

**The New Jersey Museum of Transportation  
Pine Creek Operating Division  
Overview, Equipment & Facilities**



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## **Section 1    Mission Statement**

The New Jersey Museum of Transportation, Pine Creek Operating Division is an operating railroad that is dedicated to the collection, preservation, display, interpretation and operation of historic railway equipment in order to preserve the history of railroading for the education and enjoyment of future generations. We are devoted to preserving and interpreting the broad influence of the former and present railroads of New Jersey development impact on society. It is the intent of our efforts to provide individuals with an interpretative experience of railroad operations and travel from the beginnings of railroads in New Jersey to present day. This is achieved by: utilizing railroad equipment dating back to 1874, which is considered to be among the oldest continuously operated equipment in the United States; operating a mixture of steam and diesel engines to provide individuals with firsthand experience in the evolution of railroad locomotion in New Jersey; and conducting guided shop tours so that individuals can understand the evolution railroad equipment construction and our on-going preservation efforts.

The New Jersey Museum of Transportation, Inc. is a private, volunteer-operated, 501(c) 3 not-for-profit, educational organization. Our volunteers donate more than 14,000 hours annually to staff the operation.

Today's railroads, vastly superior to the pioneer efforts of the 19<sup>th</sup> century, play an increasingly vital role as America faces transportation and energy challenges. We at the New Jersey Museum of Transportation preserve railroad history and educate succeeding generations about that history and operations, particularly within New Jersey, and convey the importance of railroad now and in the future. These objectives are accomplished by operating a demonstration railroad, the Pine Creek Railroad, in Allaire State Park, Wall Township, NJ. Visitors ride on restored historic rolling stock pulled by restored vintage locomotives, observe close up such operations as coupling/uncoupling of equipment, locomotive fueling, yard operations, track maintenance, walk through our maintenance and restoration facility where skilled technicians operate vintage machinery (some equipment dates back to the 19<sup>th</sup> century), and wait for the next train in a restored 1907 Central Railroad of New Jersey station, just like earlier generations of commuters and long distance train passengers did.

## Section 2 History

It all began in a sand pit. Around 1950, under pressure to convert to diesel power, the Raritan River Sand Company in Nixon, New Jersey, contemplated scrapping their steam locomotives. Meanwhile, railroad enthusiasts James Wright (who worked for his family's sand company) and Jay L. Wulfson (manager of the Mayfair Dress Company in South River, New Jersey) formed Wright & Wulfson, Inc., and bought a Baldwin 0-4-0T from the Raritan River Sand Company to become Pine Creek No. 1.

Together with Pierre "Pete" Rasmussen (an agent for the Central Railroad of New Jersey), Wright & Wulfson founded the Pine Creek Railroad Museum in 1952. They purchased a 2.5-acre plot of commercial real estate on Route 9 in Marlboro Township, New Jersey, a few miles north of Freehold, and set about building a little narrow-gauge railroad using rail rescued from abandoned sand pits. After laying some track and constructing a small engine house, they began attracting other railroad enthusiasts willing to volunteer their time, and eventually they cobbled together a passenger coach and ran the railroad as an amusement attraction.



Pine Creek Railroad Locomotive No. 1

In 1956 Wright & Wulfson were then contracted to create a similar amusement ride at Cowboy City on Route 33 in Howell, New Jersey, and they set up a separate company called the Cranberry Creek Railroad, Inc., to build and operate the Copper Creek Railroad, comprising a 1,700-foot loop of track. Locomotive No. 1 was shipped to the Copper Creek Railroad, but failed her annual state boiler exam, so they purchased another locomotive from Raritan River Sand Company, a Porter 0-4-0T saddle tank locomotive as a replacement.

Unfortunately, Cowboy City started having difficulty paying their creditors, and when they closed, all of the rolling stock was returned to the Pine Creek Railroad Museum. By then, Pine Creek had leased Ely-Thomas Shay No. 6 from owner Edgar Mead. The volunteers had also formed the New Jersey Museum of Transportation, Inc., a new not-for-profit organization. Meanwhile, the Cranberry Creek Railroad Company had taken ownership of the standard gauge Middletown and New Jersey Railroad in Middletown, New York.



Ely-Thomas Lumber Company No. 6

And so the founders of Pine Creek Railroad Museum and the volunteers who helped run it were destined to part ways. Pine Creek No. 1 was sold to Disneyland in California, whereas Copper Creek No. 3 and the two homemade coaches became the property of the Busch Woodlands Museum in Cooperstown, New York. Wulfson and Rasmussen then donated all of the remaining rolling stock and other assets to the New Jersey Museum of Transportation.

The museum had already been contemplating relocating to another location so as to expand their operations, but in 1962 moving became critical when, owing to a land reassessment, they were hit with a 300% property tax hike, which threatened to consume upwards of 70% of the museum's annual revenue. Unsuccessful in their bid to appeal their case with Marlboro Township, the museum finally found their new home: Allaire State Park in Wall Township, Monmouth County.

A charter was drawn up in December 1962 that formalized the creation of the not-for-profit Pine Creek Railroad Division of the New Jersey Museum of Transportation, Inc. The scope of the charter was deliberately broad so that they could incorporate other forms of transportation into the museum in the future, if they so choose. Their ambitious plans for the railroad itself included a two- to three-mile dog-bone that was to feature a 30-foot high, 100-foot long trestle across a gully.



Work on the new roadbed began in 1963, making use of rail provided by Trooper Alden T. Cottrell, Chief of the Bureau of Forests and Parks, who obtained it from an unused siding that ran to the county jail. While a search was reportedly undertaken to find an existing trestle that could be moved, no further mention of the bridge can be found, and when the golden spike was driven on 20 June 1964 (with New Jersey Governor Richard Hughes performing the honors, right), the loop of track had shrunk to 3,362 feet (0.64 miles). At this point the process of moving everything to the new site was yet to be completed; the original land had been sold on 14 October 1964, and all remaining railroad artifacts had to be removed by mid-1965, which included the ex-Central Railroad of New Jersey passenger station from Freneau in Aberdeen Township, and Raritan Copper Works No. 9, among many other artifacts.



Present Day Former 1907 Central RR of NJ Freneau Station

By 1967 the Pine Creek Railroad had come a long way: the station was refurbished, a new engine house was built, a Raritan River caboose was converted into living quarters for the resident machinist, the Railroadiana shop opened, a small diesel was acquired, and the Ely-Thomas Shay was running the loop. The railroad has been in continuous operation ever since.

The present configuration includes a mile of track, and an extensive yard layout complete with sidings and switches leading to shop and car barn buildings. Rolling stock and track are predominantly narrow gauge (3 foot width) with some standard gauge sidings (4 foot 8½ inch width) for our historic Central Railroad of New Jersey box cars and 1923 “Flying A” tank cars. Narrow gauge track primarily served industry i.e. mines, docks, logging et al but saw passenger service in rough terrain to save on construction costs.

### **Section 3    Current Collection of New Jersey Engines, Cars, and Structures**

Since 1952 the New Jersey Museum of Transportation has acquired and restored many examples of railroading history, including some 15 steam and diesel locomotives plus numerous rail cars and railroad paraphernalia. Locomotives include engines from Baldwin (steam), General Electric (diesel), Lima (steam), Plymouth (diesel and gas), Porter (steam), Stephenson (steam), and Vulcan (steam). In addition, several historic railroad structures have been acquired and are presently utilized for railroad operations. This includes the former circa 1907 Central Railroad of New Jersey Freneau passenger station and the circa 1940 Pennsylvania Railroad Allenwood Station. Our newest acquisition, recently discovered by divers, are twin steam locomotives from the 1850s that are submerged in 80 feet of water off the coast of Long Branch, New Jersey.

The following is a detailed history of the New Jersey Museum of Transportation's current collection of locomotives, cars and structures with a history of operation within New Jersey. A detailed listing of the Museum's complete collection of engines, cars, and structures is set forth in Section 4.



## Ely-Thomas Lumber Company Locomotive No. 6



Pine Creek's 32-ton, two-truck Shay was completed 30 September 1927 by the Lima Locomotive Works (serial number 3314) for the Phoenix Utility Company in Waterville, North Carolina, as their No. 9. On 18 December 1929 she was purchased by the Fontana Mining Company in Swain County, North Carolina. After being sold to the North Carolina Exploration Company on 24 March 1931, she became the property of the Champion Fibre & Paper Company of Fire Creek, North Carolina, on 5 April 1944 (and joined her twin sister, No. 11). The Ely-Thomas Lumber Company in Jetsville, West Virginia, then bought her on 6 August 1947 to become their No. 6

In 1955, Edgar T. Mead Jr., a noted narrow-gauge historian, bought the Shay for \$2,500 and leased her to the Pine Creek Railroad Museum. She arrived on July 30, 1955. She ran until 2002, when she was taken offline for repairs. Incidentally, the headlight she currently wears is from the Bridgton and Saco River Railroad #6, a long-gone two-foot-gauge Forney. However, there are some curious stories circulating about her whistle. One suggests that it came from the Mayfair Dress Company in South River, New Jersey, managed at the time by the late Jay Wulfson, co-founder of the Pine Creek Railroad Museum. Another is that No. 6 provided the whistle sound effect heard at the beginning of *The Flintstones*. Both of these tales are pure fiction.



## Raritan Copper Works Locomotive No. 9



In June of 1924, the H.K. Porter Company of Pittsburgh built 30-inch gauge 0-4-0T serial number 6916 for the Raritan Copper Works in Perth Amboy, New Jersey, as their No. 9. Raritan Copper Works was merged into the International Smelting & Refining Company (a.k.a. Anaconda Copper) in 1934, and closed in 1976. No. 9 was donated to the Pine Creek Railroad Museum in 1956 (seen above in the summer of 1958), and is currently in storage awaiting restoration.

### **Marcus S. Wright Sand Company/Pine Creek RR #5**



Pine Creek Railroad Locomotive #5 was built by Plymouth Locomotive Works, Plymouth, Ohio in April, 1930 as Model DL Type 2, serial number 3450. The locomotive was used by the Marcus Sand Company in Milltown, NJ to haul sand from the shovel in the pits to the washer plant. Formerly a gasoline engine, the locomotive was converted to diesel in 1954. It was acquired by the New Jersey Museum of Transportation in 1966. The locomotive is currently operational and is utilized for movement of maintenance of way equipment.



## United States Army Locomotive No. 7751



Locomotive 7751 was built for the United States Army by General Electric Corporation in October 1942 in Schenectady, New York, serial number 15860. It was built as part of a batch of 25 engines, some of which were standard gauge and purchased by the United States Army Transportation Corp. The locomotive saw service by the Army in Oahu, Hawaii (Pearl Harbor) during World War II for the movement of civilian base workers, sailors, soldiers, airmen and marines, on the tracks of the Oahu Railroad and Land Company both from Honolulu to their bases, or from those bases back to Honolulu for coveted rest and relaxation. After the war's end it was stored serviceable by the Army and acquired by the New Jersey Museum of Transportation in 1977. It is currently undergoing a complete overhaul and will be returned to operational status by the Fall of 2014. At that time it will be one of the locomotives utilized for train rides.

### Pennsylvania Railroad Coach No. 3999



Car No. 3999, the “Trenton” was by the Pennsylvania Railroad’s Juniata shop in Altoona, PA in the 1880’s as a business car. At an unknown time based on the current window style it was converted to a passenger coach. It also saw service on the Tuckerton Railroad prior to the railroad’s abandonment in 1936. In 1979 it was acquired by the New Jersey Museum of Transportation as it sat abandoned on Central Railroad of New Jersey trackage in Toms River that had been taken out of service in the early 1970’s. The car was rumored to have been utilized as a Pennsylvania Railroad Superintendent’s car after the railroad’s cessation of passenger service and a residence in South Toms River. No documentation of either of these rumors has been found.





## Central Railroad of New Jersey Caboose Nos. 91155 & 91245

The New Jersey Museum of Transportation currently owns two Central Railroad of New Jersey Caboose. One is fully operational and is utilized in train rides while the other is stored and awaiting restoration.



Central Railroad of New Jersey (CRRNJ) Caboose #91155 Class NEa was built as a box car in 1874 for the New Jersey Southern Railroad (NJSR). It was renumbered to CRRNJ 31943 when the NJSR was acquired by the CRRNJ in 1888. The box car was converted to caboose #91155 in November, 1902 at a cost of \$500. A steel underframe was installed in October, 1921 at a cost of \$1,000. Plywood siding was installed circa 1950. The caboose was purchased by the NJMT in 1972, restored and placed in service June 16, 1973.

Central Railroad of New Jersey Caboose #91245 Class NE was built in December, 1922 at the railroad's shops in Elizabethport, NJ. It was retired from service in July, 1972 and sold on June 21, 1973 to Woods N Things, Toms River, NJ. In the summer of 1989 it was moved to the New Jersey Museum of Transportation current location. It is stored unserviceable awaiting restoration.





## Central Railroad of New Jersey 40 Foot Box Cars

The New Jersey Museum of Transportation currently owns three Central Railroad of New Jersey 40 foot long box cars.



CRRNJ Box Car 24343 was built in January, 1948 as #23006. It was renumbered to 24343 in May, 1963. On February 3, 1975 it was sold to Basil Durn of Toms River, NJ and moved to Toms River on February 21, 1975. In the summer of 1989 it was moved to the New Jersey Museum of Transportation current location. It is stored waiting restoration.

CRRNJ Box Car 22866 was built in December, 1947, and retired from service on September, 1977. It was sold for scrap value to "Joseph" (AFE #5814, Scrap #173). In the summer of 1989 it was moved to the New Jersey Museum of Transportation current location. It is stored waiting restoration.



CRRNJ Box Car 23193 (CRP?) was built in January, 1948 and retired from service February 3, 1975. It was sold to Basil Durk, of Toms River, NJ (AFE #6038) on that date and moved to Toms River on February 21, 1975. In the summer of 1989 it was moved to the New Jersey Museum of Transportation current location. It is stored waiting restoration.



## Tidewater Tank Car



Built in 1928, this single wall standard gauge tank car was one of three used at the former Pennsylvania Railroad/ Central Railroad of New Jersey joint Bay head Yard and current New Jersey Transit yard for fueling locomotives of all three railroads. The car was retired from service in 2005 and acquired by the New Jersey Museum of Transportation when New Jersey Transit moved all locomotive fueling operations at the Bay head Yard to a new high speed fueling facility in Hoboken, NJ.

## Freneau Passenger Station



The Freneau Station was located at milepost 10.45 of the Central Railroad of New Jersey's (CRRNJ) 12 mile long Freehold Branch. The line began at its connection to the Pennsylvania Railroad and continued northerly to its connection to the New York and Long Branch Railroad at Matawan. It was built in 1907 by M. Beglan (Contractor) for the Freehold and Atlantic Highlands Railway (CRRNJ predecessor) at a cost of \$2,118.60. The station was closed in April 1953 and retired by the CRRNJ on August 3, 1955 after the abandonment of passenger service on the branch in 1954. The New Jersey Museum of Transportation acquired the building in 1955.



## Union News Stand



Founded in the late 1800s, the Union News Company was known for its railroad news and printing services. The company sold magazines, newspapers, books, tobacco products and other items from newsstands located in train stations. This structure was located at the Manasquan Station of the Central Railroad of New Jersey's Perth Amboy & Elizabethport Branch. The New Jersey Museum of Transportation acquired the building in November 1969.

## Section 4 Pine Creek Railroad Locomotives, Rolling Stock, and Structures Roster

The following is a roster of the New Jersey Museum of Transportation, Pine Creek Railroad current equipment and facilities.

### Locomotives

Engine	Year Built	Status
Ely Thomas Lumber Company #6 (Steam)	1927	Stored awaiting restoration
Surrey, Sussex & Southampton # 26 (Steam)	1920	Stored awaiting restoration
US Army #7751 (Diesel)	1942	Restored and In service
US Steel Lorain Works #45 (Diesel)	1950	Restored and In Service
US Steel Lorain Works #39 (Diesel)	1949	Stored awaiting restoration
Raritan Copper Works #9. Type: 0-4-0T (Steam)	1924	Stored awaiting restoration
Chiriqui Land Company # 46/Pine Creek #4 (Steam)	1914	Undergoing restoration
Marcus S. Wright Sand Co./Pine Creek RR #5 (Diesel)	1930	Restored and In Service
Quincy & Torch Lake #6 (Steam)	1912	Returned to Quincy Mine Hoist Historical Society
Lehigh Valley Coal Company #117	1925	Static Display
Haws Refractories #4438 Model:JLA Type 2 (Diesel)	1942	Stored awaiting restoration
Kerr-McGee (Diesel)	1953	Stored awaiting restoration
Pouch Terminal Yard Engine #2. Model BS (gas electric)	1936	Stored awaiting restoration
DuPont #3 Model: FLH Type 2 (Gasoline)	1939	Stored awaiting restoration
Oswald Brick Company #4 Model: FLH Type 2 (Gas)	1949	Stored awaiting restoration
US Metals #8 Model DL? (Diesel)	1968	Note 2
US Metals #10 Model: DDT (Diesel)	1975	Note 2
US Metals #11 Model DDT (Diesel)	1975	Note 2
US Metals #13 Model DHD "DL 1108" (Gasoline)	1948	Note 2
DuPont #15 "A-Line" Model BHA-G3000. (Gasoline)	1969	Stored awaiting restoration
US Metals Brookville - Orange Model BCA-12P (Diesel)	1980	Note 2
Midvale Steel Co. #40. Model: 25DE13 (Diesel)	1940	Stored awaiting restoration
Alcoa Aluminum #701, Model: B10 (Diesel)	1950	Stored awaiting restoration
Oswald Brick Co., Model AL Type 2 (Gasoline)	1917	Note 3
Oswald Brick Co., Model AL (Gasoline)	1920	Note 3
Oswald Brick Co., Model 3 (Gasoline)	1920	Notes 1 & 3

Notes:

1. Only known example of this builder's product still in existence
2. Three of the US Metals locomotives have been leased and two were sold to private owners. All locomotives are 2-foot gauge.
3. Engine is stored awaiting restoration. Locomotive utilized friction wheel drive similar to the engines used in Europe during the First World War

### Rolling Stock

Car	Year Built	Status
Canadian National #502 - Coach.	1902	Restored and In service
Oahu Flat Car, USN #331787/ PCRR #400 (Bench Seats)	N/A	Restored and In service
Oahu Flat Car, USN #331835/ PCRR #401	N/A	Stored awaiting restoration
East Broad Top Railroad Hopper Car #824	1924	Stored awaiting restoration
Central RR of NJ Caboose #91155. Class NEa (Note 1)	1874	Restored and In service
Tidewater Tank Car #1332	1928	Static Display
Singer Box Car #56	N/A	Stored awaiting restoration
Passenger Car #17 (Note 2)	1953	Stored awaiting restoration
Caboose #5 (Note 3)	1955	Stored awaiting restoration
Eastern Tennessee & Western North Carolina #434 36 Foot Box Car	N/A	Note 4
Quincy & Torch Lake Snow Plow	1941	Stored awaiting restoration
East Broad Top Combine #16	1873	Stored awaiting restoration
Canadian National #509 Coach	1907	Stored awaiting restoration
Central RR of NJ Caboose #91245, Class NE	1922	Stored awaiting restoration
Pennsylvania RR #3999 "Trenton" Coach	1880's	Stored awaiting restoration
Central RR of NJ Box Car #24343	1948	Stored awaiting restoration
Central RR of NJ Box Car #22866	1947	Stored awaiting restoration
Central RR of NJ Box Car #23193	1948	Stored awaiting restoration
Raritan River Railroad Caboose #7	1911	Note 5

Notes:

1. Built as a box car in 1874 and converted to a caboose in 1902. Presently this is one of the oldest pieces of rolling stock in the United States in continuous operation.
2. Built by Pine Creek RR from ex Gray Lumber Co. log car PCRR 863. Rebuilt in 1964
3. Built by Pine Creek RR from frame of Raritan River Sand Co. dump car PCRR 851. Rebuilt in 1974
4. Built pre 1925. Currently on long term Lease to Alexander Chapter, NHRS
5. Former Delaware, Lackawanna & Western Railroad #604. Permanently installed on foundation, serves as NJMT office

## Structures

Facility	Year Built	Status/ Remarks
Former CRRNJ Freneau Station	1907	Restored and In service
Union News Stand	N/A	Restored and On display
Former NY & LB Ludlow Avenue Crossing Shanty	1885	Restored and On display
Water Tower	1980	Restored and On display
Repair Shop	1970	Note 1
Car Barn	1989	Note 2
Former Pennsylvania RR Allenwood Station	1940's	Note 3
Crossing Shanty	N/A	Note 4
Former Union Transportation Co. 56 Foot span, Armstrong style Turntable	1880	Note 5
Store House	1997	In service
Tool Shed	1964	In service
Station Area Iron Fence	N/A	Note 6

Note:

1. Shop consists of two bays for storage and repair of the equipment and an additional bay that is used as the wood and machine shop.
2. Car storage barn consists of four 160-foot long bays one of which is dual gauge (3 foot and Standard 4'-8½"). A 140-foot long fifth bay was added in 1997.
3. Was located on PRR Jamesburg Manasquan Line. Currently utilized as Pine Creek Railroad Souvenir and Ticket building.
4. Was originally located at Allenwood Road crossing of the PRR Jamesburg Manasquan Line. Moved at an unknown date to the Broad Street crossing in Manasquan of the PRR Jamesburg Manasquan Line. Acquired by the NJMT on Nov 16, 1991 and restored in 1994
5. Built by Passaic Rolling Mill Co., Paterson NJ. Currently stored on-site awaiting restoration
6. From former Central RR of NJ Jersey City Terminal which was sometimes known as the Communipaw Terminal. Acquired in 1968 after the CRRNJ ceased passenger service to the terminal on April 30, 1967.



## **Section 4    Future Projects**

The New Jersey Museum of Transportation Board of Trustees has programed the following equipment restoration projects to continue the mission of preservation, display, interpretation and operation of historic railway equipment in order to preserve the history of railroading for the education and enjoyment of future generations. The projects will be advanced as funding permits.

### **Restoration of Kerr-McGee Diesel Locomotive**

The engine which currently is stored as inoperable will be completely overhauled including the installation of a completely new electrical system. This restoration will provide the NJMT with a third fully operational diesel locomotive, allowing for service redundancy when one of the other two diesel locomotives is out of service for repairs or maintenance.

### **Restoration of Chiriqui Land Company # 46/Pine Creek #4 Steam Locomotive**

The engine which currently is stored as inoperable will have its boiler completely overhauled in order to be returned to service. Completion of this restoration will allow for the resumption of steam operations on the Pine Creek Railroad.

### **Restoration of Pennsylvania RR #3999 "Trenton" and Canadian National #509 Passenger Coaches**

Both of these cars are currently stored as inoperable and awaiting restoration. Completion of the restoration of these cars will allow Coach #502 to be removed from active status for programmed repairs and overhaul, and the expansion of the number cars available in order to meet increased ridership demand.

