



NEW LOCOMOTIVE—One of the new General Electric Diesel locomotives for the Raritan River Railroad.

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Steam on Raritan River R.R. Gives Way To Deisel Engines

Six New Oil-Powered Locomotives Manufactured by Electromotive Division of General Motors To Replace Old Type

A new era was inaugurated last week when the Raritan River Railroad of South Amboy began replacing its steam locomotives with new glamorous

bright-colored General Motors Diesel engines.

On October 15 the first of six new Diesels was placed in service at South Amboy. The engines are manufactured by the Electromotive Division of General Motors. They are of the latest design for switching service, weighing 124 tons each and are powered by a 900 h.p. 8-cylinder Diesel engine. These new engines will replace eight steam locomotives on the Raritan River Railroad, thereby ending the era of steam propulsion on this 66-year-old railroad.

The Raritan River Railroad, which was incorporated in 1888, has a main line which extends from South Amboy to New Brunswick, a distance of 12 3/10 miles. In addition, there are eight miles of branch lines and 20 miles of sidings.

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Passenger service, which in 1918 totalled 9,000 passengers per day, was discontinued in 1938 and the present road now carries only freight.

Interchange of freight cars with the Pennsylvania Railroad and the Central Railroad of New Jersey is made at South Amboy. In this way, the industries served receive the advantage of two major trunk lines, as rates are the same from the Raritan River Railroad territory to all points in the U. S. A., Canada, and Mexico as they are on other lines in this territory.

Due to this advantage in freight rates, many of the country's largest industries have built plants on the Raritan River Railroad, including the National Lead Company, the DuPont Company, Hercules Company, Owen-Illinois Glass Company, Personal Products; Permacel Tape Company, E. R. Squibb and Sons; Sayre and Fisher Brick Company, and the Jersey Central Power and Light Company.

Bridges and track on the railroad are of heavy construction. Recently a car carrying a generator of the Jersey Central P. & L. Company weighing 504,000 pounds was handled without difficulty. This shipment was one of the heaviest ever made by rail.
