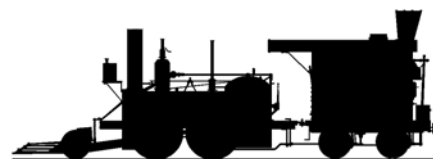
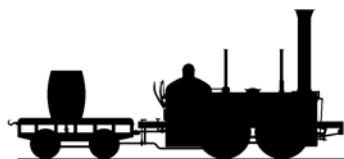


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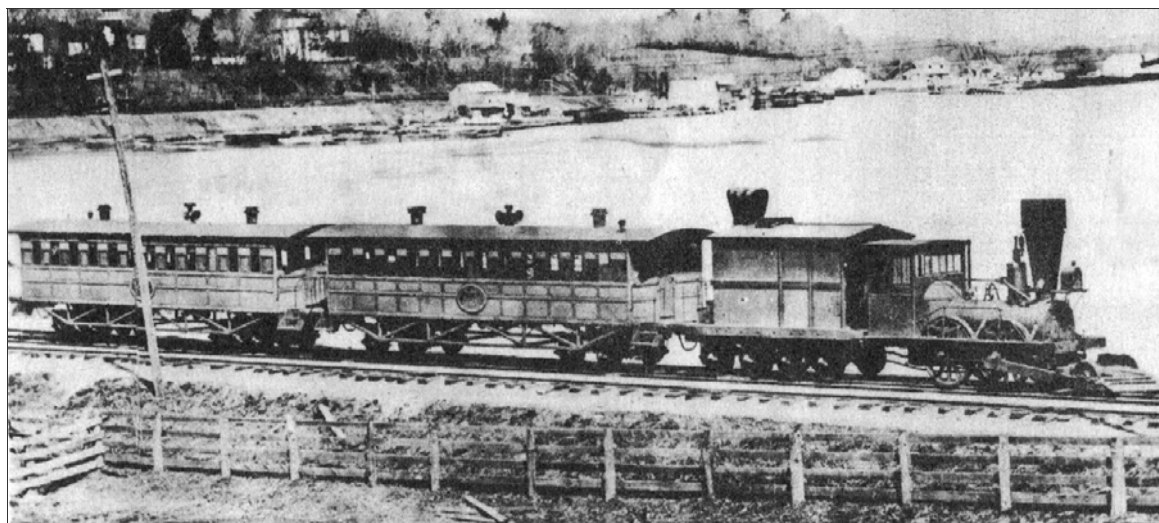
THE **John Bull** - ETIN

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Locomotives and Rolling Stock of the Camden & Amboy Railroad

By John Kilbride



A view of the "John Bull" pulling the second generation of coaches, at Bordentown. The passenger cars appeared in 1836 and were built by the C&A. (JC)

(Author's Note: In consideration of the various sources used in the composition of this article, where conflicting information is shown, abbreviated source references are shown, so that the reader can make an individual determination as to the value of the information provided.)

While much attention has always been focused on the C&A's "John Bull" locomotive, it is important to expand on and provide information on other parts of the railroad's rolling stock fleets. At the time of the PRR lease, a mere 40 years since initial development of the railroad, 117 locomotives (including the "JB") and nearly 300 passenger cars became Pennsylvania RR property, indicative of, in view of the timeframe, a rather large inventory of rolling stock assembled in a relatively short period. By 1837,

the C&A had 15 locomotives (nine in Hoboken). By 1845, it had eight steamboats, 17 locomotives, 71 passenger and baggage cars and 65 freight cars. With an exception for the maritime side, we'll examine those inventories in this article. Not included, and worthy of further research, is the roster of the New Jersey Railroad and Transportation Company, a C&A property acquired just in the Civil War years and conveyed to the PRR in 1871 at the same time as the C&A.

Locomotives: For Self and Others

Articles and narratives have previously reported the modifications made to the imported "John Bull", improving its performance on American rails. Together with the cog engine "Stevens" built
(Locomotives & Rolling Stock-Continued on page 6)