

President's Message

The LHS Board is proud to announce that Lambertville Historical Society received a General Operating Support grant from the New Jersey Historical Commission, a division of the NJ Department of State. LHS is using these funds to update our entire technology and archive collection management program at the Marshall House Museum. Part of the grant will also go to creating materials that support our community programs and activities.

Grants like these keep LHS and the Marshall Museum moving forward in a changing world and keep us accessible to our members and the public. As part of our mission to promote and encourage the appreciation of Lambertville's rich history and historical character, LHS needs funding for an array of public outreach efforts - online and as an active member of the Lambertville community. While our very generous membership - you - make that possible, we need additional support through grants like these.

We encourage LHS members to send us news about grant opportunities or other funding possibilities. Any and all funding makes a difference! Contact us at info@lambertvillehistoricalsociety.org or call 609-397-0770 if you can help us find funding for our Museum and programs.

Suzanne Gitomer



Quilt Exhibition - April 5 - 13

In the continuing celebration of Hunterdon County 300th Anniversary, *Common Threads: Quilting Traditions in Hunterdon County*, a major exhibition of quilts will be presented in the Assembly Room of County Building 1, Route 12 in Flemington from **Saturday, April 5 to Sunday, April 13**.

Hours are from 10:00 AM to 4:00 PM each day and until 6:30 PM on Tuesday, April 8 and Saturday, April 12. There is adequate parking and admission is free. The exhibition is made possible in large part by a grant from the Quilter's Guild of Dallas TX. Forty quilts will be exhibited, all with a Hunterdon County connection and some on loan from the LHS collection. Most will be historic and the earliest quilt in the exhibition is signed and dated 1832.

Check the Tricentennial website for more information on this and other events - <http://www.hunterdon300th.org/>.



200 Years of a River Crossing - Documentary Film Premiere - April 10

The World Premiere of "The New Hope-Lambertville Bridge: Connecting Two Towns-Spanning Two Centuries" will be presented at the Bucks County Playhouse Theater on Thursday, April 10 at 7:30 PM.

Admission is \$20 for members of the New Hope Historical Society and members of the Lambertville Historical Society. Admission for non-members is \$25. The cost of admission includes a complimentary DVD of the Documentary and a Souvenir Program Book. \$75 admission to a Champagne Reception at 6:00 PM at the Parry Mansion. Meet the cast and crew, and then see them on the big screen!

Members should **RSVP by April 2** using the cards they received with their invitations.

While LHS members have served on the committee for this event, the NHHS took the lead and sponsored the film. However, our own Jeff McVey adds some historic insight in a few spots. Please plan to attend.

NEW: Lambertville Walking Tour Designed for Children - Saturday, April 26

Families with children aged 5 to 14 are invited on a walking tour of Lambertville's evolving history. Participants will learn to peel back the layers of local buildings to find clues about their changing use and varied inhabitants over the centuries. Led by LHS board members, architectural historian Vanessa Zeoli and immigration and labor historian Dr. Lauren Braun-Strumfels. Starts at the Marshall House, 60 Bridge St. at 2:30 PM. \$5 suggested donation per family.



Lambertville Historical Society

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www.LambertvilleHistoricalSociety.org

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The Nugget is the quarterly newsletter of the Lambertville Historical Society.

Editor: Fred Eisinger

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Suzanne Gitomer, Dan Popkin

Our Mission

The Lambertville Historical Society promotes, inspires, and encourages the preservation and appreciation of Lambertville's architecture and history through education and community involvement, as well as preserving and maintaining the James Marshall Museum.

The Marshall House is open from 1:00 to 4:00 pm on weekends between ShadFest (normally the last weekend in April) and the end of October. Free admission.

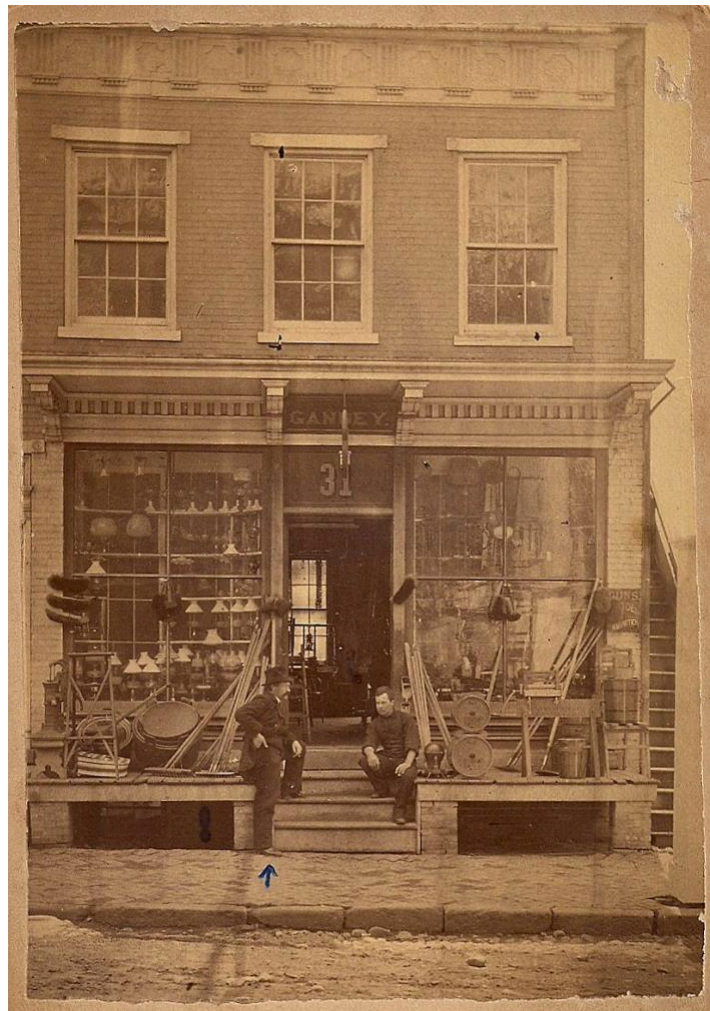
The Lambertville Historical Society received a General Operating Support grant from the New Jersey Historical Commission, a division of the Department of State.

April - June Dates in Lambertville History

May 1-2, 1982 – The first Shad Festival, then an arts and crafts event also known as Festival '82, was aimed to attract tourism to the fast reviving city and was reflective of the growing arts community. St. John Terrell, who established the Lambertville Music Circus in 1949 and was a moving force behind the Bucks County Playhouse ten years earlier, served as Master of Ceremonies.

June 14, 1905 – The first trolley ran to Lambertville (see page 3).

Sights No Longer Seen

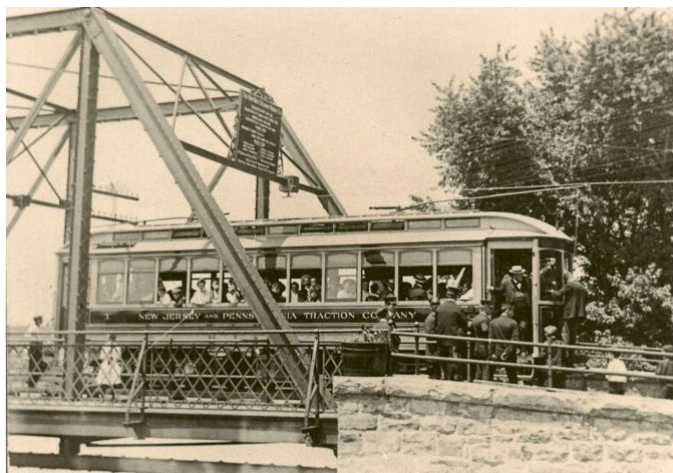


Gandey's hardware store (that's Alfred C. Gandey above the arrow) stood at the corner of Bridge and Commerce Streets (today's Kline's Court) for several decades between the late 1800s and early 1900s. While it was a brick building, the wooden exterior staircase (right) was added to provide additional access to the second floor, perhaps to an apartment. This addition was made sometime between 1902 and 1912 (by comparing Sanborn insurance maps of those dates) so the photo was taken in the early years of the 20th century. The building and the one immediately to the east were demolished for the construction of the Hunterdon County National Bank in 1929, which, after numerous takeovers and name changes, is now the local branch of Wells Fargo.

When the Trolley Came to Lambertville

This year we celebrate 200 years of a river crossing between Lambertville and New Hope. Two wooden covered bridges served this purpose from 1814 to 1841 and from 1841 to October 1903 when the second was destroyed by flooding. On the heels of plans to build a new steel bridge, the Trenton, New Hope and Lambertville Street Railway Co. incorporated in December 1903 and was immediately leased to New Jersey and Pennsylvania Traction which began construction in Pennsylvania from Morrisville to Yardley and along private right-of-way parallel to Taylorsville and River road to New Hope. The new bridge would be reinforced on the north side to carry the additional weight of a streetcar between New Hope and Lambertville.

Public street transportation began in many large cities during the 19th century with horse drawn omnibuses, basically urban stagecoaches. To attempt faster service and provide smoother rides, rails were laid and carriages equipped with appropriate wheels. In the 1880s, electrical power, mostly from overhead wires, was introduced to power streetcars, also called trolley cars after this time because of the trolley that ran along the wires to pick up power.



The first trolley crosses the bridge into Lambertville at 12:10 pm on Wednesday, June 14, 1905, with an exuberant crowd.

Despite the apparent enthusiasm of those on board in the above photo on that day in June 1905, the local press didn't seem to share the import of the service. There was no mention of it in the *Lambertville Record* and only the photo above with a lengthy caption appeared in the *Beacon*. It included the following: "This road will open a new era for Lambertville and in the main we think it will benefit, although hundreds of our people are taking advantage of the cheap rates to deal at Trenton stores." The paper made this dire assessment only a week after service began.

Local merchants probably had reason for concern. The trolley terminal at N. Warren and W. Hanover Streets put patrons within steps of Trenton's variety of department, furniture and other stores. While Lambertville had a considerable commercial district serving its 4,600 residents and many from surrounding areas, it paled compared to what the capital city, which was then home to 75,000, could offer. A review of Lambertville newspapers of that time showed that Trenton stores expanded their advertising here.



Postcard c. 1909 highlighting the trolley. Electric streetcars were thought to be so much part of the modern era that they were a source of pride for many small towns. So much so that some even printed postcards which falsely showed them on streets where they would never run. Our postcard is an honest one.

Another sentence in the *Beacon* caption included an unrealized hope: "The continuation of this line through Hunterdon County to Flemington is anxiously awaited." While the main impediment to any extension was the Pennsylvania Railroad's (PRR) refusal to permit the trolley tracks to cross their own (not an uncommon position with mainline railroads), insufficient population to support ridership was another. The parallel Flemington Branch struggled for years as the PRR attempted to end passenger service due to poor patronage and was finally allowed to do so in 1932. Because of PRR's refusal it was likely the shortest length of streetcar line in New Jersey, if not within any state in the country, running only the distance from the end of the bridge to just east of Lambert Lane next to the former Elks Club. Incidentally, it was the only trolley line ever to run in Hunterdon County.

Besides a means of transport, the trolley provided a 54-minute scenic tour through lush fields, near rushing waters of the river and calm ones of the Delaware Canal, broken by the muted hubbub of a few small towns before crossing the Calhoun Street Bridge to reach the ultimate goal - New Jersey's state capital. Connections could be made at Yardley, Morrisville and Trenton to other points.

(continued on page 5)

Annual Meeting – January 19

A huge crowd filled the Pittore Justice Center to briefly take care of historical society business then enjoy the Henchecks' presentation – "The Road Along the Rocks: A Road, a War, an Old Amwell Journey" about the role of the south Hunterdon area at the outset of the Battle of Monmouth. Some attendees may have been reminded of what they once learned but most appreciated this new in-depth look at the Revolution locally.



John and Barb Hencheck display a hand-wrought iron bar that a passenger used to enter a stagecoach. The stage traveled on the early Brunswick Pike during the turnpike period, formerly "The Road Along the Rocks."

Plein Air Auction – February 1

Our second Plein Air Auction was an unqualified success as participants sipped wine, sampled treats from local restaurants and viewed and bid on more than 30 pieces of art created by 26 New Jersey and Pennsylvania artists during the last Autumn House Tour.



Many assess the Plein Air Auction offerings at the Rago Gallery

To recognize all those that made this event so enjoyable and popular, LHS President Suzanne Gitomer sent letters to the editors of the local press to publicly thank the artists, restaurants, and volunteers involved.



The Lifters entertained all evening and even drew some up to dance.

Lambertville and the Surrounding Area Juried Art Exhibition

Janet Marsh Hunt has organized this wonderful art show along with the co-sponsorship of the LHS since 1981! It never disappoints with the variety of talented artists and their take on our picturesque part of the world. From the jam-packed opening reception on February 9 through the closing on March 23, numerous members of the public and the arts community enjoyed the paintings at the Robert Beck Gallery.

Kudos to Janet for continuing this eagerly awaited annual tradition.



This year's painting that was raffled off to benefit the LHS was "Dilly's Closed for Winter" by Monica Etz. Congratulations to Mina White of Yardley, the lucky winner.

(TROLLEY - continued from page 3)

The fare from Trenton - 20 cents to New Hope and an additional 5 cents to Lambertville (likely to cover the toll which ended with state takeover in 1919) and the downtown terminal made the trolley more appealing than the train. After World War I the river road along the Delaware was completed (today's route 29) allowing for more direct travel and resulting in bus service beginning to Trenton in 1921. This added further competition to the trolley that had considerable expenses maintaining overhead wire and right-of-way both private and in the street.

The bus wasn't the final blow but automobiles, and the improved road network to serve them, doomed suburban and rural trolleys many of which faded in 1920s and 30s. Later, particularly after WWII, many cities experienced wholesale conversion of streetcars to buses by National City Lines (a company funded by oil companies, Firestone and GM) but this was not the case in Lambertville.

The trolley era in Lambertville and New Hope ended on September 21, 1924, after little more than 19 years. While it lasted, it certainly added to the diversity of transportation modes we have experienced over the past 300 years.

Change in Time Table

EFFECTIVE SUNDAY, APRIL 20, 1924

Leave YARDLEY for TRENTON, Daily except Saturdays and Sundays.
 A. M.—6.19, 6.47, 7.19, 7.47, 8.19, 8.47, 9.47, 10.47, 11.47. P. M.—12.47, 1.47, 2.47, 3.47, 4.47, 5.19, 5.47, 6.19, 6.47, 7.47, 8.47, 9.47, 10.47, 11.19, 11.47. A. M.—12.17.

Saturdays Only. A. M.—6.19, 6.47, 7.19, 7.47, 8.19, 8.47, 9.47, 10.47, 11.47. P. M.—12.47, 1.08, 1.47, 2.08, 2.47, 3.08, 3.47, 4.08, 4.47, 5.08, 5.47, 6.08, 6.47, 7.08, 7.47, 8.08, 8.47, 9.08, 9.47, 10.08, 10.50, 11.47. A. M.—12.20, 12.47.

Sundays Only. A. M.—7.47, 8.47, 9.47, 10.47, 11.47. P. M.—12.47, 1.47, 2.47, 3.47, 4.47, 5.47, 6.47, 7.47, 8.47, 9.47, 10.47, 11.20, 11.37, 11.47.

Leave NEWTOWN for TRENTON, Daily except Saturdays and Sundays.
 A. M.—x6.59, x7.59, 9.25, 10.25, 11.25. P. M.—12.25, 1.25, 2.15, 3.15, 4.15, x5.00, 5.25, 6.25, 7.15, 8.15, 9.15, 10.25, x11.00, 11.37.

Saturdays Only. A. M.—x6.59, x7.59, 9.25, 10.25, 11.25. P. M.—x12.45, x1.45, x2.45, x3.45, x4.45, x5.45, x6.45, x7.45, x8.45, x9.45, 10.30, 11.15, x12.00.

Sundays Only. A. M.—7.25, 8.25, 9.25, 10.25, 11.25. P. M.—12.25, 1.25, 2.25, 3.25, 4.25, 5.25, 6.25, 7.25, 8.25, 9.25, 10.20, x11.00.
 x Through cars to Trenton from Newtown.

Leave LAMBERTVILLE for TRENTON.
 A.M.—x6.15, 7.15, 8.15, 9.15, 10.15, 11.15. P. M.—12.15, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.15, 11.15. A. M.—z12.15.
 x Does not run Sundays. z Runs Saturday nights only.

Leave TRENTON for YARDLEY, NEWTOWN and LAMBERTVILLE.
 A. M.—x5.15, x5.55 (to Yardley only), 6.15, nn6.53, 7.15, xn7.53, 8.15, xn8.43, 9.15, 10.15, 11.15. P. M.—12.15, 1.15, 2.15, 3.15, 4.15, xn4.43, 5.15, xn5.43, 6.15, 7.15, 8.15, 9.15, 10.15, z11.15.
 x Does not run Sundays. z Runs to Lambertville Saturday nights only. All cars leaving Trenton quarter after the hour are Lambertville cars. Change cars at Yardley for Newtown. n Cars run through to Newtown without change. nn Leave Trenton 10 minutes earlier on Sundays.

NOTE—Pending track reconstruction work at Trenton Terminal a car will leave Newtown for Trenton at 5.59 a. m. The car leaving Newtown at 11.00 p. m., will not run. Car leaving Trenton at 5.15 a. m., will not run, but will leave Yardley for Lambertville at 5.37 a. m. Car leaving Lambertville at 11.15 p. m. will not run to Trenton unless it carries passengers for Trenton that board car between Lambertville and Yardley.

PENNSYLVANIA-NEW JERSEY RAILWAY COMPANY.

This 1924 timetable, which would last the five months until the line's demise, was little changed from one ten years earlier in which the latest car shown was daily, not just Saturday night. Although not shown here or on the 1914 timetable, service every 30 minute was reported to run on weekend afternoons.

Do You Recall YORK LUGGAGE or LUGGAGE CRAFT?

Daniel Popkin (an LHS member) and his family are trying to build an historical record of this Lambertville employer (circa 1930s to 1990s) and are seeking any and all information on York Luggage (formally known as Luggage Craft) and its history, archives, operation, owners, workers, products, buildings, etc.

Of particular interest is knowledge of the POPKIN (Jerry) and MEDOFF (Abe, Irving, Harry and May) and ARONS (Sy and son-in-law - Marvin Schwartzstein) families in order to do oral histories and build a photographic record of the luggage factories at the locations below.

Newspaper articles, photos, product ads, hangtags, signs, early luggage sample, personal worker artifacts would be great so we can photograph them for a book we will create on York Luggage of Lambertville.

York was founded by the Medoff family when they moved from Philadelphia to Lambertville in circa 1935 (after visiting the area for the Lindbergh trial) making single bags out of leather scraps and grew to employing 200 local workers in its peak of manufacturing in the 1970s. York lasted until the 1990s after being sold to an outside investor group, who sadly couldn't make it last.

The Medoffs lived on Clinton and York Streets in the 1930s and named the company for the building at 71 N. Main at York St. (now McDonald Kitchen) before they based the main plant at 202 N. Union at the corner of Elm St.

If you have any information, please call Dan Popkin at 609-731-2156 or email him at dpopover@aol.com.

- Dan Popkin

EDITOR'S NOTE: If any of our members are looking for this type of information for their own family research, we will be happy to include it in The Nugget as well as on our blog and Facebook page.

Welcome New Members

David Blackwell
 Antiques on Union, George Evans
 Lisa Falkenstern

LHS Calendar

Saturday, April 5 through Sunday, April 13, 10:00 AM to 4:00 PM	<i>Common Threads: Quilting Tradition in Hunterdon County</i> in County Bldg. #1, Assembly Room, Route 12, Flemington. Includes some from LHS.
Thursday, April 10, 7:30 PM	World Premiere of "The New Hope-Lambertville Bridge: Connecting Two Towns-Spanning Two Centuries" (see page 1 for details).
Saturday and Sunday, April 26 and 27, 3:00 PM – Shad Fest	Walking tour of Lambertville. Starts at the Marshall House, 60 Bridge St. each day. \$5 suggested donation but free to LHS members.
Saturday, April 26, 2:30 PM	New: Children's walking tour of Lambertville. Begins at the Marshall House - \$5/family suggested donation (see page 1 for details).
Sunday, June 1, July 6 and the first Sunday of each month through October	Walking tour of Lambertville. Starts at the Marshall House, 60 Bridge St.
Sunday, June 8, 4:00-6:00 PM	Membership Social in a new, more comfortable location – Lambertville House banquet room, 32 Bridge Street.



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