

It is leased to the United New Jersey Railroad and Canal Company. The lease is assigned by them to the Pennsylvania Railroad Company, at an annual rental of the "surplus of net earnings."

It is equipped mainly by themselves, and operated by the Pennsylvania Railroad Company as a part of their Belvidere division, and the further information required by law is furnished by that Company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*— W. Hasell Wilson, being duly sworn, on his oath says that he is President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. HASELL WILSON.

Sworn and subscribed before me this first day of February, A. D. 1890.

HUGH B. ELY,
M. C. C., State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $228,754 97 |
| Income from freight | 1,023,816 92 |
| Income from other sources | 27,763 03 |
| Total | $1,280,334 92 |
| Expenditures during the year for working road, including repairs, maintenance of ways, motive power and contingencies | 894,062 59 |

Dividends paid during the year 1889, and how paid—
Six per cent. in cash.

ACCIDENTS.

January 14th.—William Worman, fireman, had foot sprained by being caught between turntable lever and pilot of engine, at Lambertville. Conductor, Ira S. Stryker; engineman, Samuel Cooley.

January 14th.—William Peters, switchman, had left arm broken between dead blocks while disconnecting cars at Coal Port. Conductor, Edward Hartley; engineman, W. H. Johnson.

January 15th.—Theodore Reed, farmer, walking on track at Prallsville, was struck by train 573 and instantly killed. Conductor, F. R. Pierson; engineman, George Niece.

January 19th.—Edward Montgomery, engineman, had ear drum seriously injured by torpedo exploded in tunnel at Coal Port. Conductor, W. H. Eichman; engineman, Edward Montgomery.

February 26th.—Stephen Brady, laborer, walking on track in Coal Port yard, was struck by engine and left foot crushed. Conductor, A. T. Parret; engineman, William Perry.

February 27th.—Olin Robinson, flagman, fatally injured while connecting cars at Trenton. Conductor, J. M. Gordon; engineman, J. Campbell.

April 3d.—Joseph Call, brakeman, while coupling cars at Milford, had head severely squeezed by log projecting over end of car. Conductor, Barclay Hicks; engineman, Lewis T. Brant.

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May 13th.—Samuel S. Sheppard, baggage master, while making up train at Flemington, fell, spraining his shoulder. Conductor, Ira S. Stryker; engineman, Samuel Cooley.

May 18th.—Thomas Moser, brakeman, dislocated shoulder by stepping from tank of engine, at Phillipsburg. Conductor, Ambrose S. Hoffman; engineman, Phineas Randolph.

May 23d.—Frank Colligan, laborer, stealing a ride on train 523, while leaning out of stock car, was knocked off by his head striking against cattle pen, at Bulls Island, and severely bruised. Conductor, Benjamin Raub; engineman, Charles H. Thorne.

May 27th.—John Butler, telegraph student, stealing ride on train 547, fell under train at Riegelsville and was fatally injured. Conductor, Cyrus Florey; engineman, Charles H. Thorne.

May 30th.—Frederick Ehninger, brakeman, hand injured coupling cars at Coal Port. Conductor, A. C. Skillman; engineman, John Applegate.

May 31st.—Peter Farley, potter, while crossing track at Coal Port, was run over and killed by extra 3022. Conductor Ellis L. Heston; engineman, John Mongan.

June 7th.—George H. Dilts, brakeman, had fingers crushed while coupling cars at Coal Port. Conductor, R. D. Titus; engineman, —— Palmer.

June 8th.—Reading Stiner, brakeman, had right hand injured while coupling cars at Trenton. Conductor, W. S. Booz; engineman, H. Mahan.

June 11th.—Sylvester Clymer, brakeman, was thrown from car by striking scale-house roof, at Martin's Creek, and severely bruised. Conductor, O. B. Goddard; engineman, C. V. Bowden.

June 26th.—Samuel Stout, brakeman, had hand injured while coupling cars at Coal Port. Conductor, J. B. Clayton; engineman, S. C. Johnson.

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July 5th.—Frank A. Laird, brakeman, fell from tank of engine at Trenton freight house, was run over and fatally injured. Conductor, J. B. Clayton; engineman, George W. Weston.

July 10th.—Bennet Brink, while attempting to steal a ride on coal train extra 837, near Kingwood, fell and was severely injured about the head. Conductor, Benjamin Raub; engineman, Charles H. Thorne.

August 10th.—James Rainbow, while attempting to steal ride on extra 1072, in Coal Port yard, fell and had left hand crushed. Conductor, A. C. Skillman; engineman, Samuel Marjarum.

August 12th.—Frank L. Bruere, brakeman, had right hand crushed while coupling cars at Coal Port. Conductor, Jages Doyle; engineman, John Applegate.

August 12th.—Alex. Nelson, while walking along main track, near Coal Port draw, stepped in front of engine 3001 and was fatally injured. Conductor, James C. Black; engineman, S. C. Johnson.

August 14th.—Jonathan Marjarum, carpenter, walking along track at Lambertville, was struck by engine 3031 and seriously bruised. Conductor, Thos. M. Miller; engineman, E. H. Fenton.

August 21st.—Harrison Van Horn, conductor, had fingers crushed by passenger car door at Belvidere. Conductor, Harrison Van Horn; engineman, William C. Massey.

September 20th.—Elmer Houck, brakeman, fell under train in Coal Port yard and was fatally injured. Conductor, T. B. Meade; engineman, T. Palmer.

October 12th.—Charles J. Conover, brakeman, while shifting cars by gravity in Phillipsburg Junction yard, slipped and fell under car and had right leg crushed. Conductor, Charles A. Metzgar.

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October 15th.—John Matthias, potter, walking on track in Coal Port yard, was struck by train 575 and instantly killed. Conductor, Peter Young; engineman, Edward Montgomery.

October 17th.—James Doyle, quarryman, standing on platform at Stockton, was thrown against station and seriously bruised by a large Newfoundland dog struck by Switchback excursion train. Conductor, George H. Reading; engineman, John S. Niece.

October 26th.—Joseph Call, brakeman, while connecting cars at Lambertville, had right hand crushed. Conductor, Barclay Hicks; engineman, Lewis T. Brant.

November 2d.—Barclay Hicks, conductor, while shifting cars at Milford, fell and was seriously bruised. Conductor, Barclay Hicks; engineman, Lewis T. Brant.

November 7th.—Liscomb Errickson, brakeman, while connecting cars in Lambertville yard, had right hand seriously squeezed. Conductor, Patrick J. Coudry; engineman, Sanford Dilley.

November 26th.—Cornelius A. Myers, brakeman, had arm bruised while connecting cars at Lambertville. Conductor, Patrick J. Coudry; engineman, Sanford Dilley.

December 3d.—Joseph Totten, brakeman, hand bruised while coupling cars at Coal Port. Conductor, C. O. Leigh; engineman, G. W. Weston.

December 3d.—George Taylor, switchman, had left hand crushed while connecting cars at Phillipsburg. Conductor, Dennis Strouse; engineman, William Perry.

December 7th.—John S. Miller, brakeman, fell in car loaded with coal at Coal Port and cut artery of left leg. Conductor, F. Dempsey; engineman, Harry Marjarum.

December 7th.—Edward Brown, brakeman, severely squeezed between bumpers while coupling cars at Coal Port. Conductor, Ellis L. Heston; engineman, Joseph F. Decator.

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December 12th.—George Wismer, brakeman, had right hand crushed while coupling cars at Riegelsville. Conductor, Benjamin Raub; engineman, R. N. Lauer.

December 16th.—Oliver Hager, laborer, arm cut while connecting cars at Holland. Conductor, D. McAuliff; engineman, R. R. Walton.

December 17th.—Jacob Hartshorn, brakeman, fell from box car in Coal Port yard, breaking wrist. Conductor, Edward Hartley; engineman, A. B. Slack.

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## BERGEN COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $200,000 00 |
| Bonded debt | 2,000,000 00 |
| Floating debt—none. | |
| Cost of road and equipments | 607,972 14 |
| Dividends paid during the year 1889, and how paid—none. | |

The road extends from Rutherford to Ridgewood, a distance of ten miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $24,000. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be specified as applicable exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John King, being duly sworn, on his oath says that he is President of the Bergen County Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KING.

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Sworn and subscribed before me this fifth day of February, A. D. 1890.

GEORGE E. GRANT,
Notary Public, New York City and County.

ACCIDENTS.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, of said city, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, the lessee of the Bergen County Railroad, and that the accompanying statement of accidents occurring on the line of said railroad during the year ending December 31st, 1889, is a correct and true statement, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this fifth day of February, A.D. 1890.

GEORGE E. GRANT,
Notary Public, New York City and County.

January 5th.—Thomas Daly, brakeman, age 21, on extra train. George Barnes, conductor; engine 540; G. M. Truex, engineer. When about one mile west of Spring Tank, Daly fell from the train and had both legs run over and cut off; he died from his injuries shortly afterwards.

January 20th.—Alvarado B. Lovelace, brakeman, age 31, in attempting to get on a car in extra train (F. A. Snook, conductor; engine 539; William Johnson, engineer), at 10.15 P.M., at Fair Lawn, fell under the cars, and received injuries from which he died fifty minutes later.

August 8th.—Jacob P. Ferson, brakeman, age 24, in making a coupling in a switching train, handled by engine 223, S. Hammond, engineer, at 3.45 P.M., at Dundee, was caught between the bumpers and had one rib broken and was badly bruised about the hips.

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August 28th.—Antonio Virgillio, age about 35, while sitting down near track, one mile west of Spring Tank, at 8:57 A.M., was struck by step of coach on train 36; C. Romaine, engineer; A. W. Benrose, conductor; engine 112; he was instantly killed.

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## THE BERGEN AND DUNDEE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916,), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Bergen and Dundee Railroad Company presents the following report for the year ending December 31st, 1889.

| | |
|---|---|
| Capital stock paid in | $6,000 00 |
| Cost of road | 7,655 38 |

Dividends paid during year 1889, and how paid—None.

The road extends from a point on the Bergen County Railroad, in Saddle river, to Vreeland's Lake, in Passaic, a distance of two and three-fourths miles, including a loop line.

It is operated as a part of the Bergen County Railroad, under the lease of that road to the New York, Lake Erie and Western Railroad Company, and no separate accounts of its operations are kept.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Robert F. Stockton, being duly sworn, on his oath says that he is President of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

R. F. STOCKTON.

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Sworn and subscribed before me this 31st day of January, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

ACCIDENTS.

Included in the report of the Bergen County Railroad Company.

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## BUENA VISTA RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Buena Vista Railroad presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $3,000 00 |
| Floating debt | 12,374 69 |
| Cost of road and equipments | 15,374 69 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Greenwich to Cohansey Creek, a distance of one and three-hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

The receipts and expenses for 1889 are included in the receipts and expenses of the Central Railroad Company of New Jersey, and no separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Buena Vista Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighteenth day of March, A. D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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## THE CARTERET EXTENSION RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $4,000 00 |
| Floating debt | 15,398 90 |
| Cost of road and equipments | 19,398 90 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Carteret to Staten Island Sound, a distance of one and fifty-nine hundredths miles.

RECEIPTS AND EXPENSES.

The receipts and expenses for 1889 are included in the receipts and expenses of the Central Railroad of New Jersey, and no separate account of same was kept.

State of New York, New York City and County, *ss.*—I. W. Watson, being duly sworn, on his oath says that he is President of the Carteret Extension Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

I. W. WATSON.

Sworn and subscribed before me this eighteenth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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## CAMDEN AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,258,000 00 |
| Bonded debt | 1,487,000 00 |

Dividends paid during the year 1889, and how paid—
One of 3 per cent. in cash.

The road extends from Camden to Atlantic City and from Atlantic City to Longport, a distance of sixty-five and six-hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $493,228 96 |
| Income from freight | 128,683 36 |
| Income from other sources | 67,172 01 |
| Total | $689,084 33 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 549,781 36 |

State of Pennsylvania, Philadelphia City and County, *ss.*—G. B. Roberts, being duly sworn, on his oath says that he is President of the Camden and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1889 are correct and true to the best of his knowledge and belief.

G. B. ROBERTS.

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Sworn and subscribed before me this seventh day of February, A.D. 1890.

HUGH B. ELY,
M. C. C., State of New Jersey.

ACCIDENTS.

January 26th.—Ernest Burkhardt (aged 16 years) got on rear car of train No. 267, at Egg Harbor station, and jumped off on the opposite side of train while in motion, falling and receiving five severe cuts on his face.

February 10th.—An old lady was injured while alighting from train No. 468, at Camden station, by being thrown against hand-rail of car. Caused by drill engine striking train.

February 15th.—William Krieg, brakeman, trains 298 and 299, while riding on pilot of engine, at Lucas siding, the engine struck some cars with such force as to knock pilot off, killing Krieg.

February 20th.—Augusta Congezer attempted to drive across track in front of train No. 256, near Berlin station, and was struck and slightly injured.

February 20th.—L. E. Mood, brakeman, jumped off of shifting engine, at Starr's siding, to throw switch, and, while running, caught his foot under switch rod, badly spraining and bruising it.

March 17th.—Mrs. C. B. Thompson, in getting on train No. 270, at Elwood, fell between the car and station platform and was slightly injured.

March 21st.—Shifting engine, No. 506, struck a team in Cooper's paint yard and slightly injured the driver, George Watts.

March 26th.—Margaret Eagen, an old woman, was struck and slightly injured by train No. 299 as it was backing into Gibbsboro.

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April 10th.—Louis Langfield (age 10 years) got on freight extra, No. 508, at 10th Street, Camden, and fell or jumped off while it was in motion, and had his left foot run over, necessitating amputation of leg.

April 19th.—Joseph Joyce (age 10 years) was struck by train No. 428, on wye between Camden and Atlantic Railroad and Haddon avenue, Camden, and slightly injured.

April 23d.—Miss Mary Watson, in alighting from train No. 260, at Berlin, fell between the car and station platform and was slightly injured.

April 26th.—William Still, colored laborer, was thrown from hand-car, near Kirkwood, by his coat becoming entangled with crank, and was run over and injured about the head.

May 21st.—Italian laborers—Raphael Justic, had one of his legs fractured, and Alfonse Prater and Rock Albean—were slightly injured while loading sand at Absecon Pit, by bank caving in on them.

May 26th.—Charles H. Kingett jumped from train No. 270, at Mt. Ephraim crossing, and was run over and killed.

May 30th.—John Foreman jumped from train No. 205, near Cuthbert, and had his head cut.

June 12th.—Nicholas Tully, first laborer and interpreter on work train, at Atlantic City, was slightly injured by coming in contact with one of the electric Railroad poles while riding on tender.

June 14th.—Dominie Voleone, Italian laborer, on work train at Atlantic City, jumped from the train and his left leg was run over, necessitating amputation. He died an hour after the operation, at Cooper Hospital.

July 2d.—Isaac Shute (age 76 years) was struck and instantly killed by train No. 269, at Liberty Park.

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July 9th.—Charles Leary, while lying on platform of Fisher's station, was struck by step of car on train No. 237 and slightly injured.

July 14th.—One of the electric motors at Atlantic City struck a team at Atlantic and South Carolina avenues, and slightly injured Thomas Parkinson, one of the occupants.

July 18th.—Abbie Blackwood, a passenger on train No. 255, was slightly injured by one of the cars becoming derailed, at Ancora.

July 27th.—Charles E. Irons, employé, had one of his arms crushed while uncoupling cars, at Absecon. He died at Cooper Hospital, about a week after the accident, after amputation of arm.

August 17th.—Michael Rogen, a newsboy, jumped from train No. 263, at Starrs, and was slightly injured.

August 18th.—Edward Parkinson, a passenger on second section of train No. 280, fell from the train on Meadows, three miles north of Atlantic City, and was slightly injured.

August 24th.—John Ruck, laborer, was slightly injured by being thrown from hand-car at Haddonfield, by his clothing catching in crank.

August 27th.—Mrs. Palmer, a passenger on train No. 258, while passing from one car to another, at Atlantic City station, the cars were pulled apart and she fell between them, injuring her back.

September 7th.—Isaac Armstrong, an excursionist on extra No. 1105, jumped from the train before it had stopped, at Atlantic City station, and was run over and killed.

September 10th.—Clinton Small was run over and killed by train No. 432, at Lodi. Small was intoxicated and lying between the tracks.

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September 10th.—Reuben Ireland, laborer, was thrown from hand-car, at Absecon, by his coat catching in crank, and was run over and badly injured.

September 14th.—Mrs. Mary O'Neil, while walking on track at Eighth and Penn streets, Camden, was struck by train No. 237, and seriously injured.

October 5th.—John Wagner, brakeman, attempted to cross the track in front of shifter in Cooper's Point yard, and was run over and killed.

October 22d.—Tony Picone, laborer on work train, jumped from the train while in motion, on Meadows, south of Absecon, and was slightly injured.

November 21st.—Mrs. Anna Dermott, in getting on train No. 267, at Cooper's Point, had one leg and foot injured.

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# CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $381,925 00 |
| Bonded debt | 350,000 00 |

Floating debt—None.

The road extends from Camden Juction to Mt. Holly, and from Burlington to Pemberton, a distance of thirty miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. per annum on stocks and bonds.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN S. IRICK.

Sworn and subscribed before me this twenty-eighth day of January, A. D. 1890.

HUGH B. ELY,
M. C. C., State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $184,896 65 |
| Income from freight | 50,374 81 |
| Income from other sources | 20,636 93 |
| Total | $255,908 39 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 188,249 53 |

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# CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the Cape May and Sewell's Point Railroad presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $39,000 00 |
| Bonded debt | 29,000 00 |
| Floating debt | 500 00 |
| Cost of road and equipments | $41,228 67 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Cape May to Sewell's Point, a distance of four miles.

RECEIPTS AND EXPENSES FOR 1890.

| | |
|---|---|
| Income from other sources | $900 00 |
| Total | $900 00 |

REMARKS.

The road was leased to J. Henry Edmunds for the season of 1889, at a rental of $900, he paying all running expenses, repairs of way, &c.

State of New Jersey, Camden County, *ss.*—Floranc F. Hogate, being duly sworn, on his oath says that he is President of the Cape May and Sewell's Point Railroad Company, and that the

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March 1st.—Charles Bergen, slightly injured, fell from cars while stealing a ride at Claremont. Conductor, J. Dougherty.

March 1st.—H. H. Johnson, ankle sprained, walked off end of car at Spring street, Elizabeth. Engineer, Harry Craig; conductor, H. C. Packer.

March 1st.—Charles Bergen, slightly injured, fell from cars while stealing a ride at Claremont. Conductor, J. Dougherty.

March 2d.—Michael Kenny, hand injured, hand caught in handles of hand-car at N. and E. Branch.

March 5th.—William Leonard, head and leg hurt at Newark, McWhorter's bridge. Engineer, Smith Watson; Conductor, Minard Knapp.

March 6th.—John Wolkenstein, foot mashed, attempting to jump on moving train at Plainfield. Engineer, Wilson; Conductor, John C. Dilts.

March 6th.—George M. Park, killed, struck by over-head bridge at Fanwood. Engineer, James D. Knowles; Conductor, J. D. Knowles.

March 6th.—John M. Riker, shoulder hurt, fight on train between Jersey City and Newark. Engineer, Smith Watson; Conductor, Minard Knapp.

March 7th.—George Stiger, killed, struck by train while walking on track west end of Bay bridge. Engineer, Henry Foster; Conductor, H. D. Staats.

March 9th.—Mrs. A. C. Gould, back slightly injured, heel caught in steps at Bergen Point. Engineer, George Jackson; Conductor, Samuel Johnston.

March 11th.—Emil Krauss, killed, attempted to cross track and was struck by engine between Somerville and Raritan. Engineer, S. L. Jones; Conductor, William W. Barnes.

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March 12th.—Patrick Flaherty, arm crushed, uncoupling cars at Jersey City freight yard. Engineer, John Jones; Conductor, James W. Hoffman.

March 13th.—Frederick Renff, knocked down, not seriously injured, standing too near track at East Ferry street, Newark. Engineer, George B. Coffee; Conductor, Charles Dodwell.

March 13th.—H. B. Slingerman, fatally injured, fell or stepped off cars about one mile east of Westfield. Engineer, Joseph Finer; Conductor, J. L. Hennington.

March 15th.—John McCarthy, killed, attempted to cross track and was struck by engine at Bergen Point. Engineer, S. L. Jones; Conductor, —— ——.

March 16th.—Thomas Burns, slightly squeezed, caught between cars while coupling at White House. Engineer, E. Gordon; Conductor, Joseph C. Hutchinson.

March 20th.—Mrs. John C. Bush, personal injury, foot slipped from bottom step of car at Bergen Point. Engineer, Stephen D. Winner; Conductor, Samuel S. Horton.

March 22d.—William Veen, fatally injured, doors of coal car came down and he fell through bottom of car, at West end of Bay bridge. Engineer, J. Miller; Conductor, William E. Dilts.

March 24th.—Richard Maher, thumb mashed, coupling cars at Elizabeth. Engineer, William Munn; Conductor John Murphy.

March 24th—Mrs. A. J. Thompson, slightly cut about the neck, missile thrown against window glass, at Jersey avenue, Jersey City. Engineer, M. Moynahan; Conductor, John Marlett, Jr.

March 25th.—Unknown passenger, head cut, jumped off train before it stopped, at Grant avenue. Engineer, George B. Houston; Conductor, Frank Grube.

March 25th.—Rev. Eugene Hill, bruised and carriage broken; hand car, dinner pails and coats left near crossing and frightened horse at Three Bridges.

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March 26th.—Unknown man, foot badly sprained, falling from train at Bound Brook. Engineer, Gordon; Conductor, J. C. Hutchinson.

March 29th.—Charles Johnson, right leg broken, intoxicated and walked on track at Jersey City freight yard. Engineer, Isaac Miller; conductor, E. Dilts.

March 30th.— —— McIntosh, fatally injured, walking on track and was struck by engine at east end of Bay bridge. Engineer, Michael Moynahan; conductor, —— ——.

March 30th.—Andrew Vesey, right side bruised, was standing too near track and was struck by passing train at Jersey City passenger yard. Engineer, Arthur Quaif; conductor, Edward Kirk.

March 30th.—William Allen, slightly injured, missed his footing while getting on train and fell, at Communipaw. Engineer, J. Janson; conductor, L. C. Hurtt.

March 30th.—Charles Davis, bruised, stepped on track and was struck by engine at Avenue switches. Engineer, Thomas Bradshaw; conductor, Joseph Kelly.

April 3d.—John Horaho, head badly cut, struck switch stand at Jersey City freight yard. Engineer, Frank Wilkinson; Conductor, Joseph Colton.

April 4th.—Mrs. A. W. Palmer, fell while getting on train, dress caught in coupling pin at Jersey City. Engineer, J. Janson; conductor, Loraine C. Hurtt.

April 5th.—Mrs. Milke, nose hurt, run against lamp post at Jersey City depot.

April 5th.—Patrick Flynn, left side badly bruised, stepping in front of engine at Pamrapo. Engineer, C. M. Pettinger; Conductor, J. E. Hess.

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April 7th.—Unknown woman, limb injured, slipped while getting on train at Jackson avenue. Engineer, John Mackinson; conductor, Minard Knapp.

April 8th.—Unknown lady, shoulder hurt, stepping from train before it stopped, at Jersey City depot. Engineer, Oscar Durand; conductor, F. W. Shinafield.

April 8th.—A painter fell from ladder, one rib broken, foot of ladder slipped, Jersey City restaurant.

April 9th.—Charles McCrann, bruised, fell or jumped from moving train at Somerville. Engineer, —— ——; conductor, W. Barber.

April 10th.—Unknown man, jumped from moving train and fell, extent of his injuries could not be ascertained, at Brills Junction. Engineer, Jesse Jones; conductor, Andy Powell.

April 11th.—James H. Moran, finger hurt, draw-head went under car and caught one of his fingers, at Elizabethport yard. Engineer, Charles S. Husband; conductor, James Hastings.

April 13th.—Unknown man, ankle sprained, jumping from train at Anandale station. Engineer, Dye; conductor, Taylor.

April 16th.—Henry Huenstein, injured, horse killed and wagon broken; drove on track in front of train at Jefferson ave., Elizabeth. Engineer, Aaron Mattis; conductor, William E. Ming.

April 16th.—G. J. Myers, thumb on right hand hurt, jumping from train before it stopped, at Somerville. Engineer, S. D. Winner; Conductor, George Terrill.

April 18th.—J. A. Smith, two fingers on right hand mashed, coupling cars at High Bridge. Engineer, R. Woolverton; conductor, John O. Hare.

April 19th.—John Crantz, bruised about the head, wagon, belonging to Wilkinson & Gaddis, broken, drove on track in front

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of train at Magnolia ave., Elizabeth, N. J. Engineer, George B. Coffee; conductor, Augustus B. Prawl.

April 26th.—William Cunningham, both shoulders dislocated, train parted and came together again at North Branch. Engineer, W. H. Fertig; conductor, George Wildoner.

April 30th.—Mrs. Elijah Stout and Peter Beavers; Mrs. Stout had rib broken and arm and shoulder bruised; P. Beavers had head and back hurt; horse frightened and carriage upset, at Main street crossing, High Bridge. Engineer, William Rex; conductor, Howard Fenwick.

April 30th.—J. Glancy, right arm broken and head bruised, crossing track between Bergen Point and Centreville. Engineer, John C. Cline; conductor, M. R. Mulford.

April 30th.—William Feeney, fingers bruised, coupling cars at Jersey City freight yard. Engineer, Fred. DeGroff; conductor, William Feeney.

May 1st.—William Murphy, serious personal injury, struck by cars that were being drilled at Jersey City passenger yard. Engineer, H. Whitenack; conductor, Charles Ladd.

May 4th.—Charles S. Stokes, foot crushed, hip dislocated and body bruised, fell from top of box car under train at Phillipsburg yard. Engineer, P. W. Snyder; conductor, Charles S. Stokes.

May 5th.—Theo. Smith, arm badly hurt and body squeezed, draw-bar slipped, at Jersey City passenger yard. Engineer, A. Quaiff; conductor, Charles Ladd.

May 7th.—John M. Hummer, killed, George A. Smith, ankle sprained, collision of engine No. 193 and train No. 31 at Port Oram yard, three-quarters of a mile south of station. Engineers, George A. Smith, R. Wolverton; conductors, Thomas Allen, John O. Hare.

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May 7th.—Daniel W. Day, right hand badly bruised, lading of car shifting, at Jersey City freight yard. Engineer, John Jones; conductor, James W. Hoffman.

May 7th.—Augustus W. Weaver, arm crushed, coupling cars at Jersey City freight yard. Engineer, David Mattis; conductor, John O'Brien.

May 7th.—Mary McLaughlin, both legs cut off, crossing tracks and was struck by engine at Jersey City passenger yard. Engineer, H. Whitenack; conductor, Charles Ladd.

May 10th.—Peter Rutan, side of head cut, walking too near track at East Ferry street. Engineer, Henry Jones; conductor, George K. McVey.

May 13th.—James Dorsey, clothes torn, but received no personal injury, squeezed between train and side of bridge at Ferry street, Newark, N. J. Engineer, Aaron Mattis; conductor, William E. Ming.

May 18th.—John Hay, ankle sprained and hand scratched, jumped from engine before it stopped at West Bergen. Engineer, P. Doyle; conductor, C. W. Keyser.

May 18th.—Frank Reynolds, wrist cut, attempted to raise window and broke glass between Elizabethport and Sewaren. Engineer, John Provost; conductor, Frederick W. Shinafield.

May 20th.—Patrick Conley, thumb injured, coupling cars, Hampton yards. Engineer, I. Walters; conductor, Charles Warman.

May 20th.—William Miller, fatally injured, fell off cars while putting on brakes at Elizabethport yard. Engineer, Eniel Poda; conductor, William Miller.

May 20th.—Edward B. Bloom, body bruised, head and face cut, wrist dislocated, fell from car while applying brakes at Phillipsburg coal schutes.

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May 21st.—James Burke, instep broken, barrel of oil fell on his foot at Glen Gardner. Engineer, Wilson; conductor, J. C. Deets.

May 23d.—Patrick McGinley, foot badly injured, jumped on car and slipped off at Elizabethport yard. Engineer, Seymour L. Darling; conductor, Frederick August.

May 23d.—Lewis Gordon, bone in wrist broken, coupling cars at Elizabethport yard. Engineer, Julius Cammann; conductor, Frank Goger.

May 25th.—Lady passenger, name of Groman, could not be ascertained if she was injured, got off wrong side of train, and fell, at Jackson Avenue station. Engineer, P. Doyle; conductor, Christopher W. Keyser.

May 31st.—Unknown passenger, could not be ascertained if she was injured, jumped from train before it stopped, and fell, at Elizabeth. Engineer, S. D. Winner; conductor, Daniel S. Horton.

June 6th.—James Fitzer, hand injured, coupling cars, at Phillipsburg. Engineer, James Hulmes; conductor, Charles Matcher.

June 7th.—Charles F. Dickenson, serious internal injury, fell from car, East Ferry street coal schute. Engineer, A. C. Schanch; conductor, Richard Tenbrook.

June 9th.—Abraham L. Staats, killed, struck and run over by engine at Centreville, N. J. Engineer, James Powell; conductor, J. Warren Sanborn.

June 9th.—James Griffin, contusion of the shoulder, cap on one of the bitts giving way on tug "Bayonne" via New York. Engineer, W. H. Best; captain, Samuel Nelson.

June 10th.—Alfred Hatton, finger injured, uncoupling cars, Phillipsburg yard. Engineer, J. Wildoner; conductor, N. Meyers.

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June 11th.—Lewis D. Gordon, arm severely bruised, arm caught between bumpers, Elizabeth yard. Engineer, Charles S. More; conductor, Henry Paulman.

June 11th.—Leonard Londonbach, foot injured, caught between bumper, between White House and Somerville. Engineer, C. W. Vannatti; conductor, J. E. Hess.

June 12th.—Daniel Hughes, fingers crushed coupling cars, Hampton yard. Engineer, Hulmer; conductor, C. Thatcher.

June 14th.—Peter Waddick, killed, ran on track ahead of engine and was run over, at Jersey City yard. Engineer, Peter Haissel; conductor, —— ——.

June 14th.—Charles G. Sheoff, slight scalp wound and a few bruises, jumping off moving train at Jersey City passenger yard. Engineer, N. Waite; conductor, Wm. J. Korndoeifer.

June 15th.—Charles Mulvey, head slightly cut, intoxicated and jumped from moving train at Bergen Point. Engineer, Frank Naylor; conductor, P. Becker.

June 19th.—Unknown passenger, two fingers hurt, door closing on hand, Communipaw. Engineer, John Johnson; conductor, H. A. Boyd.

June 22d.—E. C. Boyd, arm dislocated, fell from top of box car at Somerville. Engineer, Wm. Abbott; conductor, —— ——.

June 25th.—Fred. Gerlach, foot squeezed, foot caught between pilot and step, at Brills Junction. Engineer, F. McPeak; conductor, Theo. D. Robbins.

June 25th.—Pasque Russa, leg broken, picking cigar stumps on track and was struck by engine, at Jersey City yard. Engineer, L. R. Everitt; conductor, J. C. Ten Eycke.

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June 25th.—Unknown passenger, extent of injuries could not be ascertained, jumped from moving train at Elizabethport. Engineer, Ed. Champlain; conductor, —— ——.

June 26th.—Frank Gesper, killed, struck by engine while crossing tracks at Jersey City. Engineer, Geo. B. Houston; conductor, W. E. Hayne.

June 28th.—John Hayes, foot injured, foot caught while coupling cars at Jersey City yard. Engineer, B. S. Moore; conductor, Paul Cavanaugh.

June 29th.—John Kelly, foot and toes crushed, stealing a ride on train and had foot and toes crushed between bumpers, at Bergen Point. Engineer, C. Pittenger; conductor, Jas. Dougherty.

July 2d.—Wm. J. Cooper, personal injury, horse frightened by cars, was thrown out and both legs injured. Engineer, Nixan; conductor, Scope.

July 2d.—F. Enderline, one finger slightly injured, finger caught by seat, at Newark depot. Engineer, —— ——; conductor, P. Van Aisdale.

July 4th.—Thomas Owens, personal injury, was walking on the track in an intoxicated condition and was struck by engine, at Newark. Engineer, P. J. Mead; conductor, M. N. Knapp.

July 4th.—Joseph McGurk, hand cut off and head badly bruised; cause of accident, unknown; at Elizabethport. Engineer, —— ——; conductor, —— ——.

July 10th.—Unknown man killed, struck by engine while walking on track 1,500 feet west of Passaic draw. Engineer, Jno. Rich; conductor, Chas. Dodwell.

July 10th.—Wm. Egeter, seriously injured, struck by overhead bridge west of Pamrapo station. Engineer, B. S. Moore; conductor, Paul Cavenaugh.

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July 10th.—Preston Crowell, finger bruised coupling cars at Jersey City freight depot. Engineer, —— ——; conductor, Peter McBryan.

July 11th.—Mamie S. Jaeger, scalp wound and cut over eye; F. J. Schmidt, eye cut and face bruised; L. Goldschmidt, finger cut and forehead bruised; engine backing into side of passenger train at Newark yard. Engineers, P. I. Mead and Wm. Bennett; conductors, Wm. Knapp and W. T. Jones.

July 14th.—James Burke, hip bruised and hand cut, standing on track and was struck by engine at Jersey City passenger yard. Engineer, Frank Wilkinson; conductor, —— ——.

July 19th.—James Boofield, shoulder and leg bruised, sleeping on track and was struck by engine at Westfield, N. J. Engineer, Frank Beck; conductor, L. Parker Titus.

July 20th.—Mrs. J. Varley, struck on head by a stone thrown through car window, one-half mile east of Pamrapo. Engineer, Oscar Diecand; conductor, M. R. Mulford.

July 21st.—Camillo Casazza, killed, struck by engine while sitting on rail at Jersey City yard. Engineer, James Regan; conductor, A. Powell.

July 23d—Wm. Roberts, head and hip injured, fell from rear platform at Jersey City yard. Engineer, James Powell; conductor, Michael Kenny.

July 23d.—Thomas Vaughn, fatally injured, cause of accident not known, at Bergen Point. Engineer, Nathan Waite; conductor, Frank Grube.

July 24th—John L. Sullivan, thigh crushed, handling freight at Pier 14, N. R., New York. Engineer, —— ——; conductor, —— ——.

July 24th.—Dennis Wall, ankle fractured, case of dry goods fell on it from a passing truck.

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July 24th.—James Duffy, personal injuries, fell off train at White House. Engineer, N. C. Rhodes; conductor, John Long.

July 26th.—Louisa Rabbe, extent of injuries unknown, jumped from moving train at Perth Amboy. Engineer, Smith Watson; conductor, Wm. Jackson.

July 26th.—Unknown man killed, collision, at Dunellen. Engineers, H. Craig and Geo. Richards; conductors, Wm. August and Peter McGowan.

July 27th.—Martin Dalton, right hand cut and shoulder crushed, fell under car at Bergen Point. Engineer, Geo. Brown; conductor, James Rosencraus.

July 27th.—James May, left hand severely bruised, hand caught while coupling cars at Elizabethport yard. Engineer, Eniel Poda; conductor, John Murphy.

July 27th.—Daniel Driscoll, hand injured, coupling cars at Elizabethport yard. Engineer, John McGhil; conductor, Floyd Dufford.

July 28th.—James McCormack, wrist fractured, car moved while he was under it, at Jersey City float-bridge track. Engineer, —— ——; conductor, M. M. Geiger.

July 29th.—Michael Sexton, forehead badly cut and head and hand slightly cut, stepped on track in front of engine, at west end of Jersey City yard. Engineer, Harry Whitenack; conductor, —— ——.

August 2d.—Fred. Van Arsdale, finger cut off coupling cars, at Phillipsburg. Engineer, N. Sheridan; conductor, Fred. Van Arsdale.

August 2d.—Henry Vreeland, right leg cut off and otherwise badly injured, attempted to cross track and was struck by engine, at Union street bridge, Newark. Engineer, Frank McPeak; conductor, Theo. D. Robbins.

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August 5th.—Louis Schwartz, killed, struck and run over by engine while standing on track, at Communipaw curve. Engineer, Ed. Champlin; conductor, Wm. E. Case.

August 5th.—Walter Sherwin, left foot badly injured, falling under cars, at Somerville. Engineer, J. Shints; conductor, Dalrymple.

August 7th.—John W. Dent, foot hurt, knocked down and run over by a wagon while closing door of refrigerator car, at Jersey City freight yard.

August 8th.—Patrick Mack, bruised, trunks fell on him, at Elizabethport station. Engineer, J. Goodwin; conductor, Oscar J. Freeman.

August 9th.—John Wittaman, hand mashed and head hurt, jumping on moving train, between Westfield and Fanwood. Engineer, Jacob Rodenbaugh; conductor, Nathan Warman.

August 10th.—John Holok, killed, walking and was struck by engine, at Bound Brook. Engineer, Joseph B. Case; conductor, Samuel Johnston.

August 11th.—John B. Slattery, killed, thrown off by a sudden jerking of the cars, at Communipaw. Engineer, James Weikly; conductor, H. Shuler.

August 12th.—John Wingand, seriously injured, supposed to have been struck by Cranford water-spout. Engineer, Jacob Strumel; conductor, James Knowles.

August 12th.—Mrs. Mary Wade, chest slightly hurt, attempted to walk between cars that were being coupled and was slightly squeezed, in Lister's yard, Newark, N. J. Engineer, Jos. Tate; conductor, Geo. Smith.

August 13th.— —— Meyers, hand scratched and clothes torn, caught foot in bell cord and was dragged over the ground, at

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Broad Street Station, Newark, N. J. Engineer, John Wait; conductor, Wm. E. Ming.

August 13th.—John Williams, heel crushed, caught his heel between bumpers while stealing a ride, at Bergen Point. Engineer, James H. Rodenbaugh; conductor, James M. Johnston.

August 14th.—Richard Moore, killed, struck by engine while attempting to cross tracks, at Communipaw curve. Engineer, Ed. D. Huff; conductor, P. Van Arsdale.

August 14th.—Michael Gallagher, both legs cut off, fell off engine and was run over at Bergen Point. Engineer, Peter Tinck; conductor, Patrick Kenny.

August 15th.—Timothy O'Neil, left leg broken, caught under dump car at Great Island, N. and E. branch. Engineer, George Lewis; conductor, James McTague.

August 15th.—Michael French, leg cut off and head injured, attempted to get off moving coal train at Avenue switches. Engineer, David Stemets; conductor, George Wildoner.

August 15th.—William McDonald, cut and bruised; James Smith, ribs broken and hurt internally, misplaced switch caused engine to run off track at Glen Gardner. Engineer, C. Gershall; conductor, S. Shrope.

August 16th.—Michael O'Brien, finger hurt, coupling cars at Bergen Point. Engineer, J. H. Rodenbaugh; conductor, J. M. Johnston.

August 17th.—Charles Smith, left arm broken, struck by engine while driving across track at Catherine street, Elizabeth. Engineer, Judson Janson; conductor, George T. Hodge.

August 18th.—Philip Kellher, face cut and pants torn, jumped on moving train at Ferry Street station. Engineer, Edward Huff; conductor, A. H. Jacobus.

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August 19th.—C. H. Embing, jumped off moving train, was not injured, west of Brills. Engineer, Frederick Frech; conductor, James Kennedy.

August 19th.—Joseph Samelontz, head hurt, struck by engine while crossing tracks at Perth Amboy. Engineer, John Cline; conductor, Frederick W. Shinafield.

August 19th.—Luke Kiernan, head injured, struck by engine while walking on track at Jefferson Street bridge. Engineer, Frederick Frech; conductor, James Kennedy.

August 22d.—Charles E. Felty, slightly injured, squeezed while coupling cars at Pamrapo. Engineer, Lowry; conductor, Isaac Blanchard.

August 22d.—Mrs. McDoklass, left arm and side hurt, jumped from moving train at Jersey City station. Engineer, S. Watson; conductor, W. H. Jackson.

August 22d.—Mrs. Mary Brady, head hurt, walked in front of engine at McNoster street bridge, Newark. Engineer, P. D. Meade; conductor, Minard Knapp.

August 23d.—H. J. Rice, fell in river, attempted to get on boat after it started, at Jersey City Ferry bridge.

August 23d.—Bernard Smith, leg broken, bale of cotton falling on him at Pier 14, North river, New York.

August 23d.—Patrick Finan, head hurt, standing too close to track at Jersey City passenger yard. Engineer, John Jones; conductor, John Dodwell.

August 24th.—John Mallory, seriously injured, struck by engine and run over at L. V. crossing. Engineer, ——— ———; conductor, ——— ———.

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August 24th.—James McKenna, head cut, standing on step and leaning out, at Elizabethport. Engineer, S. D. Winner; conductor, George Ferrill.

August 25th.—William O'Brien, cut over the eye; he was asleep under coal trestle and was struck by a piece of wood which was knocked off track by engine, at Lafayette. Engineer, Connor; conductor, Harry Shuler.

August 25th.—Unknown man, cut about head, was under the influence of liquor, and either slipped or jumped off moving train at Bound Brook. Engineer, A. F. Shedd; conductor, E. Barber.

August 26th.—Martin McDonough, killed, attempted to get on moving train at West Bergen. Engineer, Horace Allen; conductor, Augustus Jacobus.

August 27th.—John Throp, hand slightly injured, slipped while getting off train, and shoved his arm through a window trying to save himself, at Perth Amboy. Engineer, John Johnston; conductor, H. A. Boyd.

August 28th.—James Ellis, two fingers crushed, coupling cars at Jersey City freight yard. Engineer, Thomas Connors; conductor, A. Colbath.

August 29th.—George B. Scales, hip badly injured, uncoupling cars at Communipaw. Engineer, B. Flynn; conductor, D. J. Moynahan.

August 30th.—J. J. Martin, badly bruised, was crossing track when dock broke at Port Johnston.

August 30th.—William Connelly, head injured, struck by column of bridge, at Fanwood. Engineer, F. Wilcox; conductor, Charles Dineen.

August 31st.—Jerome Sullivan, finger crushed, at Pier 14, N. R., coupling cars.

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September 5th.—Charles Stormes, skull fractured, fell off while passing over top of freight train, at High Bridge. Engineer, Joseph Hornler; conductor, William Creveling.

September 5th.—Eli T. Nunn, killed, fell under engine, at Dover. Engineer, George W. Smith; conductor, Thomas Allen.

September 5th.—Harry McMeehan, killed, was crossing track and was struck by engine and killed, at Elizabethport yard. Engineer, David Stinets; conductor, George Wildoner.

September 6th.—Maggie Chusmeyer, killed, ran under gates and against side of engine and was knocked down and run over, at Centreville. Engineer, John Provost; conductor, Louis W. Romeis.

September 11th.—R. Kirkendall, hip and arm hurt, fell from train at German Valley. Engineer, R. H. Nixon; conductor, Theodore Schrope.

September 12th.—Patrick N. Dougherty, killed; Frank Hunley badly injured; were walking on track and were struck by engine, at Fillmore street, Newark. Engineer, George B. Coffee; conductor, W. F. Jones.

September 12th.—Peter Harbor, seriously hurt about the head, jumped from moving train at Bayonne. Engineer, Charles A. Houston; conductor, D. S. Horton.

September 14th.—John J. Johnston, two fingers on right hand injured, coupling cars at Jersey City freight yard. Engineer, D. Mattis; conductor, B. Colwell.

September 14th.—William Cavenaugh, wrist badly cut, fell while crossing cars at Jersey City freight yard. Engineer, Hoagland; conductor, J. O'Brien.

September 15th.—John McFadden, left leg badly injured, intoxicated and lying on track. Engineer, H. Lutz; conductor, E. L. Snyder.

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September 16th.—John Croty, killed, cause of accident not known, was found lying on track at east end of Communipaw station.

September 17th.—Clark P. Hurd, right hand bruised, coupling cars at Jersey City freight yard. Engineer, E. W. Young; conductor, Aug. W. Weaver.

September 17th.—E. Smith, right hand mashed, coupling cars at Dunellen. Engineer, Wilson; conductor, John C. Ditts.

September 18th.—Floyd Dufford, arm hurt, arm caught between bumpers at Elizabeth yard. Engineer, John McGhil; conductor, Floyd Dufford.

September 19th.—James Jones, right arm injured, coupling cars at Grant avenue. Engineer, Jacob Shurts; conductor, W. Dalrymple.

September 19th.—Wilson Opdyke, left hand run over and two fingers cut off, fell in attempting to get on train at Phillipsburg. Engineer, A. W. King; conductor, Thomas Lukens.

September 20th.—William Cavenaugh, ankle sprained, thrown from gondola car by engine stopping suddenly, at Jersey City freight yard. Engineer, William Young; conductor, Aug. W. Weaver.

September 21st.—August Deitchen, head and right side injured, struck by engine while crossing track at Elizabethport. Engineer, William H. C. Rouse; conductor, James Hastings.

September 21st.—William McGrath, killed, fell from engine at Centreville. Engineer, Charles Schroll; conductor, George W. Johnston.

September 23d.—John Warman, nose hurt, coupling cars at Hampton. Engineer, Richard W. Taylor; conductor, Robert Burrows.

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September 25th.—Frank Lewis, collar bone broken, unloading iron pipe, at Jersey City freight yard. Engineer, —— ——; conductor, —— ——.

September 25th.—Lawrence Farrell, thumb of right hand crushed, coupling cars at Jersey City freight yard. Engineer, William Young; conductor Aug. W. Weaver.

September 26th.—Unknown man, killed struck by engine while walking on track, at Communipaw. Engineer, James Regan; conductor, Christopher W. Keyser.

September 27th.—P. W. Hague, head cut, jumped off moving train, at Greenville. Engineer, Robert McCloud; conductor, J. Warren Sanborn.

September 28th.—William C. Osmun, not seriously injured, was walking too near the track, and was struck by breast beam of engine, at Finderne. Engineer, William Miller; conductor, John R. Day.

September 28th.—Unknown man drowned, fell off Bay Bridge near the draw.

September 29th.—Julia Halsey, left foot injured, fell while leaving train at Jackson avenue. Engineer, Edward Huff; conductor, Minard Knapp.

September 30th.—L. C. Siddons, bruised, struck by car while climbing down ladder on side of car, at Jersey City freight yard. Engineer, William J. Gorman; conductor, Frank Fortner.

September 30th.—Vincent J. Lynch, hand injured, coupling cars at Jersey City freight yard. Engineer, Charles Ward; conductor, John O. Brown.

October 3d.—Joseph M. Schuler, killed, caught between bumpers, at Somerville. Engineer, Lowery; conductor, Peter M. Ryan.

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October 5th.—W. H. Parlaman, head and back hurt, fell from top of car while applying a brake, at Bound Brook. Engineer, David Stimetz; conductor, George Wildoner.

October 5th.—Edward Martell, foot mashed, plank fell on his foot, at Pamrapo bridge. Engineer, ———; conductor, ———.

October 8th.—Frank Hill, killed on track and was struck by engine, at Avenue switches. Engineer, J. F. Frech; conductor, James J. Kennedy.

October 8th.—Bernard J. Keegan, right foot crushed, foot caught between guard and track rail, at Jersey City freight yard. Engineer, Charles Ward; conductor, John O. Brown.

October 9th.—W. R. Bennett, Mrs. Rachel N. Coates; W. R. Bennett, knee injured, Mrs. Rachel N. Coates, cut about legs and face, collision between trains, switch turned wrong, at Mulberry street, Newark, N. J. Engineer, H. Allen, W. R. Bennett; conductor, D. F. Fink, John Dodwell.

October 11th.—Unknown man, cut about face and head, jumped off moving train, at Claremont. Engineer, Eugene Mahony; conductor, William H. Cox.

October 12th.—John Sullivan, right arm crushed, coupling cars at Jersey City float bridge. Engineer, Fred. DeGroff; conductor, George Morris.

October 12th.—George Post, slightly injured, stepped in front of engine, at Jersey City passenger yard. Engineer, H. Whitenack; conductor, Thomas Bird.

October 14th.—Lewis Gordon, slight personal injury, jumped from top of car at Elizabethport yard. Engineer, E. Gordon; conductor, Ezra Queen.

October 14th.—George Tench, right hand crushed, coupling cars, at Communipaw coal pier. Engineer, W. Snyder; conductor, James McCarty.

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October 15th.—Mr. Wooley, slight personal injury, fell over chain at end of boat, ferry boat "Plainfield." Pilot, C. L. Cole.

October 15th.—John Anderson, fingers mashed, coupling cars, at Brills. Engineer, Clarence Young; conductor, William G. Brown.

October 14th.—George Mortimer, killed, was climbing over tops of cars and was thrown under and killed, at Jersey avenue. Engineer, William Applegate; conductor, Robert Smith.

October 17th.—"Italian No. 5," leg hurt, piece of coal falling from tank, west of Elizabeth. Engineer, Thomas Cody; conductor, William F. Rand.

October 17th.—Margaret McInerney, killed, was struck by engine, at Plainfield. Engineer, J. Janson; conductor, J. Mertell, Jr.

October 17th.—John Zehring, killed, struck by engine while on track, at Bay Ridge. Engineer, Oscar Durand; conductor, F. W. Shinafield.

October 18th.—Geo. Schoonoover, several ribs broken and hurt internally, fell through coal docks at Elizabethport coal docks.

October 19th.—Lydia Naughton and Andrew McKnight, slight personal injuries, attempting to get on moving train at Jackson avenue. Engineer, J. Regan; conductor, C. W. Keyser.

October 20th.—Samuel Stockes, leg cut off and head and body badly bruised, walking on track and was struck by engine at "Green's Bridge," west of Springton. Engineer, Chas. Mason; conductor, —— ——.

October 21st.—Jno. Freck, killed, struck by engine while walking on tracks, at North River Coal and Wharf Co.'s yard. Engineer, Chas. R. Chone; conductor, Thos. Sellers.

October 22d.—John Housel, finger wounded coupling cars at Jersey City yard. Engineer, J. Miller; conductor, W. E. Dilts.

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October 23d.—Michael Finley, killed, schooner knocked over flag house at Newark Bay draw.

October 23d.—Frank Mehan, ankle sprained, jumped off moving train at Bay Way. Engineer, Emil Poda; conductor, Wm. C. Staples.

October 23d.—Mrs. Anna Higgins, killed, struck by passing engine while getting on train at Bayonne station. Engineer, Jos. C. Wilson; conductor, E. G. Clark.

October 23d.—Unknown man, killed, on track and was struck by train, east of Bound Brook. Engineer, Thos. Cody; conductor, Henry D. Walcott.

October 25th.—Ernest Gimever, ankle sprained, jumping from car to ground at Jersey City yard. Engineer, F. Day; conductor, Jno. W. Hoffman.

October 25th.—Peter Anderson, right arm and shoulder injured, crossing track ahead of train at Jersey City freight yard, near Jersey avenue. Engineer, N. Waite; conductor, N. J. Horndorfer.

October 26th.—Mr. Kissam, head cut, shoulder broken, back and legs hurt, jumped from train and fell against bridge at Westfield—iron bridge west of station. Engineer, —— ——; conductor, Frank Grube.

October 26th.—Aug. Youngbludt, shot in arm by unknown party east of North Branch. Engineer, M. A. Dubbs; conductor, W. P. Arndt.

October 26th.—A. H. Trust, cut over eye, jumped off moving train at Jersey City station. Engineer, Peter Harsel; conductor, Wm. T. Sophers.

October 26th.—Thos. Leahy, right arm broken, too near track and was struck by engine at Bloomsbury. Engineer, Jno. Small; conductor, Henry D. Staats.

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October 28th.—Frank Turner, hips hurt, walked off coal trestle. Engineer, —— ——; conductor, P. W. Harlan.

October 26th.—Dennis Dougherty, fingers crushed coupling cars at West Bergen. Engineer, Jas. Meekley; conductor, Harry Shuler.

November 1st.—Frank Cassidy, little finger on left hand badly crushed, lumber shifting on cars at Somerville. Engineer, Wilson; conductor, Jno. C. Dilts.

November 1st.—Jno. M. Shoenleber, killed, cause of accident not known, found in Morris canal at Pamrapo. Engineer, E. Dwyer; conductor, J. W. Bennett.

November 1st.—Paul Palonski, killed, struck by engine while walking on track at Bay Way. Engineer, Lloyd Clark; conductor, Has. W. Van Houten.

November 2d.—Jno. Currid, head and back hurt, train ran into rear of engine at Bloomsbury. Engineers, G. B. Weller, P. Strouble, W. J. Mason; conductors, Daniel Sullivan, C. Thatcher.

November 4th.—Jno. Housel, back injured, fell from car at Phillipsburg. Engineer, Jacob Lutz; conductor, W. E. Dilts.

November 4th.—Thomas Connors, back hurt, struck by engine while turning switch at Centreville. Engineer, Theo. Tice; conductor, Wm. McDaniels.

November 7th.—Rev. Mr. Cadmus, slightly bruised, jumping from moving train at Roselle. Engineer, Frank Wynkoop; conductor, Wm. E. Haynes.

November 9th.—Peter Kans, killed, picking coal on track and was struck by engine at Jersey City coal yard. Engineer, D. L. Mattis; conductor, A. W. Colwell.

November 11th.—Unknown man struck by train, extent of injuries not known, at Arlington avenue. Engineer, Ed. Hoff; conductor, P. VanArsdale.

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November 11th.—Unknown man killed, walking on track, about five hundred feet west of Bay Draw. Engineer, B. Munn; conductor, W. F. Jones.

November 12th.—Jno. S. Lamson, arm broken, struck by a timber, bridge over Delaware, Lackawanna and Western Railroad.

November 12th.—Edgar Cowell, face and neck injured, fell from top of car at Jersey City freight yard. Engineer, Thos. Bradshaw; conductor, Peter M. Bryan.

November 13th.—Jas. McDaniels, leg broken, stick of timber fell on him at Port Johnston.

November 13th.—Wm. Regan, serious personal injury, walking on track, and was struck by engine at Jersey City passenger yard. Engineer, Eugene Mahony; conductor, Wm. H. Cox.

November 15th.—Jno. Huddy, killed, run over while walking on track, near Maurers station. Engineer, M. N. Clapp; conductor, Wm. F. Jones.

November 15th.—Patrick Colter, killed; while making a "cut" he was run over and killed at Pier 2, Port Johnston. Engineer, Geo. Brown; conductor, Jos. Rosencrans.

November 16th.—Ezra Quinn, personal injury, coupling cars at Elizabethport yard. Engineer, Everett Gordon; conductor, Ezra Quinn.

November 16th.—Jas. Packenham, severely injured, street car struck by train at East Jersey street, Elizabeth. Engineer, Wm. Niversoon; conductor, Edw. Leek.

November 16th.—Chas. Langford, fatally injured, hand-rail on engine gave way at Jersey City freight yard. Engineer, P. Gillmore; conductor, Wm. Kelly.

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November 17th.—Geo. Stull, struck on the head by a stone thrown through the car window at Raritan. Engineer, J. Goodwin; conductor, Oscar J. Freeman.

November 20th.—Luke Stoddard and John Lyon, bruised, engine left the track at switches at Elizabethport station. Engineer, Luke Stoddard; conductor, Owen H. Day.

November 20th.—Edw. Mason, head bruised, coming in contact with Cranford water spout. Engineer, Thos. Bradshaw; conductor, Peter M. Bryan.

November 21st.—Unknown man, extent of injury not ascertained, came in contact with some of the iron work at Pamrapo bridge while leaning out of car window. Engineer, Rob't Mulford; conductor, Geo. Terrill.

November 23d.—John B. Bond, killed, laid down on track and allowed train to go over him, about one-quarter mile east of Spring Street station. Engineer, John McCall; conductor, John Hurbert.

November 25th.—John A. Dennis, fingers crushed while coupling cars at Elizabethport yard. Engineer, Seymour L. Darling; conductor, John Shurts.

November 29th.—Frank Thompson, badly bruised about head and right side, struck by engine while standing on track at Fanwood station. Engineer, Hugh McClaren; conductor, Wm. F. Clark.

November 29th.—Martin Young, severely injured, struck by water spout at Odenwelder water tank. Engineer, N. Sheridan; conductor, D. J. Moynahan.

November 30th.—Wm. P. Riley, head cut, coupling pin knocked out and struck him on the head at Jersey City freight yard. Engineer, Wm. Young; conductor, Aug. P. Weaver.

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December 2d.—James Murray, fingers crushed, coupling cars at Junction station. Engineer, Arthur Kirkendall; conductor, D. Howley.

December 3d.—Jas. Williams, killed, caught while coupling cars at North River Coal and Wharf Co.'s yard. Engineer, Frank McLaughlin; conductor, John McAteen.

December 4th.—Edward Mason, head hurt, struck by overhead bridge at Centreville. Engineer, Thos. Bradshaw; conductor, Peter M. Bryan.

December 6th.—Joseph Walsch, finger bruised, coupling cars at Jersey City freight yard. Engineer, N. Sheridan; conductor, D. J. Moynahan.

December 7th.—Mr. Weiler, back hurt, jumping from train before it stopped, at Roselle. Engineer, J. Dunham; conductor, M. L. Rarrick.

December 7th.—Frank Smith, wrist hurt, brake did not hold cars, allowing them to come together, throwing him to the ground. Engineer, J. Fleet; conductor, W. F. Lesher.

December 8th.—Michael Currid, slightly squeezed, caught while making a coupling at Jersey City freight yard. Engineer, A. Bogart; conductor, ———.

December 9th.—Howard Girard, arm crushed, fell while getting off train and his arm was run over and crushed at Hampton. Engineer, Kern; conductor, J. McGuire.

December 10th.—Austin Newman, thumbs and fingers mashed, coupling cars on Long Branch railroad. Engineer, Hugh Horn; conductor, Geo. Edict.

December 10th.—John Leahy, hip and back hurt, slipped off top of car at Mountain Park. Engineer, Stubblebine; conductor, Taylor S. Weand.

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December 12th.—T. W. H. Garner, fatally injured, struck by train while walking on track near east end of Bay bridge. Engineer, Frank Wynkoop; conductor, Wm. E. Haynes.

December 12th.—Unknown man killed, cause of accident not known, found by track walker east of Asbury station. Engineer, ———; conductor, ———.

December 13th.—Gyle R. Linger, face, right arm and body badly cut and bruised, fell from car at Centreville coal trestle. Engineer, ———; conductor, ———.

December 13th.—John Painter, finger crushed, coupling cars at Bound Brook. Engineer, Geo. Neuber; conductor, J. Dougherty.

December 16th.—Ellen Smith, bruised, struck by train while walking on track at Fergeson street, Newark. Engineer, J. F. Frech; conductor, Jas. Kennedy.

December 16th.—Martin Loftus, killed, cause of accident not known, found by track walker on road west of Bound Brook. Engineer, ———; conductor, ———.

December 17th.—Wm. Ditmars, arm hurt, could not get rope off of engine while drilling cars at Roselle. Engineer, S. Curtis; conductor, Fred. King.

December 17th.—John Woppler, arm and leg broken and shoulder dislocated, collision at Bergen Point. Engineers, John Woppler, J. Hall; conductors, Sparmaker, W. Rinehart.

December 18th.—Mrs. Ensley Jones, head and hip hurt, fell down stairs on steamer "Chancellor," cause of accident unknown. Captain, B. A. Cole.

December 20th.—Peter Schaefer, leg squeezed, car left the track at Jersey City passenger yard. Engineer, Henry Smith; conductor, Rob't Smith.

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December 20th.—John Drorac, killed, was walking on track and did not see train on account of fog. Engineer, James Murphy; conductor, John J. Murray.

December 23d.—Patrick Coonin, finger bruised, coupling cars at Elizabethport yard. Engineer, John McGhil; conductor, Floyd Dufford.

December 23d.—John Graham, head cut, jumped from moving train at Bloomsbury. Engineer, Chas. Geshel; conductor, Lewis Stemtz.

December 24th.—John Lyons, bruised, boiler burst on F. and N. Y. siding at Matawan, cause not known. Engineer, John Johnson; conductor, Owen H. Day.

December 26th.—Rob't Dorris, back hurt, alighting on wrong side of train at Centreville. Engineer, John McCall; conductor, John Herbert.

December 30th.—Henry Shipman, heel hurt, caught between bumpers at Elizabeth. Engineer, Chas. S. Moore; conductor, Henry Paulman.

December 30th.—Edw. Bloom, right hand injured, coupling cars at Phillipsburg. Engineer, Wm. Kelly; conductor, Chas. P. McCarty.

December 31st.—Lincoln Hampson, hand hurt, coupling cars on Manufacturers' branch. Engineer, John Mackinson; conductor, Benj. Perry.

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## CHESTER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $98,500 00 |
| Bonded debt | 100,000 00 |
| Floating debt | 26,175 98 |
| Cost of road and equipments | 224,675 98 |

The road extends from Chester Junction to Chester, a distance of ten and two one-hundredths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of seven per cent. on its bonds, and its operations are included in the report of said company.

It is operated by the Delaware, Lackawanna and Western as lessee of Morris and Essex, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Chester Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED. H. GIBBENS.

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Sworn and subscribed before me this sixth day of February, A.D. 1890.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1889, and how paid—No dividends.

ACCIDENTS.

None.

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## COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $66,050 00 |
| Bonded debt— | |
| First mortgage bonds, $125,000, whole amount issued | 125,000 00 |
| Second mortgage bonds, $60,000, whole amount issued | 4,800 00 |
| Floating debt— | |
| Approximate | 25,000 00 |
| Overdue coupons unpaid (estimated) | 82,608 00 |
| Cost of road and equipments | 194,648 70 |

The road extends from Kinkora, a station on the Amboy Division of the Pennsylvania Railroad, to New Lisbon, a station on the Philadelphia and Long Branch Railroad, a distance of fourteen and fraction of miles.

It is leased to the Pennsylvania Railroad Company, and operated by the said Pennsylvania Railroad Company at cost.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—John Bishop, being duly affirmed, on his affirmation says that he is President of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. BISHOP.

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Affirmed and subscribed before me, this twenty-eighth day of January, A.D. 1890.

R. HOWARD AARONSON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers, January 1st to July 1st, 1889, inclusive, the former lease expiring July 1st, 1889, no statement under the new contract having yet been received, excepting that for the month of November | $3,588 02 |
| Income from freight | 3,720 24 |
| Income from other sources | 1,366 74 |
| Total | $8,675 00 |

Dividends paid during the year 1889, and how paid—None.

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# CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $250,000 00 |
| Bonded debt | 5,000 00 |
| Cost of road and equipments | 268,549 41 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Bridgeton to Long Branch, a distance of twenty-two and twenty one-hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $12,662 33 |
| Income from freight | 18,757 15 |
| Income from other sources | 1,227 64 |
| Total | $32,647 12 |
| Expenditures during the year for working road, including repairs, maintenance of ways, motive power and contingencies | 37,428 2 |

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. R. MAXWELL.
President.

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Sworn and subscribed before me this eleventh day of March A. D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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## CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1889:

Cost of road and equipments..... $14,988 90

The road extends from the New Jersey Southern Railroad, at a point near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of one and twenty-three hundredths miles.

It is operated by the Cumberland and Maurice River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—I. W. Watson, being duly sworn, on his oath says that he is Treasurer of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

I. W. WATSON.

Sworn and subscribed before me, this eleventh day of March, A.D. 1890, at the City of New York.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1889 are included in the operations of the Cumberland and Maurice River Railroad Company, and no separate account of same is made.

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## DELAWARE RAILROAD OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $4,025 00 |

REMARKS.

The road is located from Hamilton street to Bulson street, Camden, a distance of about two miles.

The construction of this road was commenced, but stopped by an injunction restraining the company from continuing it.

State of New Jersey, Camden County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is Superintendent of the Delaware Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me, this nineteenth day of March, A.D. 1890.

J. WILLARD MORGAN,
Master in Chancery of New Jersey.

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# DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the Delaware Bay and Cape May Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $30,000 00 |
| Bonded debt | 27,000 00 |
| Floating debt | 2,500 00 |
| Cost of road and equipments, about | 60,000 00 |

Dividends paid during the year 1889, and how paid—none.

The road extends from Delaware Bay to Cape May city, a distance of three and one-half miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $10,525 01 |
| Income from freight | 176 50 |
| Total | $10,701 51 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 8,661 79 |

State of Pennsylvania, Philadelphia County, *ss.*—William F. Russell, being duly sworn, on his oath says that he is President of the Delaware Bay and Cape May Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1889 are correct and true to the best of his knowledge and belief.

WILLIAM F. RUSSELL,
President.

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Sworn and subscribed before me this twenty-sixth day of February, A.D. 1890.

GEORGE W. SELTZER,
Notary Public.

State of Pennsylvania, County of Philadelphia, *ss.*—I, William B. Mann, Prothonotary of the Courts of Common Pleas of said county, which are Courts of Record, having a common seal, being the officer authorized by the laws of the State of Pennsylvania to make the following certificate, do certify that George W. Seltzer, Esquire, before whom the annexed oath or affirmation was made, was, at the time of so doing, a notary public for the commonwealth of Pennsylvania, residing in the county of Philadelphia, duly commissioned and qualified to administer oaths and affirmations and to take acknowledgments and proofs of deeds or conveyances for lands, tenements and hereditaments in the State of Pennsylvania, and to all whose acts as such full faith and credit are and ought to be given, as well in Courts of Judicature as elsewhere; and that I am well acquainted with the handwriting of the said notary public, and verily believe his signature thereto is genuine, and that said oath or affirmation purports to be taken in all respects as required by the laws of the State of Pennsylvania.

In testimony whereof, I have hereunto set my hand and affixed the seal of said court this twenty-seventh day of February, in the year of our Lord one thousand eight hundred and ninety.

WILLIAM B. MANN,
Prothonotary.

ACCIDENTS.

None.

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# THE DELAWARE AND BOUND BROOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, The Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,777,000 00 |
| Bonded debt | 1,777,000 00 |
| Floating debt—None. | |
| Cost of road and equipments | 3,559,383 46 |

Dividends paid during the year 1889, and how paid—
Four quarterly dividends of 2 per cent. each, in the months of February, May, August and November; in all, 8 per cent. during the year.

The road extends from the middle of the river Delaware to Bound Brook, a distance of twenty-seven miles, and has a branch from a point on the main line, to Trenton, of three and seven-tenths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $262,088 68 |
| Income from freight | 534,382 16 |
| Income from other sources | 54,622 06 |
| Total | $851,092 90 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | $469,079 95 |

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State of New Jersey, Mercer County, *ss.*—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of The Delaware and Bound Brook Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me, this eighteenth day of February, A.D. 1890.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

ACCIDENTS.

April 26th.—George S. Britton, leg crushed; struck by engine while walking on track at Trenton. Conductor, Peter Maley; engineer, Henry Meyer.

May 17th.—Neald McNeal, instantly killed; struck by engine while walking on track at Ewing. Conductor, B. F. Bullock; engineer, Jacob Fry.

November 29th.—Jacob Kline, hand crushed while coupling cars at Hopewell. Conductor, W. W. Carroll; engineer, P. Casey.

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## THE DELAWARE RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Delaware River Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $141,500 00 |
| Bonded debt | 65,000 00 |
| Floating debt | 57,633 60 |
| Cost of road and equipments | 264,133 60 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Woodbury to Pennsgrove, a distance of twenty miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $26,439 90 |
| Income from freight | 17,127 73 |
| Income from other sources | 7,922 73 |
| Total | $51,490 36 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 44,708 01 |

State of New Jersey, Gloucester County, *ss.*—William S. Conner, being duly sworn, on his oath says that he is President of The Delaware River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said

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road, during the year 1889, are correct and true to the best of his knowledge and belief.

W. S. CONNER.

Sworn and subscribed before me, this sixth day of February, A.D. 1890.

J. J. BURLEIGH,
Notary Public.

ACCIDENTS.

None.

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## DOVER AND ROCKAWAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $100,000 00 |
| Bonded debt | 35,000 00 |
| Cost of road and equipments | 135,000 00 |

The road extends from Port Oram, N. J., to Rockaway, N. J., a distance of five and twelve-hundredths miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of six per cent. on its capital.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me, this eighteenth day of March, A.D. 1890.

MAHLON PITNEY,
Master in Chancery of New Jersey.

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## EASTON AND AMBOY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $6,000,000 00 |
| Bonded debt | 6,000,000 00 |
| Floating debt | 386,296 77 |
| Cost of road and equipments | 10,764,049 34 |

The road extends from Phillipsburg, N. J., to Perth Amboy, N. J., and Branches, a distance of sixty-five and ninety-three hundredths miles.

It is leased to the Lehigh Valley Railroad Company at an annual rental of the cost of maintenance, taxes and interest on its securities.

It is equipped and operated by the Lehigh Valley Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, *ss.*—John R. Fanshawe, being duly sworn, on his oath says that he is Secretary of the Easton and Amboy Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. R. FANSHAWE.

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Sworn and subscribed before me this thirteenth day of March, A.D. 1890.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $111,640 79 |
| Income from freight | 1,922,464 67 |
| Income from other sources | 15,169 18 |
| Total | $2,049,274 64 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... 1,522,407 00

Dividends paid during the year 1889, and how paid—None.

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## THE EAST TRENTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The East Trenton Railroad Company of New Jersey presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $48,532 29 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and appurtenances | 48,532 29 |

Dividends paid during the year 1889, and how paid—None.

The road extends from a point in the Trenton branch of the Delaware and Bound Brook Railroad to a point in Millham Township, a distance of two and fifty-six hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is included in the operations of the Delaware and Bound Brook Railroad.

State of New Jersey, Mercer County, *ss.*—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the East Trenton Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. H. STEPHENSON.

Sworn and subscribed before me this eighteenth day of February, A.D. 1890.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

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## ELIZABETH EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $30,000 00 |
| Floating debt | 14,028 55 |
| Cost of road and equipments | 44,028 55 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Elizabethport to New Jersey Jockey Club, a distance of one and sixty-nine hundredths miles.

RECEIPTS AND EXPENSES.

The receipts and expenses for 1889 are included in the receipts and expenses of the Central Railroad Company of New Jersey, and no separate account of same was kept.

State of New York, New York City and County, *ss.*—J. W. Watson, being duly sworn, on his oath says that he is President of the Elizabeth Extension Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. W. WATSON.

Sworn and subscribed before me, this eighteenth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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## ENTERPRISE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Enterprise Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $30,000 00 |
| Bonded debt | 15,000 00 |
| Floating debt | 115 49 |
| Cost of road and equipments | 45,115 49 |

The road extends from junction Delaware and Raritan canal and feeder to Mulberry avenue, Millham township, Mercer county, N. J., a distance of about one and one-half miles.

It is operated in connection with the Belvidere Delaware Railroad as a part of their Belvidere Division, by the Pennsylvania Railroad Company, lessees, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. Hasell Wilson, being duly sworn, on his oath says that he is President of the Enterprise Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. HASELL WILSON.

Sworn and subscribed before me, this first day of February, A.D. 1890.

HUGH B. ELY,
M. C. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

Accounts kept in connection with the Belvidere Delaware Railroad Company—not separate.

Dividends paid during the year 1889, and how paid—None.

ACCIDENTS.

None.

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## THE FERRO MONTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1889.

| | |
|---|---|
| Capital stock paid in | $30,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments | 50,309 21 |

Dividends paid during the year 1889, and how paid—
Two dividends of five per cent. each, paid in cash.

The road extends from Vanatta Station to the Byram Mines, a distance of two and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers—Nothing. | |
| Income from freight | $12,610 40 |
| Income from other sources—Nothing. | |
| Total | $12,610 40 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 6,036 90 |

State of New Jersey, Morris County, *ss.*—Augustus C. Canfield, being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1889 are correct and true to the best of his knowledge and belief.

AUGUSTUS C. CANFIELD.

94240

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Sworn and subscribed before me this fifth day of February, A.D. 1890.

JOSIAH MEEKER,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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## FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $295,600 00 |
| Bonded debt | 498,600 00 |
| Cost of road and equipments | 804,338 20 |

The road extends from Jamesburg to Sea Girt, a distance of twenty-seven and fifty-four hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. Hasell Wilson, being duly sworn, on his oath says that he is President of the Freehold and Jamesburg Agricultual Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this third day of February, A.D. 1890.

HUGH B. ELY,
Master in Court of Chancery State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $130,159 97 |
| Income from freight | 37,403 68 |
| Income from other sources | 7,956 18 |
| Total | $175,519 83 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 118,274 87 |

Dividends paid during the year 1889, and how paid—
Two of three per cent. each in cash.

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# THE FREEHOLD AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Freehold and New York Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $500,000 00 |
| Cost of road and equipments | 500,000 00 |

The road extends from Freehold to Keyport, N. J., a distance of fourteen and sixty hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $26,551 56 |
| Income from freight | 20,598 18 |
| Income from other sources | 2,499 93 |
| Total | $49,649 67 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 44,052 91 |

REMARKS.

The above report of operations includes the earnings and expenses of the Keyport Railroad Company, which company's railroad was operated by the Freehold and New York Railroad Company.

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The Keyport Railroad Company was organized on November 22d, 1888, and on January 8th, 1890, was merged with the Freehold and New York Railroad Company, under the title of the Freehold and Keyport Railroad Company.

State of New York, New York City and County, *ss.*—Justus E. Ralph, being duly sworn, on his oath says that he is Secretary of the Freehold and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1889 are correct and true to the best of his knowledge and belief.

JUSTUS E. RALPH.

Sworn and subscribed before me this twenty-ninth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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## THE HIBERNIA MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1889:

| | | |
|---|---|---|
| Capital stock paid in | | $200,000 00 |
| Bonded debt—None. | | |
| Floating debt—None. | | |
| Cost of road and equipments | | 198,182 72 |
| Dividends paid during the year 1889, and how paid— | | |
| January 10th, cash dividend, 3 per cent | $6,000 00 | |
| July 17th, cash dividend, 2½ per cent | 5,000 00 | |
| | | $11,000 00 |

The road extends from Hibernia to Delaware, Lackawanna and Western and Central Railroad of New Jersey junctions, Rockaway, N. J., a distance of five and one-half miles, besides about one (1) mile of sidings.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $1,039 90 |
| Income from freight | 23,822 73 |
| Income from other sources (interest) | 16 78 |
| Total | $24,879 41 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 13,575 33 |

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State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me, this third day of February, A.D. 1890.

FRED. H. BEACH,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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# THE HIBERNIA UNDERGROUND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $100,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments | 100,000 00 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Hibernia Mine Railroad into Hibernia Mountain, a distance of one and thirty-one hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight | $10,314 81 |
| Income from other sources—None. | |
| Total | $10,314 81 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 24,898 74 |

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of The Hibernia Underground Railroad Company, and that the fore-

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going statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me, this third day of February, A.D. 1890.

FRED. H. BEACH,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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## THE HUDSON AND COMMUNIPAW RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock authorized by certificate | $50,000 00 |
| Capital stock paid in | 2,000 00 |
| Floating debt | 49 56 |

Dividends paid during the year 1889, and how paid—None.

Organized to construct a railroad from that part of Jersey City locally known as Communipaw to a point in said city north of the canal basin and south of the Morris Canal in VanVorst street, a distance of one mile.

Proceedings to condemn a part of the right of way were commenced in 1884, which have been removed by writ of certiorari into the Supreme Court, where they are now pending.

State of New York, New York City and County, *ss.*—John L. Conover, being duly sworn, on his oath says that he is Treasurer of the Hudson and Communipaw Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

JOHN L. CONOVER.

Sworn and subscribed before me this eighteenth day of March, A.D. 1890.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

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## JERSEY CITY AND BAYONNE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $13,500 00 |
| Floating debt | 1,195 52 |

Dividends paid during the year 1889, and how paid—None.

The road as projected is to extend from Jersey City to Bayonne City, N. J., a distance of five miles.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this thirty-first day of January, A.D. 1890.

J. CARSTENSEN,
Notary Public New York County.

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# THE JERSEY CITY AND BERGEN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Jersey City and Bergen Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock authorized | $1,000,000 00 |
| Capital stock paid in | 600,000 00 |
| Bonded debt | 258,000 00 |
| Floating debt—None. | |
| Cost of road and equipments | 975,917 73 |
| Dividends paid during the year 1889, and how paid— | |
| June 29th, 5 per cent. in cash | 30,000 00 |
| December 30th, 5 per cent. in cash | 30,000 00 |

The road extends from Jersey City to Bergen Point, with branches, a distance of twenty-eight miles, single track.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $504,017 79 |
| Income from other sources | 2,336 55 |
| Total | $506,354 34 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 379,578 87 |

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State of New Jersey, Hudson County, *ss.*—Charles B. Thurston, being duly sworn, on his oath says that he is President of The Jersey City and Bergen Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

C. B. THURSTON.

Sworn and subscribed before me, this twenty-seventh day of January, A.D. 1890, at Jersey City.

WM. BRINKERHOFF,
Master in Chancery of New Jersey.

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# JERSEY CITY, NEWARK AND WESTERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City, Newark and Western Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $16,000 00 |
| Bonded debt—None. | |
| Floating debt | 379,395 13 |
| Cost of road and equipments | 395,395 13 |

Dividends paid during the year 1889, and how paid—None.

The road is to extend from a point in lands of National Storage Company, Jersey City, to a point in Pennsylvania avenue, between Concord and Guilford streets, Newark, N. J., a distance of seven and three-fourths miles.

REMARKS.

This road is in process of construction.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Jersey City, Newark and Western Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

D. G. BAIRD.

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# THE MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $95,750 00 |
| Bonded debt—None. | |
| Floating debt | 17,654 42 |
| Cost of road and appurtenances | 113,404 42 |

Dividends paid during the year 1889, and how paid—None.

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of six and sixty-five hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $5,110 42 |
| Income from freight | 2,469 59 |
| Income from other sources | 530 08 |
| Total | $8,110 09 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 14,704 24 |

State of Pennsylvania, Philadelphia City and County, *ss.*—W. Hasell Wilson, being duly sworn, on his oath says that he is

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State of Pennsylvania, Philadelphia County, *ss.*—F. Herbert Janvier, being duly sworn, on his oath says that he is Secretary of The Mill Creek and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

F. H. JANVIER.

Sworn and subscribed before me, this fourteenth day of March, A.D. 1890.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

ACCIDENTS.

None.

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# THE MILL CREEK AND HUDSON RIVER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mill Creek and Hudson River Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in.. | $10,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |

Dividends paid during the year 1889, and how paid—None.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight—None. | |
| Income from other sources | $16 95 |
| Total | $16 95 |
| Expenditures during the year for contingencies | $13 28 |

REMARKS.

The road is not completed, and no part of it is operated. It is located to extend from a junction with the railroad of the National Docks Railway Company to a point in the Hudson River at or near the Morris Canal Basin, the entire line being in Hudson County, with a branch connecting it with the Tide Water Railway.

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Sworn and subscribed before me this fourteenth day of March, A.D. 1890.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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## MIDDLESEX RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middlesex Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,000 00 |
| Bonded debt—None. | |
| Floating debt | 3,087 19 |
| Cost of road and equipments | 4,087 19 |

Dividends paid during the year 1889, and how paid—None.

The road extends from a point in a side track of the Easton and Amboy Railroad in Perth Amboy, N. J., to a point in the northern line of Washington street, in said city, a distance of about eighteen hundred feet.

REMARKS.

This road is maintained and operated as a part of the Easton and Amboy Railroad, and the receipts and expenses are included in those of that company, no separate accounts being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Middlesex Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

D. G. BAIRD.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Rental by suit | $3,394 67 |
| Total | $3,394 67 |

Dividends paid during the year 1889, and how paid—

| | |
|---|---|
| Paid in cash, on application, to stockholders, after deducting interest on bonded indebtedness | $2,102 40 |

ACCIDENTS.

No accidents.

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## THE MAY'S LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, The May's Landing and Egg Harbor City Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $32,500 00 |
| Bonded debt | 37,500 00 |
| Cost of road and equipments | 70,000 00 |

The road extends from May's Landing to Egg Harbor City, a distance of seven miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of five thousand dollars, and this company can make no report as to accidents, receipts or expenditures, except receipts from rental and dividends paid.

State of New Jersey, ——— County, *ss.*—J. E. P. Abbott, being duly sworn, on his oath says that he is President of The May's Landing and Egg Harbor City Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. E. P. ABBOTT.

Sworn and subscribed before me, this twenty-fifth day of February, A.D. 1890.

CHAS. T. ABBOTT,
Master in Chancery.

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RECEIPTS AND EXPENSES FOR 1889.

Accounts kept in connection with the Belvidere Delaware Railroad Company—not separate.

Dividends paid during the year 1889, and how paid—None.

ACCIDENTS.

None.

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## MARTIN'S CREEK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Martin's Creek Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $28,000 00 |
| Cost of road and equipments | 28,000 00 |

The road extends from a point on the Belvidere Delaware Railroad at or near Martin's Creek Station, to a point in the Delaware river, in the dividing line between the States of New Jersey and Pennsylvania, a distance of fourteen-hundredths of a mile.

It is operated as a part of the Belvidere Division by the Pennsylvania Railroad Company, lessee of the Belvidere Delaware Railroad, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*— W. Hasell Wilson, being duly sworn, on his oath says that he is President of the Martin's Creek Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

W. HASELL WILSON.

Sworn and subscribed before me, this first day of February, A.D. 1890.

HUGH B. ELY,
M. C. C. State of New Jersey.

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Sworn and subscribed before me, this eighteenth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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## MANUFACTURERS' EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers' Extension Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $4,000 00 |
| Floating debt | 53,024 72 |
| Cost of road and equipments | 57,024 72 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Albert street to Mapes Works, a distance of ninety-hundredths miles.

REMARKS.

The receipts and expenses for 1889 are included in the receipts and expenses of the Central Railroad Company of New Jersey, and no separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Manufacturers' Extension Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

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Sworn and subscribed before me, this eleventh day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of
New Jersey, residing in the State of New York.

ACCIDENTS.

None.

State of New York, New York County, *ss.*—John P. Rafferty, the Treasurer of the New York, Susquehannah and Western Railroad Company, being duly sworn, says that the accounts of operations and expenditures of the Macopin Railroad Company are merged in the general accounts of the New York, Susquehannah and Western Railroad Company, and that the foregoing statement of accidents occurring on the Macopin Railroad during the year ending December 31st, 1889, is correct and true to the best of his knowledge, information and belief.

J. P. RAFFERTY.

Sworn and subscribed before me, this fifth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of
New Jersey, residing in the State of New York.

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## MACOPIN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1889.

| | |
|---|---|
| Capital stock paid in | $60,000 00 |
| Cost of road and equipments | 60,000 00 |

The road extends from Macopin Lake, Passaic County, N. J., to a connection with the New York, Susquehannah and Western Railroad, near Charlotteburg, N. J., a distance of one and a half miles.

It is operated by the New York, Susquehannah and Western Railroad Company, and the particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehannah and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—John R. Bartlett, being duly sworn, on his oath says that he is Treasurer of the Macopin Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN R. BARTLETTE.

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statement is true and correct to the best of his knowledge and belief.

FREDERICK B. JENNINGS.

Sworn and subscribed before me, this fifth day of February, A.D. 1890.

GEO. E. GRANT,
Notary Public New York City and County.

Dividends paid during the year 1889, and how paid—None.

ACCIDENTS.

State of New York, City and County of New York, *ss.*—Augustus R. MacDonough, the Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occuring during the year ending December 31st, 1889, on the Long Dock Railroad is correct and true to the best of his knowledge, information and belief.

Accidents on this road are included in the report of the Paterson and Hudson River Railroad Company.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this fifth day of February, 1890.

GEO. E. GRANT,
Notary Public New York City and County.

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## LONG DOCK COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the Long Dock Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $800,000 00 |
| Bonded debt | 7,500,000 00 |
| Floating debt—None. | |
| Cost of road | 1,177,272 87 |

Principally expended in construction of Bergen Tunnel.

The road extends from a point two hundred and ten feet north of the center line of Seventeenth street, in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of about half a mile.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $480,000, including also all other property of the Long Dock Company. The accounts of its operations are not kept distinct from the general accounts of the lessee company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Frederick B. Jennings, being duly sworn, on his oath says that he is President of the Long Dock Company, and that the foregoing

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## LONG BEACH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Long Beach Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $253,000 00 |

The road extends from Manahawkin to Barnegat City, and from Beach Haven to end of Burlington county, a distance of twenty-three miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of earnings over expenses.

State of New Jersey, Camden County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Long Beach Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me, this thirteenth day of February, A.D. 1890.

HUGH B. ELY,
Master in Court of Chancery.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $6,437 83 |
| Income from freight | 1,555 69 |
| Income from other sources | 1,170 76 |
| Total | $9,164 28 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 39,366 44 |

Dividends paid during the year 1889, and how paid—None.

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Sworn and subscribed before me, this fifteenth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

ACCIDENTS.

None.

State of New York, County of New York, *ss.*—Simon Borg, the President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Lodi Branch Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Lodi Branch Railroad, during the year ending December 31st, 1889, is correct and true to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me, this fifteenth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

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# LODI BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock issued | $60,000 00 |
| Cost of road and equipments | 60,000 00 |

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarter miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of six hundred dollars ($600) and taxes.

The particulars of the operations and expenditures have been kept as part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Secretary and Treasurer of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. P. RAFFERTY.

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The road proper extends from Greycourt, N. Y., to Belvidere, N. J., a distance of sixty-three and twenty hundredths miles—forty-six and eighty-four hundredths miles, as above shown, being in New Jersey.

State of New York, Orange County, *ss.*—Jno. Sayer, being duly sworn, on his oath says that he is Treasurer of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

JNO. SAYER.

Sworn and subscribed before me, this eleventh day of February, A.D. 1890.

F. V. SANDFORD,
A Commissioner for the State of New Jersey.

ACCIDENTS.

None.

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# THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,100,000 00 |
| Bonded debt | 1,178,000 00 |
| Floating debt | 140,800 00 |
| Cost of road and equipments | 2,418,800 00 |

The road extends from New York State line to Belvidere, N. J., a distance of forty-six and eighty-four hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $9,677 59 |
| Income from freight | 137,987 12 |
| Income from other sources | 16,092 93 |
| Total | $163,757 64 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 129,641 43 |

REMARKS.

Capital stock, bonded debt, &c., with receipts and expenses, show the proportion of State of New Jersey only.

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during the year 1889, are correct and true to the best of his knowledge and belief.

JUSTUS E. RALPH.

Sworn and subscribed before me, this twenty-ninth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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# KEYPORT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Keyport Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $5,000 00 |
| Floating debt | 60,577 27 |
| Cost of road and equipments | 65,577 27 |

The road extends from Keyport, N. J., to Thorne's Creek, N. J., a distance of two and fifty-six hundredths miles.

REMARKS.

This railroad was operated by the Freehold and New York Railroad Company, and no separate account of its earnings and expenses was made. For earnings and expenses of the Keyport Railroad and the Freehold and New York Railroad, see report of the latter company. The Freehold and New York Railroad and the Keyport Railroad Companies were formally consolidated on January 8th, 1890, as the Freehold and Keyport Railroad Company.

State of New York, New York City and County, *ss.*—Justus E. Ralph, being duly sworn, on his oath says that he is President of the Keyport Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road,

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# JERSEY CITY AND WESTERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Western Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $14,000 00 |
| Bonded debt.—None. | |
| Floating debt | 7,096 20 |
| Cost of road and equipments | 21,096 20 |

Dividends paid during the year 1889, and how paid—None.

REMARKS.

This road is not yet built, but is intended to be constructed from a point in the westerly line of Communipaw, in Jersey City, N. J., to a point in Avenue "F," between Astor and Murray streets, Newark, N. J., and is to be six and three-fourth miles in length.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Jersey City and Western Railway Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this fourteenth day of March, A. D. 1890.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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Sworn and subscribed before me this fourteenth day of March, A.D. 1890.

W. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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## JERSEY CITY TERMINAL RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City Terminal Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $40,000 00 |
| Bonded debt—None. | |
| Floating debt | 803,498 48 |
| Cost of road and equipments | 843,498 48 |

Dividends paid during the year 1889, and how paid—None.

The road extends from a point in Central Railroad, New Jersey, near bridge of National Docks Railway, Jersey City, to Hudson River, a distance of one and one-third miles.

REMARKS.

This road is maintained and operated as a part of the Easton and Amboy Railroad, and the receipts and expenses are included in those of the Easton and Amboy Railroad Company, no separate accounts being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Jersey City Terminal Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

D. G. BAIRD.

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Sworn and subscribed before me, this fourteenth day of March, A.D. 1890.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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President of The Millstone and New Brunswick Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

W. HASELL WILSON.

Sworn and subscribed before me, this first day of February, A.D. 1890.

HUGH B. ELY,
M. C. C. State of New Jersey.

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## MORRIS COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris County Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $300,000 00 |
| Bonded debt | 300,000 00 |
| Floating debt | 2,344 46 |
| Cost of road and equipments, stocks and bonds | 600,000 00 |

The road extends from Charlotteburgh to Port Oram, a distance of sixteen miles.

State of New Jersey, Passaic County, *ss.*—Garret A. Hobart, being duly sworn, on his oath says that he is President of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

GARRET A. HOBART.

Sworn and subscribed before me, this twenty-eighth day of January, A.D. 1890.

ALBERT AURICOT,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $533 62 |
| Income from freight | 11,362 62 |
| Total | $11,896 24 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 9,125 99 |

Dividends paid during the year 1889, and how paid—None.

ACCIDENTS.

None.

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## MORRIS AND ESSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1889:

| | | | |
|---|---|---|---|
| Capital stock paid in | | | $15,000,000 00 |
| Bonded debt | | | 24,373,000 00 |
| Cost of road and equipments— | | | |
| Road last year | $25,233,955 04 | | |
| Additional this year | 333,958 94 | | |
| | | $25,567,913 98 | |
| Equipments, etc | | 13,353,992 10 | |
| | | | 38,921,906 08 |

The road extends from Hoboken to Phillipsburg, with Boonton branch additional, a distance of one hundred and nineteen and eighty-five-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

FRED. H. GIBBENS.

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Sworn and subscribed before me, this sixth day of February, A.D. 1890.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $1,626,745 75 |
| Income from freight | 2,900,944 82 |
| Income from other sources | 393,945 68 |
| Total | $4,921,636 25 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies ..... 3,647,124 68

Dividends paid during the year 1889, and how paid—
$1,050,000.00 directly to stockholders by lessee.

ACCIDENTS.

January 5th.—G. W. Gardner, baggageman, engine struck baggage truck; leg broken.

January 8th.—Frank Rodell, brakeman, coupling; finger crushed.

January 8th.—Martin Duffey, laborer, crossing tracks; killed.

January 8th.—Howard Marlott, brakeman, coupling; fingers crushed.

January 9th.—W. Dunham, walking on track; killed.

January 21st.—R. Dixon, drillmaster, foot caught in frog; leg crushed.

January 25th.—J. Walsh, brakeman, fell from car; leg broken.

January 28th.—G. Bennett, brakeman, fell from engine; wrist broken.

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January 29th.—J. Kernan, brakeman, coupling; arm broken.

February 1st.—E. Bayard, brakeman, freight shifted; foot crushed.

February 7th.—C. C. Peipher, brakeman, coupling; fingers crushed.

February 11th.—D. Merrick, brakeman, coupling; thumb crushed.

February 13th.—L. E. Whitlock, brakeman, coupling; fingers crushed.

February 19th.—A. Condit, climbing on train; killed.

February 22d.—C. Cross, climbing on train; killed.

February 25th.—P. Farra, screenman, beam broke and fell on him; head bruised.

March 4th.—G. Domina, laborer; jumping from train; head cut.

March 5th.—G. Adams, brakeman, coupling; fingers crushed.

March 16th.—J. Stein, brakeman, coupling; squeezed.

April 1st.—C. Blanchard, brakeman, coupling; head cut.

April 3d.—Unknown man, walking on track; killed.

April 14th.—P. Ward, brakeman, coupling; hand bruised.

April 18th.—F. Vought, fireman, struck his hand while coaling; finger mashed.

April 22d.—C. Redman, crossing track; killed.

April 26th.—P. J. Savacool, farmer, walking on track; arm crushed.

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May 20th.—Unknown man, walking on track; killed.

May 28th.—W. Baum, newsboy, under a box car; leg crushed.

May 29th.—W. Carhart, drillmaster, coupling; fingers crushed.

June 3d.—F. N. Zeek, brakeman, caught between cars; killed.

June 3d.—Mrs. Matthews, crossing track, struck by engine; slight.

June 9th.—G. Russell, found dead along the track.

June 18th.—A. W. McGlory, drillmaster, coupling; finger mashed.

June 22d.—C. Maloney, trackman, working on track; slight.

July 9th.—C. Bang, telegraph lineman, jumped in front of train; head cut.

July 12th.—G. Drake, conductor, climbing on train; killed.

July 23d.—H. Crevelling, climbing on train; toes crushed.

July 31st.—C. Schoonover, brakeman, coupling; fingers mashed.

August 12th.—W. Jennings, boy, found dead on pier 10.

August 12th.—F. Slack, brakeman, coupling; finger crushed.

August 17th.—S. Meyers, brakeman, opening switch; ankle broken.

August 18th.—K. Struble, brakeman, coupling; fingers crushed.

August 19th.—J. Conlon, brakeman, coupling; hand bruised.

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August 20th.—A. Groondyke, brakeman, coupling; fingers crushed.

August 21st.—R. Guligk, brakeman, standing on car head struck a bridge; killed.

August 24th.—G. Sohn, flagman, struck by train; leg broken.

August 27th.—P. C. Clark, brakeman, coupling; fingers bruised.

August 29th.—J. S. Kelley, jumping from train; leg crushed.

August 30th.—F. Molter, brakeman, coupling; hand crushed.

September 1st.—R. Mullane, track walker, struck by train; killed.

September 5th.—Mrs. A. Willis, her infant and G. Marshall, carriage struck by train; bruised.

September 10th.—J. Kelley, blown from car platform; killed.

September 11th.—C. Scoonover, brakeman, turning a switch; arm broken.

September 14th.—G. Pursell, drillmaster, coupling; shoulder hurt.

September 17th.—Unknown, walking on track; killed.

September 18th.—D. A. Young, lawyer, intoxicated, walking on track; killed.

September 18th.—W. Shawger, conductor, fell between cars; killed.

September 19th.—G. Snyder, brakeman, coupling; thumb hurt.

September 20th.—C. Hogan, brakeman, coupling; arm crushed.

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September 28th.—W. Burns, jumped from train; foot crushed.

October 1st.—Unknown, walking on track; killed.

October 3d.—W. R. Overfield, brakeman, coupling; finger crushed.

October 4th.—L. Stites, brakeman, foot caught in frog; foot hurt.

October 8th.—E. Schnezler, laborer, coupling; hand hurt.

October 10th.—J. Losaw, brakeman, coupling; fingers hurt.

October 14th.—J. McKenna, laborer, coupling; ribs fractured.

October 22d.—H. S. Todd, jumped from train; killed

October 29th.—I. Irwin, brakeman, caught in frog; killed.

November 7th.—A. H. Greenwood, walking on track; killed.

November 12th.—J. S. Lamson, postal clerk, struck by timber on bridge; arm broken.

November 12th.—T. Cannon, brakeman, struck by timber on bridge; head cut.

November 19th.—C. J. Netschert, brakeman, climbing on car; head cut.

November 19th.—W. Naugle, brakeman, coupling; hand hurt.

November 22d.—J. J. Morrisey, brakeman, coupling; squeezed.

November 24th.—C. Hogan, checker, caught between cars; fingers crushed.

November 26th.—S. Bigler, struck by engine; killed.

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November 27th.—J. Gallagher, jumped from train; foot crushed.

November 30th.—G. Powers, brakeman, coupling; finger crushed.

November 30th.—W. Osman, drillmaster, dumping coal, fell through car; head cut.

December 2d.—G. Kaempffe, walking on track; killed.

December 5th.—L. Perry, brakeman, coupling; squeezed.

December 5th.—J. Knott, laborer, walking on track; killed.

December 8th.—J. Doyle, brakeman, coupling; hand crushed.

December 10th.—J. Foyle, brakeman, coupling; finger mashed.

December 12th.—F. McAuliff, jumped from train; arm crushed.

December 12th.—A. D. Lockwood, brakeman, coupling; fingers crushed.

December 19th.—S. Parliment, laborer, jumped from hand car; killed.

December 31st.—G. Bennett, brakeman, head struck by bridge; badly cut.

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# MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $221,000 00 |
| Floating debt | 113,383 25 |
| Cost of road and equipments | 334,383 25 |

The road extends from junction with Boonton Branch of the Morris and Essex Railroad into the city of Paterson, a distance of one and eighty-one hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad, as lessee of the Morris and Essex Railroad Company, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in the report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on

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the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me, this sixth day of February, A.D. 1890.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1889, and how paid—
$5,893.33 directly to stockholders by Delaware, Lackawanna and Western Railroad Company as lessee of Morris and Essex Railroad Company.

ACCIDENTS.

None.

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# MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $95,650 00 |
| Bonded debt | 75,000 00 |
| Cost of road and equipments | 170,650 00 |

The road extends from Mount Holly to Medford, a distance of six and two-tenths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of eleven thousand one hundred and eighty-nine dollars.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Henry I. Budd, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

HENRY I. BUDD,
President.

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Sworn and subscribed before me, this sixth day of February, A.D. 1890.

MARTIN L. HAINES,
Master in Chancery.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $5,413 89 |
| Income from freight | 1,881 56 |
| Income from other sources | 570 06 |
| Total | $7,865 51 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 12,038 44 |

Dividends paid during the year 1889, and how paid—
$5,739 in two semi-annual payments of 3 per cent each.

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## MOUNT HOPE MINERAL RAILROAD COMPANY.

*To the Honorable the Comptroller of the State of New Jersey, Trenton, N. J.:*

SIR—In obedience to the laws of the State of New Jersey, the Mount Hope Mineral Railroad Company makes the following report for the year ending December 31st, 1889:

This road extends from Mount Hope to Port Oram, in Morris county, a distance of about three and fifty-four hundredths miles, and is used mainly for the transportation of iron ores, coal and mine supplies.

| | |
|---|---|
| No passengers transported. | |
| Capital stock paid in | $160,000 00 |
| The company owes no debt, either funded or floating. | |
| Cost of road, including right of way | 138,449 96 |
| Cost of equipment | 30,828 81 |
| The entire gross earnings for the year have been | 33,076 45 |
| Expenses of repairs and operating have been | 12,599 91 |

State of New Jersey, County of Warren, *ss.*—John I. Blair, being first duly sworn, doth depose and say that he is President of the above named railroad, and that the foregoing report is true, as he verily believes.

JOHN I. BLAIR,
President.

Sworn and subscribed before me this thirtieth day of January, A.D. 1890.

WILLIAM H. VAIL,
Notary Public, Blairstown, New Jersey.

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## NATIONAL DOCKS RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,200,000 00 |
| Floating debt | 12,429 81 |
| Cost of road and equipments | 1,212,603 46 |

The road extends from Bergen Hill to Communipaw, a distance of two miles.

It is operated under trackage, agreement for toll based on the tonnage transported, by connecting companies using their own equipment over its tracks.

State of New York, New York County, *ss.*—James A. Hand, being duly sworn, on his oath says that he is Secretary of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

JAS. A. HAND.

Sworn and subscribed before me, this twenty-fourth day of January, A.D. 1890.

ABM. VAN SANTVOORD,
Notary Public New York County.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from freight | $95,321 17 |
| Total | $95,321 17 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 18,451 07 |

Dividends paid during the year 1889, and how paid—
December 31st, 1889, 6½ per cent. in cash.

ACCIDENTS.

None recorded and none occurred beyond slight damages to cars in yard.

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# NEWARK AND BLOOMFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $103,850 00 |
| Floating debt | 160,410 19 |
| Cost of road and equipments | 264,260 19 |

The road extends from Roseville Junction to Montclair, a distance of four and twenty-four hundredths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of six per cent. on its stock, and report of its operations is included in the report of said company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Newark and Bloomfield Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

FRED. H. GIBBENS.

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Sworn and subscribed before me, this sixth day of February, A.D. 1890.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1889, and how paid—

$6,231 directly to stockholders, by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company.

ACCIDENTS.

None.

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## NEWARK AND HUDSON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $250,000 00 |
| Bonded debt | 250,000 00 |
| Floating debt—None. | |
| Cost of road | 355,056 18 |

The road extends from Bergen Junction to Newark, a distance of five and five hundred and eighteen thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $33,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me, this sixth day of February, A.D. 1890.

GEO. E. GRANT,
Notary Public New York City and County.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $38,441 17 |
| Income from freight | 32,243 59 |
| Income from other sources | 8,843 55 |
| Total | $79,528 31 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 93,439 05 |

Dividends paid during the year 1889, and how paid—None.

| | |
|---|---|
| Net loss | $13,910 74 |
| Rent of road | 17,500 00 |
| Loss for the year | 31,410 74 |

ACCIDENTS.

State of New York, City and County of New York, *ss.*—Augustus R. MacDonough, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Newark and Hudson Railroad, and that the foregoing statement of receipts and expenditures, and also the accompanying statement of accidents occurring during the year 1889 on that road are true according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this sixth day of February, 1890.

GEO. E. GRANT,
Notary Public New York City and County.

February 25th.—Martin McIntee, age 38, was found lying on track about seventy-five feet from Grant avenue crossing, Newark, at 8 P.M., with both legs cut off and body and head badly bruised; he was at once removed to St. Michael's Hospital, Newark, where he died shortly after arrival. It is not known what train struck him.

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May 18th.—Gilbert Donaldson, age 26, in attempting to drive across the tracks at Harrison station, at 8:10 P.M., was struck by train 126, B. D. Carpenter, conductor, engine 166, J. Wilkins, engineer; he was thrown out of the wagon, sustaining a cut on the head and bruises about the arms. The whistle was blown and bell ringing for the crossing.

July 11th.—Joseph L. Millington, age 72, while walking on track at East Newark at 6:30 A.M., was struck and instantly killed by train 99, C. Decker, conductor, engine 162, T. C. Dagein, engineer. It was raining at the time, and the man carried an umbrella over his head and did not notice the approaching train; the whistle was sounded and bell rung.

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# NEW JERSEY JUNCTION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1889.

| | |
|---|---|
| Capital stock paid in | $100,000 00 |
| Bonded debt | 1,700,000 00 |
| Cost of road and equipments | 1,620,340 99 |

The road extends from Weehawken, N. J., to Jersey City, N. J., a distance of four and thirty-five hundredths miles.

It is leased to the New York Central and Hudson River Railroad Company, at an annual rental as provided in contract approved by the Legislature of the State of New Jersey, by Chapter CLXII, approved April 12th, 1886.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

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Sworn and subscribed before me, this thirty-first day of January, A.D. 1890.

J. CARSTENSEN,
Notary Public, New York County.

State of New York, New York County, *ss.*—Edward V. W. Rossiter, Treasurer of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the New Jersey Junction Railroad, during the year ending December 31st, 1889, is correct and true to the best of his information, knowledge and belief.

E. V. W. ROSSITER.

Sworn and subscribed before me, this thirty-first day of January, A.D. 1890.

J. CARSTENSEN,
Notary Public, New York County.

ACCIDENTS.

January 28th.—Dennis O'Connor, section laborer, injured at Jersey City, by work train, thrown against stove in caboose, which struck other cars while train was making a flying switch; slight scalp wound in back of head. J. C. Radlein,* conductor; W. Cooner,* engineer.

July 1st.—John Monosan, occupation unknown, injured at Jersey City, by train No. 5; stepped in front of train and was killed. W. O. Vedder,* conductor; Robert Hodge,* engineer.

October 11th.—Gaitono Bartono, laborer (not in employ of the New Jersey Junction Railroad), injured at Hoboken, by extra freight; struck by engine and killed while attempting to cross tracks ahead of train. P. Campbell,* conductor; P. Van Dyke,* engineer.

*Still in service.

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December 31st.—Lewis H. Merrill, freight brakeman, injured at Jersey City, by extra freight, struck by corner of car while "roping" same on siding; back and head bruised. P. Kline,* conductor; C. Mosier,* engineer.

* Still in service.

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## NEW JERSEY SHORE LINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $31,000 00 |
| Floating debt | 1,824 44 |

Dividends paid during the year 1889, and how paid—None.

This road, as projected, is to extend from Weehawken to Harrington, N. J., a distance of fifteen and one-half miles.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me, this thirty-first day of January, A.D. 1890.

J. CARSTENSEN,
Notary Public New York County.

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# THE NEW JERSEY SOUTHERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock, preferred | $1,590,600 00 |
| Capital stock, common | 1,000,000 00 |
| Bonded debt | 1,590,600 00 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Port Monmouth to Atco (main line), with branches from Eatontown to East Long Branch, and East Long Branch to Sandy Hook (Long Branch and Sea Shore Railroad); total, eighty-eight and fifty-eight hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $342,807 32 |
| Income from freight | 207,287 57 |
| Income from other sources | 20,366 47 |
| Total | $570,461 36 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 502,044 93 |

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of The New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents

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on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me, this eleventh day of March, A.D. 1890, at the City of New York.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

ACCIDENTS.

April 11th.—Patrick Murphy, foot mashed; rail fell on his foot at Highland Beach.

April 12th.—George Benson, killed; was walking on track and was struck by train about half way between Manchester and Toms River. Engineer, Joseph Truex; conductor, Frank S. Ellis.

March 5th.—James McDonald, not seriously injured; was lying along the track with his head resting on a tie, and was struck by a train about half way between Branchport and Oceanport. Engineer, Gilbert Stout; conductor, John Kelly.

May 16th.—Paymaster George F. Hess, head cut; pay train ran into a freight train at Waretown. Engineer, John Hagne; conductor, David Funk.

May 25th.—J. H. Fowler, arm broken; putting up support too close to the tracks at Normandie. Engineer, Wm. Howland; conductor, John Oliver.

June 17th.—Benjamin P. Cranmer, compound fracture of right arm; coupling cars at Manchester yard. Engineer, John Manior; conductor, W. R. Rose.

July 29th.—Rufus Burdge, squeezed between engine and coal car at Red Bank. Engineer, William Shinn; conductor, Samuel Clevenger.

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August 23d.—J. W. Bell, legs crushed; sitting inside door with feet hanging out, and was caught between car and Oceanport draw. Engineer, John Erickson; conductor, John McBurth.

August 26th.—Leslie Ireland, killed; leg crushed and child died while undergoing amputation at Bridgeton, N. J. Engineer, Ephraim Oranwer; conductor, Jos. Johnson.

December 23d.—Charles Giles, killed; cause of accident unknown; body found at the point where bulkhead is being constructed ot Navesink Beach. Engineer, Wm. Miles; conductor, Chas. Wyatt.

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## NEW YORK AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $20,000 00 |
| Bonded debt | 20,000 00 |
| Cost of road and equipments | 46,901 46 |

The road extends from Hopping Station to Atlantic Highlands, a distance of two and eight-tenths miles.

It is leased to the New Jersey Southern Railroad Company, at an annual rental of twelve hundred dollars.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Monmouth County, *ss.*—John S. Applegate, being duly sworn, on his oath says that he was President of the New York and Atlantic Highlands Railroad Company of New Jersey, for the year 1889, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN S. APPLEGATE.

Sworn and subscribed before me, this thirteenth day of March, A.D. 1890.

FRANCIS V. MARRY,
Master in Chancery of New Jersey.

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REMARKS.

The receipts and expenses for 1889 are included in the operations of the New Jersey Southern Railroad Company, and no separate account of same is made.

The property of this railroad was sold at foreclosure, in December, 1889, and now forms a portion of the Freehold and Atlantic Highlands Railroad, January 23d, 1890.

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# THE NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $100,000 00 |
| Bonded debt | 2,700,000 00 |
| Floating debt—None. | |
| Cost of road and equipments (estimated) | 2,866,968 36 |

Dividends paid during the year 1889, and how paid—None paid.

The road extends from Jersey City to Greenwood Lake, a distance of forty-three miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $136,641 12 |
| Income from freight | 100,826 22 |
| Income from other sources | 8,936 01 |
| Total | $246,403 35 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 251,304 09 |

State of New York, New York City and County, *ss.*—Samuel M. Felton, Jr., being duly sworn, on his oath says that he is Vice-President of the New York and Greenwood Lake Railway

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Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

S. M. FELTON, Jr.

Sworn and subscribed before me, this fourteenth day of March, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

ACCIDENTS.

January 3d.—Alonzo Drew, brakeman, aged 22, while making a coupling in train 75 (F. Gannon, conductor; engine 3, W. S. Drew, engineer), at Fairfield switch, one and one-half miles west of Singac, at 1:50 P.M., had thumb of left hand caught and somewhat bruised.

February 15th.—Fred. Mullin, brakeman, aged 24, while making a coupling in train 79 (C. Boxall, conductor; engine 177, A. Dettig, engineer), at 12:55 P.M., at Montclair, had left hand caught, cutting off middle finger at first joint.

April 13th.—Robert Hopkins, brakeman, aged 22, in jumping on pilot of engine 250 (W. S. Drew, engineer), at 11:10 A.M., at Montclair, slipped and fell off; his right foot was run over, crushing the toes.

July 15th.—Nat. Earl, brakeman, aged 30, while unloading freight from train 75 (R. Riker, conductor; engine 124, T. Duffy, engineer), at 2:20 P.M., at Great Notch, a piece of casting fell on his right foot, badly bruising it.

July 26th.—Warren A. Layton, conductor, aged 33, in making a coupling in extra train (W. H. Osborn, engineer, engine 7), at 11:30 A.M., at East Orange, had right hand caught and badly bruised.

July 30th.—Chas. F. Lawton, brakeman, aged 27, while pulling a pin in train 5 (D. J. Westfall, conductor; engine 179, G.

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Merritt, engineer), at 10:10 A.M., at Pompton Junction, had left hand caught and badly bruised.

August 13th.—Chas. E. Larkin, fireman, aged 32, while making a coupling in train 411 (D. O'Day, conductor; engine 148, C. Howard, engineer), at 11:50 A.M., in Jersey City yard, had top of first finger of left hand caught and cut off.

August 15th.—Jacob Keisler, brakeman, aged 18, while making a coupling in train 76 (W. L. Pennell, conductor; engine 124, A. Drew, engineer), at 7:55 P.M., at Soho, had right hand caught and crushed, necessitating amputation.

August 22d.—Mrs. L. Jordan, aged 55, after getting off excursion train (R. Riker, conductor; engine 169, J. Conklin, engineer), at 8:05 P.M., at North Newark, in walking on the ties fell and cut her left leg somewhat.

September 11th.—John Ryan, brakeman, aged 21, while making a coupling in train 418 (C. Terrell, conductor; engine 194, D. Driscoll, engineer), at 12:20 P.M., at West Orange, had thumb of right hand caught and crushed.

September 22d.—Patrick Fleming, aged 45, in crossing the tracks at East Orange, at 9:23 P.M., just in front of train 450 (S. Pellington, conductor; engine 194, D. Driscoll, engineer), was intoxicated and fell in front of the train; he was run over and instantly killed.

November 29th.—Geo. Coleman, brakeman, aged 22, while pulling a pin in train 470 (L. F. Ginocchio, conductor; engine 182, B. Roach, engineer), at 2:30 P.M., at Hackensack bridge, had left hand caught, breaking bone in middle finger.

December 27th.—Geo. Innes, a passenger, aged 50, on train 17, engine 187 (A. P. Pennell, conductor; J. M. Kelly, engineer), as the train slowed up for Montclair station, at 6:05 P.M., jumped from the train backwards, fell, and one of the bones in left wrist broken.

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## NEW YORK AND LONG BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $2,000,000 00 |
| Bonded debt | 1,500,000 00 |

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four hundredths miles, and is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company jointly.

State of New York, New York City and County, *ss.*—J. W. Watson, being duly sworn, on his oath says that he is Treasurer of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. W. WATSON.

Sworn and subscribed before me, this eleventh day of March, A.D. 1890, at the city of New York.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

ACCIDENTS.

January 23d.—Andrew Porterfield, residence, Matawan, N. J., while walking along track north of Matawan station was struck

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and seriously injured by P. R. R. freight train No. 502. Wm. Byrne, conductor; J. M. Cook, engineer.

March 25th.—Thomas Quinn, a train flagman, residence, Middletown, N. J., while attempting to board caboose of N. Y. and L. B. R. R. work train at Monmouth Park Junction, was run over and instantly killed. John Daly, conductor; W. C. Hicks, Engineer.

April 25th.—Francis Anthony Zehl, residence, Elberon, N. J., while walking along track south of Elberon station, stepped out of way of C. R. R. passenger train No. 313 (north bound) in front of N. Y. and L. B. R. R. work train (south bound), and was fatally injured. John Daly, conductor; W. C. Hicks, engineer.

May 7th.—Thomas Tagg, a boy about five years of age, residence, South Amboy, N. J., while supposed to be riding on step of C. R. R. passenger train No. 313, at South Amboy, fell under wheels and was instantly killed. J. W. Van Houten, conductor; Lloyd Clarke, engineer.

July 5th.—Mrs. Rachel Ward, Mr. Joseph Keating and child, Elsie Keating, and Kate Lawler, residence, New York City, were struck and instantly killed at Silverside avenue crossing, south of Little Silver station, by C. R. R. passenger train No. 316. Ed. Leek, conductor; Geo. Clickner, Engineer.

July 10th.—Edward Haworth, brakeman of P. R. R. freight train No. 501, residence, Jersey City, N. J., was struck by overhead bridge at P. R. R. crossing, South Amboy, and severely injured about head. Wm. Byrne, conductor; J. M. Cook, engineer.

July 11th.—Alexander Parker, residence, Perth Amboy, N. J., while riding on top of C. R. R. freight train No. 346, was struck by overhead bridge north of South Amboy station, and was instantly killed. Andrew Robbins, conductor; S. Emly, engineer.

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July 15th.—Francis Mulligan, residence, South Amboy, N. J., passed under gates at First street crossing, South Amboy, N. J., was struck and instantly killed by C. R. R. passenger train No. 324. J. W. Van Houten, conductor; Lloyd Clarke, engineer.

July 15th.—Neil Neilson, residence, South Amboy, N. J., a companion of the first above named, was severely injured.

August 22d.—James Van Mater (colored), residence, West Ocean Grove, N. J., while standing on south-bound track was struck and instantly killed near Asbury Park station by C. R. R. passenger train No. 316. Ed. Leek, conductor; Geo. Clickner, engineer.

August 23d.—J. W. Bell, residence, Jenkintown, Pa., while riding in C. R. R. horse and carriage car of passenger train No. 311 (his legs hanging from side door) was struck by center girder of Oceanport drawbridge, sustaining injuries which resulted fatally. John McBurth, conductor; J. A. Errickson, engineer.

August 24th.—Raphael Fago, an Italian laborer, residence, Long Branch, N. J., employed on N. Y. and L. B. R. R. work train, fell from car at Point Pleasant, was run over and instantly killed. John Daly, conductor; W. C. Hicks, engineer.

September 20th.—Lewis Dorsett (colored), residence, Baltimore, Md., struck and instantly killed while running across bridge north of North Asbury Park station, by C. R. R. passenger train No. 312. F. W. Shinafield, conductor; Oscar Durand, engineer.

October 24th.—Patrick Ward, residence, Freeland, Va., a brakeman employed on C. R. R. freight train No. 345, fell from cars at Red Bank and was seriously injured. W. F. Ford, conductor; Frank Riddle, engineer.

December 5th.—Frank P. Brower, conductor P. R. R. freight train No. 503, residence, Jersey City, N. J., was struck and instantly killed by overhead bridge north of Key East station (while passing over train). W. H. Longstreet, acting conductor (after accident); W. H. Holton, engineer.

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# NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock issued | $21,000,000 00 |
| Bonded debt | 8,136,000 00 |
| Floating debt (net) | 89,884 15 |
| Cost of road and equipments | 28,272,322 26 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Marion, N. J., to Gravel Place, Pa., a distance of one hundred and one and three-tenths miles, with branches in New Jersey and Pennsylvania of thirty-three and thirty-three hundredths miles, making in all one hundred and thirty-four and sixty-three hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $279,524 94 |
| Income from freight | 1,055,729 21 |
| Income from other sources | 67,212 34 |
| Total | $1,402,466 49 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 851,028 97 |

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State of New York, New York County, *ss.*—Simon Borg, being duly sworn, on his oath says that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

SIMON BORG.

Sworn and subscribed before me, this fifteenth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

ACCIDENTS.

January 4th.—An unknown woman jumped from train 17, while train was waiting for signal at Pennsylvania Railroad cut; the woman sustained slight scratches on face and hands; from all appearances the woman had been drinking. Vrooman, conductor; Haycock, engineer. Both still in employ of company.

February 7th.—On train 22, while brakeman John Irwin was in act of coupling cars at Green Pond Junction, he caught his hand between bumpers, crushing two fingers so that amputation was necessary. Paulison, conductor. Still in employ of company.

February 12th.—Brakeman D. H. Rollison, while uncoupling engine from train, at Ogdensburg, N. J., slipped and fell to the ground, receiving bad cut on head; accident occurred on drill engine doing mine work at Ogdensburg. J. Tidaback, conductor; W. H. Snover, engineer. Both still in employ of company.

March 14th.—Brakeman J. Mead had bones of right hand broken, while coupling cars at Tyler Park, on train 53. Borden, conductor; A. Westerhoff, engineer. Both in employ of company.

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April 2d.—Brakeman F. Hallwellway, while coupling cars, train 52, at Gravel Place, had his foot badly crushed. Iliff, conductor; E. Nixon, engineer. Both still in employ of company.

April 17th.—Engine on train 10, while backing out of the house with combined car in Jersey City, struck and killed Patrick McTanney, a Pennsylvania Railroad switchman. Chas. Spitzer, engineer; W. Sheldon, fireman. Both in employ of company.

April 23d.—Brakeman Wm. Haycock, of train 50, while coupling cars at Gravel Place, had his hand mashed between bumpers, so that amputation was necessary. L. J. Jones, conductor; Wm. Nixon, engineer. Both in employ of company; Nixon has since died.

April 28th.—Two boys, A. Henry Basse and Victor Compiti, boarded train 53 at Tyler Park, and in jumping off at Bellman's Creek received severe injuries. W. Baxter, conductor; E. Eldridge, engineer. Both still in employ of company.

April 30th.—Grant Dunn, brakeman on train 21, while coupling cars at Paterson, was caught between bumpers and had hip dislocated. S. C. Paulison, conductor; H. Quick, engineer. Both still in employ of company.

May 4th.—Brakeman Joseph Sutton, on Paterson drill engine 26, while coupling cars, lost his balance and fell to the ground, sustaining severe injuries to head and chest. L. Paulison, conductor; S. Williams, engineer. Both still in employ of company.

May 27th.—Clarence Paulison, brakeman on train 51, while coupling cars at Newfoundland, caught his heel under wheel and had it bruised severely. W. Brush, conductor; E. Going, engineer. Both still in employ of company.

May 29th.—As train 19 was backing out of spur to Paterson City a stone was hurled by someone unknown, crashing through window and slightly injuring A. H. Knapp, this company's agent

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at Paterson. J. A. Vrooman, conductor; Jas. Haycock, engineer. Both still in employ of company.

June 1st.—Train 37 struck and killed a man supposed to be William Murphy, at Rochelle Park. The man tried to board train while in motion. Charles C. Van Duzer, conductor; P. Nixon, engineer. Both in employ of company.

June 8th.—William Rean, workman on gravel train, while trying to get off train slipped and fell, receiving two cuts on leg, not serious. Above happened near Little Ferry. Jas. Duffy, conductor; E. Harrington, engineer. Both still in employ of company.

June 24th.—Train 38 ran off track near Ridgefield Park. Wm. Furley, a passenger on train, received slight scratch on face. W. Downey, conductor; W. Cotter, engineer. Conductor in employ of company.

June 29th.—Howard Wright, a brakeman on train 24, fell off train while in motion about one and one-half miles west of Swartswood, and sustained slight injuries on face. Paine, conductor; Pollison, engineer. Both still in employ of company.

June 29th.—Train 14 struck and killed Soto Longo at Warren street crossing, Jersey City, on Pennsylvania Railroad. Man walked directly in front of engine on fireman's side, and was not seen by engineer. Van Duzer, conductor; Westerhoff, engineer. Both still in employ of company.

July 1st.—Conductor Geo. B. Iliff, coal train 51, while walking over his train, was struck by roadway bridge over track; sustained severe injuries, though not serious. Conductor as above stated; Nixon, engineer. Conductor in employ of company.

July 4th.—Train 2 struck and killed Fred. Huled near Bogota. Huled was walking on track with head down and back towards engine. Engineer did not see him on account of curve in road until almost upon him. Duffield, conductor; Schooner, engineer. Both still in employ of company.

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July 6th.—Half-holiday train collided with construction train about half a mile west of Two Bridges. Mrs. Amburtson, a passenger on half-holiday train, slightly injured, also Engineer Going, of the same train. Cody, conductor; Going, engineer. Both still in employ of company.

July 12th.—Train 18, while approaching Butler station, ran into open switch and collided with coal train 55. Chas. Smith, fireman of train 18, was seriously injured, and died the next morning. John Walsh, Rob't Schumaker and Gleason, all train men, also slightly injured. Cody, conductor; Gannon, engineer Both in employ of company.

July 24th.—Train 37 struck one John Caims, a tramp, who was walking on track, breaking his right arm, cutting his head and injuring him internally. Van Duzer, conductor; Westerhoff, engineer. Both in employ of company.

July 26th.—Brakeman William Mahon, of train 46, was hit by overhead bridge while walking over train near Passaic Junction, sustaining cut on head, not serious. Laroe, conductor; Eagan, engineer. Both in employ of company.

August 10th.—A boy about ten years old, named Henry T. Skinner, had his leg broken by reason of trunk falling out of baggage car of train No. 1 and on the boy's leg at Two Bridges. Demarest, conductor; Shaw, engineer. Both in employ of company.

August 13th.—While Walter Sturr, employé, was going down main track from shops to depot at Wortendyke, he attempted to board engine which came along, slipped and fell and had his foot badly crushed. Beaty, engineer. In employ of company.

August 15th.—Train 29 struck an unknown Italian woman at Monmouth street crossing, P. R. R., in Jersey City, injuring her slightly. Drake, conductor; Leslie, engineer. Both in employ of company.

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August 16th.—Richard Durland, a wiper, got on train 24 and fell off at South Ogdensburg and was killed. White, conductor; Giblin, engineer. Both in employ of company.

August 27th.—Brakeman Van Dine, while coupling cars at Tyler Park, on train 53, had fingers mashed. Jones, conductor; Quick, engineer. Both in employ of company.

August 31st.—A. Greenleaf, passenger on train 37, jumped off train before it had stopped, at Schuetzen Park, and was hurt somewhat, although not seriously. Van Duzer, conductor; Westerhoff, engineer. Both in employ of company.

September 1st.—S. Milburger, brakeman, while coupling engine on train 53, was slightly injured between engine and coach. Jones, conductor; Tidaback, engineer. Both in employ of company.

September 6th.—James Nelson, a passenger on train 6, had his arm out of coach window and struck it against telegraph pole on P. R. R. at Grove street, Jersey City; not hurt very much. Drake, conductor; Leslie, engineer. Both in employ of company.

September 9th.—Floyd Beattie, brakeman on train 21, fell from top of box car, spraining both ankles, at Charlotteburg.

September 14th.—Conductor Laroe was squeezed between cars at West End while coupling cars; not seriously hurt.

September 17th.—Train 3 struck Patrick Hughes at West End, breaking his arm and injuring him on head severely, although not seriously. Hughes was standing on track. Duffield, conductor; Schoner, engineer. Both in employ of company.

September 21st.—Conrad Stur, brakeman on construction train, jumped off train while in motion, fell and had both feet and one hand cut off, was taken to hospital at Hackensack, where he died. Slingland, conductor; Williams, engineer.

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September 21st.—Jacob Whritenour, found dead on tracks at Butler, with both legs cut off, and head and hand bruised; it is supposed he wandered on the tracks in an intoxicated condition, and lay down to sleep and was struck by train 23 during the night.

September 27th.—Frank Harkins, brakeman at West End, while coupling cars had right arm injured between wrist and elbow.

October 10th.—D. Rollison, conductor of extra train, while attempting to board his train while in motion, fell and had one foot crushed under wheels, near Pompton.

October 15th.—Unknown passenger, man, on train 49, under the influence of liquor, had his finger mashed in door, in trying to get off at Fair Grounds near Dundee Lake. Vrooman, conductor; Haycock, engineer.

October 18th.—Joseph Birch, brakeman, while coupling cars on train 54, at Blairstown, had his arm pinched; no bones broken.

October 26th.—Train 12 struck a team at Deckertown, killing two horses; the driver, Samuel Lawson, was slightly hurt. Demarest, conductor; Shea, engineer. Both in employ of company.

October 30th.—Lewis Millburger, brakeman on extra train 51, while standing on top of box car, was struck by bridge near Passaic Junction, and had his head cut. Post, conductor; Quick, engineer. Both in employ of company.

November 1st.—Train 2 struck and killed Jacob Smith, flagman train 24, near Passaic Junction; it is supposed Smith fell asleep on tracks while out with his flag, as his lights were burning when found. Duffield, conductor; Schoner, engineer. Both in employ of company.

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November 3d.—John Kain, brakeman on extra freight train, caught between cars, while coupling at Pompton Junction, and head crushed; died shortly afterward. Paulison, conductor; Tice, engineer. Both in employ of company.

November 15th.—Train 10 struck and killed Joseph Creamer, half mile east of Butler; Creamer was walking on track. Wright, conductor; Shea, engineer. Both in employ of company.

November 16th.—James Palphreyman, brakeman on yard engine at Paterson, while uncoupling cars in yard, caught his foot in frog, train running over and killing him instantly. Mabie, conductor; Williams, engineer. Both still in employ of company.

November 19th.—William Ross, brakeman on train 50, while making coupling, fell and two cars passed over him, killing him instantly, at Little Ferry Junction. Downey, conductor; Nixon, engineer. Conductor in employ of company.

December 7th.—Train 6 struck horse and wagon at Little Ferry, injuring the driver slightly. Drake, conductor; Leslie, engineer. Still in employ of company.

December 12th.—While train 41 was backing out of spur at Paterson city, a boy, about 13 years old, stepped in front of train and was knocked down, injuring one shoulder and tearing a portion of his scalp. Van Duzer, conductor; Nixon, engineer. Both in employ of company.

December 14th.—Train 50, coal, ran into open draw at Little Ferry, taking engineer, fireman and head brakeman down with it; engineer ran by the danger signal. Iliff, conductor; W. Nixon, engineer. Conductor in employ of company.

December 16th.—Benjamin Bachman, fireman on train 103, leaned out over tank to look for hot box, and was struck by corner of cattle pen at Stillwater and thrown under train, and had

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both legs cut off above knees and cut on head; died next day. Brink, conductor; Tice, engineer. Both in employ of company.

December 25th.—Train 9 struck Patrick Powers at State street crossing, Hackensack; the man tried to cross track ahead of engine, but was struck and thrown to one side; two scalp wounds, not serious. Downey, conductor; Cotter, engineer. Both in employ of company.

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# NORTHERN RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Northern Railroad Company of New Jersey presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,000,000 00 |
| Bonded debt | 560,800 00 |
| Floating debt | 167,093 87 |
| Cost of road and equipments (valuation) | 946,969 01 |
| Dividends paid during the year 1889, and how paid— | |
| In cash | 30,000 00 |

The road extends from Bergen Junction, N. J., to Sparkill, N. Y., a distance of twenty-one and twenty-five hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $271,053 05 |
| Income from freight | 57,126 57 |
| Income from other sources | 15,796 84 |
| Total | $343,976 46 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 315,426 46 |

REMARKS.

This road is equipped and operated by the New York, Lake Erie and Western Railroad Company under an agreement whereby

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the operating company receives sixty-five (65) per cent. of the gross earnings and a proportion of the surplus, calculated according to the respective mileage.

The report of accidents is furnished by the New York, Lake Erie and Western Railroad Company.

State of New York, New York County, *ss.*—Orville A. Roorbach, being duly sworn, on his oath says that he is Secretary and Treasurer of the Northern Railroad Company of New Jersey, and that the foregoing statement is correct and true to the best of his knowledge and belief.

O. A. ROORBACH.

Sworn and subscribed before me, this thirty-first day of January, A.D. 1890.

JNO. J. DUFF,
Commissioner of Deeds for the State of New Jersey, within the State of New York.

ACCIDENTS.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring on the Northern Railroad of New Jersey during the year ending December 31st, 1889, is correct and true according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me, this fifth day of February, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

January 25th.—Joseph Johansen, age 60, while walking on track in a dense fog, one-half mile east of Homestead, at 7:54 A.M., was struck and instantly killed by train 204. R. D. Haring, conductor; engine 176, W. A. Johnson, engineer. The engineer did not see the man until the train was upon him.

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April 24th.—John McCann, age 22, was struck and instantly killed by some train unknown; his remains were found lying between east and westward tracks, about three hundred feet west of Demarest avenue crossing, Englewood, at 12:45 A.M.

May 6th.—Sidney DeGroot, brakeman, age 33, while making a coupling in train 246 (A. Bell, conductor; engine 156, H. Lewis, engineer), at 8:20 P.M., at Norwood, in some manner fell down and had both legs somewhat bruised.

May 17th.—Geo. W. Chapman, age 74, as train 202 (J. W. Graham, conductor; engine 113, J. Demarest, engineer,) was coming into Tenafly, at 6:45 A.M., attempted to cross the tracks right in front of the engine; he was struck and received injuries from which he died at 10:30 the same morning.

May 29th.—Chas. Chemac, trackman, age 35, while at work near Ridgefield, at 8 A.M., stood too close to track, and was instantly killed by train 206. J. Maguire, conductor; engine 100, A. Phillips, engineer.

July 24th.—Edw. Stagg, Jr., age 4, in charge of a lady, Miss Christie, as train 241 (W. T. Broe, conductor; engine 185, A. Dougherty, engineer,) was entering the tunnel, at 6:08 P.M., Miss Christie let the window drop down on the child's fingers, bruising the fingers severely.

July 29th.—Geo. F. Hyde, age 25, while walking on track near Tyler Park, at 11:50 A.M., was struck and instantly killed by train 222. S. W. Lewis, conductor; engine 89, J. P. Sullivan, engineer. The whistle was repeatedly blown and bell rung, but the man paid no attention; the train could not be stopped in time to avoid the accident.

September 4th.—Lawrence Coeburn, brakeman, age 21, while making a coupling in train 206 (Wm. Blauvelt, conductor; engine 205, R. K. Thornhill, engineer), at 10:30 P.M., at Englewood, had thumb on right hand caught and mashed.

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September 26th.—Louis Kearman, age 45, while walking on track between Nordhoff and Englewood, at 7 P.M., as train 215 (A. Blauvelt, conductor; engine 170, W. A. Johnson, engineer) was passing, stepped too close to the track; he was struck on left arm and had some bones of left elbow fractured.

October 28th.—Philip Terrell, trackman, age 45, in getting off train 237, at 5:58 P.M., at Englewood, stepped right in front of train 238 (J. Myers, conductor; engine 81, H. Lewis, engineer); he was knocked down by the engine and had three ribs broken.

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# NEWARK AND PASSAIC RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Passaic Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $8,000 00 |
| Bonded debt—None. | |
| Floating debt | 46 85 |
| Cost of road and equipments | 8,046 85 |

Dividends paid during the year 1889, and how paid—None.

REMARKS.

This road is not yet built, but is intended to be constructed from a point in east side of Avenue "E," between Emmet and Wright streets, in city of Newark, N. J., to the Passaic river, and is to be three and one-tenth miles in length.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Newark and Passaic Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this fourteenth day of March, A. D. 1890.

WM. C. ALDERSON,
A Commissioner of Deeds for the State of New Jersey.

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# NEWARK AND ROSELLE RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Roselle Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $14,000 00 |
| Bonded debt—None. | |
| Floating debt | 201,261 60 |
| Cost of road and equipments | 215,261 60 |

Dividends paid during the year 1889, and how paid—None.

REMARKS.

This road is in process of construction, and is to extend from Roselle, Union county, to Newark, Essex county, N. J., and is to be six and one-half miles in length.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Newark and Roselle Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me, this fourteenth day of March, A.D. 1890.

WM. C. ALDERSON,
A Commissioner of Deeds for the State of New Jersey.

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# OGDEN MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1889:

Capital stock paid in..... $450,000 00

The road extends from Ogden Mine to Nolan's Point, a distance of nine and eighty-six hundredths miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of five per cent. of its capital.

It is operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me, this eighteenth day of March, A.D. 1890.

MAHLON PITNEY,
Master in Chancery of New Jersey.

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# PASSAIC AND DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $111,050 00 |
| Floating debt | 12,718 53 |
| Cost of road and appurtenances | 123,768 53 |

The road extends from Summit Junction to Bernardsville, a distance of thirteen and ninety-nine hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of five per cent. on its stock, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

FRED. H. GIBBENS.

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Sworn and subscribed before me, this sixth day of February, A.D. 1890.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey, in New York.

Dividends paid during the year 1889, and how paid—
$5,552.50 directly to stockholders by lessee.

ACCIDENTS.

July 4th.—Max Lenteier, track laborer, walking on track; killed.

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## PASSAIC EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the Passaic Extension Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $6,000 00 |
| Floating debt | 15,463 32 |
| Cost of road and equipments | 21,463 32 |

The road extends from a point on the north side of the Passaic river, west of Eighth street, and runs along the center of Seventh street and the west bank of the Passaic river, and along the tow-path of the Dundee canal to the Dundee dam, and also includes a branch line which begins at a line south of Monroe street, and runs along the center of Randolph avenue to a point in the high-way leading from the Clifton bridge to Clifton station, the same being about three miles in length and wholly within the city and county of Passaic.

It is operated by the New York, Susquehanna and Western Railroad Company, and the particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

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State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me, this fifteenth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

ACCIDENTS.

None.

State of New York, New York County, *ss.*—Simon Borg, President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic Extension Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic Extension Railroad, during the year ending December 31st, 1889, is correct and true to the best of his knowledge, information and belief.

SIMON BORG.

Subscribed and sworn before me, this fifteenth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

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## PASSAIC AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock issued | $70,000 00 |
| Bonded debt | 70,000 00 |
| Cost of road and equipments | 140,000 00 |

The road extends from Passaic City to a connection with the New York, Susquehanna and Western Railroad, near Rochelle Park, N. J., a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad Company, at an annual rental of $4,200 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Secretary and Treasurer of the Passaic and New York Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. P. RAFFERTY.

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Sworn and subscribed before me, this fifteenth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

ACCIDENTS.

None.

State of New York, County of New York, *ss.*—Simon Borg, the President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic and New York Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic and New York Railroad, during the year ending December 31st, 1889, is correct and true to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me, this fifteenth day of February, A.D. 1890.

RICH'D C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

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# PATERSON AND HUDSON RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Hudson River Railroad, presents the following report for the year ending December 31st, 1889:

The road extends from Paterson to Weehawken, a distance of twelve and fifty-seven hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $48,400.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, City and County of New York, *ss.*— Augustus R. MacDonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations and the earnings and expenditures of the Paterson and Hudson River Railroad Company are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring on the line of the Paterson and Hudson River Railroad, during the year ending December 31st, 1889, is correct and true to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

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Subscribed and sworn to before me this fifth day of February, 1890.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

January 4th.—Wm. Fitzpatrick, switchman, aged 29, while making a coupling in switch train (engine 128, Wm. Robinson, engineer), in Jersey City yard, climbed over between two cars and had his right foot caught between deadwoods and badly bruised.

January 5th.—Henry Dahn, truck repairer, aged 35, while at work in Jersey City yard, between two coaches, at 9:10 A.M., the cars were backed together by switch engine 24 (L. Waterbury, engineer); Dahn was caught between the two cars and squeezed so badly that he died in thirty minutes; he had no signal out to show that he was working between the cars.

January 9th.—Michael Long, crossing flagman at Provost street crossing, Jersey City, aged 55, in attempting to cross from south to north side of crossing, at 7:10 P.M., was struck by switch engine 589 (A. H. Warner, hostler,) and thrown to one side, badly bruising his back and shoulder; proper signals were given for the crossing.

January 22d.—Hans Neubaum, aged 12, while walking on track at 6:44 A.M., at Paterson, was struck by train 92 (J. E. Sullivan, conductor; engine 111, T. Seymour, engineer,) and received injuries from which he died January 25th; proper signals were given.

January 30th.—Michael J. Earls, brakeman, aged 24, while making a coupling in switch train (P. Coyton, conductor; engine 629, I. Stansberry, engineer), at 3:30 P.M., at Bergen, had middle finger of left hand caught and badly bruised.

February 2d.—Thos. Van Loo, brakeman, aged 25, while making a coupling in a switch train (engine 528, L. Waterbury,

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engineer), at 1:30 A.M., at Bergen, had middle finger of left hand caught and somewhat bruised.

February 2d.—Abraham H. Post, brakeman, aged 25, in climbing down between two cars in extra train (H. Green, conductor; engine 406, T. Dexter, engineer), at 6:15 P.M., at Paterson, had his right leg caught between deadwoods and broken.

February 3d.—Nicholas Sharkey, brakeman, aged 22, in making a coupling in a switching train, engine 432, at 4:10 P.M., at Paterson, had first and second fingers of left hand caught and badly bruised.

February 5th.—Fred. Balmos, brakeman, aged 43, in attempting to get on train 80 (E. R. Dunn, conductor; engine 555, C. Jenkins, engineer), at 6:30 A.M., at Bergen, slipped and fell to the ground, badly bruising left knee and also received a cut over the right eye.

February 7th.—Michael Kennedy, laborer, aged 32, while at work in the Bergen tunnel, at 9:18 P.M., was struck and fatally injured by train 31 (G. S. Jillett, conductor; engine 170, W. Early, engineer); he was working with a gang of laborers and was too slow in getting out of the way of the train.

February 8th.—Frank Ross, trackman, aged 25, while walking on track just west of Rutherford Junction, at 8:20 P.M., was struck by extra train (H. Green, conductor; engine 406, T. Dexter, engineer,) and had both legs badly bruised; the whistle was blown and the bell rung, but Ross paid no attention.

February 9th.—Patrick Nolan, brakeman, aged 18, fell from top of extra train east (E. Kimble, conductor; engine 288, R. Skinner, engineer), at 9 P.M., at Bergen, and had right hip bruised and cut on right cheek.

February 15th.—Thos. Lyons, watchman, aged 50, in attempting to cross the tracks in front of train 42 (E. Gerst, conductor; engine 172, E. Frey, engineer), at 6:06 P.M., in Jersey City

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yard, was struck by the train and received injuries from which he died the same day.

February 16th.—John Boyldon, flagman, aged 29, in stepping in between two cars to make a coupling in extra train (M. Stearns, conductor; engine 303, C. Ferdon, engineer), at 12:30 A.M., at Bergen, had his left foot caught in a frog and in extricating it had it badly wrenched.

February 19.—David Smellegan, switchman, aged 26, while making a coupling in a switching train (engine 24, J. Kent, engineer), in Jersey City yard, at 11:15 P.M., had third and fourth fingers of left hand caught and crushed.

February 19th.—John Jones, flagman, aged 38, while making a coupling in extra train (J. Maguire, conductor; engine 406, Geo. Gage, engineer), at 7:10 P.M., at Paterson, had his left foot caught in a frog and one truck passed over the heel, bruising it badly.

February 23d.—Michael Bolewar, aged 70; Patrick Clark, aged 24; Annie Kopchick, aged 15. These parties had all stooped down and gone under gates at Grove street, Jersey City yard, and were standing between westward and eastward tracks, watching train 29 passing; they were warned by the gateman to look out for the train, and replied, "All right"; just then train 38 (J. M. Hoffman, conductor; engine 5, W. E. Howard, engineer,) came along, and, before they could get out of the way, struck the three persons; Bolewar received injuries from which he died the same day, Clark was severely injured about the head, and Miss Kopchick received slight injuries.

February 26th.—Wm. Fitzpatrick, switchman, aged 29, in pulling a pin in a switching train (engine 24, J. Kent, engineer), in Jersey City yard, at 8:10 A.M., had first finger of right hand caught and mashed.

February 26th.—Chas. R. Smith, brakeman, aged 38, in jumping down from a car in extra train (John Conklin, conductor;

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engine 263, W. S. Drew, engineer), at 7:19 P.M., in Jersey City yard, had his left leg fractured.

March 3d.—Lewis Avery, brakeman, aged 21, while making a coupling in extra train (C. Robinson, conductor; engine 553, L. Hough, engineer), at 7:50 A.M., at Pen Horn, had his right hand caught between draw-heads and badly crushed.

March 9th.—Arthur Bowker, aged 10, while playing around some cars that were being handled by engine 4 (J. Wachter, engineer), at 3:15 P.M., in Jersey City yard, had his right foot caught between deadwoods of two cars, crushing three of the toes badly.

March 17th.—Albert Henderson, brakeman, aged 27, while making a coupling in a switching train (engine 127, Chas. Burnell), at 2 P.M., in Jersey City yard, had his left hand caught between bumpers, badly bruising second and third fingers.

March 22d.—James Coyle, switchman, aged 27, while pulling a pin in a switching train (engine 22, T. McCarthy, engineer), at 10:30 P.M., in Jersey City yard, had first finger of right hand caught behind pin and badly bruised.

March 25th.—Frank Smith, laborer, aged 35, in attempting to get on the construction train (G. T. Carpenter, conductor; engine 254, H. C. Jones, engineer), at 11:20 A.M., at Paterson, had his right foot caught between bumpers, badly bruising and spraining the foot.

March 27th.—Dan'l Cummings, switchman, aged 37, while making a coupling between a switch engine (J. Kent, engineer,) and a car in Jersey City yard, at 7:10 A.M., had his right hand caught, badly bruising the wrist.

April 3d.—James Burns, engine wiper, aged 18, got on engine 528 (C. Abrams, engineer), at 6:20 A.M., at Bergen, to ride to the round-house; he was standing on step of engine, holding on with one hand, when a switch-stand struck him, knocking him off the engine; his right arm was run over near the shoulder, and had to be amputated.

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April 3d.—George W. Tranter, switchman, aged 35, while pulling a pin in a switching train (engine 23, M. Rounds, engineer), in Jersey City yard, at 8:40 P.M, had his right hand caught behind the pin and badly bruised.

April 7th.—Burnett P. Craig and James Craig, while driving across Jersey avenue, Jersey City, at 9:20 A.M., in a buggy, were struck by N. Y. and G. L. train 104 (W. E. Sigler, conductor; engine 178, John Good, engineer); the horse was killed, the buggy demolished and the two men thrown out, sustaining bad bruises about the body. The gates had been lowered for a westbound train to pass, and when this train had passed the crossing the gateman raised the gates, not noticing the approaching Greenwood Lake train.

April 8th.—David Nelligan, aged 8, went under the gate at Grove street crossing, Jersey City, at 8:55 A.M., and attempted to run across the tracks in front of N. Y. and G. L. train 18 (J. M. Hoffman, conductor; engine 5, Wm. Howard, engineer); he was struck by the engine and received injuries from which he died shortly after being brought to St. Francis Hospital.

April 14th.—Horace Gillson, brakeman, aged 36, in attempting to pull a pin in extra train (L. H. Troy, conductor; engine 555, L. Hough, engineer), at 5:10 A.M., at Pen Horn, had his right arm caught between bumpers and badly bruised.

April 20th.—Frank G. Tinton, brakeman, aged 30, while making a coupling in extra train (C. L. Robinson, conductor; engine 296, H. Dexheimer, engineer), at 6:40 P.M., at Pen Horn, had first and second fingers of right hand caught and crushed.

April 22d.—Peter Togarty, switchman, aged 28, in climbing down between two cars that were being handled by yard engine 22 (J. Henneny, engineer), at 10 P.M., in Jersey City yard, in some way was caught between the cars and had his right hip dislocated.

April 23d.—John Lindburg, dock builder, aged 29, in jumping from N. Y. and G. L. train 36 (J. L. Guire, conductor; engine

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282, E. Brown, engineer), at 7:05 P.M., at Bergen, fell on his right shoulder and had his collar bone broken.

April 26th.—Gilbert Voorhees, switchman, aged 25, in attempting to get on engine 5 (E. Conklin, engineer), at 4:45 A.M., in Jersey City yard, caught his right foot in switch rail and was thrown down, the engine passing over and cutting off his leg; he died from his injuries the same day.

May 3d.—James Lyons, aged 35, in attempting to climb between two cars that were being handled by engine 4 (Sam'l Bond, engineer), at 3:55 P.M., in Jersey City yard, had his right foot caught between bumpers and badly crushed.

May 13th.—Ambrose Goodear, brakeman, aged 25, in making a coupling between two cars that were being handled by yard engine 7 (T. Mandeville, engineer), at 8:20 P.M., in Jersey City yard, had first finger of right hand caught and crushed.

May 30th.—Thos. Dwyer, aged 23, went under the gates at Pavonia avenue crossing, Jersey City, at 10:45 P.M., and attempted to cross the tracks in front of some cars that were being backed over the crossing by engine 20 (J. Woods, engineer); he stumbled and fell in front of the cars, was run over and instantly killed.

May 30th.—Frank Miller, laborer, aged 27, in attempting to pull a pin in construction train (G. T. Carpenter, conductor; engine 254, H. C. Jones, engineer), at 1:20 P.M., in Jersey City yard, had first finger of right hand caught and badly bruised.

June 14th.—James Leary, switchman, aged 35, while standing on track near Henderson street, Jersey City, at 4:15 A.M., was struck by yard engine 20 (C. Banta, engineer,) and knocked down, the engine passing partly over him, badly bruising his back and cutting his head.

June 14th.—Benj. Henshall, aged 23, in attempting to run across the tracks at Provost street, Jersey City, at 6:15 P.M., in

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front of train 77 (W. Carter, conductor; engine 84, L. Lockwood, engineer), was struck by the train, run over and had both legs cut off; he died from his injuries shortly afterwards.

June 15th.—Wm. L. Boylan, switchman, aged 22, in making a coupling in a switching train (engine 624, H. Vreeland, engineer), in Jersey City yard, at 3:25 A.M., had his right arm caught between bumpers and badly bruised.

June 15th.—Edward Paddock, engineer on engine 298, aged 40, while the engine was standing at Bergen, at 12:40 A.M., slipped off running-board to the ground, badly cutting his face and spraining left leg and wrist.

June 15th.—James Downey, switchman, aged 22, in attempting to pull a pin in yard train (engine 624, H. Vreeland, engineer), in Jersey City yard, at 9:20 P.M., caught his right foot in guard-rail, one wheel passing over it and cutting it off at the ankle; he died from his injuries same day.

June 17th.—Thos. Bratton, brakeman, aged 25, in making a coupling in extra train (J. Carroll, conductor; engine 616, I. Cole, engineer), at 3:30 A.M., at Pen Horn, had thumb and first finger of right hand caught and crushed.

July 9th.—Frank May, aged 16, in attempting to get on some unknown train at 3:15 P.M., near Bergen tunnel, fell off and had both legs run over and cut off near ankle; no one witnessed the accident.

July 12th.—James Doyle, watchman, aged 72, in crossing the tracks in front of the passenger shed at Jersey City, on 10:36 A.M., stooped down to pick up a newspaper and was struck by engine 148 (W. E. Howard, engineer,) and knocked down, badly bruising his face and back.

July 13th.—Geo. Cordick, car repairer, aged 22, while at work under a car in Jersey City yard, at 8:25 A.M., engine 137, in charge of fireman James Tigue (the engineer having gone to the shop), backed against the car and shoved it back, catching Cor-

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dick under the brake beam; he received injuries from which he died the same day.

July 13th.—Warren Munson, switchman, aged 35, while making a coupling, had his right arm caught between bumpers and badly bruised (switching train, engine 624, H. Vreeland, engineer); the accident happened in Jersey City yard at 8:30 A.M.

July 19th.—John Martin, switchman, aged 30, while climbing down a ladder of a car in a switching train (engine 400, J. Martin, engineer), at 3:55 A.M., in Jersey City yard, fell to the ground, breaking his right forearm.

July 24th.—Alexander McCormick, brakeman, aged 33, while making a coupling in extra train (H. Snyder, conductor; engine 412, J. Reeder, engineer), at 9:25 P.M., at Bergen, had three first fingers of right hand caught and badly crushed.

July 31st.—Chas. A. Butler, brakeman, aged 36, while making a coupling in extra train (J. M. Goodale, conductor; engine 709, C. L. Robinson, engineer), at 11:45 P.M., at Pen Horn, had his right foot caught in frog, and one wheel caught the foot, bruising it badly.

August 1st.—John Mullins, switchman, aged 30, while making a coupling in a switching train (engine 407, R. Thornhill, engineer), at 9:30 P.M., in Jersey City yard, had left hand caught and badly crushed.

August 3d.—Patrick Finnell, aged 34, in attempting to cross the tracks between Provost and Henderson streets, Jersey City, at 3:55 P.M., ahead of N. Y. and G. L. train 15 (Wm. Broxall, conductor; engine 5, Wm. Brown, engineer), was struck by the train and received injuries from which he died at St. Francis' Hospital the next day.

August 4th.—Milo G. Brown, aged 27, in attempting to get on second section of train 3 (W. H. Faulkner, conductor; engine 309, D. Henderson, engineer), as the train was pulling out of

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Jersey City passenger shed, at 9.15 P.M., his body struck a switch-stand, throwing him to the ground, badly cutting and bruising him about the body.

August 6th.—Patrick Fallen, aged 27, in attempting to cross the tracks at Provost street, Jersey City, at 8:40 A.M., was struck by light engine 100 (A. Phillips, engineer,) and knocked down, the wheels passsing over and cutting off his right foot at the ankle; the whistle was sounded and the watchman told him not to cross, but he paid no attention.

August 9th.—John Jamison, aged 14, was struck and killed by some unknown train in Jersey City yard; the body was found near the tracks, about forty feet west of Coles street, Jersey City, at 12:15 A.M.; the body was cold when found.

August 14th.—John Masterson, aged 34, in attempting to cross the tracks sixty feet east of Provost street crossing, Jersey City, at 9:20 A.M., in front of train 36 (J. Van Duzer, conductor; engine 112, C. Romaine, engineer), was struck and instantly killed.

August 18th.—Thos. Rafferty, aged 26, tried to get on train 85 (R. Cassidy, conductor; engine 306, E. Salley, engineer), between Grove and Erie streets, Jersey City, at 9:10 A.M., for the purpose of stealing a ride, fell off and had left arm run over and cut off.

August 23d.—John Van Daimer, watchman, aged 55; one train was going east and another train going west, over Jersey avenue crossing, at about 10:45 P.M., when the watchman saw some people on the crossing; he ran towards them to warn them and was struck by one of the trains and knocked down; he received bad bruises about the body.

August 30th.—James Donovan, flagman, aged 54, while standing on westward track on Erie street crossing, Jersey City, at 10:15 P.M., was struck and instantly killed by N. Y. and G. L. train 31 (C. Boxall, conductor; engine 169, M. W. Bates, engineer); the engineer did not see Donovan in time to prevent the accident.

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September 3d.—John Kelly, gateman, aged 35, got on an extra train (engine 408, M. Sullivan, conductor; R. Higson, engineer), at Jersey avenue, Jersey City, at 12:15 P.M; he fell off the train and had his head badly cut and left foot badly crushed.

September 5th.—Henry Schnapps, aged 15, while lying asleep on the track near Hackensack Bridge, at 2.14 P.M., was struck by train 31 (C. Baxter, conductor; engine 169, J. Springsteen, engineer), and received severe bruises on the head and back.

September 12th.—Garrett E. DeGraw, brakeman, aged 24, while making a coupling in train 27 (engine 307, D. King, conductor; M. Bates, engineer), at 3:25 P.M., in Jersey City yard, had his right hand caught and badly bruised.

September 14th.—Thos. Galvin, switchman, aged 40, while making a coupling in a switching train (engine 402, E. Ronge, engineer), in Jersey City yard, at 3:15 A.M., had his left arm caught and so badly bruised that it had to be amputated; he died from his injuries the same day.

September 14th.—James Dowd, brakeman, aged 21, was run over and killed by some unknown train at Bergen; his body was found at 11 P.M.; no one witnessed the accident.

September 14th.—David Cassidy, brakeman, aged 40, fell from extra train (M. Connolly, conductor; engine 553, R. S. Kinner, engineer), at 7:55 P.M., at Hackensack Bridge, and was run over and instantly killed.

September 21st.—Patrick Cavanaugh, watchman, aged 45, while watching in Bergen tunnel, at 10:26 A.M., was struck by train 218 (H. Craft, conductor; engine 84, W. S. Reqna, engineer), and had his right arm broken and right side bruised.

September 23d.—Richard Driscoll, car builder, aged 49, in attempting to cross in front of a car that was being switched by engine 412 (Geo. Moore, engineer), at 5:30 P.M., at Bergen, was knocked down and run over and received injuries from which he died the next day.

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September 24th.—N. G. Demarest, aged 54, attempted to drive across the tracks at Park avenue crossing, Rutherford, at 5:25 P.M., ahead of train 21 (A. W. Bernrose, conductor; engine 83, S. A. Ronk, engineer); the wagon was demolished and Demarest was instantly killed; the crossing flagman tried to stop him, but did not succeed.

October 14th.—Timothy Hart, switchman, aged 48, stepped in between two cars in a switching train (engine 408, Louis Conklin, engineer,) on elevator dock, Jersey City, at 8:20 P.M., to pull a pin, and in some way fell down, was run over and instantly killed.

October 15th.—Patrick Flannigan, tinsmith, aged 46, was struck and instantly killed on Brunswick street crossing, Jersey City, at 7:14 P.M., by train 245 (A. Bell, conductor; engine 84, J. Parcells, engineer); no one witnessed the accident; the body was found after train 245 had passed.

October 16th.—Patrick J. Curley, machinist, aged 21, stepped off a freight train, at Henderson street crossing, Jersey City, at 2:10 P.M., over on eastward track, right in front of engine 432 (C. George, engineer); he was struck and instantly killed.

October 16th.—Dennis Daily, aged 51, while stealing a ride on extra train (H. Snyder, conductor; engine 413, C. Davis, engineer), at 10:25 A.M., in Jersey City yard, had his left foot caught between bumpers and badly bruised.

October 18th.—Unknown man, aged about 40, while walking through the tunnel at Bergen, was struck and killed by some unknown train; his body was found by the watchman at 4:40 P.M.

October 19th.—R. Y. Weir, aged 35; J. J. Welsh, aged 35. As train 6 (T. Dolson, conductor; engine 316, Wm. Lewis, engineer,) was passing Clifton station, at 3:03 P.M., a mail bag was thrown from the train, striking the two men, who were sitting on the platform, cutting and bruising both of them about the head.

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October 21st.—Joseph Fitzsimmons, yard conductor, aged 32, while making a coupling in a freight train (engine 412, George Moore, engineer), at 3:55 P.M., at Bergen, had his right hand caught and badly crushed.

October 23d.—William Sager, brakeman, aged 40, while making a coupling in extra train (A. Schneider, conductor; engine 548, J. Kaig, engineer), at 2:30 A.M., at Bergen, had right arm caught between draw-heads and badly bruised; no bones broken.

October 24th.—John Jordan, switchman, aged 25, in making a coupling in freight train extra (Wm. German, conductor; A. Dolan, engineer), at 7 P.M., in Jersey City yard, had left hand caught between draw-heads and badly bruised; no bones broken.

November 4th.—Wm. Cuniac, aged 35, was found lying alongside of track, at Bergen, at 5:50 P.M., badly bruised about the body, having been struck by some train unknown; he died from his injuries, at St. Francis' Hospital, November 6th.

November 4th.—Wm. H. Wheelan, switchman, aged 42, while making a coupling in a switching train (engine 407, C. H. Hammond, engineer), at 8:20 P.M., in Jersey City yard, had his left hand caught between draw-heads and badly bruised.

November 12th.—Patrick O'Brien, brakeman, aged 25, while in an intoxicated condition, fell from train 95 (Chas. Pfitzner, conductor; engine 199, at 6:50 A.M., at Midland bridge, and had both legs run over and crushed; he died from his injuries the same day.

November 15th.—Thos. McGovern, switchman, aged 23, while making a coupling in extra train (Wm. Raymond, conductor; engine 405, T. Mandeville, engineer), at 9 P.M., in Jersey City yard, had left hand caught between bumpers and badly crushed.

November 16th.—John N. Peck, brakeman, aged 45, while making a coupling in extra train (John Reiner, conductor; engine 617, J. Drummond, engineer), at 2:45 P.M., in Jersey City yard, had thumb of right hand taken off between bumpers.

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November 18th.—E. W. Davis, brakeman, aged 22, while making a coupling between cars in extra train (J. Feeney, conductor; engine 709, J. County, engineer), at 6:05 A.M., in Bergen yard, had thumb and first finger of right hand caught and crushed.

November 23d.—Michael Comaford, aged 39, while walking on track, at 6:20 P.M., at Secaucus, was struck by N. J. and N. Y. train 15 (E. Bisly, conductor; engine 9, A. Oakley, engineer); the whistle was sounded and the bell rung.

December 4th.—Larry Griffin, switchman, aged 38, while making a coupling in a switching train (engine 407, B. Bogert, engineer), at 6:15 A.M., in Jersey City yard, was caught and badly squeezed about the shoulders.

December 6th.—Michael Keegan, brakeman, aged 26, while making a coupling in extra train (D. Davis, conductor; engine 550, S. Evans, engineer), at 9 A.M., at Passaic, had left hand caught and badly bruised.

December 7th.—John Petrusco, aged 43, while standing on eastward track at Passaic, at 4:13 P.M., watching a west-bound train that was passing, was struck by train 66 (B. D. Carpenter, conductor; T. C. Hagen, engineer); he had his head and hips somewhat bruised.

December 10th.—Samuel Huff, aged 35, drove a coal cart from Dock 2 house directly in front of engine 407 (B. Bogert, engineer), at 10 A.M.; the engine struck the cart, throwing Huff out; he had his right leg broken above the knee; the engineer was unable to see Huff coming, on account of Dock 2 house hiding him.

December 19th.—Frank Mabie, laborer, aged 22, on construction train (L. Farrell, conductor; engine 405, F. Mandeville, engineer), attempted to cross between two cars that were going to be coupled up, in Jersey City yard, at 7:30 A.M., was caught between the bumpers and received injuries from which he died December 23d.

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December 19th.—D. W. Shaw, flagman, aged 26, while making a coupling in extra train (C. Westbrook, conductor; engine 523, C. County, engineer), at 6:10 P.M., at Pen Horn, had right hand caught and crushed.

December 19th.—Geo. A. Balmos, brakeman, aged 20, while replacing a draw-head in extra train (G. Barrett, conductor; engine 559, G. Truex, engineer), at 1:30 A.M., in Bergen yard, was caught and badly squeezed about the waist.

December 20th.—J. E. Sullivan, conductor, aged 39, stepped out from signal-tower at Secaucus, at 6:50 P.M., directly in front of train 77 (C. Crane, conductor; engine 186, M. Shafer, engineer); he was struck and had left leg broken and received a deep cut in back of head.

December 25th.—Michael Slavin, aged 35, fell from platform of car in train 69 (J. S. Harden, conductor; engine 112, S. A. Ronk, engineer), at east end of tunnel at Bergen, at 9:50 A.M.; he had his head badly cut, no bones broken.

December 25th.—Michael J. Deegan, brakeman, aged 35, while pulling a pin in extra train (Wm. Nolan, conductor; engine 413, John Kary, engineer), at 10:40 A.M., in Bergen yard, was thrown down in some way, and cars passing over him, was instantly killed.

December 30th.—Thos. Nolan, brakeman, aged 27, while making a coupling in extra train (E. Wilcox, conductor; engine 700, M. Flynn, engineer), he fell down and had right leg run over and badly crushed; accident occurred in Bergen yard, at 12:35 P.M.; Nolan died from his injuries January 9th, 1890.

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# PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $250,000 00 |
| Bonded debt | 500,000 00 |
| Floating debt—None. | |
| Cost of road | 545,433 29 |

The road extends from Paterson to Newark, a distance of eleven miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York City and County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me, this sixth day of February, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $78,792 23 |
| Income from freight | 66,316 86 |
| Income from other sources | 3,634 60 |
| Total | $148,743 69 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 95,210 72 |
| Dividends paid during the year 1889, and how paid—None. | |
| Net earnings | $53,532 97 |
| Rent of road | 35,000 00 |
| Profit for the year | 18,532 97 |

ACCIDENTS.

State of New York, New York City and County, ss.—Augustus R. Macdonough, being duly sworn, on his oath says that he is Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson, Newark and New York Railroad Company, and that the foregoing statement of receipts and expenses, and also the accompanying statement of accidents occurring during the year 1889 on that road, are true according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me, this sixth day of February, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

January 10th.—James Walsh, brakeman, aged 20, while making a coupling at Newark, at 11:10 A.M., in train 137 (T. Lemon, conductor; engine 223, John Steel, engineer), had first three fingers of right hand caught and badly bruised.

January 18th.—Stephen Meyers, switchman, aged 35, in stepping from one car to another in a switch train (T. Jordan, conductor; engine 400, C. McGalway, engineer), at Newark, at 7:45 A.M., slipped and fell to the ground, and received internal injuries from which he died January 25th.

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May 19th.—Solomon Block, aged 45, a passenger on train 128 (Theo. Bamper, conductor; engine 137, C. Caskey, engineer), said he had lost his ticket; he was told he had to pay his fare or leave the train at the next station; he refused to pay, and left the train at Franklin at 11 P.M., and started to walk down the track and fell through bridge just east of the station, and sustained internal injuries, and also had his head cut.

July 6th.—Robert Williams, aged 70, while walking on track near Getley avenue, South Paterson, at 2:20 P.M., was struck and instantly killed by train 116 (E. Bates, engineer, engine 109; R. Black, conductor); the whistle was sounded and bell rung, but the man paid no attention.

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## PATERSON AND RAMAPO RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature, and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1889:

The road extends from Paterson, New Jersey, to the State line between Bergen county and the State of New York, a distance of fifteen and five-hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $26,500.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, City and County of New York, *ss.*— Augustus R. Macdonough, the Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations and of the earnings and expenditures of the Paterson and Ramapo Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring on the Paterson and Ramapo road during the year ending the 31st day of December, 1889, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

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Sworn and subscribed before me, this fifth day of February, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

ACCIDENTS.

January 29th.—John Bucklee, brakeman, aged 31, while running to catch his train, extra (J. Terwelliger, conductor; engine 537, N. Bryant, engineer), at 3:15 A.M., at Ridgewood Junction, caught his foot in the switch wires, and fell, badly bruising his face.

February 10th.—James Creighton, brakeman, aged 22, on train extra east (W. Luckey, conductor; engine 296, M. Shafer, engineer), as the train was running between Ramseys and Allendale, at 6:30 A.M., fell on top of a box car and had his left hip quite badly bruised.

March 14th.—Fred. Whitman, aged 60, was injured in some manner unknown, on Fuller's track, Paterson, at 11:45 A.M., by cars that were being handled by engine 118 (John Hopper, engineer); he had his head badly cut, but could not say how he received his injuries.

March 30th.—Benjamin Henshall, a passenger, aged 26, on train 21 (J. McNelus, conductor; engine 83, S. Ronk, engineer), in jumping from the train at Cedar street, Paterson, at 5:39 P.M., struck his head against the crossing gate, cutting his head and straining his back.

April 13th.—Peter Smith, aged 31, while walking on track just west of Undercliffe, at 5:30 P.M., was struck and instantly killed by train 15 (W. L. Davenport, conductor; engine 36, John Daly, engineer); the whistle was sounded repeatedly and the bell rung, but the man paid no attention.

July 1st.—Geo. A. Marron, newsboy, aged 25, in attempting to get on train 19 (E. Halsey, conductor; engine 36, J. B. Hay,

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engineer), near Hohokus, at 6:35 A.M., slipped and fell, bruising his head and fracturing his right leg.

August 8th.—William Radshe, aged 45, in some unknown manner was run over by coach in train 76 (H. Green, conductor; engine 162, Thos. Dagien, engineer), at 10 P.M., at Paterson; his body was found under rear truck of first coach; no one witnessed the accident.

November 11th.—Angelo Carbane, trackman, aged 27, was struck and instantly killed by train 16, engine 313, at 8:30 A.M., at Allendale; he was working on the track with a gang of other trackmen and did not get off the track in time.

November 22d.—Chris. Clark, aged 22, fireman, while throwing a lump of coal on the fire, in engine 629 (J. Wilson, engineer), at 1 P.M., at Ridgewood, had left forefinger caught between the lump of coal and the fire-box, cutting it off at first joint.

December 21st.—Martin Stainstra, aged 30, was struck by train 18 (W. A. Halsey, conductor; engine 30, J. Clifford, engineer), at Lafayette street, Paterson, at 9:15 P.M., and instantly killed; none of the trainmen knew of the accident.

December 26th.—John Cisco, aged 11, while train 9 was standing at Ridgewood station, at 8:50 A.M., Cisco ran around rear coach and on to westward track, directly in front of train 36 (J. Van Duzer, conductor; engine 300, C. Romaine, engineer); he was struck and instantly killed.

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# PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pennsylvania, Poughkeepsie and Boston Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,750,000 00 |
| Bonded debt | 1,500,000 00 |
| Floating debt | 401,269 68 |
| Cost of road and equipments | 3,651,269 68 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Slatington, Pa., to Campbell Hall, N. Y., a distance of ninety-four and eighty-two hundredths miles, of which this company owns a total of forty-six and seventeen hundredths miles, and but twenty-two and thirty-nine hundredths miles in New Jersey.

RECEIPTS AND EXPENSES FOR 1889 (TWO MONTHS).

| | |
|---|---|
| Income from passengers | $1,674 90 |
| Income from freight | 5,291 41 |
| Total | $6,966 31 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 33,323 56 |

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REMARKS.

The road began operations about November 1st, 1889, and had not got fairly under way by the first of the year.

State of Pennsylvania, Philadelphia County, *ss.*—E. J. Fallon, being duly sworn, on his oath says that he is Auditor of the Pennsylvania, Poughkeepsie and Boston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

E. J. FALLON.

ACCIDENTS.

None.

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# THE PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $194,020 00 |
| Bonded debt | 100,000 00 |
| Floating debt—None. | |
| Cost of road and equipments | 294,032 71 |
| Dividends paid during the year 1889, and how paid | 48,505 00 |
| June 29th, 1889, twenty-five per cent. in cash. | |

The road extends from Rahway to Perth Amboy, a distance of six and forty-hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $62,069 44 |
| Income from freight | 59,952 63 |
| Income from other sources | 804 41 |
| Total | $122,826 48 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 54,363 15 |

State of New Jersey, Hudson County, *ss.*—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the

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Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed before me, this fifth day of February, A.D. 1890.

HENRY C. ROSS,
Notary Public, New Jersey.

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# PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $765,000 00 |
| Bonded debt | 750,000 00 |
| Cost of road and equipments | 1,515,000 00 |

The road extends from Pemberton Junction to head of Barnegat bay, and from Island Heights Junction to Island Heights, a distance of forty-seven and twenty-seven hundredths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. Hasell Wilson, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me, this third day of February, A.D. 1890.

HUGH B. ELY,
Master in Court of Chancery, State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $57,262 17 |
| Income from freight | 18,311 76 |
| Income from other sources | 4,735 97 |
| Total | $80,309 90 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 115,859 19 |

Dividends paid during the year 1889, and how paid—None.

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# PHILADELPHIA, MARLTON AND MEDFORD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $102,450 00 |
| Bonded debt | 76,000 00 |

The road extends from Haddonfield to Medford, a distance of eleven and two-tenths miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of total earnings in excess of expenses.

It is equipped and operated by the Camden and Atlantic Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*— G. B. Roberts, being duly sworn, on his oath says that he is President of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

G. B. ROBERTS,
President.

Sworn and subscribed before me, this fourth day of February, A.D. 1890.

HUGH B. ELY,
Master in Court of Chancery, State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $12,644 41 |
| Income from freight | 3,419 38 |
| Income from other sources | 6,169 71 |
| Total | $22,233 50 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 26,628 96 |

Dividends paid during the year 1889, and how paid—None.

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# THE RARITAN RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Raritan River Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $352,500 00 |
| Bonded debt | 235,000 00 |
| Floating debt—Nominal. | |
| Cost of road and equipments | 587,500 00 |

Dividends paid during the year 1889, and how paid—No dividends paid.

The road extends from South Amboy to New Brunswick, a distance of thirteen miles.

REMARKS.

The road is under construction between South Amboy and Bound Brook. Track was laid January 1st, 1890, between South Amboy and New Brunswick, about thirteen miles; under construction, New Brunswick to Bound Brook, seven miles. What little business has been done to that date has been done by the contractor with construction equipments. Under his contract the contractor is allowed to use the track for such business as it is important to do at once, at his expense, and to receive any compensation he may be able to obtain for same.

State of New Jersey, Hudson County, *ss.*—Edward H. Ripley, being duly sworn, on his oath says that he is President of the

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Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

EDWARD H. RIPLEY.

Sworn and subscribed before me, this twenty-fifth day of March, A.D. 1890.

R. J. WORTENDYKE,
Master in Chancery of New Jersey.

ACCIDENTS.

September 12th.—Valentine Daly, one of the contractor's workmen, while riding on a construction train operated by the contractor, jumped from train while in motion, slipped and fell under the wheels and was killed. Engineer, Frederick Bissett; conductor, Michael Reilly.

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# ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Treasurer of the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in.. ..... | $4,600 00 |

The road extends from Rocky Hill to Monmouth Junction, a distance of six and seventy-hundredths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent., payable as dividends to stockholders, June 1st and December 1st of each year.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Somerset County, *ss.*—Stephen Voorhees, being duly sworn, on his oath says that he is Secretary and Treasurer of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

STEPHEN VOORHEES,
Secretary and Treasurer.

Sworn and subscribed before me, this thirty-first day of January, A.D. 1890.

H. W. FREEMAN,
Justice of the Peace.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $2,409 06 |
| Income from freight | 2,112 88 |
| Income from other sources (transportation of mails) | 289 42 |
| (Miscellaneous) | 1 27 |
| Total | $4,812 63 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 10,581 79 |
| Excess of expenses | $5,769 16 |
| Dividends paid during the year 1889, paid to Treasurer and by him to stockholders, June and December— | |
| Dividends paid | $1,122 00 |
| Organization | 100 00 |
| | $1,222 00 |

ACCIDENTS.

None.

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# ROSELLE AND SOUTH PLAINFIELD RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Roselle and South Plainfield Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $300,000 00 |
| Bonded debt—None. | |
| Floating debt | 225,453 43 |
| Cost of road and equipments | 525,453 43 |

Dividends paid during the year 1889, and how paid—None.

The road extends from South Plainfield, N. J., to Roselle, N. J., and branch, a distance of ten and six-hundredths miles.

REMARKS.

The receipts and expenses are included in those of the Easton and Amboy Railroad Company, no separate account of same being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Roselle and South Plainfield Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

D. G. BAIRD.

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Sworn and subscribed before me, this thirteenth day of March, A. D. 1890.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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# THE SUSSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Sussex Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,638,600 00 |
| Bonded debt | 236,500 00 |
| Floating debt—None. | |
| Cost of road and equipments | 1,911,779 34 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Waterloo to Branchville and Franklin, a distance of twenty-nine and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $28,076 72 |
| Income from freight | 102,749 07 |
| Income from other sources | 19,836 35 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | $85,671 52 |

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road,

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during the year 1889, are true and correct to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me, this sixth day of February, A.D. 1890.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey, in New York.

ACCIDENTS.

August 30th.—John Padgett, struck by train near Newton and killed.

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# TIDE WATER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tide Water Railway Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $10,000 00 |
| Bonded debt—None. | |
| Floating debt | 50 00 |

Dividends paid during the year 1889, and how paid—None.

RECEIPTS AND EXPENSES FOR 1889.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | $13 28 |

REMARKS.

The road is not completed and no part of it is operated. It is located to extend from a junction with the railroad of the National Docks Railway Company to a point on the easterly side of Washington street in Jersey City, near the Morris canal basin. The portion extending easterly from said point on Washington street was abandoned, and a branch line located connecting it with the Mill Creek and Hudson River Railway, August 16th,

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1886, as per notice then filed in the office of the Secretary of State.

State of Pennsylvania, Philadelphia County, *ss.*—F. Herbert Janvier, being duly sworn, on his oath says that he is Secretary of the Tide Water Railway Company, and that the foregoing statement and the annxed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

F. H. JANVIER.

Sworn and subscribed before me, this fourteenth day of March, A.D. 1890.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

ACCIDENTS.

None.

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## TOMS RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1889:

| | | |
|---|---|---|
| Capital stock paid in | | $240,000 00 |
| Cost of road and equipments— | | |
| At foreclosure sale | $15,000 00 | |
| Since added | 1,334 71 | |
| | | 16,334 71 |

The road extends from Manchester to Toms River, a distance of seven and fifty-seven hundredths miles.

It is operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me, this eleventh day of March, A.D. 1890, at the City of New York.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1889 are included in the operations of the New Jersey Southern Railway Company, and no separate report of same is made.

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## TOMS RIVER AND WARETOWN RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Waretown Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Purchased at foreclosure sale | $25,000 00 |
| Indebtedness assumed | 30,000 00 |
| Extension to Barnegat | 20,000 00 |
| Cost of road and equipments | 75,000 00 |

The road extends from Toms River to Barnegat, a distance of fourteen and seventy-one hundredths miles.

It is leased to the New Jersey Southern Railway Company at an annual rental of a percentage on the gross receipts.

It is operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John Aumack, being duly sworn, on his oath says that he is of the owners of the Toms River and Waretown Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

JOHN AUMACK.

Sworn and subscribed before me, this seventeenth day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $9,414 29 |
| Income from freight | 1,872 78 |
| Income from other sources | 759 31 |
| Total | $12,046 38 |

Above receipts are also included in amount reported as receipts of New Jersey Southern Railway Company.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

ACCIDENTS.

Included in New Jersey Southern Railway Company's report.

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# THE TUCKERTON RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Tuckerton Railroad Company of New Jersey presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $549,794 77 |
| Bonded debt | 99,882 50 |
| Floating debt | 10,000 00 |
| Cost of road and equipments | 659,677 27 |

Dividends paid during the year 1889, and how paid—None.

The road extends from Whiting to Tuckerton, a distance of twenty-nine miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $21,727 59 |
| Income from freight | 18,759 97 |
| Income from other sources | 5,967 87 |
| Total | $46,455 43 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 43,884 92 |

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Ashhurst, being duly sworn, on his oath says that he is President of

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The Tuckerton Railroad Company of New Jersey, and that the foregoing statement is correct and true to the best of his knowledge and belief.

SAMUEL ASHHURST,
President.

Sworn and subscribed before me, this thirteenth day of February, A.D. 1890.

WM. WAGNER, JR.,
Notary Public.

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# UNION TRANSPORTATION COMPANY, LESSEES OF PEMBERTON AND HIGHTSTOWN RAILROAD.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Union Transportation Company presents the following report for the year ending December 31st, 1889.

**Dividends paid during the year 1889, and how paid—None.**

The road extends from Pemberton to Hightstown, a distance of twenty-four and three hundred and eighty thousandths miles.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $30,600 66 |
| Income from freight | 29,970 76 |
| Income from other sources | 3,394 43 |
| Total | $63,965 85 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 63,466 77 |

REMARKS.

Wm. J. Sewell, President of Pemberton and Hightstown Railroad Company, will report in regard to capital stock, &c.

State of New Jersey, Ocean County, *ss.*—F. S. Gaskill, being duly sworn, on his oath says that he is President of the Union Transportation Company, and that the foregoing statement and

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the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me, this fourth day of February, A.D. 1890.

JOHN S. MALLARY,
Notary Public.

ACCIDENTS.

No accidents worth mentioning.

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# THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $21,240,400 00 |
| Bonded debt | 20,000,000 00 |
| Cost of road and equipments | 41,052,460 42 |

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches, a distance of four hundred and thirty-nine and twenty-two hundredths miles; and the Canal, from Bordentown to New Brunswick, forty-four, and the feeder twenty-two—in all, a distance of sixty-six miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum on its capital stock, and the interest on its bonds.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. L. DENNIS.

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Sworn and subscribed before me, this fifth day of February, A.D. 1890.

HENRY C. ROSS,
Notary Public, New Jersey.

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $7,369,755 67 |
| Income from freight | 9,358,484 70 |
| Income from other sources | 1,388,959 82 |
| Total | $18,117,200 19 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | 13,735,446 31 |
| | $4,381,753 88 |

Dividends paid during the year 1889, and how paid—
Ten per centum per annum on capital stock paid quarterly by Pennsylvania Railroad Company, lessee.

ACCIDENTS—AMBOY DIVISION.

*Persons killed, struck by passing trains while walking or standing on track.*

March 11th.—Charles D. Anderson, walking on track at Wilson's. J. M. Gordon, conductor; A. J. Downs, engineer.

March 14th.—Anthony A. Jaansen, walking on track at Jamesburg. C. W. Sutton, conductor; I. F. Worts, engineer.

June 1st.—Patrick Slater, walking on track at Fish House. H. Shinn, conductor; B. F. Thompson, engineer.

June 4th.—Unknown man, walking on track near Fish House. E. A. Gross, conductor; J. Conrad, engineer.

June 13th.—Unknown man, walking on track west of Bordentown. C. W. Sutton, conductor; I. F. Worts, engineer.

June 18th.—William Burns, walking on track west of Fish House. Train unknown.

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June 16th.—Silas Fetters, walking on track at Beideman. E. Stout, conductor; George Kerr, engineer.

September 22d.—Miles McDonough, walking on track at Spotswood. C. E. Pettit, conductor; Wm. Fort, engineer.

October 24th.—Harry Clarke, playing on track at Beverly. J. L. Day, conductor; A. J. Downs, engineer.

*Persons injured while walking or standing on track.*

January 3d.—Sarah Allen, arm broken at Bordentown. J. Vandegrift, conductor; E. Perry, engineer.

May 11th.—William J. Kee, head hurt at Mt. Holly Junction. T. Mason, conductor; C. Thomas, engineer.

*Persons killed or injured getting on or off moving trains.*

January 3d.—Mrs. Jacob Beideman, leg hurt, getting off at Pavonia. J. W. Bodine, conductor; A. J. Reynolds, engineer.

January 8th.—Mrs. H. W. Moore, back hurt, getting off at Palmyra. E. Stout, conductor; Geo. Kerr, engineer.

January 12th.—Geo. Hollinshead, knee hurt, getting off at Merchantville. J. P. Ancker, conductor; J. Lewis, engineer.

March 16th.—J. Kelly, hip hurt, stealing ride at Lamberton. J. M. Gordon, conductor; A. J. Downs, engineer.

April 6th.—E. F. Simpson, side hurt, getting off at Palmyra. S. L. Durand, conductor; J. White, engineer.

March 15th.—James Brooks, foot hurt, playing on train at Camden. C. S. Toy, conductor; W. Gulick, engineer.

May 28th.—J. Hostetter, head hurt, jumping off at Pavonia. E. A. Gross, conductor; W. Cowles, engineer.

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June 1st.—John Flynn, head hurt, getting off at Riverton. S. L. Durand, conductor; J. White, engineer.

June 4th.—Anna H. Curtis, arm hurt, getting off at Camden. E. W. Aucker, conductor; W. W. Watts, engineer.

June 8th.—Martha Heritage, knee hurt, getting off at Camden. C. M. Hand, conductor; E. Reed, engineer.

July 12th.—Daniel Brinecombe, head hurt, jumping off at Pavonia. E. Deacon, conductor; T. D. Bunting, engineer.

August 16th.—F. Keeler, getting on at Bordentown, leg hurt. H. Robbins, conductor; W. Cowles, engineer.

August 30th.—Harvey Quinton, foot hurt, catching on at Hightstown. J. A. Shinn, conductor; A. Hounslow, engineer.

August 30th.—Addie Pierce, ankle hurt, jumping off at Birmingham. C. W. Sutton, conductor; E. P. Fennimore, engineer.

September 26th.—J. C. Malloy, head hurt, jumping off at Dudleys. W. A. Norcross, conductor; J. H. Alcott, engineer.

September 8th.—Harry Winters, hip hurt, getting on at Palmyra. E. S. Sapp, conductor; A. Thompson, engineer.

October 1st.—William Carson, head hurt, getting off at Riverton. L. Eler, conductor; J. White, engineer.

November 1st.— ——Kelly, arm hurt, jumping off at Edgewater Park. E. A. Gross, conductor; J. Colton, engineer.

December 20th.—William Good, foot hurt, stealing ride at Bordentown. D. Elms, conductor; W. Gulick, engineer.

December 23d.—Mary Thorn, face hurt, jumping off at Beverly. H. Shinn, conductor; T. D. Bunting, engineer.

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December 26th.—F. Rogalski, killed, catching on coal train at Helmetta. Skillman, conductor; Miller, engineer.

*Persons killed or injured by moving trains while crossing tracks.*

March 8th.—Jonathan Culvert, thigh hurt at South Amboy. Engineer, E. Gulick.

July 4th.—G. A. Jackson, collar bone and side, at Edgewater Park. R. E. Lewis, conductor; J. Colton, engineer.

August 26th.—William Webster, fatally injured at Mt. Holly Junction. E. Stout, conductor; G. Kerr, engineer.

September 9th.—J. H. Stroud, head and side, at Wilsons. B. L. Wolcott, conductor; E. S. Gulick, engineer.

October 24th.—C. E. Thater, fatally injured at Twelfth street, Camden. E. Deacon, conductor; A. D. Reynolds, engineer.

*Persons injured in other ways than as above stated.*

February 4th.—James Bell, slight, horse frightened at Second street, Camden.

May 4th.—Charles Walnut, leg broken, baggage truck, at Riverton.

July 8th.—Harry Sooy, hand hurt by car door at Hainesport. R. E. Lewis, conductor; T. J. Bunting, engineer.

August 12th.—H. B. Smith, C. H. Cranmer, R. S. Ridgeway, Lida Balm, Bertie Balm, J. A. Balm, W. Madeira, Charles Ward, Walter Inman, M. N. Robinson, A. C. Nordham, Mrs. Roberts, Frank Cowle, A. L. Markert, S. C. Moss, injured in collision at East Moorestown. E. Gross, John Clarke, conductors; E. Read, J. D. Huston, engineers.

September 16th.—Elizabeth Nace, ankle sprained at Camden.

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September 26th.—Clifford Ware, back hurt, playing on cars at Moorestown.

December 24th.—Alfred Budd, runaway team, killed at Pemberton. S. F. Slocum, conductor; J. Patterson, engineer.

December 29th.—Fred. Follows, finger hurt, car door, at Delair. E. S. Sapp, conductor; B. F. Jobes, engineer.

*Employés killed or injured coupling or handling cars.*

January 6th.—Albert Steinmetz, shoulders bruised at Hightstown. J. A. Shinn, conductor; A Hounslow, engineer.

January 12th.—W. W. Garrison, hand hurt at Jamesburg. F. H. Dey, conductor; T. Joiner, engineer.

January 19th.—R. I. Lee, arm broken at Cranbury Station. I. Peak, conductor; H. Fine, engineer.

January 21st.—John Frey, arm hurt at South Amboy. J. West, engineer.

January 23d.—George Moore, finger crushed at Jamesburg. J. A. Shinn, conductor; A. Hounslow, engineer.

February 1st.—James Malley, shoulder hurt at South Amboy. J. Weineman, conductor; S. H. Campbell, engineer.

February 14th.—Aaron Allen, arm hurt at Camden. D. Rahr, conductor; W. Rule, engineer.

February 15th.—John Jobes, head hurt at Dayton. P. Johnson, conductor; C. Emmons, engineer.

February 26th.—John Cahill, arm hurt at Camden. A. Deckenback, conductor; J. Parsons, engineer.

February 26th.—John Conners, shoulders hurt at Pavonia. J. Nickolson, conductor; H. Wilson, engineer.

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March 11th.—Charles Woleman, fingers bruised at Camden. J. Nickolson, conductor; H. Wilson, engineer.

March 26th.—H. Vandegrift, fingers hurt at Moorestown. E. A. Jemison, conductor; J. West, engineer.

March 27th.—Frederick Smith, arm hurt at Palmyra. A. Applegate, conductor; A. Thompson, engineer.

April 6th.—N. Blakely, leg hurt at South Amboy.

April 6th.—John Vet, foot hurt at South Amboy.

April 19th.—G. B. Laconey, hip hurt at Camden shops.

April 22d.—C. F. Hunt, right hand crushed at Hightstown. A. F. Perret, conductor; W. E. Cole, engineer.

May 4th.—Joseph Newell, hand hurt at Hightstown. E. Ryan, conductor; B. F. Lucas, engineer.

May 16th.—John Connors, foot hurt at Pavonia. J. Nickolson, conductor; H. Wilson, engineer.

May 25th.—Edward Shaw, hand hurt at Yardville. I. Peak, conductor; H. Fine, engineer.

May 25th.—Fred. Helmuth, hand hurt at Camden. W. Pattison, conductor; J. Ireton, engineer.

May 30th.—Austin White, leg hurt at Dayton. H. Graham, conductor; —— Parke, engineer.

May 31st.—Louis Wiler, ankle broken at South Amboy. L. Wiler, conductor; W. Everitt, engineer.

June 15th.—W. H. Budd, finger crushed at Newtown. F. H. Dey, conductor; T. Joiner, engineer.

June 18th.—John Mahon, hand hurt at Camden. H. Hartman, conductor; W. Reiley, engineer.

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July 29th.—Peter Mount, foot hurt at Bordentown. J. Steen, conductor; G. Scott, engineer.

August 12th.—W. H. Budd, arm hurt at Riverton. W. H. Ludlow, conductor; W. Perry, engineer.

October 17th.—I. Gleason, finger crushed at Camden. J. Matlack, conductor; W. Reiley, engineer.

October 24th.—A. Van Brunt, hand hurt at Bordentown. A. Van Brunt, conductor; G. Scott, engineer.

October 31st.—James McCloskey, wrist broken at Riverton. E. Ryan, conductor; B. F. Lucas, engineer.

November 15th.—William Freeman, hand hurt at South Amboy. C. Mathis, conductor; J. Wood, engineer.

November 19th.—Frank Yocum, hand hurt at Camden. J. Hensell, conductor; J. Campbell, engineer.

November 22d.—William Stratton, hand hurt at South Amboy. J. Manhattan, conductor; D. Vandusen, engineer.

November 26th.—A. J. Dunfrey, finger hurt at Lewistown. E. Maxwell, conductor; J. West, engineer.

November 30th.—Theodore Hansell, body bruised at South Amboy. J. Navin, conductor; J. West, engineer.

December 14th.—F. S. Jones, foot hurt at Bordentown. A. Applegate, conductor; A. Thompson, engineer.

December 16th.—Michael Hobart, foot hurt at South Amboy.

December 27th.—John Reston, hand hurt at Jamesburg. J. A. Shinn, conductor; A. Honslow, engineer.

December 29th.—Frank Rollins, killed at Old Bridge. F. Rollins, conductor; W. Ranck, engineer.

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*Employés killed or injured in other ways.*

January 9th.—Edward Simpson, killed in coal elevator at Camden.

January 10th.—C. Worthington, hand cut at Camden shops.

January 12th.—A. A. Vannote, head cut at Camden shops.

January 14th.—E. E. Bouse, scalded by engine at Allaire. C. E. Bogia, conductor; W. Applegate, engineer.

January 15th.—T. Maloney, head hurt by crank at South Amboy.

January 15th.—E. Branford, hand crushed at Camden shops.

January 21st.—Fred. Vise, hand crushed by brake near Tennent.

February 6th.—B. A. Fox, hand hurt at Camden shops.

February 6th.—J. F. Estlow, wrist sprained by fall at Mt. Holly.

February 10th.—E. Shellenberger, hand cut at Camden shops.

February 22d.—J. C. Frames, back hurt, jumping in collision. E. G. Morris, conductor; W. Laird, engineer.

March 4th.—W. F. Lancy, arm bruised by fall at Camden.

March 9th.—William Twigg, foot bruised by timber at South Amboy.

March 30th.—Isaac Bird, hip hurt, falling from car at Dayton.

April 1st.—H. Fine, hip hurt in collision at Deacons. I. Peak, conductor; H. Fine, engineer.

April 6th.—N. Delaney, leg hurt on pier at South Amboy.

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April 16th.—George Scott, ankle sprained by fall at Camden yard.

May 1st.—John Brothers, toe crushed by engine at Camden.

May 11th.—C. W. Sutphin, bruised by engine at Hightstown. C. W. Sutton, conductor; J. Lewis, engineer.

June 6th.—J. B. Dunham, foot hurt by timber at Camden.

June 15th.—E. Williams, hand crushed at Camden shops.

June 22d.—Wm. B. Harvey, arm hurt by fall from car at Pavonia.

August 6th.—C. F. Garrison, foot bruised, handling freight at Spotswood.

August 12th.—J. D. Huston, T. J. Marshall, Howard Miley and Edgar Mason bruised in collision.

August 17th.—Henry Matthis, killed, striking station at Yellowbrook. J. E. Hampton; J. Davison, engineer.

August 21st.—David Jobes, head hurt by fall at Jamesburg.

August 29th.—C. I. Agan, legs hurt by fall on float at South Amboy.

September 11th.—Joseph Bates, killed on tracks at Camden yard. H. Wilson, engineer.

October 23d.—Warren Hastings, legs crushed by engine at Camden. Walter Jenkins, engineer.

November 7th.—John McCarty, side hurt at Camden shops.

November 11th.—Samuel Phillips, hand hurt by timber at Riverton.

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November 14th.—John King, head hurt by plank at South Amboy.

November 14th.—Thomas Kevill, head hurt in collision at Old Bridge. F. C. Wagner, conductor; E. Lewis, engineer.

November 30th.—W. A. Bloom, leg hurt by timber at Bordentown.

December 3d.—John Murray, foot cut at Bordentown.

December 4th.—John Munter, bruised by fall on boat at Camden.

December 23d.—P. C. Applegate, foot hurt by rope on float at Camden.

December 31st.—Richard Keating, hand bruised by lumber at South Amboy.

*Persons killed or injured, found along tracks, supposed to have been struck by trains. Trains unknown.*

May 10th.—Harry Frank, found dead near fish house.

October 8th.—Alexander Carter, found dead at Bordentown.

November 24th.—Robert Quigley, found dead near Lamberton.

All the conductors and enginemen referred to in the above report were retained in the service except E. Read, engineman, in collision at East Moorestown on August 12th.

NEW YORK DIVISION.

*Persons struck by passing trains and killed while walking or standing on the tracks.*

May 4th.—Thomas Deoss (boy), at Newark. Jesse Smith, engineman; H. Riddle, conductor.

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June 3d.—William Neil (boy), at Jersey City. T. H. Cadell, engineman; C. S. Hogan, conductor.

June 5th.—Hugh Durning, at Harrison. W. H. Gordon, engineman; O. A. Swenson, conductor.

June 15th.—M. Grosstein, at New Brunswick. F. Blakesley, engineman; J. K. Bready, conductor.

June 25th.—Charles Murray, at Spa Springs. D. Buckley, engineman; D. Wildin, conductor.

July 1st.—Unknown man, at Trenton. H. B. Eldridge, engineman; J. H. Mount, conductor.

July 4th.—Emil Burrellon, at Newark; Geo. E. Roe, engineman; William Ruoff, conductor.

July 11th.—James Crosby, at Meadows. J. H. Emmons, engineman; H. F. Lander, conductor.

July 12th.—Unknown man, at Waverly. E. Page, engineman; G. K. Deans, conductor.

July 20th.—Albert Havens, at South Elizabeth. E. Wright, engineman; J. F. P. Williams, conductor.

August 6th.—Zuzana Barilka, at Trenton. T. C. Smith, engineman; W. J. Costigan, conductor.

August 30th.—Julius Schlegel, at Jersey City. John Fagans, engineman; H. J. Jackson, conductor.

September 2d.—Unknown man, at Waverly. I. A. Van Pelt, engineman; Thomas Gallagher, conductor.

December 27th.—Peter Bierman, at South Elizabeth. J. Pendergrast, engineman; D. Henshaw, conductor.

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*Persons struck by passing trains and injured while walking on the track.*

February 19th.—Owen Reilly, severe scalp wound at Jersey City. A. Purt, engineman; W. H. Smith, conductor.

May 7th.—Peter Mulligan (boy), right hand crushed at Harsimus Cove, Jersey City. F. Overbaugh, engineman; James Clarken, conductor.

May 16th.—Patrick Cullity, several ribs on left side fractured at Jersey City. J. Huber, engineman; J. E. Field, conductor.

June 1st.—Samuel W. Hadden, left arm fractured at Linden. W. Laird, engineman; E. G. Morris, conductor.

August 10th.—Unknown man, both legs crushed at Harrison. B. L. Hurst, engineman; William Ruoff, conductor.

August 15th.—Mary Mieli, left shoulder bruised at Jersey City. C. Leslie, engineman; H. M. Drake, conductor.

August 24th.—John Malloy, severely injured about the head and face at Perth Amboy. W. G. Weaver, engineman; T. A. Brooks, conductor.

September 22d.—Edmund Condon, slight contusion of face at Marion. G. W. Bishop, engineman; C. H. Williams, conductor.

December 24th.—Thomas Neilson, slight contusions about the head at Perth Amboy. C. Naimby, engineman; L. P. Booz, conductor.

*Persons killed or injured in attempting to get off or on moving trains.*

January 7th.—S. P. Abbot, slightly injured at Linden. C. Naimby, engineman; T. J. Thomas, conductor.

January 9th.—Joseph Schmelz, slightly injured at Newark. S. Pine, engineman; Frank Bush, conductor.

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January 16th.—August Carhart, severely injured at Newark. C. N. Devinney, engineman; W. J. Maxwell, conductor.

February 21st.—Edward Meiss, slightly injured at Elizabeth. P. Moffett, engineman; J. W. Bostwick, conductor.

March 7th.—Matthew Victor, slightly injured at Newark. C. Naimby, engineman; T. J. Thomas, conductor.

March 9th.—Charles Conaway, slightly injured at Elizabeth. W. H. Gordon, Jr., engineman; R. W. Atkinson, conductor.

March 17th.—C. C. Corby, slightly injured at Monmouth Junction. W. F. Conk, engineman; A. C. Van Nostrand, conductor.

March 30th.—Unknown man, slightly injured at Newark. J. Pendergast, engineman; H. Riddle, conductor.

April 1st.—Walter H. Kutz, killed at Jersey City. Jacob Heck, engineman; W. Bradshaw, conductor.

April 26th.—M. Sala, slightly injured at Newark. J. McClain, engineman; C. R. Evans, conductor.

April 29th.—Thomas S. Conroy, severely injured at Linden. G. H. Seward, engineman; Thomas O'Donnell, conductor.

April 29th.—Edward Gleason, slightly injured at Newark. S. Simpson, engineman; J. F. Burrage, conductor.

May 6th.—John McManus, severely injured at Newark. G. H. Quigley, engineman; J. T. Mason, conductor.

May 12th.—Anthony Bogen, slightly injured at Trenton. R. Harveson, engineman; B. Cahill, conductor.

May 23d.—John McMokoro, severely injured at Monmouth Junction. R. G. Provost, engineman; C. Wharton, conductor.

May 25th.—Herbert Tone, slightly injured at Jersey City. D. W. Kerr, engineman; W. W. Hawk, conductor.

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June 10th.—Unknown man, slightly injured at Jersey City. Thomas Smith, engineman; Joseph Brown, conductor.

June 24th.—Henry Love, Jr. (colored), fatally injured at New Brunswick. W. F. Conk, engineman; H. W. Feaster, conductor.

June 29th.—Charles S. Hearst, slightly injured at Newark. R. K. Stackhouse, engineman; J. W. Bostwick, conductor.

July 25th.—William Smith, slightly injured at Jersey City. J. P. Freeman, engineman; A. V. Bergen, conductor.

July 28th.—P. J. Foley, slightly injured at Jersey City. T. H. Gadell, engineman; William Gee, conductor.

August 1st.—E. B. Castner, killed at Newark. D. Green, engineman; E. Ashmore, conductor.

August 5th.—Mrs. Toomy, slightly injured at North Elizabeth. B. L. Hurst, engineman; William Ruoff, conductor.

August 15th.—William Wilson (colored), slightly injured at Newark. J. Reagan, engineman; G. W. Brown, conductor.

August 17th.—Richard Moore, fatally injured at Houtenville. J. Reagan, engineman; G. W. Brown, conductor.

August 20th.—Unknown man, slightly injured at Newark. William H. Peters, engineman; O. W. Hoff, conductor.

August 28th.—J. Thompson, severely injured at Newark. Thomas Lawler, engineman; H. G. Allen, conductor.

August 29th.—James Kennedy, fatally injured at Waverly. G. LaBar, engineman; J. W. Chandler, conductor.

September 20th.—James Fagan, slightly injured at Waverly. G. H. Seward, engineman; William Gee, conductor.

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October 8th.—Unknown man, slightly injured at Newark. J. C. Currie, engineman; R. C. Wells, conductor.

October 16th.—Unknown man, slightly injured at Elizabeth. E. W. Cubberly, engineman; H. S. Catlin, conductor.

October 19th.—Sebastian Boss, severely injured at Newark. E. F. Rowe, engineman; William Byrne, conductor.

October 27th.—Unknown man, slightly injured at New Brunswick. H. Higgins, engineman; J. E. Field, conductor.

November 16th.—Miss Lizzie Clander, slightly injured at Trenton. G. Vanarsdale, engineman; F. Farber conductor.

November 27th.—J. H. Huntington, slightly injured at Newark. W. H. Gordon, engineman; O. A. Swenson, conductor.

November 30th.—Clifford Van Winkle (boy), severely injured at New Brunswick. P. Conroy, engineman; I. Slack, conductor.

December 27th.—J. Blancke, slightly injured at Elizabeth. I. A. Van Pelt, engineman; H. F. Lander, conductor.

*Persons found killed or injured, lying alongside of track, supposed to have been struck by passing trains, or by attempting to jump on or off moving trains. Circumstances, what train and what conductors and enginemen, unknown.*

January 8th.—Unknown man found dead at Elizabeth.

January 23d.—John Kelly, slightly injured at Monmouth Junction.

March 1st.—Michael Shirka, fatally injured at Dean's.

March 7th.—Walter Washington (colored), severely injured at Metuchen.

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April 15th.—John E. Nelligan, found dead at Meadows.

April 16th.—Unknown man, found dead at Marion.

April 25th.—Unknown man, found dead at Rahway.

May 10th.—John Moran (boy), fatally injured at Marion.

May 23d.—John Reed, severely injured at Trenton.

June 7th.—Unknown man, found dead at Millham Junction.

July 8th.—Unknown man, found dead at Millham Junction.

July 23d.—James Kelly, found dead at Jersey City.

August 26th.—John Donnelly, found dead at Millham Junction.

August 27th.—John A. Bellisle, slightly injured at Trenton.

August 31st.—Alfred Barlow, slightly injured at Plainsboro.

September 25th.—John McGuire, found dead at Spa Springs.

October 5th.—Unknown man, found dead at Newark.

October 6th.—Unknown man, found dead at Meadows.

October 10th.—William Atchison, fatally injured at Woodbridge Junction.

October 14th.—Henry McDermott, found dead at Plainsboro.

October 21st.—Patrick Colligan, or Brannigan, severely injured at Elizabeth.

October 22d.—J. Neil and an unknown man, found dead at Metuchen.

November 4th.—George Weislogal, found dead at Elizabeth.

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December 10th.—J. P. Gorman, found dead at Newark.

December 12th.—Philip Tighe, found dead at Waverly.

December 20th.—Edward Callahan, found dead at Lawrence.

December 30th.—Joseph L. Cogley, found dead at Millham Junction.

*Persons killed or injured by moving trains while crossing the track.*

January 19th.—Jacob Messinger, slightly injured at Newark. S. W. Crelin, engineman; J. Hargrove, conductor.

January 21st.—Albert Hedden, fatally injured at Newark. E. R. Norton, engineman; C. H. Morris, conductor.

January 26th.—Patrick Kenney, slightly injured at Jersey City. P. Metz, engineman; P. Mullin, conductor.

January 30th.—Charles W. Van Horne, slightly injured at Elizabeth. H. Lattig, engineman; J. Kelly, conductor.

February 2d.—Joseph Capalo, severely injured at Newark. C. Naimby, engineman; T. J. Thomas, conductor.

February 4th.—Daniel Siegle, killed at Monmouth Junction. F. Farrell, engineman; George A. Duke, conductor.

February 8th.—Edward Engel, severely injured at South Trenton. E. Wright, engineman; F. D. Swain, conductor.

March 7th.—Michael Breheny, severely injured at Jersey City. P. Metz, engineman; P. Mullin, conductor.

May 23d—Michael Mulvey, fatally injured at Newark. H. F. Sanford, engineman; William Dawson, conductor.

May 28th.—William Deakyne, killed at Jersey City. J. M. Slater, engineman; J. Leavy, conductor.

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June 29th.—Joseph Sotolongo, killed at Jersey City. A. Westerhoff, engineman; C. C. Van Duzer, conductor.

July 8th.—Stephen W. Treadwell, fatally injured at Jersey City. H. Metz, engineman; William McLaughlin, conductor.

July 31st.—John Dohms, slightly injured at Jersey City. R. K. Stackhouse, engineman; W. W. Hawk, conductor.

August 17th.—Patrick Burns, killed at Newark. W. F. Conk, engineman; W. A. Boulton, conductor.

August 27th.—Michle Pasquarills, killed at Harrison. G. H. Seward, engineman; William Gee, conductor.

September 6th.—Frederick Shultz and Jacob Mosebaurer, killed at Elizabeth. E. Page, engineman; T. J. Denniston, conductor.

September 14th.—Edward O'Brien, fatally injured at Harrison. J. P. Freeman, engineman; Thomas Gallagher, conductor.

September 30th.—Herman Carman, killed at Marion. C. Naimby, engineman; W. W. Branson, conductor.

October 15th.—Andrew Walsh, severely injured at Jersey City. J. S. Sullivan, engineer; James Brennen, conductor.

October 26th.—Michael Ryan, severely injured at Elizabeth. E. W. Killey, engineman; S. M. Cassell, conductor.

November 29th.—George P. Kohlman, or Coleman, slightly injured at New Brunswick. J. W. Hartman, engineman; J. Dougherty, conductor.

December 3d.—John Huff, slightly injured at Monmouth Junction. George McCluer, engineman; J. Gordon, conductor.

December 9th.—Charles Wallsever, killed at Newark. Jacob Heck, engineman; Rollin Seran, conductor.

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*Persons other than employés killed or injured in other ways than as above stated.*

January 1st.—Thomas Dickinson, severely injured by falling through a coal hole while walking on the track at Harsimus Cove, Jersey City.

January 9th.—Conrad Conzelman, fatally injured by alighting from a train while train was standing on bridge over the river at Rahway. T. B. Jones, engineman; H. J. Smith, conductor.

January 19th.—Mrs. Ann Weldon, slightly injured by her head coming in contact with gate when crossing track at Jersey City.

January 19th.—Thomas H. Bennett, slightly injured by glass from a broken car window at Meadows. C. Naimby, engineman; T. J. Thomas, conductor.

January 29th.—Patrick O'Brien, slightly injured by falling from balcony of telegraph tower at Waverly.

February 8th.—John Christman, slightly injured by a hydraulic jack falling on his foot when riding in the baggage car of a train at Harrison. I. D. Fry, engineman; Charles Johnson, conductor.

February 9th.—W. H. Meldrum, slightly injured by glass from a broken car window at Harrison. Thomas Hill, engineman; William Gee, conductor.

February 13th.—A. Maynard, severely injured by falling on station platform at Newark.

February 16th.—Unknown woman, slightly injured by falling while alighting from a train at Perth Amboy. C. Naimby, engineman; T. J. Thomas, conductor.

March 3d.—George McGovern, severely injured by falling while crossing tracks in station at Jersey City.

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March 23d.—Miss Byrne, slightly injured by glass from a broken car window at Jersey City. B. L. Hurst, engineman; D. B. Tice, conductor.

March 27th.—Adolph Weichselbaumer, killed by falling or jumping from a train while in motion at New Brunswick. George E. Rowe, engineman; John Garrigan, conductor.

March 28th.—John McGlynn (boy), fatally injured while stealing a ride on an engine at Jersey City. W. F. Conk, engineman.

March 30th.—Mrs. Ellis, slightly injured by glass from a broken car window at Millham Junction. E. Wright, engineman; George A. Duke, conductor.

April 5th.—John Fitzpatrick, severely injured while stealing a ride on a freight train at Monmouth Junction. B. H. Ginglen, engineman; T. H. Corcoran, conductor.

April 5th.—George Loetzinger (boy), slightly injured while stealing a ride on a freight train at Newark. W. Woolsey, engineman; L. McNelly, conductor.

April 9th.—Charles Erickson, severely injured by collision of an engine with a street car at Jersey City. J. Sweeney, engineman; J. Stramp, conductor.

April 26th.—W. A. Hefton, killed while stealing a ride on a freight train at South Trenton. W. E. Paxon, engineman; Thomas Moore, conductor.

May 8th.—Peter McGrath, severely injured by being caught between freight cars at Newark. B. Rossell, engineman; J. F. Osmond, conductor.

May 15th.—George Dunn (child), slightly injured by hand being caught between car door and casing at Newark. Charles Lynch, engineman; W. T. Bailey, conductor.

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May 15th.—Mrs. McGuckin, slightly injured by glass from a broken car window at Hackensack Bridge. E. W. Cubberly, engineman; J. F. P. Williams, conductor.

May 19th.—Mary Morelock, slightly injured by falling while alighting from a train at Jersey City. Thomas Towell, engineman; William Ruoff, conductor.

May 25th.—John Fry, slightly injured by glass from a broken car window at Marion. G. W. Bishop, engineman; R. W. Atkinson, conductor.

June 3d.—James Madden, slightly injured by glass from a broken car window at Jersey City. G. W. Bishop, engineman; C. Campbell, conductor.

June 4th.—M. D. Stevens, slightly injured by glass from a broken car window at Meadows. H. Lattigg, engineman; Richard Mack, conductor.

June 11th.—Mrs. Mary Smith, slightly injured while alighting from a train at Trenton. I. D. Fry, engineman; James Beach, conductor.

June 13th.—John Lenox (boy), severely injured by stealing a ride on a freight train at Waverly. F. Roberts, engineman; F. Rolling, conductor.

June 14th.—John Johnson (colored), slightly injured by stealing a ride on a freight train at Millham Junction. J. H. Warren, engineman; J. S. Hulick, conductor.

June 15th.—G. V. Cresson, slightly injured by glass from a broken car window at Elizabeth. S. Pine, engineman; S. Knowles, conductor.

June 19th.—Mrs. Mary J. Flaherty, severely injured while waving her arm out of a car window at Jersey City. E. Carr, engineman; R. Tharp, conductor.

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June 22d.—B. Kinnkesi, slightly injured by glass from a broken car window at Jersey City. George Headen, engineman; W. H. Merritt, conductor.

June 24th.—W. H. Carter (colored), slightly injured by being caught between cars at Jersey City. E. W. Gwinnell, engineman; J. L. Mandigo, conductor.

June 27th.—William Ladern, severely injured by being struck by an engine at Harsimus Cove, Jersey City. F. Burke, engineman; D. O'Connell, conductor.

July 2d.—John Smith and Martin Johnson, slightly injured by being struck by a telegraph pole that was being removed at Jersey City.

July 22d.—P. M. Knight, slightly injured by glass from a broken car window at Jersey City. P. Moffett, engineman; J. F. Burrage, conductor.

July 25th.—John Kendrick, fatally injured by stealing a ride on a freight train at Stelton. W. C. Ewing, engineman; P. Delaney, conductor.

August 3d.—William Nash, fatally injured by being caught between a car and butting block at Jersey City. H. Mitchell, engineman; A. Mitchell, conductor.

August 10th.—C. B. Crelis, slightly injured by glass from a broken car window at Linden. C. Naimby, engineman; T. J. Thomas, conductor.

August 19th.—Patrick Donnelly, slightly injured by stealing a ride on a freight train at Millham Junction. Joseph Toms, engineman; S. Travis, conductor.

August 20th.—D. Powell, slightly injured by a piece of coal falling from tender of engine at Meadows. W. H. Lawall, engineman; W. J. Carrick, conductor.

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August 21st.—E. Corkhill, slightly injured by glass from a broken car window at Jersey City. W. H. Gordon, engineman; W. A. Boulton, conductor.

August 24th.—Joseph Cullum, killed by head coming in contact with flag-house when leaning out of a car window at Jersey City. George E. Roe, engineman; D. B. Tice, conductor.

August 31st.—William Franklin, severely injured by stealing a ride on a freight train at Harrison. A. A. Neiser, engineman; R. Gamble conductor.

August 31st.—James O'Connell, severely injured by stealing a ride on a freight train at Newark. F. Carey, engineman; C. P. Rice, conductor.

September 7th.—J. J. Crowley, slightly injured by falling while alighting from a train at Jersey City. W. H. Gordon, engineman; O. A. Swenson, conductor.

September 14th.—Eva Paul, slightly injured by horse running away, by being frightened by a train at South Trenton.

October 8th.—Unknown man, killed by stealing a ride on a freight train east of Monmouth Junction. W. A. F. Smith, engineman; T. H. Corcoron, conductor.

October 21st.—James Doyle, or Agnew, severely injured by falling from a train while in motion at Harrison. Owen Hall, engineman; H. Riddle, conductor.

October 28th.—Patrick Brown, Herbert Ellis, Sanford F. Roll, Miss Hannah Ronayne and Miss Nellie F. Ronayne, slightly injured by a freight train being derailed at Rahway. C. Voorhees, engineman; J. F. Green, conductor.

October 30th.—Michael Gaffney, severely injured by being struck by a car while standing on the track at Newark. B. Rossell, engineman; J. F. Osmond, conductor.

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November 6th.—J. F. Ward, slightly injured by falling from a train at Jersey City. G. Taylor, engineman; William Ruoff, conductor.

November 7th.—Alfred Hand, slightly injured by glass from a broken car window at South Elizabeth. W. H. Gordon, engineman; O. A. Swenson, conductor.

November 7th.—Henry Miller, severely injured while unloading iron beams from a car at Newark. John Ryan, engineman; Charles P. More, conductor.

November 13th.—Unknown man, fatally injured by stealing a ride on a freight train at Meadows. J. Riley, engineman; F. Kelly, conductor.

November 15th.—John Dickson, slightly injured while putting a cradle in a baggage car of a train at Rahway. C. N. Devinney, engineman; H. S. Catlin, conductor.

November 17th.—John McDonald, slightly injured by stealing a ride on a freight train at Monmouth Junction. C. J. McIlvaine, engineman; J. Ward, conductor.

November 18th.—Alfred Eckert, slightly injured by falling while crossing the tracks at Metuchen.

December 2d.—James Haviland, fatally injured by falling from a freight train while in motion at Princeton Junction. J. H. Emmons, engineman; R. Allen, conductor.

December 3d.—Patrick Sweeney, severely injured, and an unknown man killed while stealing a ride on a freight train at Meadows. J. Van Nostrand, engineman; E. D. Rahilly, conductor.

December 3d.—Anton Horth, slightly injured by falling from a train while in motion at Harrison. J. C. Currie, engineman; William Messer, conductor.

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December 9th.—Alexander Bates and Frank Morgan (boy), severely injured by a train colliding with a wagon at Newark. Jacob Heck, engineman; Rollin Seran, conductor.

December 10th.—D. E. Haskill, slightly injured by glass from a broken car window at Linden. D. W. Kerr, engineman; H. Bramstedt, conductor.

December 18th.—Mrs. Deagon, slightly injured by falling on station platform at Jersey City.

December 19th.—Charles Herbert Johnson, slightly injured by falling from a bridge east of Monmouth Junction.

December 21st.—Carl Karon, slightly injured by glass from a broken car window at Meadows. B. L. Hurst, engineman; William Gee, conductor.

December 31st.—A. Beloff, severely injured by his horse running away and colliding with a passing train at New Brunswick. W. F. Conk, engineman; H. W. Feaster, conductor.

*Employés killed or injured while coupling or handling cars at stations.*

January 1st.—Frederick Eggler, slightly injured at Meadows. F. E. Pierce, engineman; Joseph Fallon, conductor.

January 3d.—Thomas Hefferman, slightly injured at Jersey City. J. H. Mason, engineman; E. F. Lynch, conductor.

January 3d.—G. O'Neil, slightly injured at Jersey City. J. W. Fredericks, engineman; William Evans, conductor.

January 4th.—James Grammer, fatally injured at Meadows. P. Reagan, engineman; H. C. Beck, conductor.

January 6th.—John P. Thompson, fatally injured at Harsimus Cove, Jersey City. L. Meyers, engineman; E. Beason, conductor.

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January 7th.—Terance Shannon, severely injured at Harsimus Cove, Jersey City. J. W. Boice, engineman; J. J. Kirwin, conductor.

January 8th.—Thomas F. Wright, slightly injured at Meadows. W. A. F. Smith, engineman; Samuel Vogan, conductor.

January 10th.—William Shoemaker, slightly injured at Jersey City. J. H. Mason, engineman; C. Womelsdorf, conductor.

January 14th.—Frank McNally, severely injured at Harsimus Cove, Jersey City. W. Watson, engineman; B. H. Street, conductor.

January 15th.—Harry E. Kinney, slightly injured at Meadows. P. Reagan, engineman; James Culnen, conductor.

January 15th.—D. Gerstnecker, slightly injured at Iselin. I. A. Van Nuys, engineman; W. B. Fenton, conductor.

January 16th.—James P. Corkern, slightly injured at Jersey City. Thomas O'Connor, engineman; H. Webber, conductor.

January 17th.—George M. Fisher, severely injured at Trenton. C. Cozzens, engineman; J. W. Colwell, conductor.

January 17th.—John West, slightly injured at Harsimus Cove, Jersey City. James Haney, engineman; P. Brennen, conductor.

January 21st.—M. C. Scanlan, severely injured at Harsimus Cove, Jersey City. ——— engineman; Louis Noon, conductor.

January 23d.—Charles A. Lewis, slightly injured at Meadows. H. F. Sanford, engineman; C. Huncke, conductor.

January 23d.—William Whitman, slightly injured at Harsimus Cove, Jersey City. J. W. Boice, engineman; J. J. Kirwin, conductor.

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January 31st.—Matthew Nelson, severely injured at Newark. J. Norton, engineman; I. F. Arnold, conductor.

January 31st.—Enoch Robinson, slightly injured at Jersey City. A. Allen, engineman; W. B. Hoag, conductor.

February 2d.—E. Haworth, slightly injured at Jersey City. ———, engineman; ———, conductor.

February 6th.—Theodore Nunn, slightly injured at Harrison. E. S. Norton, engineman; C. H. Morris, conductor.

February 8th.—Peter Juneman, fatally injured at Meadows. H. Johnson, engineman; R. Dingley, conductor.

February 8th.—Jacob Wiegand, severely injured at Jersey City. J. W. Fredericks, engineman; William Evans, conductor.

February 10th.—William W. Moore, severely injured at Harsimus Cove, Jersey City. A. J. Chapman, engineman; E. Brock, conductor.

February 11th.—A. E. Boucher, slightly injured at Jersey City. A. J. O'Neil, engineman; A. E. Boucher, conductor.

February 11th.—Jeremiah Fritzinger, slightly injured at Harsimus Cove, Jersey City. J. A. Barry, engineman; J. J. Kirwin, conductor.

February 15th.—George J. Stephens, severely injured at Harsimus Cove, Jersey City. Joseph Toms, engineman; John Conover, conductor.

February 19th.—Frank Piper, slightly injured at Meadows. W. A. F. Smith, engineman; F. C. Wagner, conductor.

February 19th.—Peter Lynch, slightly injured at Jersey City. J. W. Fredericks, engineman; William Evans, conductor.

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February 22d.—John J. Tighe, slightly injured at Newark. John Ryan, engineman; C. P. More, conductor.

March 2d.—Terance Shannon, severely injured at Harsimus Cove, Jersey City. J. W. Boice, engineman; J. J. Kirwin, conductor.

March 5th.—Daniel H. O'Donnell, slightly injured at Harsimus Cove, Jersey City. J. H. Mason, engineman; E. Kelly, conductor.

March 8th.—Matthew Harris, slightly injured at Jersey City. A. W. Denton, engineman; L. Carley, conductor.

March 12th.—Daniel Carroll, slightly injured at Jersey City. G. H. West, engineman; P. Monahan, conductor.

March 12th.—Lawrence Carley, slightly injured at Jersey City. A. W. Denton, engineman; Lawrence Carley, conductor.

March 20th.—Philip J. McElroy, slightly injured at Meadows. J. A. Barry, engineman; H. C. Beck, conductor.

March 28th.—T. E. Murray, slightly injured at Meadows. D. C. Brown, engineman; S. Vanderhoef, conductor.

March 31st.—Abraham Coyle, slightly injured at Newark. J. Norton, engineman; I. F. Arnold, conductor.

April 1st.—Peter Daily, severely injured at Harsimus Cove, Jersey City. J. W. Boice, engineman; M. C. Scanlan, conductor.

April 8th.—Peter E. Bueret, severely injured at Newark. John Ryan, engineman; C. P. More, conductor.

April 11th.—William P. Curtin, slightly injured at Harsimus Cove, Jersey City. F. Burke, engineman; D. O'Connell, conductor.

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April 15th.—Roger F. Smith, slightly injured at Jersey City. J. H. Mason, engineman; C. Womelsdorf, conductor.

April 17th.—Frank Godwin, slightly injured at Trenton. R. G. Provost, engineman; C. Wharton, conductor.

April 18th.—Charles R. Marsh, severely injured at Meadows. S. P. Ross, engineman; W. J. Mahoney, conductor.

April 22d.—Henry J. Burns, slightly injured at Harsimus Cove, Jersey City. ———, engineman; ———, conductor.

April 25th.—T. E. Murray, severely injured at Jersey City. D. C. Brown, engineman; S. Vanderhoef, conductor.

April 29th.—Charles Duerrer, severely injured at Newark. J. Norton, engineman; I. F. Arnold, conductor.

April 30th.—Thomas Reynolds, slightly injured at Jersey City. ———, engineman; ———, conductor.

May 3d.—Frederick Eggler, severely injured at Meadows. F. Howard, engineman; R. Dingley, conductor.

May 4th.—George Malkeson, fatally injured at Marion. S. P. Ross, engineman; W. J. Mahoney, conductor.

May 6th.—Cornelius Lane, fatally injured at Jersey City. G. H. West, engineman; P. Monahan, conductor.

May 8th.—Henry Budd, slightly injured at Waverly. Thomas Joiner, engineman; J. E. Hampton, conductor.

May 9th.—Thomas J. Riley, slightly injured at Harsimus Cove, Jersey City. J. McGrady, engineman; Thomas McVey, conductor.

May 13th.—Henry Webber, slightly injured at Harsimus Cove, Jersey City. W. C. Johnson, engineman; Charles Robinson, conductor.

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May 16th.—William Regan, slightly injured at Jersey City. A. J. O'Neill, engineman; A. E. Boucher, conductor.

May 17th.—S. Harvey, slightly injured at Jersey City. E. Reynolds, engineman; S. Harvey, conductor.

May 18th.—Lawrence Pearl, slightly injured at Meadows. G. H. West, engineman; J. D. Dayton, conductor.

May 22d.—Robert E. Shriner, severely injured at Rahway. G. McCluer, engineman; G. B. Morris, conductor.

May 25th.—Henry L. Cunningham, fatally injured, and John Rowe, severely injured at Harsimus Cove, Jersey City. Joseph Toms, engineman; J. J. Kirwin, conductor.

May 27th.—Benjamin Johnson, severely injured at Jersey City. J. W. Fredericks, engineman; J. Brennen, conductor.

May 30th.—John A. Foster, slightly injured at Newark. B. Rossell, engineman; J. F. Osmond, conductor.

May 31st.—James Robison, slightly injured at Meadows. E. W. Gwinnell, engineman; W. J. Mahoney, conductor.

May 31st.—Jeremiah J. Hurley, severely injured at Jersey City. H. Metz, engineman; E. F. Lynch, conductor.

May 31st.—Thomas J. Commerford, severely injured at Newark. John Ryan, engineman; C. P. More, conductor.

June 4th.—Robert B. Duncan, slighty injured at Harsimus Cove, Jersey City. Joseph Toms, engineman; J. J. Kirwin, conductor.

June 6th.—Warner W. Hibbs, severely injured at Meadows. W. Watson, engineman; B. H. Street, conductor.

June 8th.—Harry Hannan, slightly injured at Newark. S. Barr, engineman; E. F. Lynch, conductor.

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June 12th.—Thomas Scanlan, slightly injured at Jersey City. C. O. French, engineman; J. Brennen, conductor.

June 14th.—William Mensing, slightly injured at Jersey City. A. W. Denton, engineman; L. McDonald, conductor.

June 14th.—James S. King, slightly injured at Jersey City. W. Hegel, engineman; J. Daley, conductor.

June 15th.—E. C. Lueahman, slightly injured at Jersey City. A. W. Denton, engineman; L. McDonald, conductor.

June 16th.—Arthur McKeown, slightly injured at Jersey City. H. Metz, engineman; P. Lynch, conductor.

June 17th.—Samuel P. June, severely injured at Newark. John Ryan, engineman; James S. Stevens, conductor.

June 17th.—R. H. Walker, severely injured at Waverly. M. Lee, engineman; H. Stewart, conductor.

June 25th.—C. W. Lanning, slightly injured at Princeton. M. Montgomery, engineman; J. H. Cooper, conductor.

June 30th.—Joseph Kilcommons, slightly injured at Jersey City. H. Mitchell, engineman; A. Mitchell, conductor.

July 1st.—Frank L. Ballinger, severely injured at Millstone Junction. W. A. F. Smith, engineman; C. W. Matson, conductor.

July 15th.—James Hayes, slightly injured at Meadows. H. L. Stubbs, engineman; H. Taylor, conductor.

July 16th.—Edward Larkins, severely injured at Meadows. E. Johnson, engineman; Samuel Lynn, conductor.

July 17th.—Patrick Judge, fatally injured at Meadows. A. Hill, engineman; A. Kraatz, conductor.

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July 17th.—W. Regan, slightly injured at Jersey City. E. W. Rose, engineman; Lawrence Carley, conductor.

July 19th.—Thomas A. Lambert, slightly injured at Jersey City. F. E. Pierce, engineman; A. E. Boucher, conductor.

July 20th.—James Culnen, slightly injured at Meadows. P. Reagan, engineman; James Culnen, conductor.

July 21st.—Samuel Wright, slightly injured at Jersey City. G. P. French, engineman; Samuel Wright, conductor.

July 25th.—E. F. Lynch, slightly injured at Jersey City. C. Speigler, engineman; E. F. Lynch, conductor.

August 6th.—W. W. Bartleman, slightly injured at Jersey City. F. E. Pierce, engineman; A. E. Boucher, conductor.

August 6th.—James Mulligan, severely injured at Harsimus Cove, Jersey City. R. H. Harveson, engineman; John J. Boyle, conductor.

August 7th.—J. Ryan, slightly injured at Meadows. C. W. Williams, engineman; W. Sayre, conductor.

August 7th.—T. M. Whalen, slightly injured at Meadows. C. W. Williams, engineman; W. Sayre, conductor.

August 15th.—William A. Mahon, slightly injured at Harsimus Cove, Jersey City. J. H. Farmer, engineman; Joseph Garrity, conductor.

August 15th.—J. A. Wright, fatally injured at Meadows. W. Hyland, engineman; H. C. Beck, conductor.

August 20th.—Thomas B. Reed, severely injured at Newark. H. Allyn, engineman; M. H. Garigan, conductor.

August 22d.—John S. Smith, slightly injured at Meadows. W. Roberts, engineman; F. Amerman, conductor.

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August 22d.—Martin Morrisey, severely injured at Harsimus Cove, Jersey City. James Haney, engineman; F. Sheehan, conductor.

August 22d.—Luther W. Breece, severely injured at Jersey City. A. W. Denton, engineman; L. McDonald, conductor.

August 26th.—W. M. Wright, slightly injured at Rahway. George Gillen, Jr., engineman; J. R. Skimmons, conductor.

August 30th.—John A. Quinn, slightly injured at Harrison. E. Devlin, engineman; John A. Quinn, conductor.

September 1st.—Gustave Meyer, slightly injured at Meadows. W. Hyland, engineman; Michael King, conductor.

September 2d.—Harry Kenney, slightly injured at Meadows. H. E. Johnson, engineman; Samuel Lynn, conductor.

September 3d.—Frank Neil, slightly injured at Meadows. M. Kellar, engineman; C. H. Rich, conductor.

September 4th.—Edward Haworth, slightly injured at Woodbridge. J. M. Cook, engineman; William Byrne, conductor.

September 5th.—Fenton Mountz, slightly injured at Elizabeth E. S. Norton, engineman; C. H. Morris, conductor.

September 6th.—Michael Magarvey, slightly injured at Newark. John Conway, engineman; J. D. Dyer, conductor.

September 6th.—Robert Davis, slightly injured at Jersey City. G. H. Morrison, engineman; M. Cannon, conductor.

September 6th.—Clark P. Hurd, slightly injured at Newark. G. H. Hunt, engineman; J. Gordon, conductor.

September 8th.—Winfield S. Towell, severely injured at Meadows. E. Johnson, engineman; C. N. Billington, conductor.

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September 9th.—Henry J. Burns, severely injured at Harsimus Cove, Jersey City. ———, engineman; ———, conductor.

September 9th.—John J. McCormick, slightly injured at Meadows. E. Lewis, engineman; B. Wright, conductor.

September 11th.—William Horrocks, slightly injured at Millham Junction. C. O. Scull, engineman; E. Harrison, conductor.

September 14th.—Jacob Wenzler, slightly injured at Waverly. E. S. Norton, engineman; C. H. Morris, conductor.

September 15th.—G. M. Welsh, slightly injured at Harsimus Cove, Jersey City. Joseph Toms, engineman; J. J. Kirwin, conductor.

September 15th.—Frederick J. Kelly, slightly injured at Newark. J. Norton, engineman; I. F. Arnold, conductor.

September 16th.—B. F. Ellison, slightly injured at Jersey City. C. Creevey, engineman; B. F. Ellison, conductor.

September 17th.—Charles McCue, slightly injured at Jersey City. Thomas Joiner, engineman; T. H. Dey, conductor.

September 20th.—August Schierle, slightly injured at Harsimus Cove, Jersey City. G. Page, engineman; William Kearney, conductor.

September 20th.—W. VanBuskirk, severely injured at East Brunswick. R. Robbins, engineman; Jonas Hager, conductor.

September 24th.—Frank Canfield, slightly injured at Waverly. J. Norton, engineman; I. F. Arnold, conductor.

September 27th.—James Stevens, severely injured at Newark. John Ryan, engineman; C. P. More, conductor.

September 30th.—Thomas A. Lambert, slightly injured at Jersey City. J. W. Boice, engineman; F. W. Torrey, conductor.

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September 30th.—F. Graham, slightly injured at Jersey City. Haines L. Roe, engineman; C. Womelsdorf, conductor.

October 4th.—George Beach, slightly injured at Meadows. George Gillen. Jr., engineman; J. R. Skimmons, conductor.

October 4th.—Abe Lerch, fatally injured at Meadows. O. A. Shipley, engineman; H. C. Beck, conductor.

October 4th.—W. J. King, severely injured at Jersey City. E. W. Rose, engineman; Lawrence Carley, conductor.

October 8th.—L. M. Godfrey, slightly injured at Monmouth Junction. H. Dubbs, engineman; F. Thompson, conductor.

October 13th.—John Harrison, slightly injured at Meadows. S. P. Ross, engineman; A. Kraatz, conductor.

October 15th.—Henry Cheever, slightly injured at Newark. B. Rossell, engineman; J. A. Foster, conductor.

October 16th.—Andrew McTaggart, slightly injured at Jersey City. Haines L. Roe, engineman; J. Brennen, conductor.

October 17th.—William Keegan, severely injured at Elizabeth. I. A. VanNuys, engineman; W. B. Fenton, conductor.

October 21st.—W. A. McLaughlin, slightly injured at Jersey City. H. Metz, engineman; W. A. McLaughlin, conductor.

October 21st.—J. Dooner, slightly injured at Jersey City. T. Malley, engineman; P. Monahan, conductor.

October 23d.—J. L. Crawford, slightly injured at Jersey City. F. E. Pierce, engineman; A. E. Boucher, conductor.

October 25th.—J. Delaney, slightly injured at Meadows. A. Hill, engineman; J. W. Castian, conductor.

October 26th.—Michael Cavanaugh, severely injured at Jersey City. George Gillen, Jr., engineman; Michael Cavanaugh, conductor.

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October 30th.—Jacob Schnellbacker, slightly injured at Harsimus Cove, Jersey City. E. Devlin, engineman; James Price, conductor.

October 30th.—H. C. Merritt. slightly injured at Trenton. L. Bates, engineman; William White, conductor.

October 31st.—Luther W. Breece, slightly injured at Meadows. J. Meaney, engineman; C. H. Whitehouse, conductor.

November 2d.—Alexander Keller, slightly injured at Harsimus Cove, Jersey City. J. H. Mason, engineman; R. Finley, conductor.

November 3d.—J. M. Burns, slightly injured at Harsimus Cove, Jersey City. W. A. Woodruff, engineman; Patrick Burke, conductor.

November 4th.—William Hosking, slightly injured at Trenton. J. A. Barry, engineman; S. Travis, conductor.

November 5th.—Perly Flint, slightly injured at Jersey City. F. E. Pierce, engineman; A. E. Boucher, conductor.

November 8th.—Luther W. Breece, severely injured at Meadows. J. Meaney, engineman; C. H. Whitehouse, conductor.

November 15th.—Edward S. Craft, slightly injured at Rahway. S. Barr, engineman; E. F. Lynch, conductor.

November 15th.—Warner Osborne, slightly injured at Meadows. S. W. Crelin, engineman; J. Hargrove, conductor.

November 18th.—John H. Silk, slightly injured at Harsimus Cove, Jersey City. J. Brown, engineman; Henry Drew, conductor.

November 21st.—James Mullane, slightly injured at Meadows shop. Isaac Ellam, engineman; James Mullane, conductor.

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Nov. 30th.—John Carl, slightly injured at Waverly. A. Bennett, engineman; William Dawson, conductor.

November 30th.—E. J. McGlade, severely injured at Jersey City. J. Meaney, engineman; C. H. Whitehouse, conductor.

November 30th.—John H. Silk, slightly injured at Harsimus Cove, Jersey City. J. H. Farmer, engineman; Henry Drew, conductor.

December 4th.—Edward O'Donnell, slightly injured at Meadows. J. A. Barry, engineman; William Sayre, conductor.

December 4th.—E. Womelsdorf, slightly injured at Princeton Junction. L. Bates, engineman; William White, conductor.

December 6th.—Harry Buckley, killed at Waverly. W. Hyland, engineman; James Stevens, conductor.

December 7th.—Edward S. Conover, slightly injured at Harsimus Cove, Jersey City. George Gillen, engineman; D. Henderson, conductor.

December 9th.—Antone F. Dietch, slightly injured at Jersey City. J. S. Sullivan, engineman; J. Brennen, conductor.

December 12th.—Ambrose P. Kisner, slightly injured at Metuchen. W. Burton, engineman; L. E. Burt, conductor.

December 12th.—John H. Silk, severely injured at Harsimus Cove, Jersey City. J. H. Farmer, engineman; E. Brock, conductor.

December 12th.—Thomas Farrington, severely injured at Meadows. E. F. Rowe, engineman; Samuel Lynn, conductor.

December 12th.—Robert C. Coyle, slightly injured at South Elizabeth. C. H. Traphagen, engineman; William Seeburger, conductor.

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December 13th.—William L. Allen, severely injured at Newark. John Ryan, engineman; C. P. More, conductor.

December 16th.—James H. Brock, slightly injured at Harsimus Cove, Jersey City. W. C. Johnson, engineman; C. Robinson, conductor.

December 17th.—Patrick Grace, fatally injured at Harsimus Cove, Jersey City. J. H. Farmer, engineman; E. Brock, conductor.

December 17th.—Timothy Collins, slightly injured at Meadows. F. Overbaugh, engineman; George Griffin, conductor.

December 20th.—William Sayre, slightly injured at Meadows. A. Schlegel, engineman; William Sayre, conductor.

December 21st.—Philip Gerold, slightly injured at Jersey City. A. J. Chapman, engineman; J. Mulverhill, conductor.

December 23d.—M. Martin, slightly injured at Meadows. O. A. Shipley, engineman; L. Hartman, conductor.

December 23d.—Theodore Beyer, slightly injured at Rahway. C. H. Traphagen, engineman; William Seeburger, conductor.

December 26th.—John G. Ashbridge, slightly injured at Trenton. A. A. Neiser, engineman; M. McIntyre, conductor.

December 27th.—John H. Walter, slightly injured at Meadows. J. Boehm, engineman; A. W. Latta, conductor.

*Employés killed or injured by accident as stated.*

January 2d.—Andrew Hanson, slightly injured by ankle being caught between timbers while working on a bridge at Princeton.

January 2d.—David W. Sheldon, severely injured by air reservoir of an engine exploding at Harsimus Cove, Jersey City. David W. Sheldon, engineman; P. Burke, conductor.

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January 9th.—Peter Szozesney, severely injured by arm being caught between drawheads while repairing a car at Jersey City.

January 14th.—James Rowland, slightly injured by hand being caught between car door and casing at Linden. Thomas Hill, engineman; William Gee, conductor.

January 15th.—James A. Johnson, slightly injured by foot being caught between a float stage and a tug at Hoboken Shops.

January 16th.—Edward Toy, severely injured by being struck by a train while crossing tracks at Jersey City. W. Furman, engineman; John Garrigan, conductor.

January 16th.—John Krakarski, fatally injured by being struck by a train while crossing tracks at Waverly. Martin Lee, engineman; A. S. Stewart, conductor.

January 19th.—Jac Siebold, severely injured by falling while assisting to adjust lading of a barge at Jersey City.

January 21st.—John B. Chevalier, severely injured by hand being caught in bight of a rope at Jersey City.

January 21st.—David McCall, slightly injured by being struck by an engine while working along the track at Jersey City. H. Cochran, engineman; W. F. Thomas, conductor.

January 25th.—James H. Harmstead, slightly injured by falling while working on a drawbridge on Princeton branch.

January 27th.—William H. Merritt, eye slightly injured by a cinder from the engine of train, near Menlo Park. B. M. Lupton, engineman; William H. Merritt, conductor.

January 28th.—Amos V. Scott, killed by engine being moved while cleaning ash-pan at Millham Junction. R. G. Provost, W. H. Wood, enginemen; C. Wharton, T. H. Corcoran, conductors.

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February 1st.—Herman Junge, left foot slightly injured while handling baggage at Jersey City.

February 4th.—Edmund Hoare, slightly injured by falling from a train while in motion at South Trenton. C. W. Ferguson, engineman; F. Quimby, conductor.

February 4th.—Thomas Stanton, severely injured by being knocked down by a team while flagging crossing at Millham Junction.

February 7th.—Hugh Doorbar, killed by being struck by a train while walking on the track at New Brunswick. J. H. Emmons, engineman; O. A. Swenson, conductor.

February 8th.—Robert Steward, left hand severely injured while assisting to put a car on the track at Harsimus Cove, Jersey City.

February 11th.—P. E. Kirk, slightly injured by slipping on station platform while assisting passengers to alight from train at Marion. B. L. Hurst, engineman; William Ruoff, conductor.

February 13th.—Samuel Zane, slightly injured by attempting to board a train while in motion at Newark. T. B. Jones, engineman; J. E. Field, conductor.

February 18th.—John Urban, right hand slightly injured while handling air reservoir of an engine at Meadows Shops.

February 19th.—John Nutt, severely injured by being struck or caught by steam reverse lever of an engine at Waverly. John Nutt, engineman; S. R. Stockton, conductor.

February 19th.—William A. Price, severely injured by falling from train while in motion at Plainsboro. A. Templeton, engineman; B. Cahill, conductor.

February 22d.—William Killian, slightly injured by falling between cross-ties of a bridge at Rahway.

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February 23d.—John F. Delaney, fatally injured by being struck by a train while walking on the track at Trenton. R. O'Neill, engineman; George K. Mellick, conductor.

February 27th.—L. R. Thorn, right hand severely injured while assisting to handle lumber at Waverly.

March 2d.—Joseph Reynolds, struck by an engine and severely injured while crossing tracks at Jersey City. H. Cochran, engineman; W. F. Thomas, conductor.

March 5th.—L. W. Hearn, slightly burned about the head and face by gas leaking and catching fire in the car at Jersey City.

March 5th.—A. Lincoln Jones, eye severely injured by a piece of coal from engine of train at East Brunswick. W. S. McClain, engineman; A. Lincoln Jones, conductor.

March 6th.—Louis Wigen, left wrist severely injured while assisting to handle skirting of a steam drum at Hoboken shops.

March 7th.—John Dey, toe fractured while assisting to put cross-ties in track west of Monmouth Junction.

March 9th.—Martin Duskie, left hand slightly injured while repairing a car at Jersey City.

March 9th.—James Hanlon, struck by an engine and slightly injured while flagging crossing at Jersey City. J. Fagans, engineman; Samuel Wright, conductor.

March 9th.—Robert J. Roberts, slightly injured by the lid of a tool box falling on him at Harsimus Cove, Jersey City.

March 19th.—Joseph Marson, hand slightly injured while assisting to cut a track rail at Waverly.

March 20th.—Joseph Netz, leg slightly injured while handling car wheels at Meadows shops.

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March 23d.—Joseph Grall, right hand severely injured by being caught between post and vise of shaping machine at Meadows shops.

March 29th.—S. Devoe (colored), struck and killed by a train while standing on the track at Jersey City. T. Towell, engineman; W. J. Costigan, conductor.

April 4th.—Albert Bird, right hand severely injured by being caught between driving rod of float bridge engine and spoke of a wheel at Harsimus Cove, Jersey City.

April 7th.—Charles Stromstum, slightly injured by the hawser fouling with anchor of lighter at Hoboken.

April 9th.—Henry Bock and Thomas Spurr, severely injured by collision of an engine with a street car at Jersey City. J. Sweeney, engineman; J. Stramp, conductor.

April 11th.—William Mathews, slightly injured by falling down steps of fire-room of a tug at Harsimus Cove, Jersey City.

April 12th.—William Ryan, left hand slightly injured by being caught between an iron bar and rail of track at Newark.

April 12th.—William Duerrler, left arm severely injured by attempting to board a train while in motion at Meadows. G. Gillen, engineman; J. A. Keenan, conductor.

April 16th.—John Garery, slightly injured by a block and tackle breaking while assisting to hoist a piece of timber at Trenton.

April 17th.—Patrick McAtamney, struck and killed by a car being drilled at Jersey City. Charles Spitzer, engineman; ———, conductor.

April 17th.—John McCarroll, slightly injured by a hawser of a tug slipping at Jersey City.

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April 17th.—A. C. Terhune, slightly injured by falling from an engine at Meadows shops.

April 20th.—John Lynch, foot slightly injured while adzing a piece of timber at Harsimus Cove, Jersey City.

April 22d.—William C. Miller, left hand slightly injured by being caught in gearing of a bolt machine at Meadows shops.

April 26th.—Patrick Riley, caught between cars and killed while crossing track at Harsimus Cove, Jersey City. G. Gillen, engineman; D. Henderson, conductor.

April 29th.—Jacob Engels, slightly injured by a door falling on him at Jersey City.

May 1st.—William Kellogg, slightly injured by glass from a broken car window at Jersey City. G. Taylor, engineman; J. R. Cornell, conductor.

May 4th.—Louis Hartung, left arm slightly injured while cutting rivets out of a boiler at Hoboken shops.

May 10th.—Charles S. Senner, slightly injured by falling while assisting to load a barge at Harsimus Cove, Jersey City.

May 11th.—Max Sternfeld, slightly injured by a car being moved while assisting to clean it at Jersey City.

May 13th.—Anthony Goodlinski, right ankle severely sprained while assisting to handle switch material at Jersey City.

May 20th.—James McGovern, left foot slightly injured by a rail falling on it at Meadows shops.

May 20th.—H. F. Hoesley, eye slightly injured by hot water from an injector of an engine at Jersey City.

May 20th.—John Foran, slightly injured by attempting to board a train while in motion at Newark. G. W. Bishop, engineman; C. Campbell, conductor.

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May 24th.—Patrick McLaughlin, hand slightly injured by hammer slipping off a rail cutter at Newark.

May 25th.—John Smith, slightly injured by being struck by a car at Jersey City. N. Townsend, engineman; F. Hunter, conductor.

May 28th.—Martin Moran, hand slightly injured while handling cross-ties at Jersey City.

June 1st.—John Conroy, slightly injured by striking his head against flange of an injector pipe at Hoboken shops.

June 1st.—Edward Donlin, severely injured by being struck by cars while crossing track at Meadows shops. S. W. Crelin, engineman; J. Hargrove, conductor.

June 2d.—G. S. Mott, slightly injured by tripping over a rope at Jersey City.

June 5th.—Edgar A. Secor, slightly injured by a false sill falling on him while assisting to take it from a tug at Jersey City.

June 5th.—Detrich Raitz, slightly injured by coming in contact with a lamp standard while oiling a hot box on a moving train at Millham Junction. J. H. Warren, engineman; J. S. Hulick, conductor.

June 10th.—Archibald McDonald, face slightly injured by a piece of steel breaking off a flatter at Meadows shops.

June 12th.—Charles Beach, right hand slightly injured by globe of gauge lamp breaking while cleaning it at Meadows.

June 20th.—John W. Nelson, slightly injured by being struck by guard-ropes of overhead bridge at Trenton. E. Christian, engineman; John W. Nelson, conductor.

June 26th.—Edward Funk, severely injured by falling from the top of a car at Millham Junction. C. Hill, engineman; George Arnold, conductor.

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July 1st.—John W. Boice, slightly injured by cars colliding with a standing engine at Harsimus Cove, Jersey City. F. Overbaugh, engineman; Charles Plunkett, conductor.

July 4th.—David Irvin, slightly injured by striking overhead framework of crossing gate at Jersey City. J. H. Ellis, engineman; R. T. Elder, conductor.

July 10th.—Patrick Carroll, slightly injured while repairing a car at Jersey City.

July 15th.—William Scott, struck and killed by a train while patroling track at Plainsboro. H. F. Sanford, engineman; J. Smith, conductor.

July 16th.—John Coyle, left foot severely injured while assisting to put wheels of an engine truck in place at Meadows shops.

July 16th.—William Medole, slightly injured by being struck by a step of a car in a passing train at Jersey City. W. H. Gardner, engineman; E. Heaton, conductor.

July 17th.—Patrick Whalen, left foot slightly injured while assisting to move a pair of car wheels at Meadows shops.

July 18th.—W. L. Hoffman and L. G. Watts, slightly injured by collision of cars at Jersey City. J. McKinsey, engineman; M. Powers, conductor.

July 20th.—John Fagan, Jr., left hand slightly injured by being caught between tool of slotting machine and work at Meadows shops.

July 21st.—Robert Steward and Peter Fairbanks, slightly injured by collision of cars at Jersey City. J. McGrady, engineman; Thomas McVey, conductor.

July 22d.—Thomas E. Murray, slightly injured by being struck by a piece of coal falling from an engine at Meadows. G. H. West, engineman; J. D. Dayton, conductor.

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July 23d.—John Clark, left hand slightly injured while assisting to handle cross-ties at Harrison.

July 24th.—Peter Pittskie, left foot severely injured while assisting to handle timber at Jersey City.

July 25th.—F. Helmuth, left leg slightly injured by falling from a car at Jersey City. A. Schlegel, engineman; E. F. Lynch, conductor.

July 25th.—Edward A. Shutes, slightly injured by falling from a step-ladder at Hoboken shops.

July 29th.—William Mensing, fatally injured by falling from a train while in motion at Meadows. A. W. Denton, engineman; L. McDonald, conductor.

July 30th.—Frank Stien, slightly injured by being struck by a piece of an exploded track torpedo at Jersey City.

August 1st.—Thomas Hines, slightly injured while assisting to load track rails on a car at Jersey City.

August 1st.—Mark Roux, slightly injured by collision of cars at Jersey City. ———, engineman; J. Cummins, conductor.

August 2d.—A. S. Anderson, slightly injured by stepping into a hole filled with water at Jersey City.

August 5th.—Peter Reen, slightly injured by falling at Jersey City.

August 7th.—Frederick H. Waterman, slightly injured while assisting to unload timber from a car at Hoboken shops.

August 9th.—Solomon Ebersole, severely injured while working at a turning lathe at Meadows shops.

August 10th.—Elizabeth Voges, severely injured by falling from a car at Jersey City.

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August 11th.—Ferdinand Wenzel, slightly injured while fastening drop-door of a coal car at Meadows.

August 15th.—Samuel Skillman, severely injured while assisting to handle a track rail at Metuchen.

August 22d.—E. U. Garretson, slightly injured by attempting to board a train while in motion at New Brunswick. G. Taylor, engineman; A. V. Bergen, conductor.

August 22d.—West Schofield, slightly injured while assisting to load barrels of flour on a barge at Harsimus Cove, Jersey City.

August 23d.—George Holberson, slightly injured while adzing a piece of timber at Harsimus Cove, Jersey City.

August 24th.—Charles Burch, slightly scalded while taking off hand-hole plate of a boiler at Hoboken Shops.

August 26th.—Louis LaFay, slightly injured while repairing a car at Jersey City.

September 3d.—William Van Buskirk, slightly injured while assisting to unload freight from a car a Rahway. W. Roberts, engineman; F. Amerman, conductor.

September 3d.—T. Piscoeski, slightly injured by falling from a step-ladder at Meadows.

September 4th.—Jacob Bender, slightly injured while handling a casting at Meadow shops.

September 7th.—John Fitzgerald, slightly injured by hand being caught between brake-wheel and lever of Janney coupler at Jersey City. C. H. Traphagen, engineman; John Fitzgerald, conductor.

September 12th.—Thomas Jones, slightly injured while repairing a car at Harsimus Cove, Jersey City.

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September 14th.—J. E. Stein, slightly injured while repairing a car at Jersey City.

September 14th.—Eugene Wink, slightly injured while repairing a car at Jersey City.

September 19th.—Frank J. Gregory, slightly injured while cleaning a lamp globe, caused by it breaking, at Meadows.

September 22d.—Walter Curran, slightly injured by falling from a ladder at Millham Junction.

September 23d.—Patrick Marron, slightly injured while working at a turning lathe at Meadows shops.

September 27th.—Elias Arnold, severely injured while packing an injector of an engine at Harsimus Cove, Jersey City. Elias Arnold, engineman; M. McGovern, conductor.

September 30th.—Dennis Kearney, severely injured by bank caving while assisting to load dirt on a car at Metuchen.

October 1st.—Mrs. Annie O'Neil, slightly injured while cleaning a car at Jersey City.

October 5th.—W. F. Stager, slightly injured by a trestle falling, on Waverly and Passaic Railroad.

October 8th.—Howard McCarter, slightly injured while cutting up fire-box of an engine at Meadows shops.

October 9th.—James Fahey, slightly injured by arm being caught in gearing of a shaping machine at Meadows shops.

October 13th.—John Peterson, slightly injured by being struck by a spiking hammer at Rahway.

October 18th.—James Slavin, severely injured by jumping from a train while in motion at Jersey City. ———, engineman; ———, conductor.

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October 18th.—W. P. Garabrant and Frank Anderson, slightly injured by collision of freight trains at Millstone Junction. W. P. Garabrant, W. N. Doan, enginemen; J. Riley, J. Fellona, conductors.

October 22d.—David McDowell, Danit Ferrete and Alexander Noble, slightly injured by super-heater of a tug falling upon them at Hoboken shops.

October 25th.—Andrew Maxwell, slightly injured while oiling a capstan at Hoboken shops.

October 27th.—Charles V. Marshall, slightly injured while assisting to handle a hatch-cover of lighter at Jersey City.

October 28th.—Andrew Dunn, slightly injured by a freight train being derailed at Rahway. C. Voorhees, engineman; J. F. Green, conductor.

October 30th.—John McDermott, slightly injured by falling from a train while in motion at Shanley's cut. S. W. Crelin, engineman; J. Hargrove, conductor.

November 1st.—W. S. Todd, killed by falling from a train while in motion on Waverly and Passaic Railroad. J. Norton, engineman; G. B. Morris, conductor.

November 3d.—Austin Kennedy, slightly injured while assisting to handle a track rail at Harrison.

November 6th.—John Brady, slightly injured by hand being caught between a rope and tackle at Harsimus Cove, Jersey City.

November 6th.—John Avelock, struck by a train and slightly injured while working on the track at Elizabeth. George Gillen, Jr., engineman; J. R. Skimmons, conductor.

November 7th.—H. H. McCracken, severely injured by an arm striking fence between tracks at Marion. J. Roney, engineman; D. Henshaw, conductor.

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November 7th.—Peter J. Crum, slightly injured by jumping from a tug to a float at Harsimus Cove, Jersey City.

November 9th.—George Albrecht, slightly injured while assisting to unload iron from a float at Harsimus Cove, Jersey City.

November 11th.—Jacob Herche, right eye severely injured by the head breaking from a screw at Meadows shops.

November 11th.—Thomas Wright, slightly injured by a furnace door at Hoboken shops.

November 13th.—Daniel F. Washer, severely injured while handling lumber at Jersey City.

November 14th.—Frank Ward, slightly injured by being struck by an adze at Newark.

November 15th.—Fred. Christman, slightly injured by being struck by a spiking maul at Jersey City.

November 16th.—Frank Stankervic, slightly injured while assisting to handle derrick of wreck car at Jersey City.

November 17th.—John Hawkey, struck by an engine and severely injured while crossing tracks at Jersey City. G. P. French, engineman; C. Rommel, conductor.

November 27th.—Birdell Lozier, slightly injured while assisting to handle lumber at Jersey City.

November 27th.—Nicholas Semmit, slightly injured while throwing a switch at Franklin Park. A. A. Lazalere, engineer; F. Cooper, conductor.

November 28th.—Jacob Wirz, slightly injured while assisting to clear a wreck at Rahway.

November 28th.—S. R. Stockton, S. Simpson, W. Van Horn, John Nutt and H. C. Tyrol, slightly injured by collision of freight

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trains at Rahway. S. Simpson, John Nutt, Thomas Palmer, enginemen; J. Smith, S. R. Stockton, R. D. Titus, conductors.

November 30th.—Bruno Rafaele, slightly injured by falling from a car at Trenton.

November 30th.—John Oates, slightly injured while handling a tire at Meadows shops.

November 30th.—Peter Fairbanks, slightly injured while repairing a brake-staff at Harsimus Cove, Jersey City.

December 6th.—William Hedrick, hand slightly injured by being caught between a switch lever and a car at Meadows. F. Overbaugh, engineman; George Griffin, conductor.

December 7th.—Andrew Moran, slightly injured by falling into a gate-post pit at Newark.

December 7th.—L. H. Griggs, hand slightly injured by being caught between crosshead and guide of turn-table engine at Jersey City.

December 11th.—William Shand, hand slightly injured by being caught in a rope of a float at Jersey City.

December 12th.—Peter Carroll, foot severely injured by being caught between railings of two tugs at Jersey City.

December 13th.—Arthur E. Rock, hand slightly injured by globe breaking while lighting a lamp at Jersey City.

December 13th.—F. Ballenger, severely injured by a car colliding with balance of train at Jersey City. G. P. French, engineman; C. Rommell, conductor.

December 14th.—Thomas Mansfield, slightly injured by being struck by a train at Jersey City. G. H. Seward, engineman; William Gee, conductor.

December 14th.—James McGraw, severely injured while cutting up fire-box of an engine at Meadows shops.

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December 14th.—M. Cruser, severely injured by falling from a train while in motion at Trenton. M. Cruser, engineman; James Brown, conductor.

December 18th.—William Horrocks, killed by falling from a train while in motion at Perth Amboy Junction. M. Kellar, engineman; E. Harrison, conductor.

December 20th.—E. G. Christie, slightly injured by falling from a box to a gondola car at Millstone Junction. G. Park, engineman; H. Graham, conductor.

December 20th.—M. K. Packer, slightly injured by the roof of a car shifting and striking engine of a train going in the opposite direction at Millstone Junction. C. Stines, C. Voorhees, enginemen; John Langan, R. Gamble, conductors.

December 31st.—Robert Tolbot (colored), slightly injured by falling from the top of a car at Jersey City.

The enginemen and conductors above mentioned were retained in the service of the company.

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## VINCENTOWN BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Branch Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $25,000 00 |
| Bonded debt | 15,000 00 |

The road extends from Vincentown to Ewansville, a distance of three (3) miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent. upon $15,000 of this capital stock and interest upon the bonds (bonds taken up and held by the Pennsylvania Railroad Company).

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Vincentown Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. S. IRICK,
President.

Sworn and subscribed before me, this thirtieth day of January, A.D. 1890.

SAM'L O. ROSS,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $1,739 43 |
| Income from freight | 452 02 |
| Income from other sources | 225 57 |
| Total | $2,417 02 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies ..... 4,798 29

Dividends paid during the year 1889, and how paid—
Two of three per cent. each.

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## VINELAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1889:

| | | |
|---|---|---|
| Capital stock | | $600,000 00 |
| Cost of road and equipments— | | |
| At foreclosure sale | $10,000 00 | |
| Since added | 127,042 26 | |
| | | 137,042 26 |

The road extends from Atsion to Bay Side, a distance of forty-five and seventy-nine hundredths miles.

It is operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Vineland Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me, this eleventh day of March, A. D. 1890, at the city of New York.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1889 are included in the operations of the New Jersey Southern Railway Company, and no separate report of same is made.

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## WARREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $1,800,000 00 |
| Bonded debt | 1,350,000 00 |
| Floating debt | 39,177 69 |
| Cost of road and equipments | 3,189,177 69 |

The road extends from New Hampton Junction to Delaware river, a distance of eighteen and eighty hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. on its stock and bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Warren Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are true and correct to the best of his knowledge and belief.

FRED. H. GIBBENS.

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Sworn and subscribed before me, this sixth day of February, A.D. 1890.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey, in New York.

Dividends paid during the year 1889, and how paid—
$126,000 directly to stockholders by lessee.

ACCIDENTS.

March 19th.—Frank Hallett, conductor, caught by telegraph wire and thrown from top of box cars at Oxford Furnace; back injured.

May 16th.—Levi Bartoe, stepping in front of engine at Delaware, received injuries resulting in death.

May 20th.—Martin Flynn, switchman, stepping in front of moving car at Washington, received injuries resulting in death.

May 23d.—A. Denny, drover, fell into a culvert at Delaware; back injured.

July 5th.—Edward Schwartz, attempting to jump on moving train at Manunka Chunk, received injuries resulting in death.

December 9th.—Allen B. Masters, brakeman, coupling cars at Washington; two fingers cut off.

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## WATCHUNG RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, operating the Watchung Railway, presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $47,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments | 102,617 00 |

The road extends from a junction with the New York and Greenwood Lake Railway, near Newark, to East Orange, a distance of four and sixteen hundredths miles.

This road is in the hands of a Receiver, and is operated as a part of the New York, Lake Erie and Western Railroad, under a contract between its Receiver and that company. Accounts of its operations and expenditures, and statements of accidents occurring upon it, are merged in those of the New York, Lake Erie and Western Railroad Company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York City and County, *ss.*—Samuel M. Felton, Jr., being duly sworn, on his oath says that he is Vice-President of the New York, Lake Erie and Western Rail-

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road Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

SAMUEL M. FELTON, JR.

Sworn and subscribed before me, this fifteenth day of March, A.D. 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

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## WEEHAWKEN BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, the lessee of the Weehawken Branch Railroad, presents the following report for the year ending December 31st, 1889:

The road extends from Seventeenth street, Jersey City, to Weehawken, a distance of two and eighty-three hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental computed upon a rate of trackage per mile, according to the tonnage of cars run.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, City and County of New York, *ss.*— Augustus R. Macdonough, the Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations, earnings and expenditures of the Weehawken Branch Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring during the year ending December 31st, 1889, on the Weehawken Branch Railroad, is correct and true according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me, this fifth day of February, 1890.

GEO. E. GRANT,
Notary Public, New York City and County.

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ACCIDENTS.

January 17th.—Samuel Hamilton, aged 15, went between two cars in extra train (J. Kennedy, conductor; engine No. 1, Sam'l Baldwin, engineer), at Weehawken, at 11 A.M., to make coupling and had his right arm caught between bumpers and badly bruised; the boy had been chased away from the cars shortly previous.

February 14th.—Wilbur Majorey, conductor, aged 23, on switching train, engine No. 1, in attempting to pull a pin between two cars, at 4:45 A.M., at Weehawken, caught his foot in guard-rail and was thrown down, one pair of trucks passed over his right leg, crushing it; he was taken to St. Mary's Hospital, Weehawken, where he died from his injuries the same day.

February 15th.—Peter Villard, aged 9, in attempting to get on the engine 629, on extra train (Paul Sayton, conductor; L. Waterbury, engineer), at 4:10 P.M., at Thirteenth street, Hoboken, for the purpose of stealing a ride, missed his footing and fell between the engine and the cars; he was run over and instantly killed.

February 16th.—Chas. Fitzgerald, brakeman, aged 27, while making a coupling in a swithing train (engine No. 1, James Reeder, engineer), at 7:15 P.M., at Weehawken, had his left arm caught and badly crushed.

February 18th.—Charles Clark, Jr., brakeman, aged 22, in attempting to make a coupling in a switching train (engine No. 1, S. Baldwin, engineer), at 11:50 P.M., at Weehawken, had his right hand caught between bumpers and badly bruised.

March 6th.—Lawrence Murphy, aged 40, in attempting to cross the tracks ahead of extra train (T. Clayton, conductor; engine 528, C. Abrams, engineer), at 12:55 P.M., between Monmouth and Brunswick streets, Jersey City, was struck and had left foot run over and crushed badly.

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May 27th.—Thos. Cawley, aged 30, in some manner unknown, was run over and instantly killed by yard train (J. Lanigan, conductor; engine 130, A. Moore, engineer), at 9:50 P.M., at Weehawken; no one witnessed the accident.

July 5th.—John Ericson, aged 13, while stealing a ride on some unknown train, near Weehawken, had his right foot caught between bumpers and quite badly bruised; he was found sitting alongside our track at 3:15 P.M., but could not say on which train he had been hurt.

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## WEST END RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $43,700 00 |
| Cost of road and equipments | 45,345 11 |

The road extends from East Long Branch to West End, a distance of one and fifty-five hundredths miles.

It is operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York City and County, *ss.*—George S. Jones, being duly sworn, on his oath says that he is President of the West End Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEO. S. JONES.

Sworn and subscribed before me, this eleventh day of March, A.D. 1890.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1889 are included in the operations of the New Jersey Southern Railway Company, and no separate report of same is made.

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# WEST JERSEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $2,134,850 00 |
| Bonded debt | 3,242,500 00 |

Dividends paid during the year 1889, and how paid—

Two of three and one-half per cent. each on the common stock, and two of three per cent. each on the guaranteed stock in cash.

The road extends—

| | |
|---|---|
| From Anglesea Junction to Holly Beach | 7 miles. |
| From Sea Isle City to Townsend's Inlet | 2.53 miles. |
| From Manumuskin to Maurice River | 9.71 miles. |
| From Camden to Cape May | 81.47 miles. |
| From Glassboro to Bridgeton | 19.60 miles. |
| From Sea Isle Junction to Ocean City | 16.05 miles. |
| From Woodbury to Salem | 29.76 miles. |
| From Elmer to Riddeton Junction | 10.40 miles. |

RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $782,473 76 |
| Income from freight | 411,252 50 |
| Income from other sources | 119,156 86 |
| Total | $1,312,883 12 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | $929,357 62 |

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State of Pennsylvania, Philadelphia City and County, *ss.*— G. B. Roberts, being duly sworn, on his oath says that he is President of the West Jersey Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road, during the year 1889, are correct and true to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me, this seventh day of February, A.D. 1890.

HUGH B. ELY,
M. C. C. State of New Jersey.

ACCIDENTS.

January 1st.—Francis Crossley aged 67 years, was struck by pilot of engine of train No. 23, at Walnut street, Camden; his left forearm was fractured and right arm and side bruised.

February 2d.—William Kienzle, mail agent on train No. 63, while catching mail at Westville, was struck in the face, cutting a gash over the right eye and cracking his cheek bone.

February 14th.—Priscilla Gardner, aged 78 years, was struck and killed by train No. 64, south of Union station.

February 18th.—Mrs. Ellen Cavanaugh was struck by train No. 506, at Dare street station, Woodbury, and injured so badly that she died the same day at Cooper Hospital.

March 21st.—Train No. 42 struck a one-horse milk wagon one-quarter of a mile north of Wenonah, and slightly injured William Holt, one of the occupants.

April 3d.—James Gaffney was struck by train No. 42 at Cooper street crossing, Woodbury, and received a very large scalp wound.

April 6th.—William Gillam, aged 74 years, while walking on north-bound track, just south of Vanhook street, Camden, was struck and killed by train No. 54.

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May 12th.—Sophia McFadden, while walking on the track at South Gloucester, was struck and slightly injured by extra No. 8.

May 17th.—George Bishop, engineman, train 53, was struck by ladder of semaphore signal at "C U" (between Iona and Malaga) and killed.

June 18th.—Amanda E. Thompson was found by train No. 6 lying alongside of track, between Sewell and Turners Road, with her head cut; supposed to have been struck by some train.

June 25th.—W. F. Goff, brakeman, train 59, while coupling cars at Glassboro, had his right hand badly injured.

July 16th.—Harlan Trippett, a passenger on train No. 31, alighted on wrong side of train at South Camden, and was struck by a special train on north-bound track and had his arm broken.

July 16th.—Elmer Hackett, laborer on subdivision 22, fell from hand-car and in front of same, and was seriously injured.

July 25th.—Samuel E. Crowley, brakeman, train No. 60, while coupling cars at Glassboro was severely cut and bruised about the head, hips and legs.

August 1st.—J. D. Foster, brakeman, train 37, while coupling cars at Glassboro, had his collar bone broken.

August 13th.—Smith Ware, while stepping on train 11, at South Vineland, fell and bruised his side and leg.

August 14th.—J. McNeal, engineman, was slightly scalded by water grate bursting on engine 904, train 53, at Sewell.

August 15th.—Mrs. Margaret Kemp, a passenger on train No. 42, was slightly cut across bridge of nose by pieces of glass, caused by something being thrown through a window of car at Buena Vista.

August 17th.—Mrs. J. E. Price was struck and killed by train 84, at Vanhook street crossing, Camden.

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August 17th.—John Hamilton, brakeman, in throwing switch at Glassboro, had his left hand lacerated.

August 25th.—Harry Weaver, fell off of excursion extra No. 38, between Sea Isle City drawbridge and Ocean View, and received a slight scalp wound.

September 3d.—Chas. Weeks, brakeman, train 38, had his arm slightly injured while coupling cars at Vineland.

September 5th.—Daniel Sinclair, car cleaner, Camden station, while using ice wagon, had one of his arms broken by being caught between a gate and the wagon tongue.

September 10th.—John Mowrer, brakeman, was thrown from car at Swedesboro and slightly injured; caused by train being stopped suddenly.

September 11th.—J. D. Bates, carpenter, West Jersey Railroad, was run over by a locomotive, in Camden yard, and so seriously injured that he died at Cooper Hospital at midnight this date.

September 21st.—J. B. Furber, brakeman, train 96, while coupling cars at Daretown, had his foot caught under a wheel, crushing it badly.

September 30th.—Lewis McHugh, aged 9 years, was struck by train 66, at Gloucester, and thrown against the freight platform, receiving two scalp wounds and other injuries.

October 4th.—N. Calpraso, laborer, attempted to pass on the ground close to side of car from which ties were being unloaded, at Tomlins, and was struck on the head with a tie and slightly injured.

October 18th.—Joseph Chester, brakeman, train 38, while coupling cars at Millville, had one of his hands badly crushed.

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October 18th.—William H. Griffen, gateman at Walnut street, Camden, was badly injured by being struck with a piece of one of the gates, which was run into and broken by a team.

October 20th.—Alexander Voleniski, jumped off of train 111, about a mile south of Sewell; his right arm was crushed, left leg cut off and head cut.

October 24th.—John Hamilton, brakeman, was thrown from end of car, which was being backed on Knickerbocker's trestle, at Cape May, and was slightly injured.

October 30th.—Mrs. Kate Connor, in attempting to alight from train 27, after it had started from Camden station, fell on the platform and sprained her left wrist.

November 1st.—Henry Watson was struck and slightly injured by train 96, at Penton station.

December 7th.—Laborer No. 19 was thrown from work train, near Mauricetown station, by a sudden jerk, and was run over and killed.

December 30th.—Mordecai Murray was struck by train 66, at Browning's crossing; he was taken to Woodbury, where he died soon after arrival.

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# WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $864,700 00 |
| Bonded debt | 347,000 00 |

The road extends from Newfield to Atlantic City, a distance of forty-one miles.

It is leased to the West Jersey Railroad Company, at an annual rental of excess of receipts over cost of operating.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*— George Wood, being duly affirmed, on his affirmation says that he is President of the West Jersey and Atlantic Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEORGE WOOD,
President W. J. and A. R. R.

Affirmed and subscribed before me, this eighteenth day of February, A.D. 1890.

HUGH B. ELY,
Master in Court of Chancery, State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1889.

| | |
|---|---|
| Income from passengers | $171,104 15 |
| Income from freight | 27,798 97 |
| Income from other sources | 14,383 01 |
| Total | $213,286 13 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies | 169,712 98 |

Dividends paid during the year 1889, and how paid—
Two of two and one-half per cent. each in cash.

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# WEST SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore Railroad Company presents the following report for the year ending December 31st, 1889:

| | |
|---|---|
| Capital stock paid in | $10,000,000 00 |
| Bonded debt | 50,000,000 00 |
| Cost of road and equipments | 60,000,000 00 |

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five miles.

It is leased to the New York Central and Hudson River Railroad Company, at an annual rental of four (4) per cent. per annum upon outstanding bonds, secured by a first mortgage not exceeding fifty million dollars.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the West Shore Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

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Sworn and subscribed before me, this thirty-first day of January, A.D. 1890.

J. CARSTENSEN,
Notary Public, New York County.

State of New York, New York County, *ss.*—Edward V. W. Rossiter, Treasurer of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the West Shore Railroad, during the year ending December 31st, 1889, is correct and true to the best of his information, knowledge and belief.

E. V. W. ROSSITER.

Sworn and subscribed before me, this thirty-first day of January, 1890.

J. CARSTENSEN,
Notary Public, New York County.

ACCIDENTS.

January 16th.—Morris N. Pepper, freight brakeman, injured at Weehawken by a yard train (Wm. Riley,* conductor; John Clay,† engineer); forefinger of right hand bruised while coupling cars; did not use stick provided.

January 31st.—Jacob J. Lozier, farmer, injured at West Englewood by train No. 101 (John Cahill,† conductor; A. D. Johnson,† engineer); struck by train and killed while attempting to save a dog from being run over.

February 9th.—William Riley, freight conductor, injured at Weehawken by a yard train (William Riley,* conductor; J. Van Dyke,† engineer); right side and arm bruised by being caught between cars in motion, while attempting to pass between same.

*Not now in service. †Still in service.

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February 9th.—George W. Townsend, freight brakeman, injured at New Durham by an extra freight train (C. A. Small,† conductor; Wm. Van Keuren,† engineer); right arm injured while coupling cars; did not use stick provided.

February 18th.—John O'Neill, section laborer, injured at Bergen Fields by train No. 21 (J. W. Howley,† conductor; W. H. Marden,† engineer); struck by train while sitting on track, causing death soon afterwards.

February 20th.—William Wistern, yard brakeman, injured at Weehawken by a yard train (Peter Campbell,† conductor; Henry Grimm,† engineer); first two fingers of right hand bruised while coupling cars; did not use stick provided.

February 22d.—D. A. Gow, freight brakeman, injured at Weehawken by train No. 2d 105 (T. D. Murphy,† conductor; L. Burns,† engineer); head cut and arm bruised by falling from caboose, on account of same being struck by engine.

February 28th.—J. J. Hennessey, yard brakeman, injured at Weehawken by a yard train (Peter Campbell,† conductor; Henry Grimm,† engineer); right arm bruised while coupling cars; did not use stick provided.

March 1st.—Isaac Miller, yard brakeman, injured at New Durham by a yard train (Thos. Bannon,* conductor; I. Blauvelt,† engineer); right hand bruised while coupling cars; did not use stick provided.

March 20th.—William Van Keuren, passenger brakeman, injured at Weehawken by train No. 15 (E. K. Hill,† conductor; A. Giggleman,† engineer); groin injuired by falling and striking end-sill of platform of coach while releasing brake.

April 5th.—James Leahy, coal heaver, injured at New Durham (W. Colburn,† hostler); left hand squeezed while coupling engine to car; was using stick with right hand.

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*Not now in service. †Still in service.

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April 10th.—Casper Schneider, teamster, injured at Weehawken, yard train (Peter Campbell,† conductor; J. Van Dyke,† engineer); left ankle sprained by being thrown from wagon on account of horse becoming frightened at train.

June 2d.—Mrs. Margaretta Farney, passenger, injured at New Durham; right leg and side injured by falling from station platform.

June 5th.—Benjamin Winnie, yard brakeman, injured at Weehawken by a yard train (Chas. Connors,† conductor; J. Henegar,† engineer); forefinger of right hand bruised while pulling pin between cars.

June 6th.—Samuel Sharp, passenger brakeman, injured at New Durham (Geo. Madden,† engineer); left foot bruised by piece of coal falling from tank of engine and striking same.

June 13th.—Terence Monahan, yard brakeman, injured at Weehawken by a yard train (Chas. Connors,† conductor; J. Henegar,† engineer); forefinger and thumb of right hand cut off while coupling cars; did not use stick provided.

June 14th.—Samuel Macy, grain inspector, injured at Weehawken by a yard train (Frederick Roth,† conductor; Henry Grimm,† engineer); right hand bruised while attempting to pull pin between cars.

June 20th.—John McCue, yard brakeman, injured at Weehawken by a yard train (Peter Campbell,† conductor; J. Van Dyke,† engineer); right hand bruised while attempting to pull pin between cars.

July 9th.—Lyons Kremer, truck driver, injured at Weehawken by a yard train (James O'Neil,† conductor; J. Van Dyke,† engineer); left ankle bruised by being thrown from truck which was struck by yard train.

August 1st.—David Kiersted, passenger, injured at Little Ferry by train No. 25 (J. W. Howley,† conductor; B. McAfee,†

* Not now in service. † Still in service.

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engineer); little finger of left hand bruised by coach window, which he did not properly fasten, falling on same.

August 3d.———— Andrews, passenger, injured at Weehawken by train No. 37 (W. V. Hannon,† conductor; A. D. Johnson,† engineer); scalp slightly cut by being thrown from seat on account of cars being switched and striking train heavily.

August 18th.—John Batencourt, tramp, injured at Weehawken by an extra freight train (J. D. Hesslin,† conductor; J. Mowry,* engineer); right ankle sprained by end board of gondola car falling on same while he was stealing a ride.

August 20th.—W. H. Gill, yard brakeman, injured at Weehawken by a yard train (F. King,† conductor; J. Henegar,† engineer); first two fingers of right hand cut off while coupling cars; did not use stick provided.

September 5th.—Henry Mead, freight brakeman on N. Y., O. and W. Ry., injured at Granton by a pick-up train (T. D. Murphy,† conductor; Wm. Cullinan,* engineer); right ankle sprained and right hip and head bruised by being thrown from N. Y., O. and W. Railway train, No. 129, which struck West Shore Railroad pick-up train.

September 11th.—George W. Allen, freight brakeman, injured at West Englewood by train No. 72 (L. R. Wright,† conductor; J. Mowry,* engineer); back, head and shoulders bruised by slipping and falling to platform of caboose, while climbing to top of box car.

September 20th.—Alexander McCausland, freight brakeman, injured at Weehawken by train No. 81 (W. H. Keever,† conductor; E. Looney,† engineer); end of right thumb bruised while coupling engine to car; did not use stick provided.

September 27th.—Irwin W. Hasbrouck, yard brakeman, injured at Weehawken by a yard train (Chas. Connors,† conductor; J. Henegan,† engineer); right hand bruised while coupling cars; did not use stick provided.

*Not now in service. †Still in service.

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October 8th.—Nicholas Wicks, laborer, injured at Weehawken; head and chin slightly cut by falling from car while unloading lumber.

October 15th.—Herbert E. Hamblin, fireman, injured at Weehawken by train No. 1 (C. A. Harvie,† conductor; S. Hess,† engineer); one rib of left side broken and injured internally by falling from running-board of engine to ground.

October 20th.—Edward McQuade, laborer (not in employ of W. S. R. R.), injured at Little Ferry by N. Y., O. and W. Ry. train No. 110; supposed to have been struck by N. Y., O. and W. Ry. train No. 110, and killed while walking on track.

October 28th.—Henry Richards, fireman, injured at Weehawken by a yard train (James O'Neil,† conductor; J. Van Dyke,† engineer); mouth slightly bruised by stake breaking and striking him while assisting to put derailed engine on track.

November 14th.—J. B. Foley, engineer, injured at Weehawken by train No. 30 (C. F. Rix,† conductor; J. B. Foley,† engineer); thumb of left hand bruised while oiling engine between spokes of driving-wheel, caused by engine being moved forward.

November 19th.—John D. Pryor, freight brakeman, injured at New Durham by train No. 2d 75 (O. F. Merrill,† conductor; I. Blauvelt,† engineer); left hand and wrist bruised while coupling cars; did not use stick provided.

November 20th.—Andrew McCaffrey, freight checker, injured at Weehawken; thumb of right hand bruised while attempting to couple cars (in motion) which were being shoved by a gang of laborers; did not use stick provided.

December 6th.—G. F. Isenberg, yard brakeman, injured at Weehawken by a yard train (Frederick Roth,† conductor; A. Attebin,† engineer); right elbow fractured while coupling cars; did not use stick provided.

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December 19th.—John Canfield, yard brakeman, injured at Weehawken by a yard train (John Eagan,† conductor; William Coonan†); right hand slightly bruised while pulling coupling pin between cars.

December 20th.—Timothy Toughey, yard brakeman, injured at Weehawken by a yard train (John Wright,† conductor; H. D. Witmer,† engineer); four fingers of right hand bruised while coupling cars; did not use stick provided.

December 30th.—D. J. Lynch, yard brakeman, injured at Weehawken by a yard train (P. Kline,† conductor; C. Mosier,† engineer); end of right thumb slightly bruised while coupling cars; did not use stick provided.

* Not now in service. † Still in service.

RECAPITULATION.

| | *Killed.* | *Injured.* | *Total.* |
|---|---|---|---|
| Passengers | 0 | 3 | 3 |
| Employés | 1 | 28 | 29 |
| Others | 2 | 4 | 6 |
| | 3 | 35 | 38 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Delaware River Railroad, | 20. | 141,500 00 | 65,000 00 | 57,633 60 | 264,133 60 | 26,439 90 | 17,127 73 | 7,922 73 | 51,490 36 | 44,708 01 | Four of 2 per cent. each, None, | | Philadelphia and Reading Railroad Co. |
| Dover and Rockaway Railroad, | 5.12 | 100,000 00 | 35,000 00 | . . . . . | 135,000 00 | | | | | | | | |
| Easton and Amboy Railroad, | 65.93 | 6,000,000 00 | 6,000,000 00 | 386,296 77 | 10,764,049 34 | 111,640 79 | 1,922 464 67 | 15,169 18 | 2,049,274 64 | 1,522 407 00 | None, | | Central Railroad Co. of New Jersey. |
| East Trenton Railroad, | 2.56 | 48,532 29 | None, | None, | 48,532 29 | | | | | | None, | | Lehigh Valley Railroad Co. |
| Elizabeth Extension Railroad, | 1.69 | 30,000 00 | | 14,028 55 | 44,028 55 | | | | | | None, | {Operations included in those of the Delaware and Bound Brook Railroad, | Philadelphia and Reading Railroad Co. |
| Enterprise Railroad, | 1.50 | 30,000 00 | 15,000 00 | 115 49 | 45,115 49 | | | | | | None, | Operations included in Central Railroad, | |
| Ferro Monte Railroad, | 2.52 | 30,000 00 | None, | None, | 50,309 21 | None, | 12 610 40 | None, | 12 610 40 | 6,036 90 | None, | {Operations included in those of the Belvidere Delaware Railroad, | Pennsylvania Railroad Co. |
| Freehold and Jamesburg Agricultural Railroad, | 27.54 | 295,600 00 | 498,600 00 | | 804,338 20 | 130,159 97 | 37,403 68 | 7,956 18 | 175,519 83 | 118,274 87 | Two of 5 per cent. each, in cash, | | |
| Freehold and New York Railway, | 14.60 | 500,000 00 | | | 500,000 00 | 26,551 56 | 20,598 18 | 2,499 93 | 49.649 67 | 44,052 91 | Two of 3 per cent. each, in cash, | | Pennsylvania Railroad Co. |
| Hibernia Mine Railroad, | 6.50 | 200,000 00 | None, | None, | 198,182 72 | 1 039 90 | 23,822 73 | 16 78 | 24,879 41 | 13 575 33 | {One of 3 per cent. and one of 2½ per cent., cash, | | |
| Hibernia Underground Railroad, | 1.31 | 100,000 00 | None, | None, | 100,000 00 | None, | 10,314 81 | None, | 10,314 81 | 24,898 74 | None, | | |
| Hudson and Communipaw Railroad, | 1. | 50,000 00 | | 49 56 | | | | | | | | | |
| Jersey City and Bayonne Railroad, | 5. | 13,500 00 | | 1,195 52 | | | | | | | | | |
| Jersey City and Bergen Railroad, | 28. | 1,000,000 00 | 258,000 00 | None, | 975,917 73 | 504,017 79 | | 2,336 55 | 506 354 34 | 379,578 87 | | Road not constructed, | |
| Jersey City Terminal Railway, | 1.33 | 40,000 00 | None, | 803,498 48 | 843,498 48 | | | | | | Two of 5 per cent., in cash, | | |
| Jersey City, Newark and Western Railroad, | 7.75 | 16,000 00 | None, | 379,395 13 | 395,395 13 | | | | | | None, | Operations included in those of lessee, | Easton and Amboy Railroad Co. |
| Jersey City and Western Railroad, | 6.75 | 14,000 00 | None, | 7,096 20 | 21,096 20 | | | | | | None, | Road not constructed, | |
| Keyport Railroad Company, | 2.56 | 5,000 00 | | 60,577 27 | 65,577 27 | | | | | | None, | Road not constructed, | |
| Lehigh and Hudson River Railway, | 46.84 | 1,100,000 00 | 1,178,000 00 | 140,800 00 | 2 418,800 00 | 9,677 59 | 137,987 12 | 16,092 93 | 163,757 64 | 129,641 43 | | {Operations included in those of Freehold and New York Railroad, | |
| Lodi Branch Railroad, | 1.75 | 60,000 00 | | | 60,000 00 | | | | | | | | |
| Long Branch Railroad, | 23. | 253,000 00 | | | | 6,437 83 | 1,555 69 | 1,170 76 | 9,164 28 | 39,366 44 | None, | Operations included in those of lessee, | New York, Susquehanna and Western Railroad Co. |
| Long Dock Company, | .50 | 800,000 00 | 7,500,000 00 | None, | 1,177,272 87 | | | | | | | | Pennsylvania Railroad Co. |
| Macopin Railroad, | 1.50 | 60,000 00 | | | 60,000 00 | | | | | | None, | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| Manufacturers' Extension Railroad, | .90 | 4,000 00 | | 53,024 72 | 57,024 72 | | | | | | | Operations included in those of lessee, | New York, Susquehanna and Western Railroad Co. |
| Martin's Creek Railway, | .14 | 28,000 00 | | | 28,000 00 | | | | | | None, | Operations included in the Central Railroad Co. | |
| Middlesex Railway, | * | 1,000 00 | None, | 3,087 19 | 4,087 19 | | | | | | None, | Operations as part of Belvidere Delaware R. R., | Pennsylvania Railroad Co |
| Mays Landing and Egg Harbor City Railroad, | 7. | 32,500 00 | 37,500 00 | | 70,000 00 | | | | | | None, | Operations included in those of lessee, | Easton and Amboy Railroad Co. |
| Mill Creek and Hudson River Railway, | | 10,000 00 | | | | | | | 3,394 67 | | $2,102.40, cash, | | Camden and Atlantic Railroad Co. |
| Millstone and New Brunswick Railroad, | 6.65 | 95,750 00 | None, | 17,654 42 | 113,404 42 | 5,110 42 | 2,469 59 | 16 95 | 16 95 | 13 28 | | Road not constructed. | |
| Morris County Railroad, | 16. | 300,000 00 | 300,000 00 | 2,344 46 | *60,000 00 | 533 62 | 11,362 62 | 530 08 | 8,110 09 | 14,704 24 | None, | | Pennsylvania Railroad Co. |
| Morris and Essex Railroad, | 119.85 | 15,000,000 00 | 24,373,000 00 | | 38,921,906 08 | 1,626,745 75 | 2,900,944 82 | 393,945 68 | 11,896 24 | 9,125 99 | None, | *Stock and Bonds. | |
| Morris and Essex Extension Railroad, | 1.81 | 221,000 00 | | 113,383 25 | 334,383 25 | | | | 4,921,636 25 | 3,647,124 68 | $1,050,000.00, | | Delaware, Lackawanna and Western Railroad Co. |
| Mount Holly, Lumberton and Medford Railroad, | 6.20 | 95,650 00 | 75,000 00 | | 170,650 00 | 5,413 89 | 1,881 56 | 570 06 | $5,893.33, | | | | Delaware, Lackawanna and Western Railroad Co. |
| Mount Hope Mineral Railroad, | 3.54 | 160,000 00 | None, | None, | 169,278 77 | | | | 7,865 51 | 12,038 44 | Two of 3 per cent. each, | | Pennsylvania Railroad Co. |
| National Docks Railway, | 2. | 1,200,000 00 | | 12,429 81 | 1,212,603 46 | | 95,321 17 | | 33,076 45 | 12,599 91 | | | |
| Newark and Bloomfield Railroad, | 4.24 | 103,850 00 | | 160.410 19 | 264,260 19 | | | | 95,321 17 | 18,451 07 | One of 6½ per cent., in cash, | | |
| Newark and Hudson Railroad, | 5.518 | 250,000 00 | 250,000 00 | None, | 355,056 18 | 38,441 17 | 32,243 59 | 8,843 55 | 79,528 31 | 93,439 05 | $6,231, paid to stockholders by lessee, None, | Operations included in those of lessee, | Morris and Essex Railroad Co. |
| New Jersey Junction Railroad, | 4.35 | 100,000 00 | 1,700,000 00 | | 1,620 340 99 | | | | | | | | New York, Lake Erie and Western Railroad Co. |
| New Jersey Shore Line Railroad, | 15.50 | 31,000 00 | | 1,824 44 | | | | | | | | | New York Central and Hudson River Railroad Co. |
| New Jersey Southern Railway, | 88.58 | 2,590,600 00 | 1,590,600 00 | | | 342,807 32 | 207,287 57 | 20,366 47 | 570,461 36 | 502,044 93 | None, | Road not constructed. | |
| New York and Atlantic Highlands Railroad, | 2.80 | 20,000 00 | 20,000 00 | | 46 901 46 | | | | | | None, | | |
| New York and Greenwood Lake Railway, | 43. | 100,000 00 | 2,700,000 00 | None, | 2,866,968 36 | 136,641 12 | 100,826 22 | 8,936 01 | 246,403 35 | 251,304 09 | None, | {Sold at foreclosure in Dec., 1889. Operations included in those of N. J. Southern R. R. Co. | |
| New York and Long Branch Railroad, | 38.04 | 2,000,000 00 | 1,500,000 00 | | | | | | | | | | |
| New York, Susquehanna and Western Railroad, | 134.63 | 21,000,000 00 | 8,136,000 00 | 89,884 15 | 28,272,322 26 | 279,524 94 | 1,055,729 21 | 67,212 34 | 1,402,466 49 | 851,028 97 | None, | Operations included in those of operators, | {Central Railroad Co. Pennsylvania Railroad Co. |
| Northern Railroad | 21.25 | 1,000,000 00 | 560,800 00 | 167,093 87 | 946 969 01 | 271,053 05 | 57,126 57 | 15,796 84 | 343,976 46 | 315,426 46 | $30,000, in cash, | | |
| Newark and Passaic Railroad, | 3.10 | 8,000 00 | None, | 46 85 | 8,046 85 | | | | | | None, | Road not constructed. | New York, Lake Erie and Western Railroad Co. |
| Newark and Roselle Railway, | 6.50 | 14,000 00 | None, | 201,261 60 | 215,261 60 | | | | | | None, | Road not constructed. | |
| Ogden Mine Railroad, | 9.86 | 450,000 00 | | | | | | | | | | | |
| Passaic and Delaware Railroad, | 13.99 | 111,050 00 | | 12,718 53 | 123,768 53 | | | | | | | | Central Railroad Co. of New Jersey. |
| Passaic Extension Railroad, | 3. | 6,000 00 | | 15,463 32 | 21,463 32 | | | | | | $5,552.50, paid to stockholders by lessee, | {Operations included in those of Morris and Essex Railroad, | Delaware, Lackawanna and Western Railroad Co. |
| Passaic and New York Railroad, | 3. | 70,000 00 | 70,000 00 | | 140,000 00 | | | | | | | Operations included in those of lessee, | New York, Susquehanna and Western Railroad Co. |
| Paterson and Hudson River Railroad, | 12.57 | | | | | | | | | | | Operations included in those of lessee, | New York, Susquehanna and Western Railroad Co. |
| Paterson, Newark and New York Railroad, | 11. | 250,000 00 | 500,000 00 | None, | 545,433 29 | 78,792 23 | 66,316 86 | 3,634 60 | 148,743 69 | 95,210 72 | None, | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| Paterson and Ramapo Railroad, | 15.05 | | | | | | | | | | | | New York, Lake Erie and Western Railroad Co. |
| Pemberton and Hightstown Railroad, | 24.380 | | | | | 30,600 00 | 29,970 76 | 3,394 43 | 63,965 85 | 63,466 77 | None, | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| Pennsylvania, Poughkeepsie and Boston Railroad, | 22.39 | 1,750,000 00 | 1,500,000 00 | 401.269 68 | 3,651,269 68 | 1,674 90 | 5,291 41 | | 6,966 31 | 33,323 56 | None, | | Union Transportation Co. |
| Perth Amboy and Woodbridge Railroad, | 6.40 | 194,020 00 | 100,000 00 | None, | 294,032 71 | 62,069 44 | 59,952 63 | 804 41 | 122 826 48 | 54,363 15 | 25 per cent., in cash, | | |
| Philadelphia and Long Branch Railroad, | 47.27 | 765,000 00 | 750,000 00 | | 1,515,000 00 | 57,262 17 | 18,311 76 | 4,735 97 | 80,309 90 | 115 859 19 | None, | | Pennsylvania Railroad Co. |
| Philadelphia, Marlton and Medford Railroad, | 11.20 | 102,450 00 | 76,000 00 | | | 12,644 41 | 3,419 38 | 6,169 71 | 22,233 50 | 26,623 96 | None, | | Pennsylvania Railroad Co. |
| Raritan River Railroad, | 13. | 352,500 00 | 235,000 00 | | 587,500 00 | | | | | | None, | | Camden and Atlantic Railroad Co. |
| Rocky Hill Railroad and Transportation Co., | 6.70 | 4,600 00 | | | | 2,409 06 | 2,112 88 | 290 69 | 4,812 63 | 10 581 79 | $1,122, paid, | | Pennsylvania Railroad Co. |
| Roselle and South Plainfield Railroad, | 10.06 | 300,000 00 | None, | 225,453 43 | 525,453 43 | | | | | | None, | {Operations included in those of Easton and Amboy Railroad. | |
| Sussex Railroad, | 29.52 | 1,638,600 00 | 236 500 00 | None, | 1,911,779 34 | 28,076 72 | 102,749 07 | 19,836 35 | | 85,671 52 | None, | | |
| Tidewater Railway, | | 10,000 00 | None, | 50 00 | | None, | None, | None, | | 13 28 | None, | Road not constructed. | |
| Toms River Railroad, | 7.57 | 240,000 00 | | | 16,334 71 | | | | | | | | |
| Toms River and Waretown Railroad, | 14.71 | | | | 75,000 00 | 9,414 29 | 1,872 78 | 759 31 | 12 046 38 | | | | Central Railroad Co. of New Jersey. |
| Tuckerton Railroad, | 29.00 | 549,794 77 | 99 882 50 | 10,000 00 | 659,677 27 | 21,727 59 | 18,759 97 | 5,967 87 | 46,455 43 | 43,884 92 | None, | | Central Railroad Co. of New Jersey. |
| United New Jersey Railroad and Canal Co., | 505.66 | 21,240,400 00 | 20,000,000 00 | | 41,052,460 42 | 7,369,755 67 | 9,358,484 70 | 1,388,959 82 | 18,117,200 19 | 13,735,446 31 | 10 per cent. per annum, paid by lessee, | | |
| Vincentown Branch Railroad, | 3. | 25,000 00 | 15 000 00 | | | 1,739 43 | 452 02 | 225 57 | 2,417 02 | 4,798 29 | Two of 3 per cent. each, | | Pennsylvania Railroad Co. |
| Vineland Railroad, | 45.79 | 600,000 00 | | | 137,042 26 | | | | | | | | Pennsylvania Railroad Co. |
| Warren Railroad, | 18.80 | 1,800,000 00 | 1,350,000 00 | 39,177 69 | 3,189,177 69 | | | | | | | | Central Railroad Co. of New Jersey. |
| Watchung Railroad, | 4.16 | 47,000 00 | None, | None, | 102,617 00 | | | | | | $126,000, paid to stockholders by lessee, | | Delaware, Lackawanna and Western Railroad Co |
| Weehawken Branch Railroad, | 2.83 | | | | | | | | | | | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| West End Railroad, | 1.55 | 43,700 00 | | | 45,345 11 | | | | | | | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| West Jersey Railroad, | 176.52 | 2,134,850 00 | 3,242 500 00 | | | 782,473 76 | 411,252 50 | 119,156 86 | 1,312,883 12 | 929,357 62 | {Two of 3½ per cent. each on common stock; two of 3 per cent. each on guaranteed stock, in cash, | | Central Railroad Co. of New Jersey. |
| West Jersey and Atlantic Railroad, | 41. | 864,700 00 | 347,000 00 | | | 171,104 15 | 27,798 97 | 14,383 01 | 213,286 13 | 169,712 98 | Two of 2½ per cent. each, in cash, | | Pennsylvania Railroad Co. |
| West Shore Railroad, | † | 10,000,000 00 | 50,000,000 00 | | 60,000,000 00 | | | | | | | | West Jersey Railroad Co. |
| | | | | | | | | | | | | Operations included in those of lessee, | New York Central and Hudson River Railroad Co. |

* 1,800 feet. † Not stated.

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# TABULAR STATEMENT OF MATTER CONTAINED IN THE FOREGOING REPORTS

## OF RAILROAD AND CANAL COMPANIES FOR 1889.

| COMPANIES. | Miles in New Jersey. | Capital Stock. | Bonded Debt. | Other Debt. | Cost of Road and Equipment. | INCOME. From Passengers. | INCOME. From Freight. | INCOME. From other Sources. | INCOME. Total Income. | Expenses. | DIVIDENDS PAID IN 1889. | REMARKS. | LEASED TO OR OPERATED BY. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic City Railroad Company, | 33.30 | $2 200,000 00 | $2,213,570 00 | $113,671 16 | $4,601,029 33 | $352,055 56 | $207 516 49 | $6,694 76 | $566,266 81 | $489 212 70 | None, | | |
| Atlantic Highlands Railroad, | .... | 200,000 00 | ..... | ..... | 136,593 13 | ..... | ..... | ..... | ..... | ..... | None, | | |
| Baltimore and New York Railway, | 5.35 | 350,000 00 | 350,000 00 | None, .... | ..... | None, .... | None, .... | None, .... | None, .... | None, .... | None, | Operations included in those of Central Railroad Co. | |
| Belvidere Delaware Railroad, | 68. | 1 150,000 00 | 3,521,000 00 | ..... | 4,601,288 55 | 228,754 97 | 1,023 816 92 | 27 763 03 | 1 280,334 92 | 894,062 59 | None, | Road not in operation. | |
| Bergen County Railroad, | 10. | 200,000 00 | 2,000,000 00 | None, .... | 607,972 14 | ..... | ..... | ..... | ..... | ..... | Six per cent , in cash, | ..... | Pennsylvania Railroad Co. |
| Bergen and Dundee Railroad, | 2.75 | 6,000 00 | ..... | ..... | 7,655 38 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| Buena Vista Railroad, | 1 03 | 3,000 00 | ..... | 12 374 69 | 15,374 69 | ..... | ..... | ..... | ..... | ..... | ..... | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| Carteret Extension Railroad, | 1.59 | 4 000 00 | ..... | 15,398 90 | 19,398 90 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in those of Central Railroad. | |
| Camden and Atlantic Railroad, | 65.06 | 1,258,000 00 | 1,487.000 00 | ..... | ..... | 493 228 96 | 123,683 36 | 67,172 01 | 689,084 33 | 549,781 36 | One of 3 per cent., in cash, | Operations included in those of Central Railroad. | |
| Camden and Burlington County Railroad, | 30. | 381,925 00 | 350,000 00 | None, .... | ..... | 184,896 65 | 50,374 81 | 20,636 93 | 255 908 39 | 188,249 53 | ..... | ..... | |
| Cape May and Sewell's Point Railroad, | 4. | 39,000 00 | 29,000 00 | 500 00 | 41,228 67 | ..... | ..... | 900 00 | 900 00 | ..... | None, | ..... | Pennsylvania Railroad Co. |
| Central Railroad of New Jersey, | 156.35 | 18,588,200 00 | 43,606,822 11 | ..... | 23,509,995 43 | 1,956,311 77 | 5 257,369 88 | 211 309 39 | 7,424 991 04 | 4,665,388 70 | Three of 1½ per cent on par value of capital stock, payable in cash, | ..... | J. Henry Edmunds. |
| Chester Railroad, | 10.02 | 98,500 00 | 100,000 00 | 26 175 98 | 224,675 98 | ..... | ..... | ..... | ..... | ..... | None, | ..... | |
| Columbus, Kinkora and Springfield Railroad, | 14. | 66,050 00 | 129,800 00 | 25,000 00 | 194,648 70 | 3,588 02 | 3,720 24 | 1,366 74 | 8,675 00 | ..... | None, | Operations included in those of lessee, | Morris and Essex Railroad Co. |
| Cumberland and Maurice River Railroad, | 22.20 | 250,000 00 | 5,000 00 | ..... | 268,549 41 | 12,662 33 | 18,757 15 | 1,227 64 | 32 647 12 | 37,428 25 | None, | ..... | Pennsylvania Railroad Co. |
| Cumberland and Maurice River Extension Railroad, | 1.23 | ..... | ..... | ..... | 14,988 90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Delaware Railroad, | 2. | 4,025 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Operations included in those of lessee, | Cumberland and Maurice River Railroad Co. |
| Delaware Bay and Cape May Railroad, | 3.50 | 30,000 00 | 27,000 00 | 2,500 00 | 60,000 00 | 10,525 01 | 176 50 | ..... | 10,701 51 | 8,661 79 | None, | Road not constructed. | |
| Delaware and Bound Brook Railroad, | 30.70 | 1,777,000 00 | 1,777,000 00 | None, .... | 3,559,383 46 | 262 088 68 | 534 382 16 | 54,622 06 | 851,092 90 | 469,079 95 | Four of 2 per cent. each, | ..... | |
| Delaware River Railroad, | 20. | 141,500 00 | 65,000 00 | 57,633 60 | 264,133 60 | 26,439 90 | 17,127 73 | 7,922 73 | 51,490 36 | 44,708 01 | None, | ..... | Philadelphia and Reading Railroad Co. |
| Dover and Rockaway Railroad, | 5.12 | 100,000 00 | 35,000 00 | ..... | 135,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Easton and Amboy Railroad, | 65.93 | 6,000,000 00 | 6,000,000 00 | 386,296 77 | 10,764,049 34 | 111,640 79 | 1,922 464 67 | 15,169 18 | 2,049,274 64 | 1,522 407 00 | None, | ..... | Central Railroad Co. of New Jersey. |
| East Trenton Railroad, | 2.56 | 48,532 29 | None, .... | None, .... | 48,532 29 | ..... | ..... | ..... | ..... | ..... | None, | ..... | Lehigh Valley Railroad Co. |
| Elizabeth Extension Railroad, | 1.69 | 30,000 00 | ..... | 14,028 55 | 44,028 55 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in those of the Delaware and Bound Brook Railroad, | Philadelphia and Reading Railroad Co. |
| Enterprise Railroad, | 1.50 | 30,000 00 | 15,000 00 | 115 49 | 45,115 49 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in Central Railroad, | |
| Ferro Monte Railroad, | 2.52 | 30,000 00 | None, .... | None, .... | 50,309 21 | None, .... | 12 610 40 | None, .... | 12 610 40 | 6,036 90 | Two of 5 per cent. each, in cash, | Operations included in those of the Belvidere Delaware Railroad, | Pennsylvania Railroad Co. |
| Freehold and Jamesburg Agricultural Railroad, | 27.54 | 295,600 00 | 498,600 00 | ..... | 804,338 20 | 130,159 97 | 37,403 68 | 7,956 18 | 175,519 83 | 118,274 87 | Two of 3 per cent. each, in cash, | ..... | |
| Freehold and New York Railway, | 14.60 | 500,000 00 | ..... | ..... | 500,000 00 | 26,551 56 | 20,598 18 | 2,499 93 | 49,649 67 | 44,052 91 | ..... | ..... | Pennsylvania Railroad Co. |
| Hibernia Mine Railroad, | 6.50 | 200,000 00 | None, .... | None, .... | 198,182 72 | 1 039 90 | 23,822 73 | 16 78 | 24,879 41 | 13 575 33 | One of 3 per cent. and one of 2½ per cent., cash, | ..... | |
| Hibernia Underground Railroad, | 1.31 | 100,000 00 | None, .... | None, .... | 100,000 00 | None, .... | 10,314 81 | None, .... | 10,314 81 | 24,898 74 | None, | ..... | |
| Hudson and Communipaw Railroad, | 1. | 50,000 00 | ..... | 49 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Jersey City and Bayonne Railroad, | 5. | 13,500 00 | ..... | 1,195 52 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Jersey City and Bergen Railroad, | 28. | 1,000,000 00 | 258,000 00 | None, .... | 975,917 73 | 504,017 79 | ..... | 2,336 55 | 506 354 34 | 379,578 87 | Two of 5 per cent., in cash, | Road not constructed, | |
| Jersey City Terminal Railway, | 1.33 | 40,000 00 | None, .... | 803,498 48 | 843,498 48 | ..... | ..... | ..... | ..... | ..... | None, | ..... | |
| Jersey City, Newark and Western Railroad, | 7.75 | 16,000 00 | None, .... | 379,395 13 | 395,395 13 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in those of lessee, | Easton and Amboy Railroad Co. |
| Jersey City and Western Railroad, | 6.75 | 14,000 00 | None, .... | 7,096 20 | 21,096 20 | ..... | ..... | ..... | ..... | ..... | None, | Road not constructed, | |
| Keyport Railroad Company, | 2.56 | 5,000 00 | ..... | 60,577 27 | 65,577 27 | ..... | ..... | ..... | ..... | ..... | None, | Road not constructed, | |
| Lehigh and Hudson River Railway, | 46.84 | 1,100,000 00 | 1,178,000 00 | 140,800 00 | 2 418,800 00 | 9,677 59 | 137,987 12 | 16,092 93 | 163,757 64 | 129,641 43 | ..... | Operations included in those of Freehold and New York Railroad, | |
| Lodi Branch Railroad, | 1.75 | 60,000 00 | ..... | ..... | 60,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Long Branch Railroad, | 23. | 253,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Long Dock Company, | .50 | 800,000 00 | 7,500,000 00 | None, .... | 1,177,272 87 | 6,437 83 | 1,555 69 | 1,170 76 | 9,164 28 | 39,366 44 | None, | Operations included in those of lessee, | New York, Susquehanna and Western Railroad Co. |
| Macopin Railroad, | 1.50 | 60,000 00 | ..... | ..... | 60,000 00 | ..... | ..... | ..... | ..... | ..... | None, | ..... | Pennsylvania Railroad Co. |
| Manufacturers' Extension Railroad, | .90 | 4,000 00 | ..... | 53,024 72 | 57,024 72 | ..... | ..... | ..... | ..... | ..... | ..... | Operations included in those of lessee, | New York, Lake Erie and Western Railroad Co. |
| Martin's Creek Railway, | .14 | 28,000 00 | ..... | ..... | 28,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | Operations included in those of lessee, | New York, Susquehanna and Western Railroad Co. |
| Middlesex Railway, | * | 1,000 00 | None, .... | 3,087 19 | 4,087 19 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in the Central Railroad Co. | |
| Mays Landing and Egg Harbor City Railroad, | 7. | 32,500 00 | 37,500 00 | ..... | 70,000 00 | ..... | ..... | ..... | ..... | ..... | None, | Operations as part of Belvidere Delaware R. R., | Pennsylvania Railroad Co |
| Mill Creek and Hudson River Railway, | .... | 10,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | 3,394 67 | ..... | None, | Operations included in those of lessee, | Easton and Amboy Railroad Co. |
| Millstone and New Brunswick Railroad, | 6.65 | 95,750 00 | None, .... | 17,654 42 | 113,404 42 | 5,110 42 | 2,469 59 | 16 95 | 16 95 | 13 28 | $2,102.40, cash, | ..... | Camden and Atlantic Railroad Co. |
| Morris County Railroad, | 16. | 300,000 00 | 300,000 00 | 2,344 46 | *60,000 00 | 533 62 | 11,362 62 | 530 08 | 8,110 09 | 14,704 24 | None, | Road not constructed. | |
| Morris and Essex Railroad, | 119.85 | 15,000,000 00 | 24,373,000 00 | ..... | 38,921,906 08 | 1,626,745 75 | 2,900,944 82 | 393,945 68 | 11,896 24 | 9,125 99 | None, | ..... | |
| Morris and Essex Extension Railroad, | 1.81 | 221,000 00 | ..... | 113,383 25 | 334,383 25 | ..... | ..... | ..... | 4,921,636 25 | 3,647,124 68 | $1,050,000.00, | *Stock and Bonds. | Pennsylvania Railroad Co. |
| Mount Holly, Lumberton and Medford Railroad, | 6.20 | 95,650 00 | 75,000 00 | ..... | 170,650 00 | 5,413 89 | 1,881 56 | 570 06 | 7,865 51 | 12,038 44 | $5,893.33, | ..... | |
| Mount Hope Mineral Railroad, | 3.54 | 160,000 00 | None, .... | None, .... | 169,278 77 | ..... | ..... | ..... | 33,076 45 | 12,599 91 | Two of 3 per cent. each, | ..... | Delaware, Lackawanna and Western Railroad Co. |
| National Docks Railway, | 2. | 1,200,000 00 | ..... | 12,429 81 | 1,212,603 46 | ..... | 95,321 17 | ..... | 95,321 17 | 18,451 07 | ..... | ..... | Delaware, Lackawanna and Western Railroad Co. |
| Newark and Bloomfield Railroad, | 4.24 | 103,850 00 | ..... | 160.410 19 | 264,260 19 | ..... | ..... | ..... | ..... | ..... | One of 6½ per cent., in cash, | ..... | Pennsylvania Railroad Co. |
| Newark and Hudson Railroad, | 5.518 | 250,000 00 | 250,000 00 | None, .... | 355,056 18 | 38,441 17 | 32,243 59 | 8,843 55 | 79,528 31 | 93,439 05 | $6,231, paid to stockholders by lessee, | ..... | |
| New Jersey Junction Railroad, | 4.35 | 100,000 00 | 1,700,000 00 | ..... | 1,620 340 99 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in those of lessee, | Morris and Essex Railroad Co. |
| New Jersey Shore Line Railroad, | 15.50 | 31,000 00 | ..... | 1,824 44 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | New York, Lake Erie and Western Railroad Co. |
| New Jersey Southern Railway, | 88.58 | 2,590,600 00 | 1,590,600 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | New York Central and Hudson River Railroad Co. |
| New York and Atlantic Highlands Railroad, | 2.80 | 20,000 00 | 20,000 00 | ..... | 46 901 46 | 342,807 32 | 207,287 57 | 20,366 47 | 570,461 36 | 502,044 93 | None, | Road not constructed. | |
| New York and Greenwood Lake Railway, | 43. | 100,000 00 | 2,700,000 00 | None, .... | 2,866,968 36 | ..... | ..... | ..... | ..... | ..... | None, | ..... | |
| New York and Long Branch Railroad, | 38.04 | 2,000,000 00 | 1,500,000 00 | ..... | ..... | 136,641 12 | 100,826 22 | 8,936 01 | 246,403 35 | 251,304 09 | ..... | Sold at foreclosure in Dec., 1889. Operations included in those of N. J. Southern R. R. Co. | |
| New York, Susquehanna and Western Railroad, | 134.63 | 21,000,000 00 | 8,136,000 00 | 89,884 15 | 28,272,322 26 | 279,524 94 | 1,055,729 21 | 67,212 34 | 1,402,466 49 | 851,028 97 | None, | ..... | |
| Northern Railroad | 21.25 | 1,000,000 00 | 560,800 00 | 167,093 87 | 946 969 01 | 271,053 05 | 57,126 57 | 15,796 84 | 343,976 46 | 315,426 46 | $30,000, in cash, | Operations included in those of operators, | Central Railroad Co. Pennsylvania Railroad Co. |
| Newark and Passaic Railroad, | 3.10 | 8,000 00 | None, .... | 46 85 | 8,046 85 | ..... | ..... | ..... | ..... | ..... | None, | ..... | |
| Newark and Roselle Railway, | 6.50 | 14,000 00 | None, .... | 201,261 60 | 215,261 60 | ..... | ..... | ..... | ..... | ..... | None, | Road not constructed. | New York, Lake Erie and Western Railroad Co. |
| Ogden Mine Railroad, | 9.86 | 450,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | ..... | |

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# INDEX.

(321)

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# INDEX.


PAGE

Comptroller's Report..... 3
State Director's Report..... 5
Mileage Statement United Railroads of New Jersey Division..... 7
Earnings and Expenses of United N. J. R. R. and Canal Co..... 7
Statement of Receipts P. R. R., acc't U. N. J. R. R. & C. Co..... 8
Statement of Interest, etc., P. R. R., acc't U. N. J. R. R. & C. Co..... 9
Statement of Amounts Paid by P. R. R., acc't U. N. J. R. R. & C. Co..... 10
Statement of Amounts Charged to "Construction," "Real Estate," and "Harsimus Cove"..... 12


## REPORTS OF RAILROAD COMPANIES.


Atlantic City Railroad Company..... 15
Atlantic Highlands Railroad Company..... 18
Baltimore and New York Railway Company..... 19
Belvidere Delaware Railroad Company..... 21
Bergen County Railroad Company..... 27
Bergen and Dundee Railroad Company..... 30
Buena Vista Railroad Company..... 32
Camden and Atlantic Railroad Company..... 34
Camded and Burlington County Railroad Company..... 39
Cape May and Sewell's Point Railroad Company..... 41
Carteret Extension Railroad Company..... 33
Central Railroad Company of New Jersey..... 43
Chester Railroad Company..... 75
Columbus, Kinkora and Springfield Railroad Company..... 77
Cumberland and Maurice River Railroad Company..... 79
Cumberland and Maurice River Extension Railroad Company..... 81
Delaware Railroad Company of New Jersey..... 82
Delaware Bay and Cape May Railroad Company..... 83
Delaware and Bound Brook Railroad Company..... 85
Delaware River Railroad Company..... 87
Dover and Rockaway Railroad Company..... 89
Easton and Amboy Railroad Company..... 90
East Trenton Railroad Company..... 92
Elizabeth Extension Railroad Company..... 93
Enterprise Railroad Company..... 94
Ferro Monte Railroad Company..... 96
Freehold and Jamesburg Agricultural Railroad Company..... 98

You are viewing an archived document from the New Jersey State Library.



PAGE
Freehold and New Nork Railway Company.. ..... 100
Hibernia Mine Railroad Company..... 102
Hibernia Underground Railroad Company..... 104
Hudson and Communipaw Railroad Company..... 106
Jersey City and Bayonne Railroad Company..... 107
Jersey City and Bergen Railroad Company..... 108
Jersey City, Newark and Western Railway Company..... 110
Jersey City Terminal Railway Company. ..... 112
Jersey City and Western Railway Company..... 114
Keyport Railroad Company..... 115
Lehigh and Hudson River Railroad Company..... 117
Lodi Branch Railroad Company..... 119
Long Beach Railroad Company..... 121
Long Dock Company..... 122
Macopin Railroad Company..... 124
Manufacturers' Extension Railroad Company..... 126
Martin's Creek Railway Company..... 128
Mays Landing and Egg Harbor City Railroad Company..... 130
Middlesex Railway Company..... 132
Mill Creek and Hudson River Railway Company..... 134
Millstone and New Brunswick Railroad Company..... 136
Morris County Railroad Company..... 138
Morris and Essex Railroad Company..... 140
Morris and Essex Extension Railroad Company..... 147
Mount Holly, Lumberton and Medford Railroad Company..... 149
Mount Hope Mineral Railroad Company..... 151
National Docks Railway Company..... 152
Newark and Bloomfield Railroad Company..... 154
Newark and Hudson Railroad Company..... 156
Newark and Passaic Railway Company..... 187
Newark and Roselle Railway Company..... 188
New Jersey Junction Railroad Company..... 159
New Jersey Shore Line Railroad Company..... 162
New Jersey Southern Railway Company..... 163
New York and Atlantic Highlands Railroad Company..... 166
New York and Greenwood Lake Railway Company..... 168
New York and Long Branch Railroad Company..... 171
New York, Susquehanna and Western Railroad Company ..... 174
Northern Railroad Company of New Jersey..... 183
Ogden Mine Railroad Company..... 189
Passaic and Delaware Railroad Company..... 190
Passaic Extension Railroad Company..... 192
Passaic and New York Railroad Company..... 194
Paterson and Hudson River Railroad Company..... 196
Paterson, Newark and New York Railroad Company..... 211
Paterson and Ramapo Railroad Company..... 214
Pennsylvania, Poughkeepsie and Boston Railroad Company..... 217
Perth Amboy and Woodbridge Railroad Company..... 219

You are viewing an archived document from the New Jersey State Library.



PAGE

Philadelphia and Long Branch Railroad Company ..... 221
Philadelphia, Marlton and Medford Railroad Company ..... 223
Raritan River Railroad Company ..... 225
Rocky Hill Railroad and Transportation Company ..... 227
Roselle and South Plainfield Railway Company ..... 229
Sussex Railroad Company ..... 231
Tide Water Railway Company ..... 233
Toms River Railroad Company ..... 235
Toms River and Waretown Railroad Company ..... 236
Tuckerton Railroad Company ..... 238
Union Transportation Company ..... 240
United New Jersey Railroad and Canal Company ..... 242
Vincentown Branch Railroad Company ..... 295
Vineland Railroad Company ..... 297
Warren Railroad Company ..... 298
Watchung Railroad Company ..... 300
Weehawken Branch Railroad Company ..... 302
West End Railroad Company ..... 305
West Jersey Railroad Company ..... 306
West Jersey and Atlantic Railroad Company ..... 311
West Shore Railroad Company ..... 313