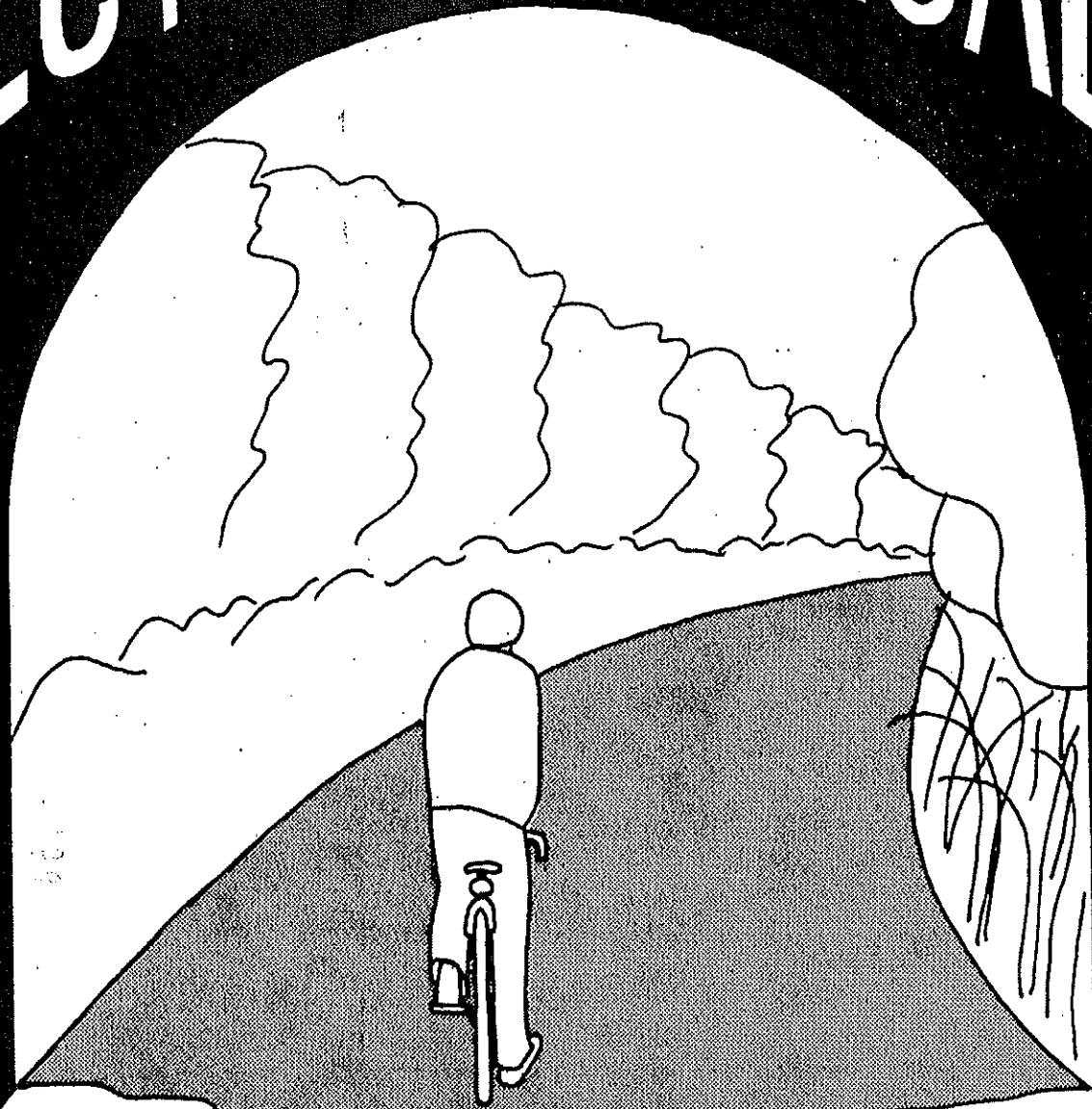


RECYCLING RAILROADS



A STUDY OF THE ABANDONED RAILROADS
OF SUSSEX AND WARREN COUNTIES
WITH RESPECT TO CONVERSION INTO TRAILS

A SURVEY OF THE ABANDONED RAILROADS
OF SUSSEX AND WARREN COUNTIES
WITH RESPECT TO CONVERSION INTO TRAILS

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U. S. Department of Agriculture

Soil Conservation Service

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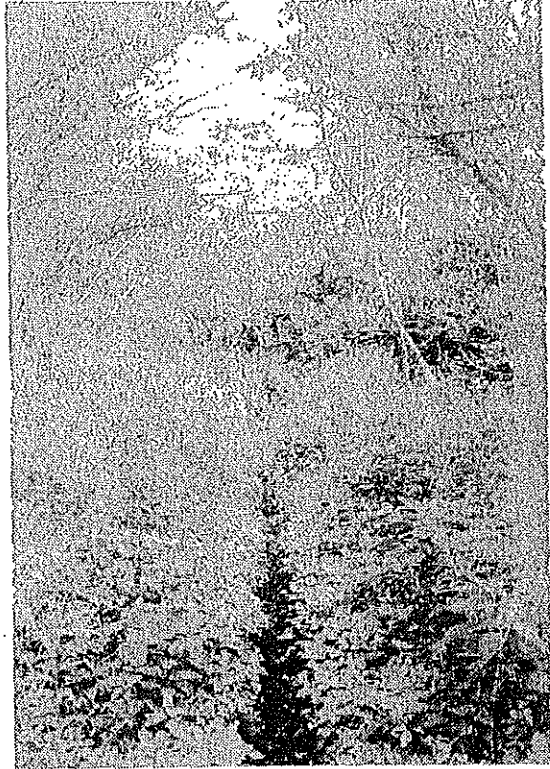
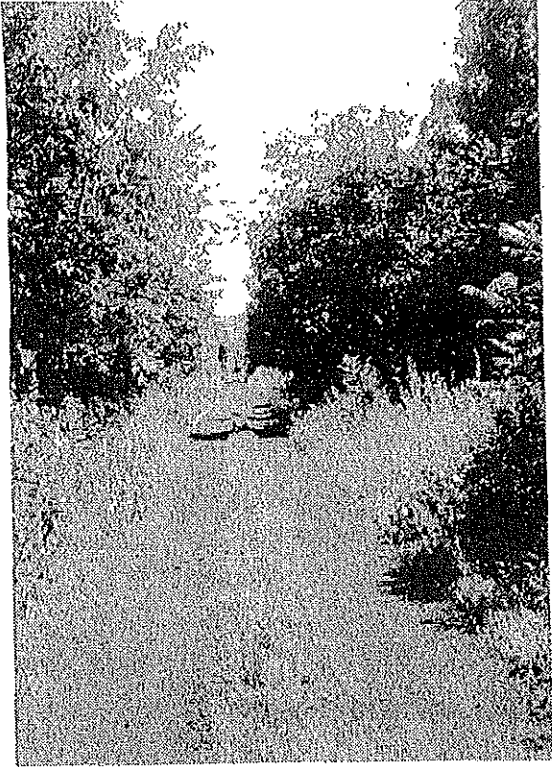
Table I

RAILROAD MILEAGE BY MUNICIPALITY*

Municipality	NYS&W ^{1/}	EL ^{2/}	L&NE ^{3/}	DL&W ^{4/}	Ogden Mine Railroad	Municipality Totals
SUSSEX COUNTY						
Andover Boro		2.40				2.40
Andover Twp.		5.40				5.40
Branchville Twp.		2.60				2.60
Byram Twp.		3.40				3.40
Frankford Twp.			5.80			5.80
Hamburg Boro	0.40					0.40
Hampton Twp.	6.10		4.35			10.45
Hardyston Twp.	9.85			2.20		12.05
Lafayette Twp.	2.90	3.70		4.00		10.60
Ogdensburg Boro	1.60					1.60
Town of Newton	1.50					1.50
Sparta Twp.	5.80			2.90	4.10	12.80
Stillwater Twp.	4.95					4.95
Wantage Twp.	2.40		6.15			8.55
<u>Sussex County Total</u>	35.50	17.50	16.30	9.10	4.10	82.50
WARREN COUNTY						
Blairstown Twp.	5.80					5.80
Frelinghuysen Twp.	2.40					2.40
Hardwick Twp.	2.25					2.25
Knowlton Twp.	3.45	3.20				6.65
Mansfield Twp.		0.35				0.35
Oxford Twp.		2.45				2.45
Washington Boro		1.35				1.35
Washington Twp.		4.15				4.15
White Twp.		7.80				7.80
<u>Warren County Total</u>	13.90	19.30	0	0	0	33.20
<u>Railroad Totals</u>	49.40	36.80	16.30	9.10	4.10	115.70

* Data measured from USGS 7.5' topographic quadrangles with a scale of 1"=2000'. Includes only those miles surveyed. Wantage Twp. contains an additional 7.8 miles and Vernon Township contains 5.5 miles of unsurveyed abandoned grades.

- 1/ New York Susquehanna and Western RR
- 2/ Erie Lackawanna RR
- 3/ Lehigh and New England RR
- 4/ Delaware Lackawanna and Western RR

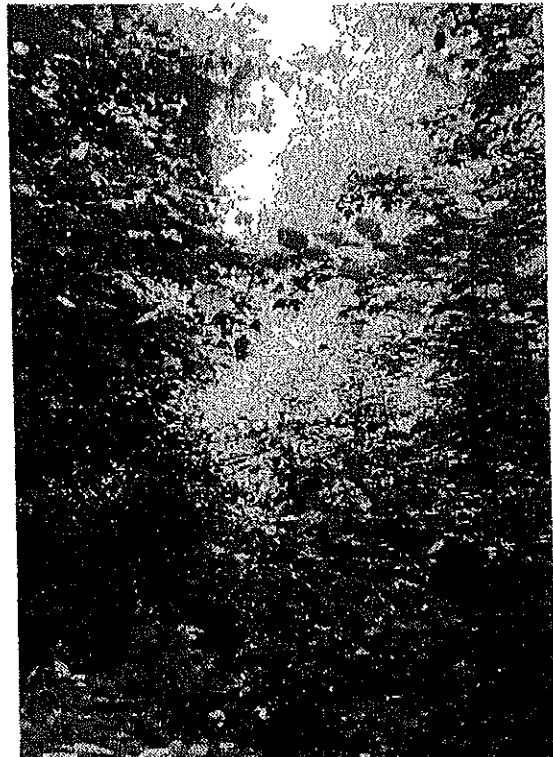


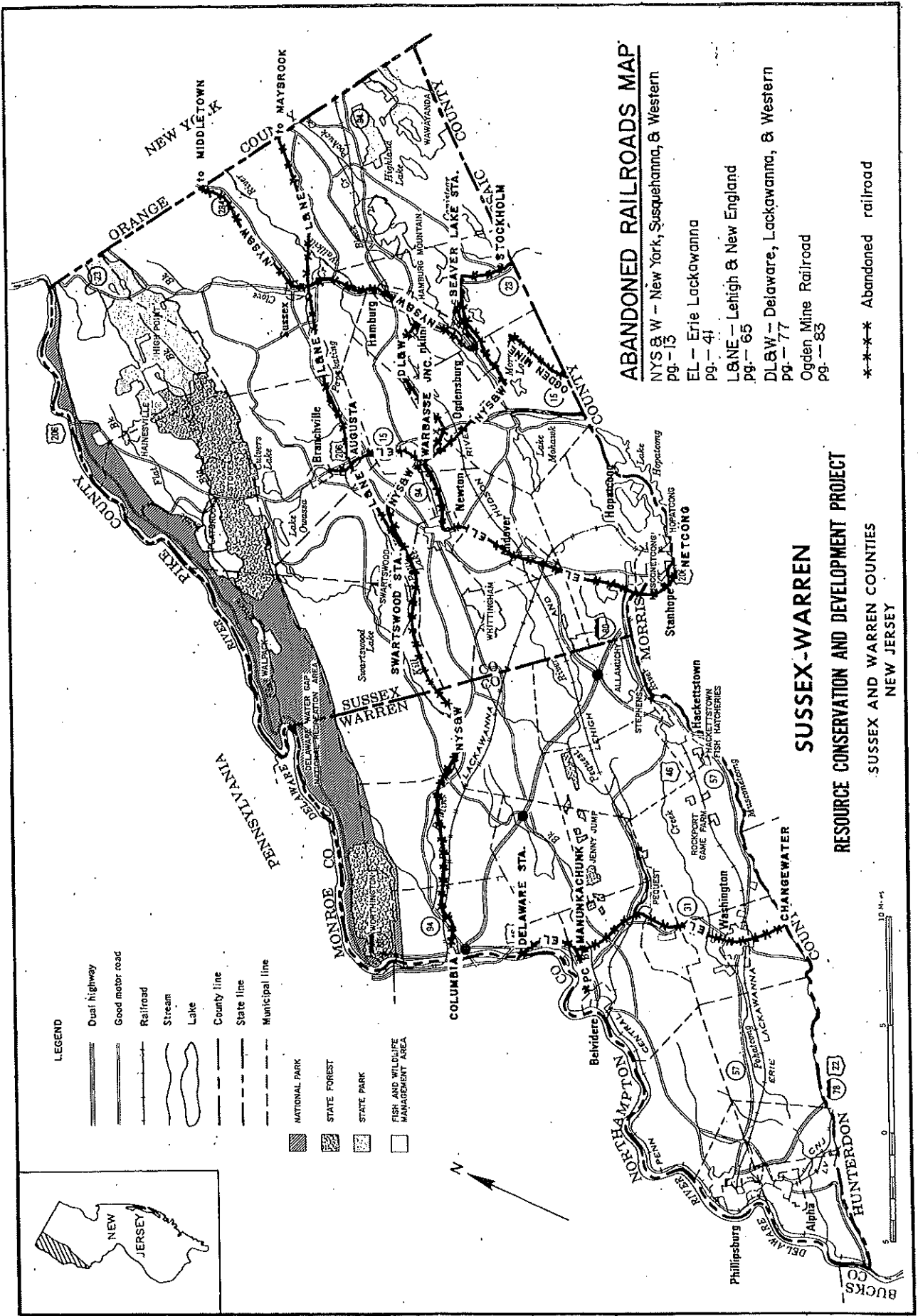
Illustrations of Railroad Grade
Descriptions

Top Left: Primitive road

Top Right: Overgrown grade

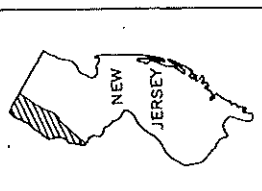
Bottom Right: Very overgrown grade





LEGEND

- Dual highway
- Good motor road
- Railroad
- Stream
- Lake
- County line
- State line
- Municipal line
- NATIONAL PARK
- STATE FOREST
- STATE PARK
- FISH AND WILDLIFE MANAGEMENT AREA



ABANDONED RAILROADS MAP

- NYS & W - New York, Susquehanna, & Western
pg. - 13
- EL - Erie Lackawanna
pg. - 41
- L&NE - Lehigh & New England
pg. - 65
- DL&W - Delaware, Lackawanna, & Western
pg. - 77
- Ogden Mine Railroad
pg. - 83

*** Abandoned railroad

SUSSEX-WARREN
RESOURCE CONSERVATION AND DEVELOPMENT PROJECT
 SUSSEX AND WARREN COUNTIES
 NEW JERSEY

The Lehigh and New England was disbanded in September 1961. This was due mainly to a radical decrease in coal and cement traffic, down 96% and 50% respectively in 1960. The New York Susquehanna and Western from Ogdensburg to Hansford was abandoned in 1958 and from Swartswood Station to Sparta Junction was abandoned in 1962. On July 1, 1976, application for abandonment was filed for the line between Sparta Junction and Stockholm. The Erie Lackawanna filed a similar application on July 1, 1976 for its line between Netcong and Andover.

Currently, the Erie Lackawanna and the Lehigh and Hudson are the only remaining lines maintaining freight service in the area. These two lines are now part of Conrail, the reorganized freight rail system that will service the Northeast.

References

Preliminary System Plan, Volume I
for Restructuring Railroads in the Northeast and Midwest Region
pursuant to the
Rail Reorganization Act of 1973
February 26, 1973
Chapter 1 "The Economic Decline of the Railroad Industry"

Sussex County Independent
Newton, N. J.
May 1966
March 7, 1974

Sussex County Planning Department
Unpublished Report

New York, Susquehanna and Western

The New York, Susquehanna and Western was formed from a rail reorganization in 1881 after the New Jersey Midland collapsed. It took over the Midland's tracks from Jersey City to Middletown, New York. The Midland had been formed from a consolidation of the New Jersey Western, the Sussex Valley Railroad, and the New Jersey Hudson and Delaware. The New Jersey Hudson and Delaware was the first railroad to be chartered in the region. With the help of the communities of Sussex, Hamburg and Franklin, the line was completed from Franklin to Unionville, New York in 1871. The line was later extended to Jersey City and to Middletown. The Midland collapsed as a result of an economic downturn in the late 1870's.

The aim of the New York Susquehanna and Western was to transport coal from the Eastern Pennsylvania coal fields to New York. By 1882, a line was complete from the junction at Beaver Lake to Columbia. With its expansion, the NYS&W had acquired the Blairstown Railway, owned and operated by John I. Blair. The Blairstown Railway ran between Blairstown and Delaware Station, where the Delaware, Lackawanna and Western crossed the Delaware River, and was opened on July 4, 1876.

From Stockholm to Beaver Lake, tracks are still in place. There is little overgrowth on the grade.

The connection to the branch to Middletown, New York at Beaver Lake is very overgrown and a bridge is out. The Middletown branch beyond that point to Ogdensburg, is in good condition with a cinder surface for almost its entire length. All of the grade is in forest with a break where a powerline right-of-way crosses where there is an excellent view of the Wallkill Valley. Half of the length is in the Hamburg Mountain Wildlife Management Area.

This branch of the railroad has become incorporated into the surrounding land use from Ogdensburg to Hamburg. From Hamburg to Sussex, the line is intact, but north of Sussex the line, again, becomes incorporated into the surrounding land use and ownership is fragmented. A bridge is out at the Wallkill River, north of Hamburg, which is about fifty feet wide. A trestle is out just south of Sussex. It had spanned the Papakating Creek and the Lehigh and New England Railroad.

The Western branch from Beaver Lake to Columbia has tracks on it as far west as Sparta Junction.

Much of this branch is useable, as is, for a bikeway, but there are several major obstacles: two detours are presently necessary, at milepost 26 and at 32.8; a steep embankment must be climbed where the line crosses Sussex County route 610 at milepost 24.4; there is an extremely wet section 1,000 feet long just west of the route 94 crossing; thirteen bridges need flooring and most

Stockholm to Columbia

<u>Milepost</u>		<u>Owner</u>
<u>From</u>	<u>To</u>	
0.0	12.9	NYS&W, 309 River Rd., Edgewater, N. J. 07020
12.9	39.4	City of Newark Legal Dept., 1294 McBride Ave., Little Falls, N. J.
39.4	Terminus	N. J. Forest & Parks Land

Mileage and Acreage^{2/} of ROW by Municipality

<u>Municipality</u>	<u>Miles</u>	<u>Acres</u>
<u>Sussex County</u>		
Hamburg Boro	0.40	3.2
Hampton Twp.	6.10	48.8
Hardyston Twp.	9.85	78.8
Lafayette Twp.	2.90	23.2
Ogdensburg Boro	1.60	12.8
Sparta Twp.	5.80	46.4
Stillwater Twp.	4.95	39.6
Wantage Twp.	<u>2.40</u>	<u>19.2</u>
<u>Total for Sussex County</u>	34.00	272.0
<u>Warren County</u>		
Blairstown Twp.	5.80	46.4
Frelinghuysen Twp.	2.40	19.2
Hardwick Twp.	2.25	18.0
Knowlton Twp.	<u>3.45</u>	<u>27.6</u>
<u>Total for Warren County</u>	13.90	111.2

^{2/} Acreage estimated using a width of 66 feet or 8 acres per mile

References

"The Next Station Will Be...." Volume I
The Railroadians of America, Inc.
Rahway, N. J., 1973

History of Sussex and Warren Counties, New Jersey
James P. Snell, J. B. Lippincott & Co., Philadelphia, Reprinted

MILES



<p>L&NE. * * * * * Papakating Creek. ~~~~~ -Driveway. —</p>	<p>Trestle over L&NE and * * * * * Papakating is dismantled. Not surveyed. Not surveyed. Grade ends in pasture. Overgrown footpath. Dip/5D10L Dip/5D100L Packed cinder primitive Rd.</p>	
<p>-Cnty rd. 565/paved/=. Scenic wooded swamp. ~~~~~</p>	<p>Packed cinder primitive rd. Much rubbish along grade. Bridge out/15 ft. span/ good concrete embankments. Very overgrown. Barbed wire fence. Extremely overgrown with brambles, overhanging branches/passage on foot difficult.</p>	<p>Scenic wooded swamp. ~~~~~</p>
<p>~~~~~ Wallkill/50W. ~~~~~</p>	<p>Good culvert. ~~~~~ Bridge out/3 rock pylons intact. Excellent primitive road. Barbed wire fence. Paved road no longer used. Wet rutted dirt rd. Paved rd.</p>	
<p>-Rt. 23 overpass. —</p>	<p>Large sand storage. Packed cinder & dirt path.</p>	
<p>-Dirt rd./slightly +. — Road Cut.</p>	<p>Mound 3H across grade. Mound 3H across grade. Dip/muddy. Slightly overgrown.</p>	<p>Road Cut.</p>
<p>Propane company compound. -Wallkill Ave./paved/=.</p>	<p>Uneven dirt surface. Concrete blocks on grade.</p>	
<p>-Rt. 94 overpass. —</p>	<p>Substation compound. Factory parking and grounds. Grade Obliterated</p>	

MILES

5
4
3
2
1
0

<p>x x x Rock outcrops. x x x x x</p>		
<p>Access to Beaver Lake Rd.</p>	<p>Slightly overgrown.</p>	<p>Access to Middletown line -20/steep. Access to Middletown line/ -10/steep.</p>
<p>Beaver Lk: Rd./paved/=.</p>	<p>Bridge/tracks/8W25L.</p>	<p>NYS&W Middletown line.</p>
<p>Rt. 23 overpass.</p>	<p>2 bridges/8W25L/1 has tracks & walkway.</p>	<p>Old RR station.</p>
<p>Swamp.</p>	<p>Two sets of tracks. Switch.</p>	<p>Rock outcrops.</p>
<p>Road cut.</p>	<p>Good culvert.</p>	<p>Swamp.</p>
<p>Silver Lk. Rd./paved/+20.</p>	<p>12W/sides very muddy. Bridge warning ropes.</p>	<p>Road cut.</p>
<p>Small stream.</p>	<p>Good stone culvert.</p>	
<p>Tr. to Rt. 23/50 ft.away. Drainage ditches. Road cut. Office blds., garage. Old rt. 23/paved/=.</p>	<p>Slight growth on tracks. Fine packed cinder. 8W.</p>	<p>Milepost JC52. Drainage ditches. Road cut.</p>
<p>Dirt access rd.</p>	<p>Saplings, rotting ties.</p>	
<p>Lyons Ave./paved/= — Gate.</p>	<p>Good concrete culvert. Clogged culvert pipe.</p>	<p>Old borrow pit.</p>
<p>Caton Ave./paved/-5. — Tr.</p>	<p>Slight mound. Grade locally widened.</p>	<p>Dirt rd.</p>
<p>Dirt access rd.</p>	<p>Dip/2D20W.</p>	<p>Milepost JC51.</p>
<p>Creek/-20.</p>	<p>Good stone bridge.</p>	
<p>Old Rt. 23/paved/=.</p>		
<p>Road cut.</p>	<p>15W.</p>	<p>Road cut.</p>
<p>Restaurant parking lot. Stockholm rd./paved/=.</p>		

See Following Page

MILES

6A

Rt. 517/paved/=.

Ogdensburg Fire Dept.

Ballfield.

Erosion/rock on grade edge.
Access tr.

Steep eroded hill.
Packed cinder.

Road cut +40.

Hole/1.5D2R.
Major erosion/2.5D3W6L.
Good culvert.
Banked washboard surface.
Some stones on surface.

View of Wallkill Valley
from top of hill.
Road cut/+40.

5A

Small cliff.

Shallow ditch where storm
water runs.
Erosion 1.5D3W3L
4H rubbish pile.
Uneven primitive rd.

View down powerline ROW
of Wallkill Valley.

Dirt access rd. _____
Dirt access rd. _____

4A

NYS&W connected by trail.
Franklin Pond Creek.

Bridge out.
Very heavily overgrown.

Houses 100 ft. away.

3

MILES

5
6
7
8
9

<p>Good view towards Ogdensburg and Franklin.</p>	<p>Fine packed cinder base.</p>	<p>Rock outcrops.</p>
<p>Road cut/30D20W.</p>	<p>Overgrown.</p> <p>Overgrown with saplings 5 ft. tall.</p> <p>Good stone culvert. Primitive rd. parallels for 600 ft.</p> <p>Overgrown with saplings 7 ft. tall.</p>	<p>Road cut/30D20W.</p> <p>Erosion/45° slope/5W30L.</p> <p>Trail.</p>
<p>Trail.</p> <p>Erosion gully/2D3W.</p> <p>Edison rd./paved/=.</p>	<p>Good culvert. Primitive rd. parallels for 900 ft.</p>	
<p>Minor erosion.</p> <p>New houses 100 ft. away/ 2 ft. wide eroded trail.</p> <p>Road cut/30D20W.</p>	<p>Good culvert/-40.</p> <p>10 in. pipe culvert/failure of ties over culvert.</p> <p>Good culvert/24 in. pipe.</p> <p>Very overgrown.</p>	<p>Stream with cascades.</p> <p>Trail/Hemlock stand.</p> <p>Road cut/30D20W.</p>
<p>Dirt rd./=.</p> <p>Milepost JC 58.</p> <p>View.</p>	<p>Good stone culvert/-20.</p> <p>Rails missing for 100 ft.</p> <p>Good culvert.</p>	
<p>Dirt rd./=.</p> <p>Rt. 517/-30/150 ft. away.</p> <p>Driveway/=.</p>	<p>2 deep ruts.</p> <p>Rails missing.</p> <p>Driveway covers rails.</p>	
	<p>Rails missing.</p>	

MILES

13
12
11
10
9

County Maintenance Yard. Limecrest rd./paved/=.	No trespassing sign. Bridge w ties/8W10L. Large fallen tree. Overgrown. Fine packed cinder base. Bridge out/10L6W.	
Wooded swamp.	Fallen tree. Erosion gully/6D8W10L&2D3W. No tracks.	Wooded swamp.
L&HRR.	Tracks torn up. 2 sets of tracks.	Sparta Landfill. Swamp.
Houses Corner rd./paved/=.	No trespassing sign/chain.	Siding (boxcar). Eastern Propane plant, Primitive rd. next to tracks.
Dirt rd.	Very overgrown. Truck trailers across both sides. Slightly overgrown. Rt. 15/paved/=.	
Road cut.	Good concrete culvert. Mud & water for 200 ft. along south side. Overgrown with tall weeds. Large fallen tree.	
Primitive rd. ends.	Shallow erosion ditch. Switch.	
Primitive rd. parallels.	Mohawk Industries/Old station/waste on grade.	Siding behind station, Intact water tower.
Station rd./paved/-20.	60L10W bridge/walkway.	Walkkill/-20.
Cattail swamp. Rt. 517/paved/=.	Overgrown with weeds and some small saplings. Guard rail.	
Dirt driveway.	Good concrete culvert. Culvert/end timbers broken. Overgrown with thick weeds and brambles. Rails missing.	

MILES

18

17

16

15

14

<p>Dirt farm rd./=. _____</p> <p>Pasture.</p>	<p>Wet ground/drainage ditches both sides.</p> <p>Pole fence both sides.</p>	
<p>Rt. 206/paved/=. _____</p> <p>Dirt rd./=. _____</p>	<p>Fill piles.</p>	<p>Houses close to grade.</p>
<p>Road cut 1000L.</p> <p>Trailer park 0.5 mi. _____</p>	<p>Fill across grade/8H. Stream in grade/1000L.</p> <p>Soil embankment both sides. Minor erosion/small hole. Farm underpass.</p>	<p>Road cut 1000L. House close to ROW. Rt. 94/paved/-20. _____</p>
<p>Hyper Humus bagging facility.</p>	<p>Packed cinder footpath. Bridge with sides/20W50L. Very overgrown.</p>	<p>Cliff 80 ft. high.</p> <p>Dirt rd./=. _____</p>
<p>Warbasse Jct.Rd./paved/=. _____</p> <p>EL. * * * * *</p>	<p>Overgrown. Fine packed cinder footpath.</p>	<p>EL parallels. EL bridge out. _____</p>
<p>Garrison rd./paved/=. _____</p>	<p>Steel box bridge/10W30L/ Needs flooring.</p>	
<p>Junked furniture. Junked car.</p> <p>County Maintenance Yard.</p> <p>Limecrest rd./paved/=. _____</p>	<p>Small asphalt dump.</p> <p>Packed cinder primitive rd.</p> <p>Fine packed cinder base. Dip 2D4W Overgrown footpath. Gravel strip/dirt mound. No trespassing sign.</p>	
<p>_____</p>	<p>Bridge w ties/8W10L. Large fallen tree.</p>	

MILES

21

Old Swartswood Rd./paved/-15.
Dirt access rd. from Old Swartswood rd.
Concrete platform.

Bridge out/concrete abutments both sides/concrete crossbeams on grade.
Packed cinder primitive rd.
Rubbish on grade.
Fallen trees/rutted.

Concrete bunker/15H10R.
Concrete bar 10L.
Dirt Rd.

22

Vail Dr./dirt/muddy/=.
Road cut.
View of Paulinskill Lake.
Erosion extends onto grade.
Access trail.

Runoff runs along grade.
Ruts/standing water.
Good culvert.
Slight mound across grade.
Slightly grassed over.
Erosion gully 2D4W.
Erosion gully 2D4W.
Fine packed cinder.
Primitive rd.

Road cut.
Kohlbocker rd./dirt/=.

23

Paulinskill Lake rd./-20/
paved.
S.Shore Dr./paved/=.

Steel bridge/6W50L/needs railing and flooring/fence on both sides.
Fine cinder/grassed over.
Fill pile 2H.
Rutted dirt road.

Homeowner concerned about motorbike use.
Collapsing brick building.

24

Dirt rd.
Sand and gravel.
Cnty. rd. 610/paved/+12.

Very overgrown.
Grade filled. Steep embankments. Overgrown.
Primitive rd.

Access/primitive rd.

25

MILES

25

Stillwater Sta. Rd. /paved/
slightly above grade.
Road cut/slight erosion.
Houses 0.2 mi. away.
Wall St. /paved/+1.

Major erosion gully 3D6W.
Rough surface.

Road cut.

Good primitive rd.

Soft wet ground covered
with tall weeds.

Concrete culvert/2R pipe.
Damp/fallen tree/ties.
Barbed wire fence/goat pen

Barn.

26

Dixon rd. /paved/=.
Farm house.

Barbed wire fence/pasture/
pond.

Good views.

Not surveyed. Detour.
Dixon rd. followed south-
east. (steep hill, no
shoulder, no lines, many
small potholes). Fredon-
Marksboro road followed
southwest. (good surface,
lines part of the way, no
shoulder). A dirt rd.,
0.4 mi. north of CYO
camp (Camp Lincoln Laurel),
gives access to the grade.
This road is rutted, rocky,
and has steep hills.

27

Dirt access rd.

End of detour.
Good cinder primitive rd.

Very little overgrowth.

Dirt rd. /=.

Several large ruts/water.

28

Water drainage on grade.
Drainage ditches blocked.

Good culvert.

Dirt access rd.

Primitive rd./slightly
overgrown.

29

MILES

29

Paulinskill. ~~~~~
Primitive dirt rd./=.

Houses.
Spring Valley Rd./paved/=.

140L bridge/superstructure/
4 lengthwise girders/outer
girders 8 ft. apart/ 7
cross girders 6 in. higher/
needs floor & railings.
Primitive cinder rd./ruts.

Culvert pipe clogged.

Paulinskill closely paral-
lels/banks eroding.
Old Mill.

30

~~~~~  
Road cut/shale eroded  
onto edge of grade.  
  
Dirt access rd.

Primitive rd./ruts/uneven  
laterally/standing water.  
  
Culvert/end supporting ties  
are rotted. Large puddle.  
  
Two 200L sections of  
2 in. gravel surface.  
Hard surface/rutted/  
minor erosion.

31

Paulinskill. ~~~~~  
Milepost JC81.  
  
Swamp.  
Paulinskill. ~~~~~

140L7W bridge/2 length-  
wise girders/needs floor,  
rails.  
Good stone culvert.  
Fences with gates across  
grade.  
Overgrown footpath.  
Ties and branches across  
grade.  
Large fallen tree.

Swamp.

32

Crisman rd./paved/=.  
  
Paulinskill. ~~~~~  
  
Rt. 94 overpass.  
Town maintenance yard.  
Town park.

100L12W bridge/6Hsides/2  
lengthwise girders 7 ft.  
apart/needs floor.  
Gravel and cinder surface.

Access to river/parking.

33

Dirt rd./=.  
Paved rd./-10.

Gravel footpath.  
140L7W bridge/2 lengthwise  
girders/need floor,railing.  
  
Slightly overgrown foot-  
path.

Shed & woodpile adjacent.

Paved.  
Parking lot.

Good pipe culvert/0.5R.  
  
Fine packed cinder.

Good concrete bridge.

MILES

34

Paved rd./=.

Primitive rd.

35

Views of Kittatiny Mtn. & Delaware Water Gap.

Primitive rd./slightly overgrown.

Major erosion ditch down embankment/3.5D5W25L.

Lambert Rd./paved/+3.

Fence with gate.  
Airport/grade obliterated.

Borrow pit/7D25W75L.  
Grade continues as grassed primitive rd.  
Slightly overgrown footpath.

4H dirt mound across grade.  
Grass. Driveway.

Dirt access rd.

36

Grunup Rd./paved/=.

Mowed grass/footpath.  
Culvert/-30.  
Large tree/footpath.  
Primitive rd.

37

Vail Rd./paved/=.

View of Kittatiny Mtn.

Dirt rd./slightly+.  
Sand pit access rd.

View of Delaware Water Gap.

Dirt and gravel rd. used by trucks.

Dirt rd./=.

Footpath/good surface.  
Good culvert.

38

Polkville Rd./paved/=.

MILES

37

Drainage across grade.

Parallel road.

Erosion into Paulinskill.  
20L8W bridge/ties intact.  
Sand/base/irregular surface.  
Primitive rd./good cinder surface/some muddy areas.

38

Cinders & small gravel.

Access rd.

Parallels close to dirt rd.  
Merges with dirt rd.

EL/+100.

Impressive viaduct.  
Diverges from dirt rd.  
Well packed cinder road.  
Grade is sole access to house.

House.

39

Dirt mound 2H.  
RR junction. ~~x x x x x~~  
Chain across/old bldg.  
Primitive cinder rd.

Grade to gravel pit/  
primitive rd./many ruts/  
exposed culvert pipes/  
dirt mound 3H.

Paulinskill.

150L bridge/superstructure/  
ties intact.  
Loose gravel.

40

Rt. 94/paved/=.

Paved rd./=.

Cinder footpath.  
Slightly overgrown.

Stark Rd./paved/=.

Primitive cinder rd./8W.

Dirt rd./=/buried ties.

Primitive cinder rd./8W.

41

Rt. 94/access to Columbia.

Erie Lackawanna  
Branchville to Netcong

The origins of this railroad were with the Sussex Mine Railroad chartered in 1848. It was built by Edward Cooper and Abram Hewitt to transport iron ore from their newly opened mine in Andover to the Morris Canal. The company had a name change and became Sussex Railroad company. The line was extended to Newton in 1854 and again to Branchville in 1868. The town of Newton grew greatly as a result of this expansion.

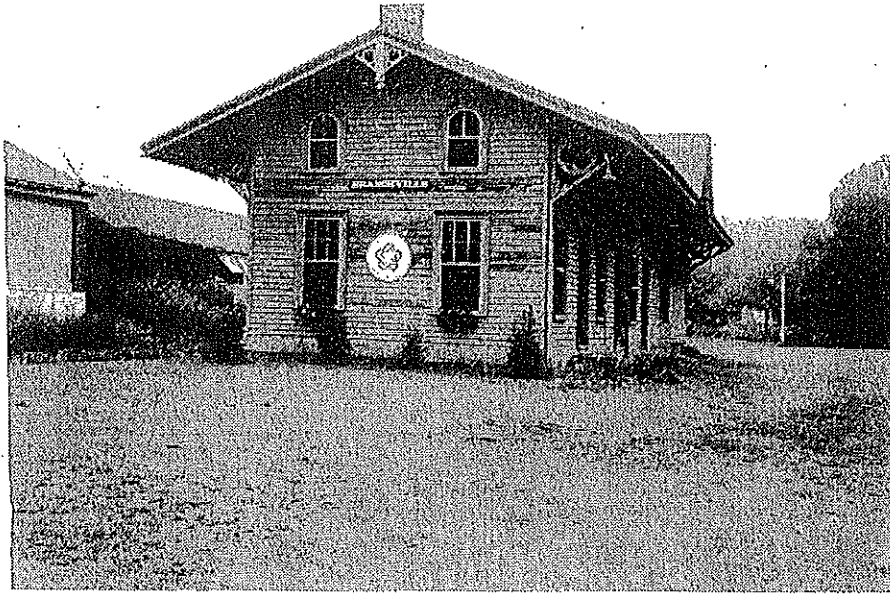
The line later became the Delaware Lackawanna and Western which had acquired other lines in the area. In 1960, the Lackawanna merged with the Erie to form the Erie Lackawanna which operated this line until 1966.

This railroad grade goes through the communities of Branchville, Augusta, Lafayette, Newton, Andover, Cranberry Lake, and Netcong. In addition, it goes through Cranberry Lake State Park and through the Allamuchy Tract which is state land and proposed to be a park. Nearby points of interest are Lake Musconetcong State Park, Lake Hopatcong State Park, and Waterloo Historic Village which is two and a half miles down Sussex County road 604 where it crosses the railroad grade. The railroad grade crosses the Morris Canal whose towpath could possibly be converted to a bikeway leading to Waterloo Village.

This line can be divided into roughly three sections; Branchville to Warbasse Junction, Warbasse Junction to Andover, and Andover to Netcong. Tracks are still in place between Netcong Station and the northern boundary of Andover Boro. The Erie Lackawanna filed a notice of abandonment July 1, 1976 for this section.

The segment of this line in the best condition is between Warbasse Junction and Andover Boro. The grade is generally a packed cinder, primitive road. There are several short sections where there is larger gravel on the surface or where it is overgrown, or where there is erosion and steps must be taken to prevent further deterioration. This section, except where it passes through Newton, is surrounded by forest. It passes through a beautiful wooded swamp north of Newton and by a beautiful marsh and lake north of Andover Boro.

The most deteriorated section is between Branchville and Warbasse Junction where eight or possibly nine bridges are out. This section has many overgrown areas but only light clearing would be necessary for a six foot wide path. This section goes through forest and agricultural land and parallels the Paulinskill River. The surface is mostly packed cinder. It should be noted that the proposed Route 15 realignment between Lafayette and Augusta may destroy that section of the railroad grade.



Branchville Station was once the terminus of the Erie Lackawanna Railroad in Sussex County.



Concrete abutments are all that remain of a bridge that carried trains of the Erie Lackawanna Railroad across the Paulins Kill in Augusta.

MILES

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|-----------------------------------|----------------------------------------------------------------------------|------------------------------|
| Lumber yard.                      | Good steel bridge on siding/needs flooring.                                | Main track bridge out.       |
| Mill St./paved/=.                 |                                                                            |                              |
| Rt. 206 overpass.                 | Bridge out/use Mill St. Overgrown cinder footpath. 25W/loose large gravel. |                              |
|                                   | Loose mixed gravel.                                                        |                              |
| Farm rd./=.                       |                                                                            |                              |
|                                   | Good culvert. Barbed wire fence across grade.                              |                              |
| Paulinskill.                      | 50L bridge out.                                                            |                              |
| L&NE (utility propane).           | *** Washout/2D3L ***                                                       | McDonald Corner rd./paved/=. |
|                                   | Cinder & clay/tire ruts/wet                                                |                              |
| Paulinskill.                      | 50L bridge out. Primitive Rd.                                              |                              |
|                                   | Packed cinder. Very overgrown.                                             |                              |
| Paulinskill.                      | 50L bridge out.                                                            |                              |
| Creamery. Rubbish.                | Parking/lawn/ditch 2D3L.                                                   |                              |
| Rt. 206/paved/=.                  |                                                                            |                              |
| Paulinskill.                      | Primitive Rd.                                                              | Road cut/Inscrip. date 1880  |
| Paulinskill.                      | 50 L bridge out.                                                           |                              |
| Paulinskill.                      | Bridge not inspected.                                                      |                              |
|                                   | x                                                                          |                              |
|                                   | Not inspected.                                                             |                              |
|                                   | x                                                                          |                              |
|                                   | x                                                                          |                              |
|                                   | Appears overgrown.                                                         |                              |
| Paulinskill.                      | 50L bridge out.                                                            |                              |
| Access to road.                   | Primitive cinder rd. Major erosion 6W.                                     |                              |
| Morris-Statesville rd./-13/Paved. | Bridge out/cement abutments both sides.                                    |                              |



MILES

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|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
|                                                                                                     |                                                                                                                                             |                                                                                                   |
| <p>Valley View rd./paved/=,</p> <p>Pond.</p>                                                        | <p>2 broken fences across.</p> <p>Wide cinder base.</p> <p>Erosion ditch 2D3L3W.</p> <p>Gravel base 300L.</p> <p>Small erosion runnels.</p> | <p>Garage.</p> <p>Residence.</p> <p>Lafayette Twp. Park /-10/<br/>bordered by drainage ditch.</p> |
| <p>Lafayette Meadows rd./=/</p> <p>Paved.</p> <p>Lafayette auto parts.</p> <p>Abandoned siding.</p> | <p>Automobile use.</p> <p>Wide packed cinder.</p>                                                                                           | <p>Paulinskill parallels.</p>                                                                     |
| <p>Rt. 94/paved/=.</p>                                                                              | <p>Guard rail both sides.</p> <p>Erosion ditch.</p> <p>Wide/fine packed cinder.</p> <p>Overgrown.</p>                                       | <p>Bridge.</p>                                                                                    |
| <p>Cinder path bypass.</p>                                                                          | <p>50L bridge out.</p> <p>Overgrown.</p>                                                                                                    | <p>*****</p>                                                                                      |
| <p>Warbasse Jnc. rd./paved/=.</p>                                                                   | <p>Junction. *****</p> <p>Primitive cinder &amp; dirt rd.</p> <p>Collapsing culvert.</p>                                                    | <p>*****</p>                                                                                      |
| <p>Wooded swamp.</p>                                                                                | <p>Good culvert.</p> <p>Erosion of embankment.</p> <p>Slightly overgrown.</p>                                                               | <p>Stagnant pool.</p> <p>Wooded swamp.</p>                                                        |
| <p>Access to Hyper Humus.<br/>operations.</p>                                                       | <p>Grassed over.</p> <p>Dip 2D10L.</p> <p>Missing ballast.</p> <p>Wide packed shale surface.</p>                                            |                                                                                                   |
| <p>Wooded swamp.</p>                                                                                | <p>Broken clogged culvert/<br/>hole 1D0.5R.</p>                                                                                             | <p>Wooded swamp.</p>                                                                              |

MILES

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|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <p>Large fresh water marsh.<br/>Town dump visible.</p>                         | <p>Rough gravel alternates w packed cinder.<br/>Small shale &amp; cinders.<br/>Wide partly grassed.</p> <p>Debris, rocks, ties.</p> <p>Coarse and fine cinder.<br/>Good culvert.<br/>Minor erosion.</p> <p>15 L bridge out/most pilings intact.<br/>Erosion from motorbikes.<br/>Footpath alternates with Primitive road.<br/>Uneven surface/ditch.</p> | <p>Hix Ave. 10 ft. away.</p> <p>Pond.</p> <p>Rubbish/Access to houses.</p> |
| <p>Trinity St./paved/=.<br/>Access to stores.</p>                              | <p>Overgrown/deeply rutted footpath.</p>                                                                                                                                                                                                                                                                                                                |                                                                            |
| <p>Diller Ave./paved/=.<br/>Houses.<br/>Commercial/Industrial.</p>             | <p>Old RR yard used for auto access and parking.</p>                                                                                                                                                                                                                                                                                                    |                                                                            |
| <p>Diller Ave./Paved/=.</p>                                                    | <p>Numberous ruts.<br/>Small erosion ditches.<br/>Fine packed cinder rd.<br/>Embankment erosion/3.5D3W.</p>                                                                                                                                                                                                                                             |                                                                            |
| <p>Hicks Ave./paved/=.</p>                                                     | <p>Guard rail both sides.<br/>Slightly grassed over.<br/>Pole fence/billboard.<br/>Turnaround.</p>                                                                                                                                                                                                                                                      |                                                                            |
| <p>Newton-Sparta rd./paved/=.</p>                                              | <p>Blind corner.<br/>Hill/rough surface.<br/>Erosion 2D2W5L.<br/>Fine packed cinder/erosion.</p>                                                                                                                                                                                                                                                        |                                                                            |
| <p>Yates Ave./paved/=.</p> <p>Wooded.</p>                                      | <p>Gravel pile.<br/>Erosion 30L2W2D.<br/>Erosion 3W2D5L.</p>                                                                                                                                                                                                                                                                                            | <p>Wooded.<br/>Road cut/inscrip. dated 1880, 1891, 1911.</p>               |
| <p>Long road cut.<br/>Small abandoned quarry.</p>                              | <p>Tire ruts/scattered gravel.<br/>Rubbish along grade.<br/>Surface uneven laterally.<br/>Erosion gully 30L1D2W.</p>                                                                                                                                                                                                                                    | <p>Long road cut.</p>                                                      |
| <p>Wooded.<br/>Rubbish.</p> <p>Old stone and wood barn:</p>                    | <p>Fine packed cinder road.<br/>Much erosion.</p>                                                                                                                                                                                                                                                                                                       | <p>Wooded.</p>                                                             |
| <p>Old stone and wood barn:</p> <p>Dirt rd./=.</p> <p>Goodale Rd./paved/=.</p> | <p>Major erosion along and across grade/6W4D.<br/>Several 2.5W boulders.</p>                                                                                                                                                                                                                                                                            | <p>Goodale Rd. parallels.</p>                                              |
| <p>Pond.</p> <p>Wooded.</p>                                                    | <p>Fine packed cinder rd.<br/>Auto use.<br/>Some potholes.</p>                                                                                                                                                                                                                                                                                          | <p>Wooded.</p>                                                             |

MILES

13

Scenic Marsh.

Scenic Marsh.

Rt. 206/paved/=.

Very overgrown/fallen pole.  
Bridge out 40L.

L&HRR ++++++

Grade eroded halfway.  
Tracks present.  
Signal tower.  
Slight growth.

L&HRR ++++++  
Siding with tracks.

14

Park St./paved/=.

Paved Rd./=.

SC Rte 517 ./paved/=.

Maple St./paved/=.

High St./paved/=.

Old church.

EL overpass. ++++++

Signal tower.  
Tunnel 40W/rock outcrop  
occupies half.

++++++

15

Paved rd./-15.

Signal tower.

Paved rd./=.

Large gravel between ties.  
Signal tower.

16

Not inspected.

North Shore Tr./paved/=.  
Cranberry Lake/footbridge.  
Beach.

Signal tower.

17

MILES

|    |                          |                                                                              |                                                   |
|----|--------------------------|------------------------------------------------------------------------------|---------------------------------------------------|
| 17 | South Shore Rd./paved/=. |                                                                              |                                                   |
|    | Small granite quarry.    | Good culvert.                                                                | Road Cut.                                         |
|    |                          | Good culvert.                                                                |                                                   |
|    |                          | Good culvert.                                                                |                                                   |
| 18 |                          |                                                                              | Hemlock stand/small waterfall visible from grade. |
|    |                          | Good culvert.                                                                | Camp.                                             |
|    | Rubbish.                 | Gravel base 600L.<br>Primitive cinder rd. next to tracks.<br>Erosion 3W1.5D. |                                                   |
|    | Cnty rd. 604/paved/=.    |                                                                              |                                                   |
|    | Waterloo Village 2.5 mi. | Signal towers.                                                               |                                                   |
| 19 |                          | Steel bridge.                                                                |                                                   |
|    | Paved rd./=.             | Crossing signal.                                                             |                                                   |
|    |                          | One rail missing.                                                            |                                                   |
|    |                          | Good stone bridge.                                                           |                                                   |
|    | Road at grade.           |                                                                              | Musconetcong water treatment plant.               |
| 20 | Rt. 206 bypass/-.        | Excellent bridge/gravel ballast. Both rails intact.                          |                                                   |
|    | Paved rd./-15.           | Bridge.                                                                      |                                                   |
| 21 | Old RR grade.            |                                                                              |                                                   |
|    | Paved rd./=.             | Netcong station.                                                             |                                                   |

At the Hunterdon County line, a trestle once spanned the Musconnetcong River Valley. All that remains of that trestle are the pilings some of which are forty feet tall. Northward for about a mile, the grade is not very useful because of heavy overgrowth.

There are other obstacles to development. Tracks are in place from the station at Washington to milepoint 3.2. A bridge at 13.1 miles is out. Gravel covers much of the grade north of the Manunka Chunk tunnels. The grade from Belvidere to Manunka Chunk has track on one section, is overgrown in another, and another section is incorporated into the surrounding land use.

Ownership<sup>1/</sup>

| <u>Milepost</u> |                | <u>Owner</u>                                                     |
|-----------------|----------------|------------------------------------------------------------------|
| <u>From</u>     | <u>To</u>      |                                                                  |
| 0.0             | 2.4            | Information not obtained                                         |
| 2.4             | Delaware River | Erie Lackawanna R.R., 112<br>Prospect St., Cleveland, Ohio 44100 |

Mileage and Acreage<sup>2/</sup> of the ROW by Municipality

| <u>Municipality</u>            | <u>Miles</u> | <u>Acres</u> |
|--------------------------------|--------------|--------------|
| <u>Warren County</u>           |              |              |
| Knowlton Twp.                  | 3.20         | 25.6         |
| Mansfield Twp.                 | 0.35         | 2.8          |
| Oxford Twp.                    | 2.45         | 19.6         |
| Washington Twp.                | 4.15         | 33.2         |
| Washington Boro                | 1.35         | 10.8         |
| White Twp.                     | 7.80         | 62.4         |
| <u>Total for Warren County</u> | 19.3         | 154.4        |

1/ Warren County ownership data is from the 1975 tax index and atlas. Listings in the index did not always agree with what was shown in the atlas.

2/ Acreage estimated using a width of 66 feet or 8 acres per mile.

References

Erie Lackawanna Story, Paul Carleton; D. Carleton Rail Books; River Vale, N. J.

History of Sussex and Warren Counties, New Jersey

James P. Snell, J. B. Lippincott & Co., Philadelphia, Reprinted

"The Story of the Cut-off", Lackawanna Railroad, December 1911

MILES

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|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| Fields.                                                          | Cement bridge overpass.                                                                                                                                          | Fields.<br>Farm House.              |
| Pohatcong creek.<br>Access to creek/-30.                         | Farm road crosses.<br>Primitive cinder rd.<br>Good culvert.<br>Gravel base/imbedded ties.                                                                        |                                     |
| Jackson Valley Rd.<br>Residential.<br>School/grade gives access. | 60L25W bridge/good surface.<br>Small washout across grade.                                                                                                       | Residential.                        |
| Open land.<br>Short trail parallels grade                        | Much surface cinder gone.<br>Washout across 1/2 of grade.<br>Washout across 1/2 of grade.<br>Drainage along sides.                                               |                                     |
| Powerline.                                                       | Road cut/powerline crosses.<br>Tracks end.                                                                                                                       | American Can Company.               |
| Abandoned Morris Canal.<br>Residential.                          | Tracks appear little used.                                                                                                                                       | Residential.                        |
| Commercial<br>Industrial siding.                                 | Cinder base/tracks intact.                                                                                                                                       |                                     |
| Residential:<br>Rt. 31                                           | 100L bridge/2 good tracks.                                                                                                                                       | Residential.                        |
| Rt. 57<br>Dispatcher's Office.                                   | Operating track in place.                                                                                                                                        | Old RR station.                     |
| 15H eroding dirt banks.<br>Rubbish.                              | Fine cinder base.                                                                                                                                                | 15H eroding dirt banks.<br>Rubbish. |
| Paved Rd./+15.                                                   | Guard rails both sides.                                                                                                                                          |                                     |
| Road at grade 25 ft. away.<br>Pile of branches, woodchips.       | Good farm underpass.<br>Good cinder surface.<br>Weeds, some small saplings.                                                                                      |                                     |
| Road Cut.                                                        | 30W dirt and stone surface.<br>Overgrown weeds, briars.<br>6 in. dia. tree on grade.<br>Rockslide 4 ft. on grade.                                                | Road Cut.                           |
| Anderson Rd./paved/+15.                                          | Extremely overgrown.<br>Guard rails both sides.<br>Extremely overgrown/15H trees.<br>Telephone pole across.<br>Large rock on grade.<br>Slightly overgrown/stony. |                                     |
| Road/-40<br>Musconetcong River.                                  | Heavy overgrowth.<br>Trestle out/4 tiers 40H.                                                                                                                    | Old Mill.                           |

MILES

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|----|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| 10 | Rt. 46/paved/-10.<br>Pequest/access from grade.<br>L&H                                          | Soil embankment both sides.<br>100L25W bridge across L&H<br>and Pequest/8W clear path<br>gravel ballast on remainder.                           |                                                                                                           |
|    | Road cut.                                                                                       | 8W clear path/good shape.<br>Poorly drained 300 yds.<br><br>View.                                                                               | Road cut.<br>L&HRR, Pequest river, Rt.46<br>all parallel grade.<br><br>View of L&HRR, Pequest,<br>Rt. 46. |
|    | Furnace brook below grade.                                                                      |                                                                                                                                                 | Minibike paths around<br>rock outcropping.                                                                |
|    | Powerline.                                                                                      | Poorly drained for 150yds.                                                                                                                      | Power substation/parallel<br>access rd. avoids wetness.                                                   |
|    | Pequest rd./paved/+15.                                                                          |                                                                                                                                                 |                                                                                                           |
|    | Drainage ditch into marsh.                                                                      | Footpath/fair drainage w<br>some puddles.<br><br>Culvert not located.                                                                           |                                                                                                           |
|    | Farmland.                                                                                       | Clear 8 ft. wide.<br>Good fine cinder surface.<br><br>Good fine cinder surface.<br>Used as access rd.                                           | Farm house and dairy barn.                                                                                |
|    | Road.                                                                                           |                                                                                                                                                 | Sod farm.                                                                                                 |
|    | Gas station.<br>Furnace Brook.                                                                  | Good fine cinder surface.<br>Good culvert/considerable<br>surface excavation, erosion<br>Furnace Brook plant access                             | Rd. to settling ponds.<br>Settling ponds.                                                                 |
|    | Stream parallels grade.<br>Oxford Ave./paved/+10.                                               | Minor overgrowth.<br>Guard rails both sides.<br>Much rubbish.                                                                                   |                                                                                                           |
|    | Building in retaining wall.                                                                     | Standing water.                                                                                                                                 |                                                                                                           |
|    | Tunnel large enough for<br>two sets of tracks/some<br>facing on walls but most is<br>bare rock. | Oxford tunnel entrance.<br>Approx. 4 in. to 6 in. of<br>standing water for 100 yds.<br>Wet clay surface/puddles.<br>Springs dripping from roof. | Tunnel facing in good shape.                                                                              |
|    | Rock ledge covered w moss.<br>Old stone wall/foundation.                                        | Poor drainage/puddles.<br>Oxford tunnel entrance.                                                                                               | Rock ledge.<br>Old stone foundation.                                                                      |
|    | Woodland.                                                                                       | Grade locally widened.<br>Culvert.<br>Ties imbedded on one side.<br>Primitive cinder rd.                                                        | Woodland:                                                                                                 |

MILES

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14A  
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|------------------------------------------|-----------------------------------------------------------------------------------------------------|---------------------------|
|                                          | Hoffman La Roche.<br>xxxChain link fencexxx                                                         |                           |
|                                          | Grassy.                                                                                             |                           |
| Rt. 46/paved/-15.                        | Wooded embankment.<br>x<br>x<br>x<br>Small saplings and shrubs<br>on grade.                         |                           |
|                                          | x<br>x<br>x<br>x<br>x                                                                               |                           |
|                                          | Penn Central to Belvidere.<br>Manunka Chunk tunnels.                                                |                           |
| West tunnel/little<br>collapse/no rails. | East tunnel/massive facing<br>Collapse/intact rails.                                                | Trail over tunnel.        |
| Mossy rock.                              | Manunka Chunk tunnels.                                                                              | Mossy rock.               |
| Farmland:<br>Creek 20W.                  | Bridge out/cement piles in.                                                                         | Farmland.                 |
| Road/slightly+.                          | Good clear primitive rd.                                                                            |                           |
| Residence.                               | Good culvert.                                                                                       |                           |
| Cnty rd. 519/paved.                      |                                                                                                     | Quarry.                   |
|                                          | Clear grade/some potholes.                                                                          |                           |
| Beaver Brook.                            | Good culvert.                                                                                       |                           |
| Residence.                               |                                                                                                     | Residence.                |
| Beaver Brook rd./=.                      |                                                                                                     |                           |
| Access rd. to trailer.                   |                                                                                                     |                           |
| Old station.                             | xxxxxxxFencexxxxxxxxxxxxxxxxxxxxx<br>Garden State Farm Supply.<br>xxxxxxxFencexxxxxxxxxxxxxxxxxxxxx |                           |
| Bridgeville station.                     |                                                                                                     |                           |
| Road/=.                                  |                                                                                                     |                           |
| Oil tanks.                               | Very good condition.                                                                                | Road cut.                 |
| Road cut.                                | Grade locally 30W.                                                                                  | Gravel pits.              |
| Dirt road to gravel pits.                |                                                                                                     |                           |
|                                          |                                                                                                     |                           |
| Pequest & Rt. 46 parallel.               | Very good condition.                                                                                | Residence.                |
| Buttzville-Mtn Lake Rd/<br>paved/=       | Used for parking.                                                                                   | Parallel rd. for 100 yds. |
|                                          |                                                                                                     | Church and cemetary.      |
|                                          | 4W clear path.                                                                                      | Residence.                |
| Gas station.                             |                                                                                                     |                           |



MILES

17

Delaware River.

25W bridge/one set of tracks.  
Ties in place.

x  
x  
x  
x  
x  
x  
x

16

Road.

x

x

Road.

x

x

Road at grade.

x

Mini bike trail.

Packed cinders.

Knowlton-Delaware Rd./-10.

Soil embankment both sides.

15

Hope-Delaware Rd./-10.

Gravel ballast.

Soil embankment both sides.

x  
x  
x  
x  
x  
x  
x  
x

Gravel ballast.

x  
x  
x  
x  
x  
x  
x  
x

14

Manunka Chunk tunnels.

13

Lehigh and New England

The Lehigh and New England was originally the Pennsylvania, Poughkeepsie and Boston. The line ran from Slatington, Pa. to Maybrook, N. Y. and was completed in 1890. Rather than duplicate tracks, a section of the New York, Susquehanna and Western from Hainesburg to Swartswood Station was leased.

This railroad grade follows the Papakating Creek or the Paulinskill River for most of its length. It travels mostly through farmland and there are many excellent views. A gas pipeline is buried along the side of the grade. The route is kept about fifteen feet wide for most of its length by the Utility Propane Co. Much of the surface is rough and could use surfacing to make it a bicycle path. All bridges are intact and have ties in place but could use decking.

Although the survey description stops at the Wallkill north of Sussex, the railroad grade continues. The Wallkill was selected as a terminus because the bridge is out and it would be costly to replace and hard to circumvent and because most of the right-of-way north of this point has fragmented private ownership and is used by the owners.

Ownership<sup>1/</sup>

| <u>Milepost</u> |                                 | <u>Owner</u>                                                                                        |
|-----------------|---------------------------------|-----------------------------------------------------------------------------------------------------|
| <u>From</u>     | <u>To</u>                       |                                                                                                     |
| 0               | 0.25                            | City of Newark Water Supply,<br>1294 McBride Ave., Little<br>Falls, N. J. 07424                     |
| 0.25            | 4.2                             | Not listed in Real Estate<br>tax index                                                              |
| 4.2             | 5.6                             | Listed on tax map as Delaware<br>Lackawanna and Western. Erie<br>Lackawanna, Tax Dept., Hoboken, NJ |
| 5.6             | Beyond the<br>Wallkill Crossing | Utility Propane Co., 1 Elizabeth-<br>town Plaza, Elizabeth, NJ                                      |

Sections north of the Wallkill besides having ownership by Utility Propane Company are owned by Meadow Park, Mt. Bethel Humus Co, Inc., and R.E.F. Gurda.

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<sup>1/</sup> Sussex County ownership data is from the 1976 tax index and atlas. Listings in the index did not always agree with what is shown in the atlas.



Northern Entrance of the Oxford  
Tunnel with Plaque dated 1862  
Mounted above.



Collapse of the Facing in one of the  
Manunka Chunk Tunnels.

MILES

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|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <p>Road cut (100 yds.)</p>                                     | <p>Grade is mostly on fill.<br/>Parallel river/swampy surroundings.</p> <p>Good condition/very scenic.<br/>Fishing access/wildlife observation.</p>                      | <p>Road cut (100 yds.)</p>     |
| <p>Kinney rd./-.</p>                                           | <p>Good cement bridge.</p>                                                                                                                                               | <p>Road cut (100 yds.)</p>     |
| <p>Road cut (25 yds.)<br/>Halsey-Myrtle Grove rd./paved/=.</p> | <p>Good Condition.</p>                                                                                                                                                   | <p>Road cut (25 yds.)</p>      |
| <p>Stream.</p>                                                 | <p>Good cement bridge.</p>                                                                                                                                               | <p>Stream.</p>                 |
| <p>Road cut.</p>                                               | <p>Good surface.<br/>Well drained.</p>                                                                                                                                   | <p>Road cut.</p>               |
| <p>Dirt rd./=.</p>                                             | <p>Gas-line #309.<br/>Fences across both sides.</p> <p>Farm underpass.<br/>Slightly rocky surface/good condition/vegetation cleared by spraying.<br/>Farm underpass.</p> | <p>Dirt rd./=.</p>             |
| <p>Parson rd./paved/-20.</p>                                   | <p>Bridge over stream, road.<br/>Mound of dirt across grade.</p>                                                                                                         | <p>Parson rd./paved/-20.</p>   |
| <p>Spirol rd./paved/=.</p>                                     | <p>Access to rd.<br/>Mound of dirt across grade.</p> <p>Good packed cinder surface.<br/>Junction/L&amp;NE begins.</p>                                                    | <p>Spirol rd./paved/=.</p>     |
| <p>Cnty rd. 622/paved/-15.</p>                                 | <p>Concrete beams on grade.<br/>No bridge/fence both sides.<br/>Cement abutments in place.</p>                                                                           | <p>Cnty rd. 622/paved/-15.</p> |

MILES

8

Armstrong rd./paved/=.

20L10W bridge/ties intact.  
Scenic/meadowlike.

Papakating Creek.

60L10W bridge/ties intact.  
More cinders less gravel.

Papakating Creek.  
Residence.

60L10W bridge/ties intact.

Linn Smith rd./paved/=.

Fence across both sides.

7

Good condition/some gravel.

Northrup rd./=.

Good culvert.

Fence across both sides.

Farm land/pasture.

Good culvert.

6

New county horse show  
fair grounds.

Somewhat gravelly.

Access rd. to fields.

Farm.

Good condition.

National Bank.

Residential.

Rt. 206/paved/=.

50L12W bridge/intact ties.

Paulinskill

Plains rd./paved/=.

EL at grade.

5

Road cut.

Gravelly surface makes  
biking hard/good scenery.

Road Cut.

Biking harder/rocks 50 yds.  
Good condition/gravelly.

Bicycling more difficult.

Gas line #308

<Cnty rd. 519/paved/=.

Fence across both sides.

4

MILES

12

Papakating Creek.

20L8W bridge/2 I beams/  
ties in place.

Good condition.  
Easily bicycled.

11

20L8W bridge/4 I beams/  
ties intact.  
Fine cinder surface w  
some gravel.

15L8W bridge/ties intact.

Roys rd./paved/=.

Fence across both sides.

Fine cinder surface w some  
gravel/easily biked.

10

Farm underpass.  
Farm underpass.

Cnty rd. 565/paved/=.

96L12W bridge/4 I beams/  
ties intact.

Fence across both sides.

Papakating Creek.

48L12W bridge/ties intact/  
3H walls.

Papakating Creek.

72L12W bridge/ties intact/  
5H walls.

9

Good fine cinder surface.  
Easy bicycling.

8

MILES

16

Wallkill.  
Rubbish dump.  
Gas value #301.

75L bridge out/one concrete abutment in river.  
Overgrown primitive rd.  
Farm access rd.  
Gravelly rd.

15

Two bridges/10L8W/  
One has ties, one does not.  
Two bridges/10L8W/  
one has ties, one does not.  
Gravelly/biking difficult.  
Gas valves #302.  
NYS&W/dismantled trestle.  
Access rd./good parking.  
Rt. 23 overpass.

Two bridges/10L8W/  
One has ties, one does not.  
Two bridges/10L8W/  
one has ties, one does not.  
Gravelly/biking difficult.

14

\*Spur to center of Sussex/\*\*  
1.5W fine cinder trail.  
Papakating Creek.  
Cnty rd. 565/paved/=.

150L15W bridge/metal walk/  
4I beams/ties intact.  
Excellent condition/fine  
cinder base.  
Good cement culvert.  
Fine cinder base.  
Good cement culvert.  
Gas line #303.  
Fence across both sides.

Residential.  
Residential.  
Oil company.  
Footings from old station  
or creamery.

13

Farm access rd.

12

Delaware Lackawanna and Western  
From Warbasse Junction to Franklin

The Delaware Lackawanna and Western owned this right-of-way when it was abandoned. It was built in 1871 by the Sussex Railroad Company and connected with their line from Netcong to Branchville.

This grade has been abandoned for a relatively long time and so there are several sections with extremely heavy overgrowth; from 0.0 miles to 0.8 miles and 8.0 miles to 8.7 miles. Considerable work would be required to clear these sections. The surface is dirt and cinder except where a road uses the grade. Here there is a paved road much in need of resurfacing. Some sections can be used for bicycling in their present condition.

There are four river crossings with all but one bridge out. Three of the crossings occur in the heavily overgrown sections. One can be circumvented by using the parallel New York Susquehanna and Western abandoned railroad grade.

This railroad offers good commuting possibilities to the county Vocational Technical School. It connects with two abandoned railroad lines and with county roads. These transportation links extend to the towns of Newton, Lafayette and Sparta.

Ownership<sup>1/</sup>

The ROW is wholly owned by Sussex County except for a section between 8.0 miles and approximately 8.5 miles (Franklin Boro line) which is either unlisted or is part of adjoining lots.

Mileage and Acreage<sup>2/</sup> of ROW by Municipality

| <u>Municipality</u> | <u>Miles</u> | <u>Acres</u> |
|---------------------|--------------|--------------|
| Hardyston Twp.      | 2.2          | 17.6         |
| Lafayette Twp.      | 4.0          | 32.0         |
| Sparta Twp.         | <u>2.9</u>   | <u>32.2</u>  |
| <u>Total</u>        | 9.1          | 72.8         |

1/ Sussex County ownership data is from the 1976 tax index and atlas. Listings in the index did not always agree with what is shown in the atlas.

2/ Acreage estimated using a width of 66 feet or 8 acres per mile.

References

History of Sussex and Warren Counties, New Jersey  
James P. Snell, J. B. Lippincott & Co., Philadelphia, Reprinted







Looking North along the abandoned Ogden Mine Railroad near  
Glen Road in Sparta Township.



View of the elevated Ogden Mine Railroad from Milton Road  
in Sparta Township.

## The Ogden Mine Railroad

The Ogden Mine Railroad chartered in 1864 was built to service the Ogden Mine. It was later used by Thomas Edison for his mining operations in Sparta. It terminated at Nolans Point on Lake Hopatcong.

North of Edison Road the railroad grade is in poor shape. The original ties are in place and it is overgrown with trees. South of Edison Road there is little overgrowth and a six foot wide path could be easily cleared. There are many old ties in place though between Edison Road and Glen Road. Just south of Edison Rd. a wet spot needs filling.

An access way to the grade south of Glen Road would have to be constructed. The grade south of this point needs surfacing but is not very overgrown.

The settings are pleasant south of Edison Rd. where the railroad grade goes through forest broken only by scattered development between Glen Road and Haywards Road.

### Ownership<sup>1/</sup>

| <u>Milepost</u> |           | <u>Owner</u>                                |
|-----------------|-----------|---------------------------------------------|
| <u>From</u>     | <u>To</u> |                                             |
| 0.0             | 0.1       | U.S. Steel Corporation                      |
| 0.1             | 2.65      | A.D. Crane Corp., Sparta                    |
| 2.65            | 4.09      | Lakeland Properties<br>630 Fifth Ave., N.Y. |

### Mileage and Acreage<sup>2/</sup> of the ROW by Municipality

| <u>Municipality</u> | <u>Miles</u> | <u>Acres</u> |
|---------------------|--------------|--------------|
| Sparta Twp.         | 4.09         | 32.72        |

<sup>1/</sup> Sussex County ownership data is from the 1976 tax atlas and index. Listings in the index did not always agree with what is shown in the atlas.

<sup>2/</sup> Acreage estimated using a width of 66 feet or 8 acres per mile.

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MILES



|                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                               |                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| <p>Dirt rd./=.</p> <p>0.4 mi. North another spur of the Ogden Mine RR crosses. To the south is a steep grade with many ruts and cobbles.</p> | <p>Intensive motorbike use.<br/>6 in. dia. trees on grade.<br/>Rotting ties in place.<br/>Edison rd./paved/=.</p> <p>Dirt and cinder surface.<br/>Road cut/muddy/rutted/<br/>exposed roots/imbedded ties<br/>Dry fine packed cinder<br/>Approx. 200 ties imbedded<br/>in surface from here to<br/>Glen Rd.<br/>Dirt surface uneven in<br/>several places.</p> | <p>Major erosion 4DIOW across<br/>grade.</p> |
| <p>Dirt Rd./=.</p>                                                                                                                           | <p>Several small fallen trees.<br/>Pile of branches and small<br/>trees 3.5H' across ROW.</p> <p>100 ft. mowed grass.<br/>used as an access rd. to<br/>Glen Rd.</p>                                                                                                                                                                                           |                                              |
| <p>Glen rd./paved/=</p> <p>Access tr. to Glen Rd./4W.</p>                                                                                    | <p>Blocked/overgrown.<br/>Cinder surface/6W.<br/>Bulldozed surface/5W.<br/>Loose dirt and rocks.</p>                                                                                                                                                                                                                                                          |                                              |
| <p>Milton Rd./paved/-30.</p> <p>Road cut.</p>                                                                                                | <p>Good stone bridge.<br/>Bulldozed surface.</p>                                                                                                                                                                                                                                                                                                              | <p>Road cut,</p>                             |
| <p>Haywards Rd./paved/=.</p> <p>~~~~~</p> <p>Picturesque wetlands/standing water slightly below gr.</p>                                      | <p>7W dirt and cinder road.<br/>used as driveway<br/>Rutted uneven surface.<br/>Smooth fine packed cinder.<br/>Good stone culvert/minor<br/>erosion.<br/>Rutted surface/standing<br/>water.</p>                                                                                                                                                               | <p>~~~~~</p>                                 |
| <p>Dirt access rd.</p>                                                                                                                       | <p>Primitive rd. packed cinders<br/>Deeply rutted/standing<br/>water.<br/>Drainage ditches clogged<br/>with leaves.<br/>Exposed roots and rocks.<br/>10 ft. of ROW supported on<br/>ties. Slight dip here needs<br/>fill.<br/>Footpath/slightly overgrown.</p>                                                                                                | <p>Jeep tr.</p>                              |
| <p>-----</p>                                                                                                                                 | <p>----- County Line -----</p>                                                                                                                                                                                                                                                                                                                                | <p>-----</p>                                 |