Delaware, Lackawanna and Western Railroad

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.........................................................
Name change, March 11, 1853

Trackage, June 30, 1918:
  276.885 mi. First main track
  237.379 mi. Second and other main tracks
  291.771 mi. Yard track and sidings

Equipment
  Steam locomotives 742
  Freight cars 28,995
  Passenger cars 871
  Floating equipment 217
  Work equipment 1,046
  Miscellaneous 12

Equipment, leased
  Steam locomotives 1 to Crocker-Wheeler Company
  Steam locomotives 1 to The Lackawanna and Montrose Railroad
  Steam locomotives 1 to The Sussex Railroad
  Steam locomotives 1 to Wharton and Northern Railroad
  Passenger cars 2 to The Lackawanna and Montrose Railroad
  Floating equipment 1 from The Hoboken Ferry Co.

Equipment, leased jointly used
  Freight cars 198 from Atlantic Seaboard Dispatch
  Freight cars 105 from Mid West Dispatch Car Company

The Delaware, Lackawanna and Western Railroad controls the Following Companies:

  Through ownership of Majority or entire capital stock, operated as part of the Lackawanna:
  The Newark and Bloomfield Railroad
  The Passaic and Delaware Railroad
  Syracuse, Binghamton and New York Railroad
  The Hopatcong Railroad
  Erie and Central New York Railroad
  The Chester Railroad
  Syracuse and Baldwinsville Railroad

  Through ownership of Majority or entire capital stock, operated independently:
  The Lackawanna and Montrose Railroad
  Harlem Transfer Co.
  New York and Hoboken Ferry Co.
  The Hoboken Ferry Co.

By construction:
  26.000 mi. Relocated Main line, 1912-1916
  45.693 mi. Various small branches, various times

Abandoned
  26.000 mi. Original main line, 1912-1916
  1.618 mi. Several small branch lines, different dates

The Lackawanna and Western Railroad (3/11/1853)
The Delaware and Cobb's Gap Railroad (3/11/1853)
The Keyser Valley Railroad (12/27/1865)
The Lackawanna and Bloomsburg Railroad (6/17/1873)
Bangor and Portland Railway (7/1/1909)
The Hanover and Newport Railroad (7/1/1909)

THE LACKAWANNA AND WESTERN RAILROAD. Delaware, Lackawanna and Western RR
Name change, April 14, 1851
110.177 mi. NJ/PA state line to PA/NY state line, 1851-1856
The Liggett's Gap Railroad (4/14/1851)

THE LIGGETT'S GAP RAILROAD. The Lackawanna and Western RR
Spec. act of PA, April 7, 1832
No property completed

THE DELAWARE AND COBB'S FERRY RAILROAD. Delaware, Lackawanna and Western RR
Spec. act of PA, April 7, 1849
No property constructed

THE KEYSER VALLEY RAILROAD. Delaware, Lackawanna and Western RR
Name change, March 13, 1865
No railroad property constructed
Coal lands only
The Continental Coal Company (3/13/1865)

THE CONTINENTAL COAL COMPANY. The Keyser Valley RR
Name change, January 26, 1860
No property constructed
Buffalo Coal and Iron Company (1/26/1860)

BUFFALO COAL AND IRON COMPANY. The Continental Coal Co
Name change, April 19, 1856
No property constructed
North Western Coal and Iron Company (4/19/1856)

NORTHWESTERN COAL AND IRON COMPANY. Buffalo Coal and Iron Co
Spec. act of PA, April 5, 1852
No property constructed

THE LACKAWANNA AND BLOOMSBURG RAILROAD. Delaware, Lackawanna and Western RR
Spec. act of PA, April 19, 1856
17,000 mi. Scranton to Kingston, PA, 1854-1856
41,000 mi. Kingston to Rupert, PA, 1857
22,000 mi. Rupert to Northumberland, PA, 1858-1859
2,000 mi. Pittston Branch, 1867
Less:
2,000 mi. Pittston Branch, sold, 1867
.540 mi. abandoned

BANGOR AND PORTLAND RAILWAY. Delaware, Lackawanna and Western RR
Art. of consol. in PA, September 25, 1899
3.725 mi. Nazareth to Bath, PA, 1900
0.315 mi. Wye connection at Portland, PA, 1901
Bangor and Portland Railway (9/25/1899)
Nazareth and Lehigh Railway (9/25/1899)

**BANGOR AND PORTLAND RAILWAY.**
Bangor and Portland Ry Inc. in PA, May 19, 1879
24.485 mi. Portland to Nazareth, PA, 1879-1882
4.150 mi. Martins Creek Jct. to Martins Creek, PA, 1886
0.549 mi. Penn Argyl Jct. to Penn Argyl, PA, 1887
1.424 mi. Wind Gap Jct. to Wind Gap, PA, 1887
Bangor and Bath Railroad (10/25/1880)
The Chapman and Lehigh Railway (6/13/1882)

**BANGOR AND BATH RAILROAD.**
Bangor and Portland Ry Inc. in PA, August 2, 1880
No property constructed

**THE CHAPMAN AND LEHIGH RAILWAY.**
Bangor and Portland Ry Inc. in PA, July 28, 1881
No property constructed

**THE HANOVER AND NEWPORT RAILROAD.**
Delaware, Lackawanna and Western RR Inc. in PA, March 14, 1894
5.091 mi. Plymouth to Bliss Mine, PA, 1893-1894
1.027 mi. Warrior Run Branch, 1893-1894
2.407 mi. Auchincloss Branch, 1893-1894

*Delaware, Lackawanna and Western Railroad, Lessor:*
**The Cayuga and Susquehanna Railroad**

**THE CAYUGA AND SUSQUEHANNA RAILROAD.**
Spec. act of NY, April 18, 1843
Trackage, June 30, 1918:
34.385 mi. First main track
6.820 mi. Yard track and sidings
Equipment
No equipment owned
By construction:
9.309 mi. Relocation of main line between Carolina and Ithaca, NY, 1849-1850
0.950 mi. Conn. with New York, Lackawanna & Western RR at Owego, NY, 1881-1882
Abandoned:
4.800 mi. between Owego and Ithaca, NY
0.294 mi. minor extensions and abandonments
Ithaca and Owego Railroad (6/6/1843)

**ITHACA AND OWEGO RAILROAD.**
The Cayuga and Susquehanna RR Spec. act of NY, January 28, 1828
29.000 mi. Owego to Ithaca, NY, 1833-1834

The Morris and Essex Railroad

THE MORRIS AND ESSEX RAILROAD.  
Spec. act of NJ, January 29, 1835, sold under foreclosure, April 18, 1842  
Redeemed by stockholders, May 28, 1842, under Spec. act of NJ, March 1, 1842

Trackage, June 30, 1918:
- 120.240 mi. First main track
- 115.292 mi. Second and other main track
- 286.004 mi. Yard track and sidings

Equipment
- No equipment owned

By construction:
- Newark to Morristown, NJ, 1838
- Norristown to Dover, NJ, 1846-1848
- Dover to Hackettstown, NJ, 1852-1854
- Hackettstown to Phillipsburg, NJ, 1863-1866
- Denville to Bergen Jct., NJ, 1866-1870
- 113.370 mi. New construction and relocation of line

25.419 mi. New construction and relocation of line

Purchased from The New Jersey Railroad and Transportation Co., 1/1/1866:
- 0.996 mi. East Newark Jct. to Newark, NJ

Purchased from The Hoboken Land and Improvement Co., May 27, 1864:
- 7.410 mi. Hoboken to East Newark, NJ

Application for construction:
- 6.77 mi. Kingsland to Harrison, NJ, Approved, 2/18/1925 (FD 4473)

Abandoned:
- 26.995 mi. Abandonments and relocation of line

The Newark and Bloomfield Railroad

THE NEWARK AND BLOOMFIELD RAILROAD.  
Spec. act of NJ, March 26, 1852

Trackage, June 30, 1918:
- 4.173 mi. First main track
- 4.173 mi. Second main track
- 8.838 mi. Yard track and sidings

Equipment
- No equipment owned

By construction:
- 4.173 mi. Roesville Ave, Newark to Mount Clair, NJ, 7/1855-7/1856

The Chester Railroad

THE CHESTER RAILROAD.  
Spec. act of NJ, April 2, 1867

Trackage, June 30, 1918:
- 10.032 mi. First main track
The Oswego and Syracuse Railroad

THE OSWEGO AND SYRACUSE RAILROAD.................................................................
Spec. act of NY, April 29, 1839
Trackage, June 30, 1918:
35.256 mi. First main track
0.322 mi. Second and other main tracks
28.842 mi. Yard track and sidings
Equipment
No equipment owned
By construction:
34.503 mi. Oswego to Syracuse, NY, 1847-1848
1.023 mi. branch in Oswego, NY, 1847-1848

The Valley Railroad

THE VALLEY RAILROAD.................................................................
Inc. in NY, March 4, 1869
Trackage, June 30, 1918:
11.089 mi. First main track
11.084 mi. Second main track
11.645 mi. Yard track and sidings
Equipment
No equipment owned
By construction:
11.089 mi. PA/NY state line to Binghamton, NY, 4/1869-3/1870

Utica, Chenango and Susquehanna Valley Railway

UTICA, CHENANGO AND SUSQUEHANNA VALLEY RAILWAY..................................
Inc. in NY, January 11, 1866
Trackage, June 30, 1918:
97.662 mi. First main track
43.209 mi. Yard track and sidings
Equipment
No equipment owned
By construction:
21.500 mi. Utica to Waterville, NY, 6/1866-8/1868
25.000 mi. Waterville to Shelbourne, NY, 10/10/1869
7.259 mi. Shelbourne to Norwich, NY, 11/25/1872
22.000 mi. Norwich to Greene, NY, 12/19/1870
**Greene Railroad**

**GREENE RAILROAD.**

Inc. in NY, October 18, 1869

Trackage, June 30, 1918:
- 8.100 mi. First main track
- 0.516 mi. Yard track and sidings

Equipment
- No equipment owned

By construction:
- 8.100 mi. Chenango Forks to Greene, NY, 1870-12/1871

**The New York, Lackawanna and Western Railway**

**THE NEW YORK, LACKAWANNA AND WESTERN RAILWAY.**

Inc. in NY, August 26, 1880

Trackage, June 30, 1918:
- 214.300 mi. First main track
- 213.115 mi. Second and other main tracks
- 240.704 mi. Yard track and sidings

Equipment
- No equipment owned

By construction:
- 204.611 mi. Binghamton to Buffalo, NY, 9/29/1882

**The Passaic and Delaware Railroad**

**THE PASSAIC AND DELAWARE RAILROAD.**

Inc. in NJ, October 29, 1878

Trackage, June 30, 1918:
- 13.889 mi. First main track
- 7.891 mi. Yard track and sidings

Equipment
- No equipment owned

No property constructed

New Jersey West Line Railroad (10/29/1878)

**NEW JERSEY WEST LINE RAILROAD.**

Name change, February 15, 1870
- 13.889 mi. Summit to Bernardsville, NJ, 1870-1874

Passaic Valley and Peapack Railroad (2/15/1870)

**PASSAIC VALLEY AND PEAPACK RAILROAD.**

Spec. act of NJ, March 29, 1865
- No property constructed

**The Morris and Essex Extension Railroad**
THE MORRIS AND ESSEX EXTENSION RAILROAD. .........................................................
   Inc. in NJ, May 6, 1889
   Trackage, June 30, 1918:
      1.878 mi. First main track
      10.681 mi. Yard track and sidings
   Equipment
      No equipment owned
   By construction:
      1.878 mi. within Patterson, NJ, 5/6/1889-12/1889

The Passaic and Delaware Extension Railroad

THE PASSAIC AND DELAWARE EXTENSION RAILROAD. ............................................
   Inc. in NJ, April 18, 1890
   Trackage, June 30, 1918:
      7.405 mi. First main track
      3.026 mi. Yard track and sidings
   Equipment
      No equipment owned
   By construction:
      7.405 mi. Bernardsville to Gladstone, NJ, 4/1890-11/6/1890

The Lackawanna Railroad Company of New Jersey

THE LACKAWANNA RAILROAD COMPANY OF NEW JERSEY. .....................................
   Inc. in NJ, February 8, 1908
   Trackage, June 30, 1918:
      27.508 mi. First main track
      27.418 mi. Second and other main tracks
      13.547 mi. Yard track and sidings
   Equipment
      No equipment owned
   By construction:
      27.508 mi. Port Morris, NJ to NJ/PA state line, 7/1908-12/24/1911

Syracuse, Binghamton and New York Railroad

SYRACUSE, BINGHAMTON AND NEW YORK RAILROAD. ...........................................
   Name change, March 31, 1857
   Trackage, June 30, 1918:
      79.914 mi. First main track
      33.631 mi. Second and other main tracks
      61.291 mi. Yard track and sidings
   Equipment
      No equipment owned
      No property constructed
      Syracuse and Southern Railroad (3/31/1857)
Union Railroad (8/12/1858)

SYRACUSE AND SOUTHERN RAILROAD. ......................... Syracuse, Binghamton and New York RR
Inc. in NY, October 18, 1856
   No property constructed (ga. changed to Std Ga, after 1856)
   Syracuse and Binghamton Railroad (10/13/1856)

SYRACUSE AND BINGHAMTON RAILROAD. ......................... Syracuse and Southern RR
Inc. in NY, August 18, 1851
   79.914 mi. 6'ga. Syracuse to Binghamton, NY, 1853-1854

UNION RAILROAD. ................................................. Syracuse, Binghamton and New York RR
Inc. in NY, December 4, 1856
   1.25 mi. Geddes to Syracuse, NY, 1858
   (Not carried as main line mileage)

Erie and Central New York Railroad

ERIE AND CENTRAL NEW YORK RAILROAD. ..........................
Inc. in NY, May 24, 1902
   Trackage, June 30, 1918:
      18.259 mi. First main track
      1.447 mi. Yard track and sidings
   Equipment
      No equipment owned
      No property constructed
   Erie and Central New York Railway (5/28/1902)

ERIE AND CENTRAL NEW YORK RAILWAY. ....................... Erie and Central New York RR
Name change, May 10, 1883
   18.259 mi. Cortland Jct. to Cincinnatus, NY, 1897-1898
   Utica, Chenango and Cortland Railroad (5/10/1883)

UTICA, CHENANGO AND CORTLAND RAILROAD. ............ Erie and Central New York Ry
Inc. in NY, April 9, 1870
   No property constructed

The Warren Railroad

THE WARREN RAILROAD. .............................................
Spec. act of NJ, February 12, 1851
   Trackage, June 30, 1918:
      18.287 mi. First main track
      13.804 mi. Second and oter main tracks
      5.995 mi. Yard track and sidings
   Equipment
      No equipment owned
   By construction:
      18.287 mi. NJ/PA state line to Hampton Jct., NJ, 6/1853, Completed with aid of
temporary track over Van Ness Gap Tunnel, 5/28/1856. In September, 1862, tunnel was completed and temporary track was removed.

**Hoptacong Railroad**

HOPTACONG RAILROAD .................................................................
Inc. in NJ, November 13, 1889
Trackage, June 30, 1918:
  1.024 mi. First main track
  1.960 mi. Yard track and sidings
Equipment
  No equipment owned
By construction:
  1.025 mi. pt. east of Lake Hoptacong to the American Forcite Powder Company Works on Lake Hoptacong, NJ, 1897

**The Hoboken Ferry Company**

THE HOBOKEN FERRY COMPANY ......................................................
Inc. in NJ, July 16, 1888
  Land and buildings in Hoboken, NJ and New York City, NY for Ferry operation
Equipment
  Floating equipment 16
By purchase from Hoboken Land and Improvement Co, 1888:
  Boats and ferry houses in New York City, NY at Barclay, Christopher and 14th Streets, Land at Barclay St. in fee, and Leasehold rights at Christopher and 14th Streets, New York City and a storehouse and machine shop at Hoboken, NJ (sold to New York and New Jersey Ferry Co, 12/31/1895)
In 1904:
  Company leased landing rights and constructed a ferry house and slips at 22nd. St., New York City, NY
New York and New Jersey Ferry Company (11/30/1896)

NEW YORK AND NEW JERSEY FERRY COMPANY. ......................... The Hoboken Ferry Co
Inc. in NJ, December 31, 1895
By purchase from The Hoboken Ferry Co, 12/31/1895
  Boats and ferry houses in New York City, NY at Barclay, Christopher and 14th Streets, Land at Barclay St. in fee, and Leasehold rights at Christopher and 14th Streets, New York City and a storehouse and machine shop at Hoboken, NJ

**Syracuse and Baldwinsville Railway**

SYRACUSE AND BALDWINSVILLE RAILWAY ........................................
Inc. in NY, January 27, 1891
Trackage, June 30, 1918:
  0.694 mi. First main track
  0.177 mi. Yard track and sidings
Equipment
No equipment owned

**Abandoned:**
- 4.688 mi. from Oswego and Syracuse RR connection, Baldwinsville to Amboy, NY, 1892
- 0.281 mi. Terminal at Baldwinsville, NY, 1908

The Syracuse and Baldwinsville Railroad (1/27/1891)

**THE SYRACUSE AND BALDWINSVILLE RAILROAD.**

Syracuse and Baldwinsville Ry  
Inc. in NY, May 26, 1886  
5.663 mi. Baldwinsville to Amboy, NY, 1887

**Delaware, Lackawanna and Western Railroad, Subsidiaries:**

**Harlem Transfer Company**

**HARLEM TRANSFER COMPANY.**  
Inc. in NY, March 15, 1898  
1.324 mi. Yard tracks and sidings

**Equipment**
- Steam locomotives 1
- Floating equipment 3

Transfer facilities on bank of Harlem River at 135th St. and Park Ave., New York City, NY, 8/1/1898 and Car Floats and Tugboat

**The Lackawanna and Montrose Railroad**

**THE LACKAWANNA AND MONTROSE RAILROAD.**  
Inc. in PA, September 30, 1889  
Trackage, June 30, 1918:  
- 9.931 mi. First main track  
- 1.803 mi. Yard track and sidings

**Equipment**
- No equipment owned

By construction:
- 9.931 mi. Alford to Montrose, PA, 8/24/1891

**The Sussex Railroad**

Leased by Delaware, Lackawanna & Western Railroad “in perpetuity” Approved 8/30/1923  
(FD 1566)

**THE SUSSEX RAILROAD.**  
Name change, February 5, 1853  
Trackage, June 30, 1918:  
- 30.633 mi. First main track  
- 9.308 mi. Yard track and sidings

**Equipment**
- Freight cars 4
- Passenger cars 3
- Work equipment 2
By construction:

9.744 mi. Drake Ford to Branchville, NJ, 1864-1866
4.000 mi. Franklin Furnace to McAfee, NJ, 1870-1871
1.334 mi. Extension at Newton, NJ, 1872
2.452 mi. Extension to Stanhope, NJ, 1900-1901

Abandoned or sold:

4.000 mi. Franklin Furnace to McAfee, NJ
1.677 mi. Extension at Waterloo, NJ
1.504 mi. Extension at Newton, NJ

The Sussex Mine Railroad (2/5/1853)

THE SUSSEX MINE RAILROAD. ......................................................... The Sussex RR
Spec. act of NJ, March 9, 1848
11.240 mi. Waterloo to Andover Mines, NJ, 5/1849 to 8/1851, reconstructed and extended to
Newton, NJ, 3/1853-3/1855