

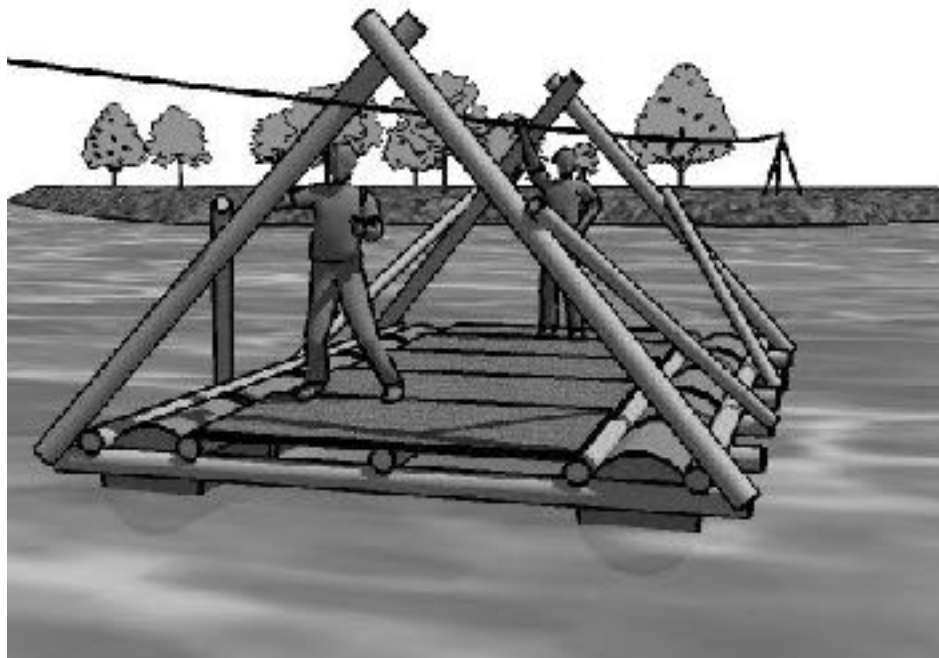
A Very Brief History of Transportation in Lambertville



Before 1700, what is now Hunterdon county was mostly unsurveyed wilderness. That soon changed when the Lenni Lenape sold the land where Lambertville currently stands to the colonial government in 1703 which in turn subdivided it for sale. John Holcombe, our first settler, purchased a large tract in 1705. At that time most transportation was by the way of established Indian trails and across the river to what is now New Hope.

In the 1730s Emanuel Coryell, our second pioneer settler, joined John Wells who began a ferry service in 1717, by starting one of his own. Coryell later took over Wells' business and both sides of the Delaware became known as Coryell's Ferry.

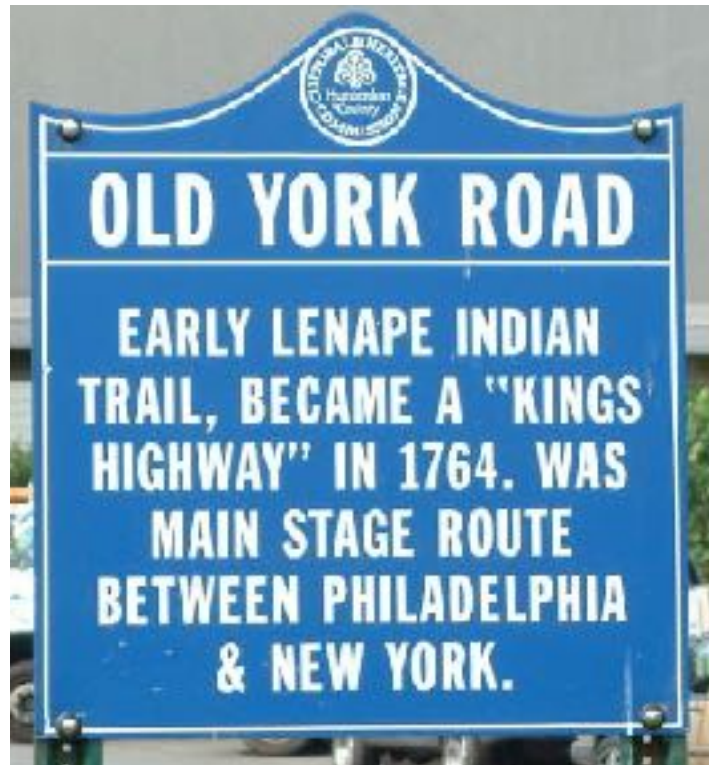
Below – “A” frame raft – an example of the early, very basic ferries that crossed the Delaware. Note the rope used to keep the craft from going with the current.



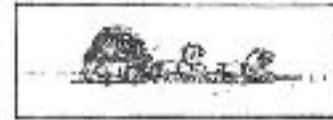
During the Revolution this was part of “**Bungtown Road**,” the route that future presidents, Generals Monroe and Washington, would use to lead their troops to the battles of Trenton and Monmouth. Today this portion is Quarry Street.



Old York Road – an old Indian trail known as Naraticong trail formed the basis for this route between the colonies' main trading centers.



Swift Sure Stage began in 1769 but suspended service during the Revolution. Its stage “waggon” carried passengers from Philadelphia through Coryell’s Ferry to Elizabeth where travellers could connect to boats to New York.



TO THE PUBLIC

A NEW STAGE IS ERECTED TO GO FROM

NEW YORK to PHILADELPHIA, by Way of Powles-Hook from thence through Newark and Elizabeth-Town to Bound-Brook and the North Branch of Raritan, to Coryell's Ferry, the only Ferry between Newark and Philadelphia, noted for its Swiftness and Convenience over the River Delaware.

This Road is known by the Name of the Old York Road through the finest, most pleasant and best inhabited Part of New Jersey. It is proposed to set off from Powles-Hook every Tuesday Morning by Sun-rise.

The Waggon from Philadelphia sets out also on every Tuesday Morning from Josiah F. Davenport's at the Sign of the Bunch of Grapes in Third Street and proceeds over Coryell's Ferry to the South Branch of Raritan where they meet the Newark Waggon. The Price for each Passenger from Powles-Hook to Philadelphia will be Twenty Shillings Free, or Ten Shillings to each Waggon, Fording to the Passengers free. All possible care shall be taken that Justice be done the Public that shall please to employ

Their very humble Servants,

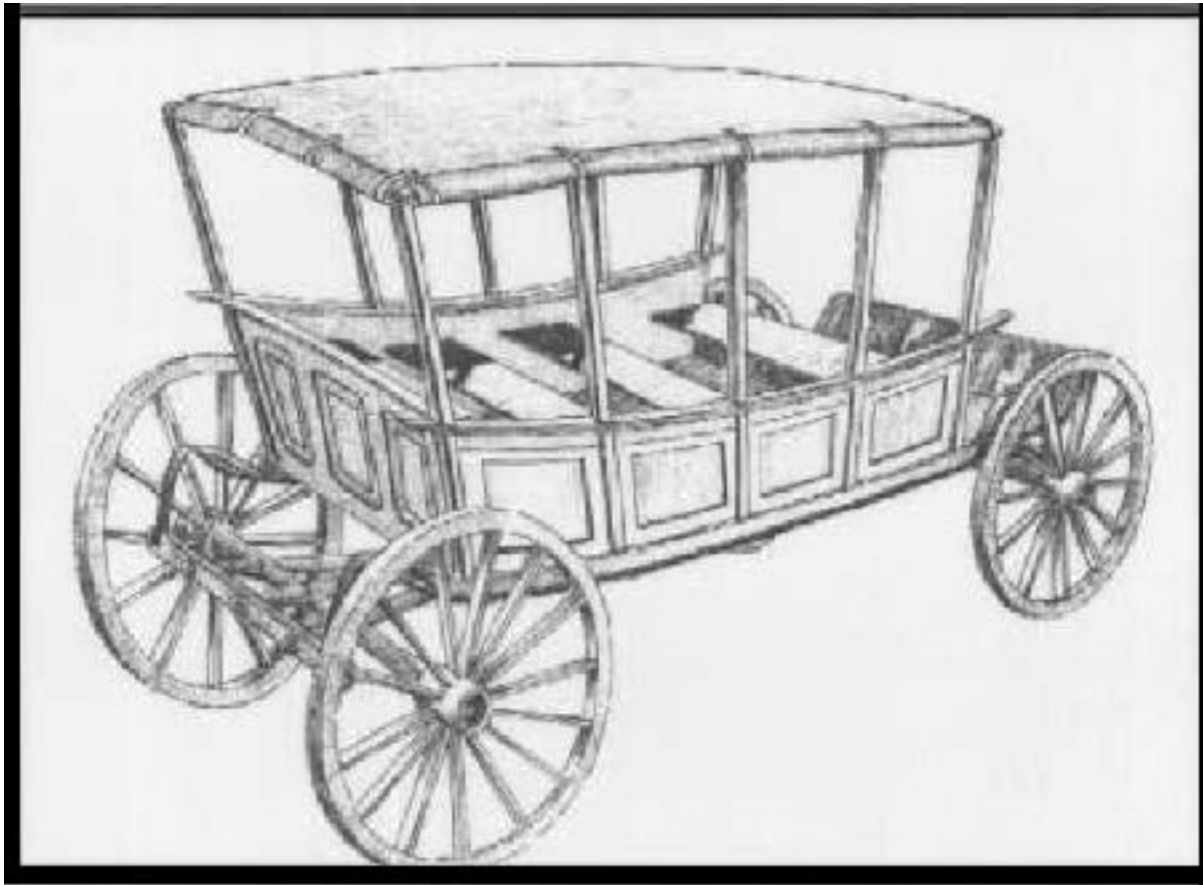
JOSEPH CRANE

JOSIAH F. DAVENPORT.

September 25, 1769

New York Gazette

The **stage “waggon”** was a very basic form of transport without doors, windows or panels; they rode very roughly.



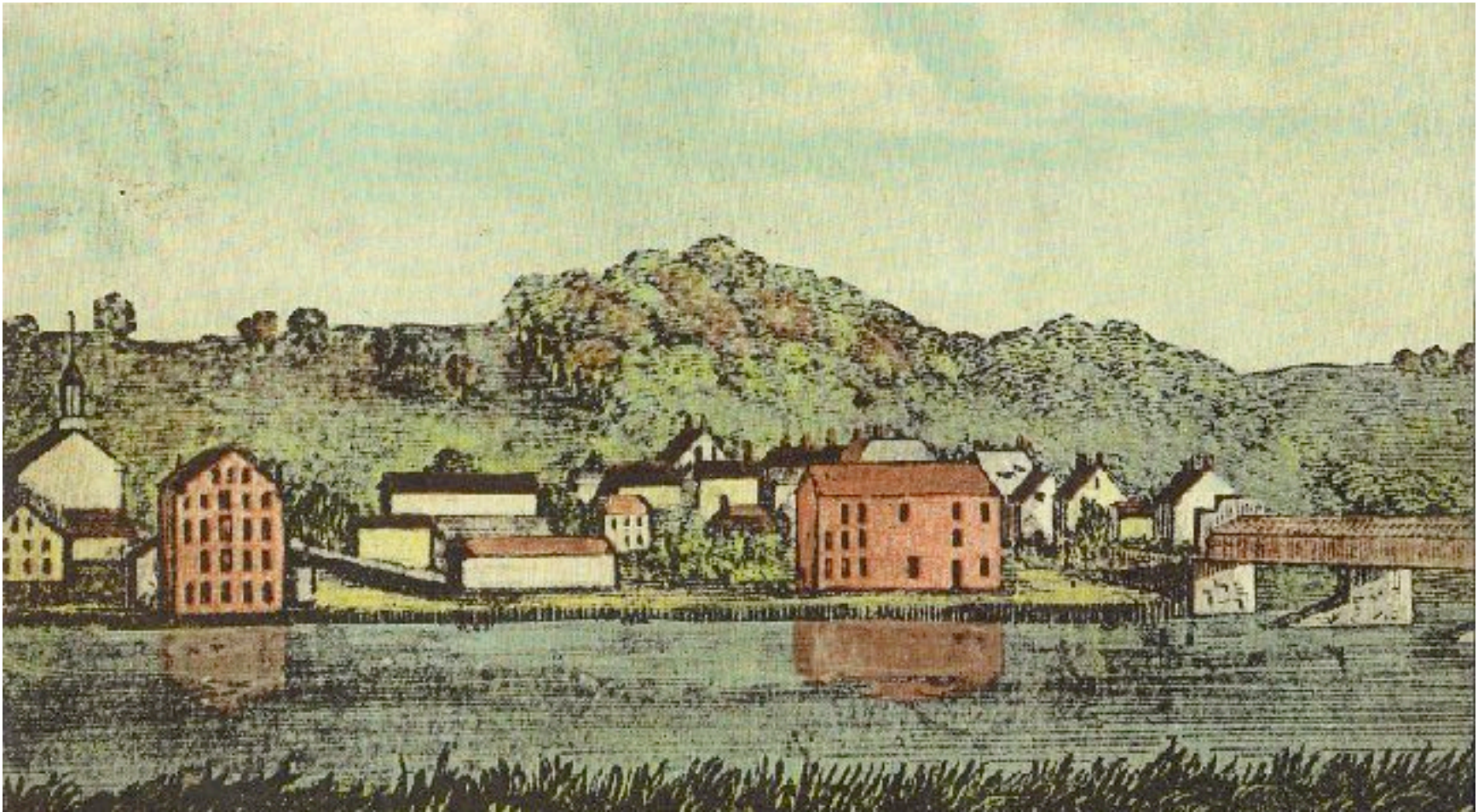
Stage coaches, replaced “waggon” in the late 1700s. They were much more comfortable not only because they had doors and windows but they had suspension as well. Carriages were attached to the chassis by leather straps so that every rut and rock was a bit less bone-rattling. This small stage coach ran in South Jersey and is now at the Batsto Village museum.



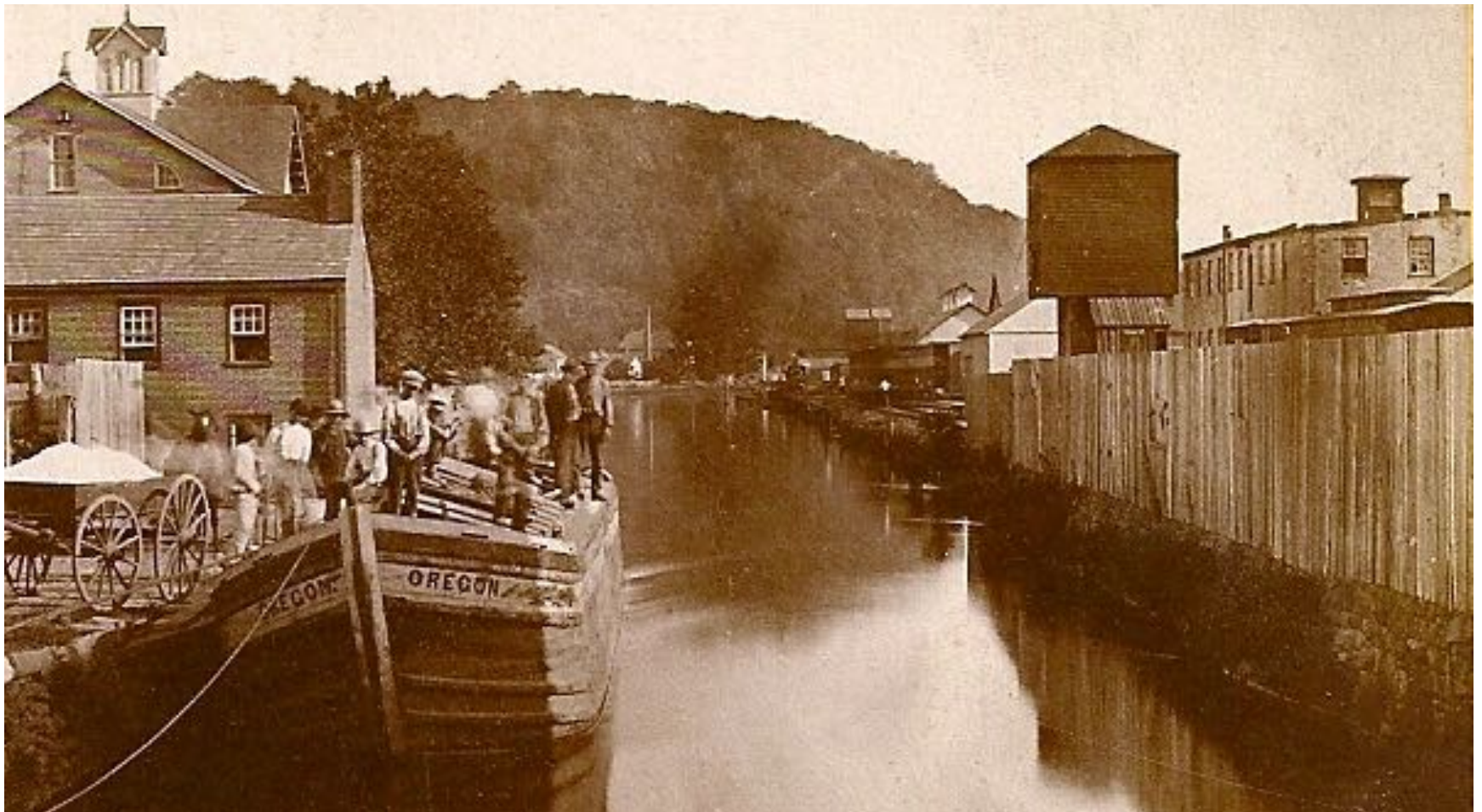
In 1812 U.S. Senator John Lambert built a stage house (today's Lambertville House – much-enlarged in the mid-19th century) for changing horses and accommodating tired travellers along the new route of the Old York Road leading to the bridge which would open in 1814.



First covered bridge in 1840 [1814–1841, destroyed
by flood]



The Delaware and Raritan Canal opened in 1834. Its cargo barges and canal boats were pulled by mule teams, supplemented by steam-powered ships in the 1840s.



The “exchange” brought coal barges from the Delaware Canal in New Hope to the Delaware and Raritan Canal in Lambertville via a rope (later a cable) very much like the system used for ferries. These outlet/inlet locks still exist on both sides of the river.



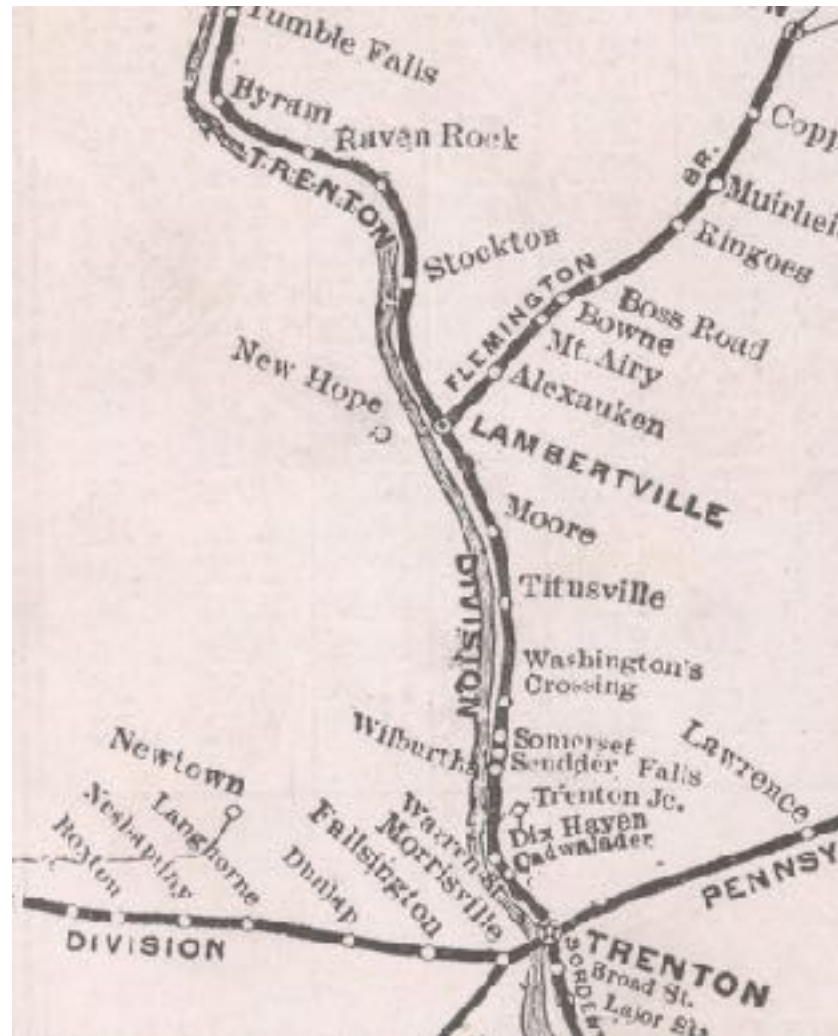
Second covered bridge [1841–1903], also destroyed
by a flood.



mid-19th Century

- 1849 – Lambertville incorporated as a town
- 1850 – first census counts 1,417 residents – less than 5% of Hunterdon county
- 1851 – Belvidere Delaware Railroad (the Bel Del) opens between Trenton and Lambertville
- 1854 The Flemington Railroad and Transportation Company, run by the Bel Del, starts in December.

Bel Del map



Bel Del crew



Bel Del historic marker



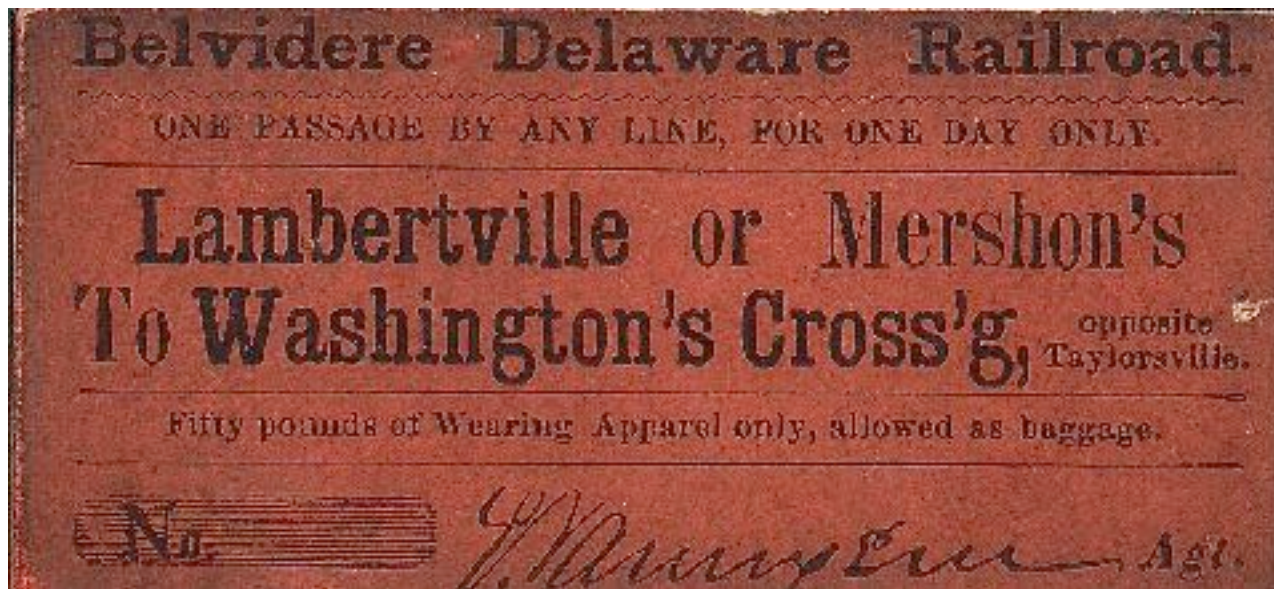
Roundhouse and turntable



Bel Del timetable – 1888

PENNSYLVANIA RAILROAD	
RELV. DIVISION.	
DELAWARE VALLEY LINE.	
Time Table in effect December 17, 1888.	
TRAINS FOR TRENTON AND PHILADELPHIA.	
Leave Philadelphia 7:15 a. m., 1:00, 3:30, 5:00, 7:00 p. m.	
Leave Trenton 7:40, 11:15 a. m., 1:30, 4:50 and 7:15 p. m.	
Leave Camden 7:25, 11:15 a. m., 1:30, 4:50 and 7:00 p. m.	
Leave Frenchtown 8:00, 11:15 a. m., 1:30, 4:50, 7:00, 7:30 p. m.	
Leave Millsboro 8:15, 11:30 a. m., 1:30, 4:50 and 7:00 p. m.	
Leave Stockton 8:30, 11:15 a. m., 1:30, 4:50 and 7:25 p. m.	
Leave Flemington 7:00 a. m., 11:40 and 3:40 p. m.	
Leave Lambertville 7:00, 8:30, 11:30 a. m., 2:00, 4:30 and 6:00 p. m.	
RETURNING TRAINS.	
For Stockton, Millsboro, Frenchtown, Camden and Philadelphia.	
Leave Philadelphia Kensington at 6:50, 7:00 a. m., 11:15, 2:00 and 4:00 p. m.	
Leave Broad Street Station Philadelphia at 6:50, 7:00 a. m., 11:15, 2:00 and 4:00 p. m.	
FOR FLEMINGTON.	
Leave Kensington Station 7:00, 8:30 a. m., 2:00 p. m.	
Leave Broad St. Station 8:30 a. m., 11:30 and 4:00 p. m.	
FOR LANCASTERVILLE.	
Leave Philadelphia Kensington at 6:50, 7:00 a. m., 11:15, 2:00 and 4:00 p. m.	
Leave Broad Street Station Philadelphia at 6:50, 7:00 a. m., 11:15, 2:00 and 4:00 p. m.	
Leave Trenton 7:40, 11:15 a. m., 1:30, 4:50, 7:00 and 7:30 p. m.	
TRAINS FOR EASTON AND REHOBOTH.	
Leave Lancasterville 8:00, 11:15 a. m., 1:30, 4:50 and 7:00 p. m.	
Leave Stockton 8:30, 11:15 a. m., 1:30, 4:50 and 7:25 p. m.	
Leave Millsboro 8:15, 11:30 a. m., 1:30, 4:50 and 7:00 p. m.	
Leave Frenchtown 8:00, 11:15 a. m., 1:30, 4:50 and 7:00 p. m.	
Leave Camden 7:25, 11:15 a. m., 1:30, 4:50 and 7:00 p. m.	
Leave Trenton 7:40, 11:15 a. m., 1:30, 4:50, 7:00 and 7:30 p. m.	
Trains leaving Lancasterville at 8:20, 9:40 a. m., 1:15, 3:20 and 5:40 p. m., run to Marcus Hook.	
Additional trains leave Lehigh Junction at 1:00 a. m., 11:00 a. m., 1:00 p. m., 3:00 p. m., 5:00 p. m., 7:00 p. m., 9:00 p. m., 11:00 p. m., and 1:00 a. m., and leave Marcus Hook at 1:00 a. m., 1:00 p. m., 3:00 p. m., 5:00 p. m., 7:00 p. m., 9:00 p. m., 11:00 p. m., and 1:00 a. m.	
Connections made at Marcus Hook with Delaware, Lancaster and Western Railroad, at Lehigh Junction with Lehigh Valley, Lehigh and Susquehanna, Norfolk and New Jersey Central Railroads, at Lancaster with Pennsylvania Railroad, and at Trenton with trains to and from New York, Camden, &c.	
For tickets and other information, apply at the office of the Philadelphia Division.	
J. H. WOOD, General Manager.	
W. W. JACKSON, Gen. Sup. U. S. R. of N. J. Div.	
J. H. WOOD, Gen. Pass. Agent.	
WILLIAM MILLMAN, Chief Con. Div.	

Bel Del ticket



Carriage emporium on York Street

LAMBERTVILLE CARRIAGE EMPORIUM.



York St., between Main and Franklin.

THE subscriber is now prepared to execute all orders for making any description of CARRIAGES, BUGGYS, SULKYS, in the neatest manner possible, and after the most approved and fashionable styles. Having been in the business some time he has no delicacy in saying that he can execute work of this description in a manner equal to any. Constantly kept on hand, a complete assortment of all styles of BUGGYS, TROTING WAGONS, SULKYS, CARRIAGES, &c., for all kinds of roads, at low rates. All kinds of repairing done and second hand vehicles painted with neatness making them look well as if new.

WM. W. BLOOM.

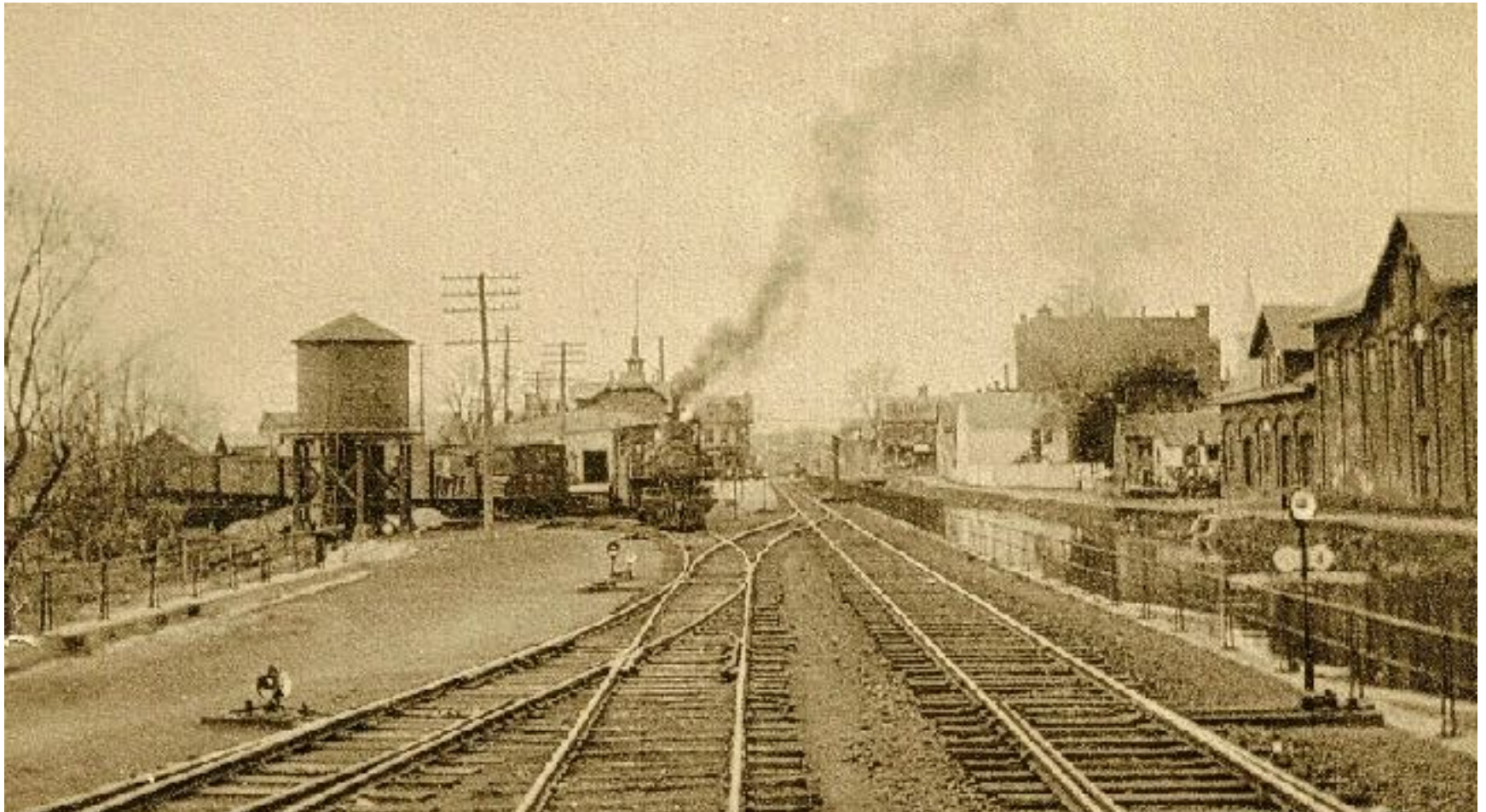
Lambertville NJ Press 1858

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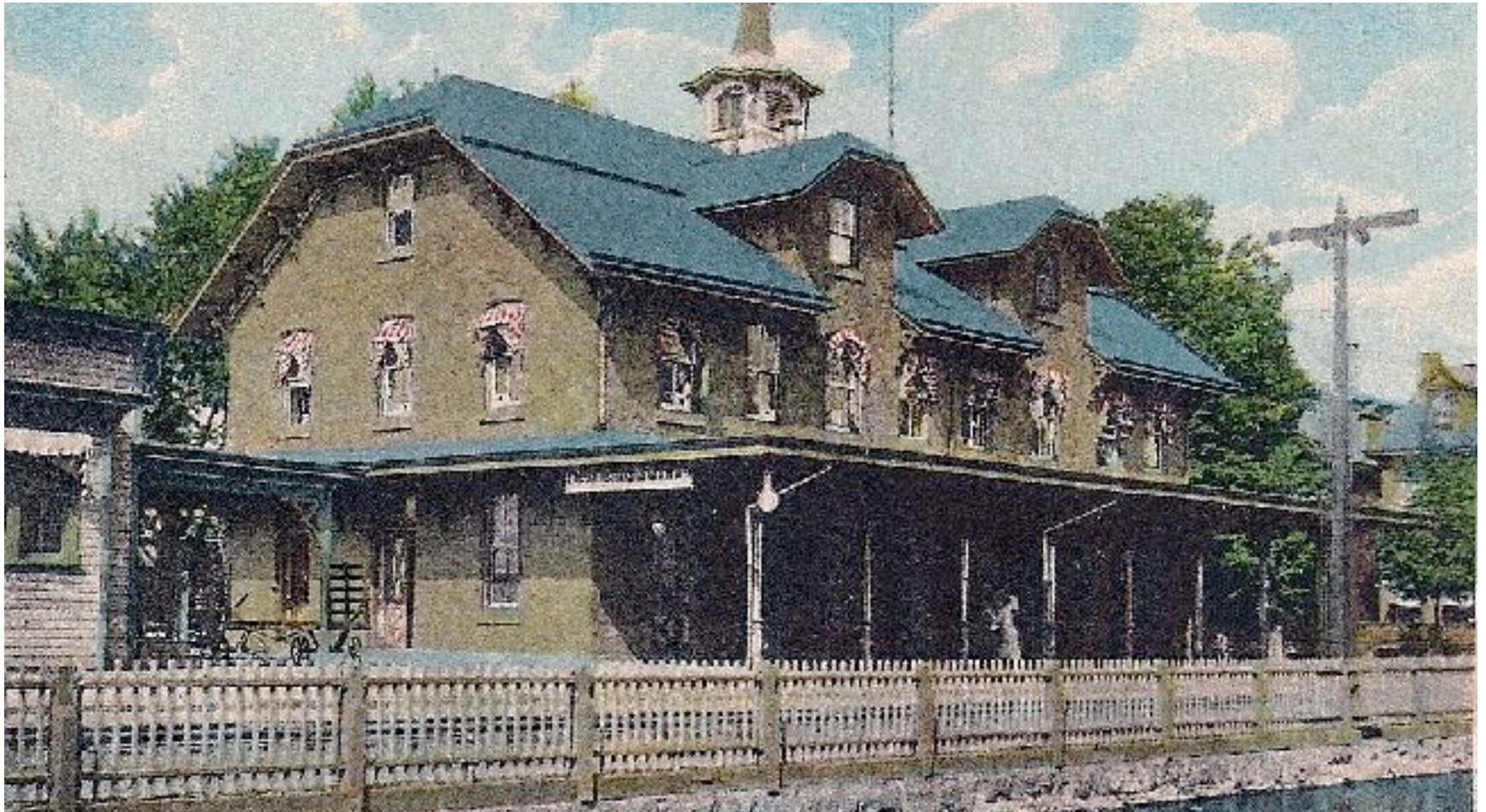
The 1870s

- Census count is 3,842 – a 171% increase since 1850 – comprising 10% of Hunterdon county
- 1872 – Lambertville adopts a city form of government
- 1872 – Pennsylvania Railroad leases (controls) the Bel Del

Railroad yard looking north toward the station at
Bridge Street.



The station, built in the early 1870s, served as the head office for the Bel Del. After being abandoned, in 1983 it was reopened as a restaurant, appropriately named Lambertville Station.



Bridge Street looking west past the canal and railroad tracks toward the second covered bridge.



1877 bridge tolls. The bridges were built by a private company which charged tolls until the end of 1919 when the steel bridge was bought by the states of New Jersey and Pennsylvania.

RATES OF TOLLS.

The following Rates of Tolls to be charged at New Hope Delaware Bridge on and after the 1st day of April, 1877:

SIX HORSE WAGON, FOR ONE WAY,	52 cts.
FIVE " " " " " "	48 "
FOUR " " " " " "	40 "
THREE " " " " " "	32 "
TWO " " " " " "	25 "
ONE " " " " " "	12 "
HORSE AND RIDER, " " " " " "	8 "
MAXIMA HORSE, " " " " " "	6 "
FOOT TOLL, " " " " " "	2 "
CATTLE, " " " " " "	3 "
SWINE, " " " " " "	1 "
SHEEP, " " " " " "	1.2 "

Merchants, Manufacturers and Millers, living and doing business in New Hope or Lambertville, when taking their goods over the bridge, to be charged as follows:

TWO HORSE WAGON LOAD, BOTH WAYS,	35 cts.
ONE " " " " " "	20 cts.

Grain, one cent per bushel, provided enough is hauled to pay the toll one way, and then add one cent for every bushel up to the rates for both ways. All over the toll not charged for.

Lime, one cent per bushel, subject to the same rules of grain.

Passengers may be taken to the depot the same as before, if that is their only business.

All persons when hauling their goods under a commute, are not allowed to take passengers on their wagons. All persons so offending will have their commutes taken from them.

Lumber, per thousand feet, fifty cents.

Coal, per ton, with two horse wagon, twenty-five cents.

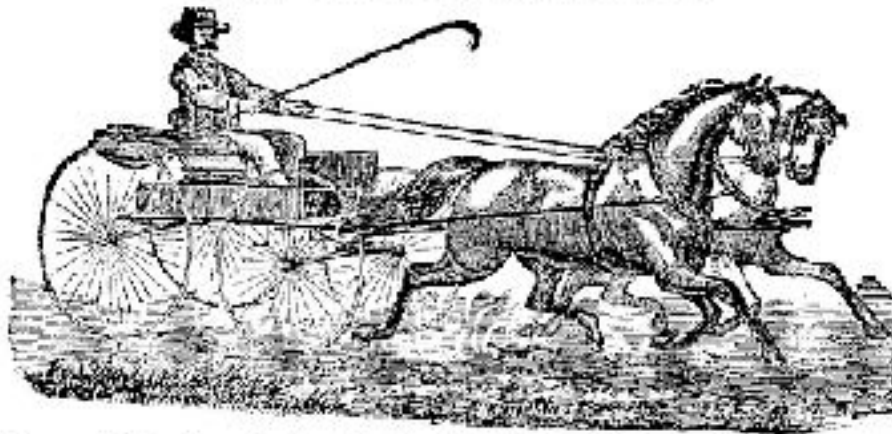
WILLIAM S. GRANT,

Administrator and Attorney for the Hiers.

Livery – 1890s

JOHN E. SCHENCK,
Livery and Boarding Stables,

REAR LAMBERTVILLE HOUSE.



Double and Single rigs to let at all hours with or without competent
drivers. Parties taken to all points at reasonable rates.
Closed Coaches for Weddings or Funerals.

Bridge Street near the Depot, LAMBERTVILLE, N. J.

The elements that made Lambertville: river, bridge, canal and railroad.



Welcome to the 20th century

- 1900 – census counts 4,637 residents – more than 13% of the county total
- 1900 – first macadamized road in Hunterdon county runs from Lambertville to Ringoes – compressed stone – not asphalt but a lot better than dirt.

Auto Garage – York Street – early 1900s



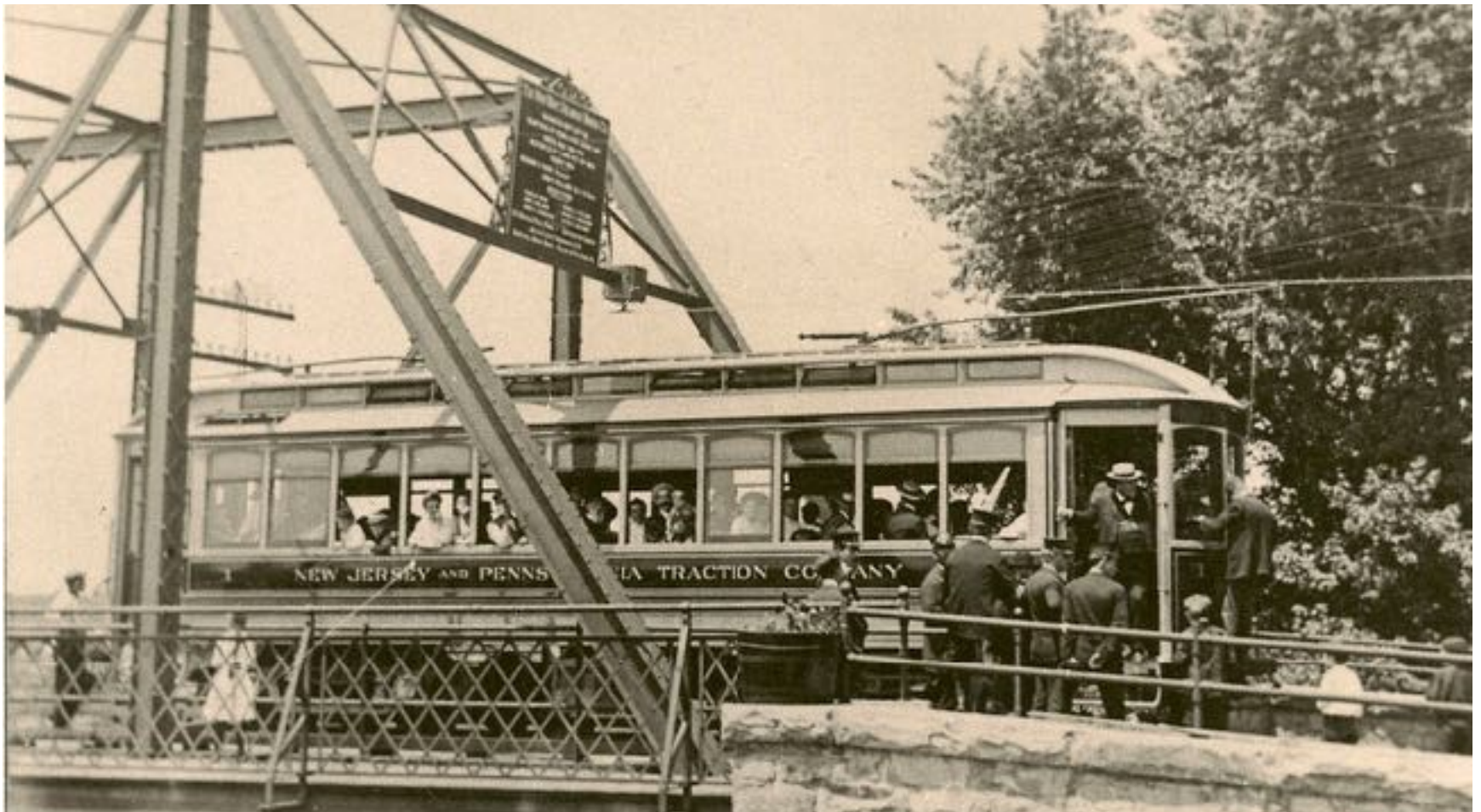
October 1903
covered bridge destroyed in flood



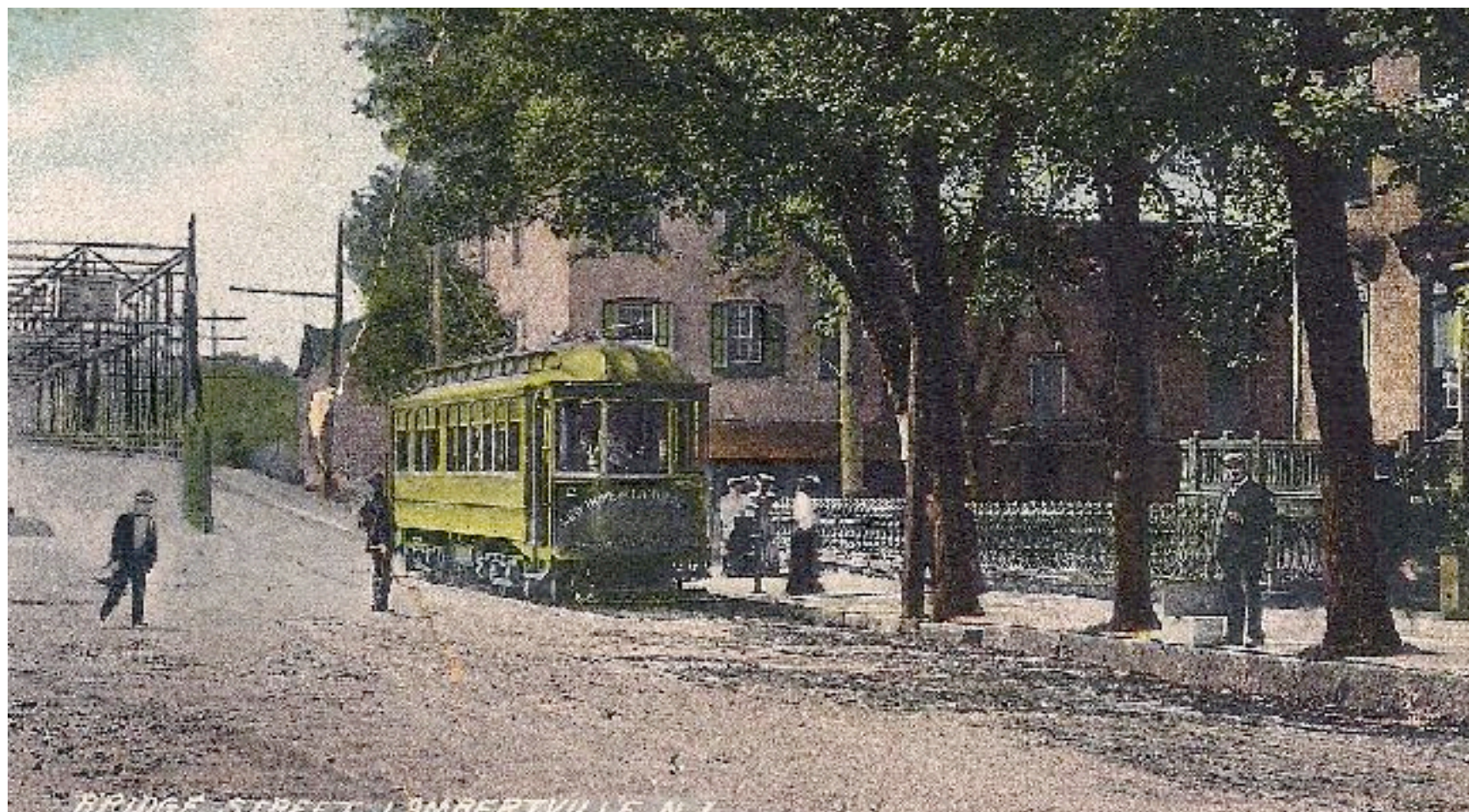
New steel bridge opened in 1904



First trolley in June 1905. The route went through New Hope, Yardley and Morrisville, Pennsylvania to Trenton and continued, with hourly service, until October 1924.



Trolley postcard



Bel Del timetable – 1910

THE PENNSYLVANIA RAILROAD COMPANY

Table 18—NEW JERSEY DIVISION.—Belvidere Division.

[illegible]

Trolley timetable – April 1924

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, 4.19, 5.47, 6.19, 6.47, 7.47, 8.47, 9.47, 10.47, 11.19, 11.47. A. M.—11.15.

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, 2.38, 2.47, 3.08, 3.47, 4.04, 4.47, 5.08, 5.47, 6.08, 6.47, 7.08, 7.47, 8.08, 8.47, 9.08, 9.47, 10.04, 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, 11.30, 11.37, 11.47.

Leave NEWTOWN for TRENTON, Daily except Saturdays and Sundays.

A. M.—x5.59, x7.59, 9.25, 10.25, 11.15. P. M.—12.25, 1.25, 2.15, 3.15, 4.15, x5.09, 5.25, 5.25, 7.15, 8.15, 9.15, 10.25, x11.00, 11.37.

Saturdays Only. A. M.—x1.59, x7.59, 9.25, 10.25, 11.15. 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, 10.25, 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.—x12.15.

x Does not run Sundays. z Runs Saturday nights only.

Leave TRENTON for YARDLEY, NEWTOWN and LAMBERTVILLE.

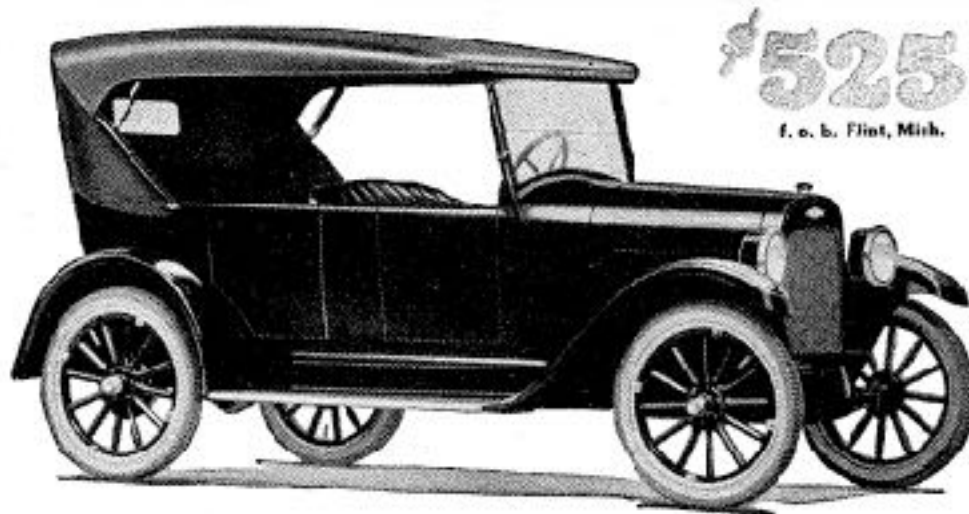
A. M.—x5.15, x5.55 (to Yardley only), 6.15, x6.53, 7.15, x7.53, 8.15, x8.43, 9.15, 10.15, 11.15. P. M.—12.15, 1.15, 2.15, 3.15, 4.15, x4.43, 5.15, x5.43, 6.15, 7.15, 8.15, 9.15, 10.15, x11.15.

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 1.00 p. m. will not run. Car leaving Trenton at 5.15 a. m. will not run, but will leave Yardley for Lambertville at 5.27 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.

Automobiles changed everything – several dealerships existed in town over the years.



\$525
f. o. b. Flint, Mich.

JOHNSON'S GARAGE
LAMBERTVILLE, N. J.

for Economical Transportation



1923 SUPERIOR 5-Passenger TOURING

DDOUBLE your family's happiness with a Chevrolet. The economy and quality of Chevrolet increased sales from 7th to 2nd place in 8 months. The handsome, improved 1923 line gives still greater value.

Two-Passenger Roadster	\$510
Two-Passenger Utility Coupé	680
Four-Passenger Sedanette	850
Five-Passenger Sedan	860

f. o. b. Flint, Mich.

NOTHING COMPARES WITH CHEVROLET

A new river road opened after World War I providing a direct route between Lambertville and Trenton.



The New Road Looking South, LAMBERTVILLE, N. J.

The new road also offered opportunities for an expanding form of transportation – buses. The **Trenton-Lambertville Bus Line** incorporated in 1923 after running for two years and added a third way to Trenton. Service was cheaper and more frequent than the train (21 buses in each direction in the 1940s).



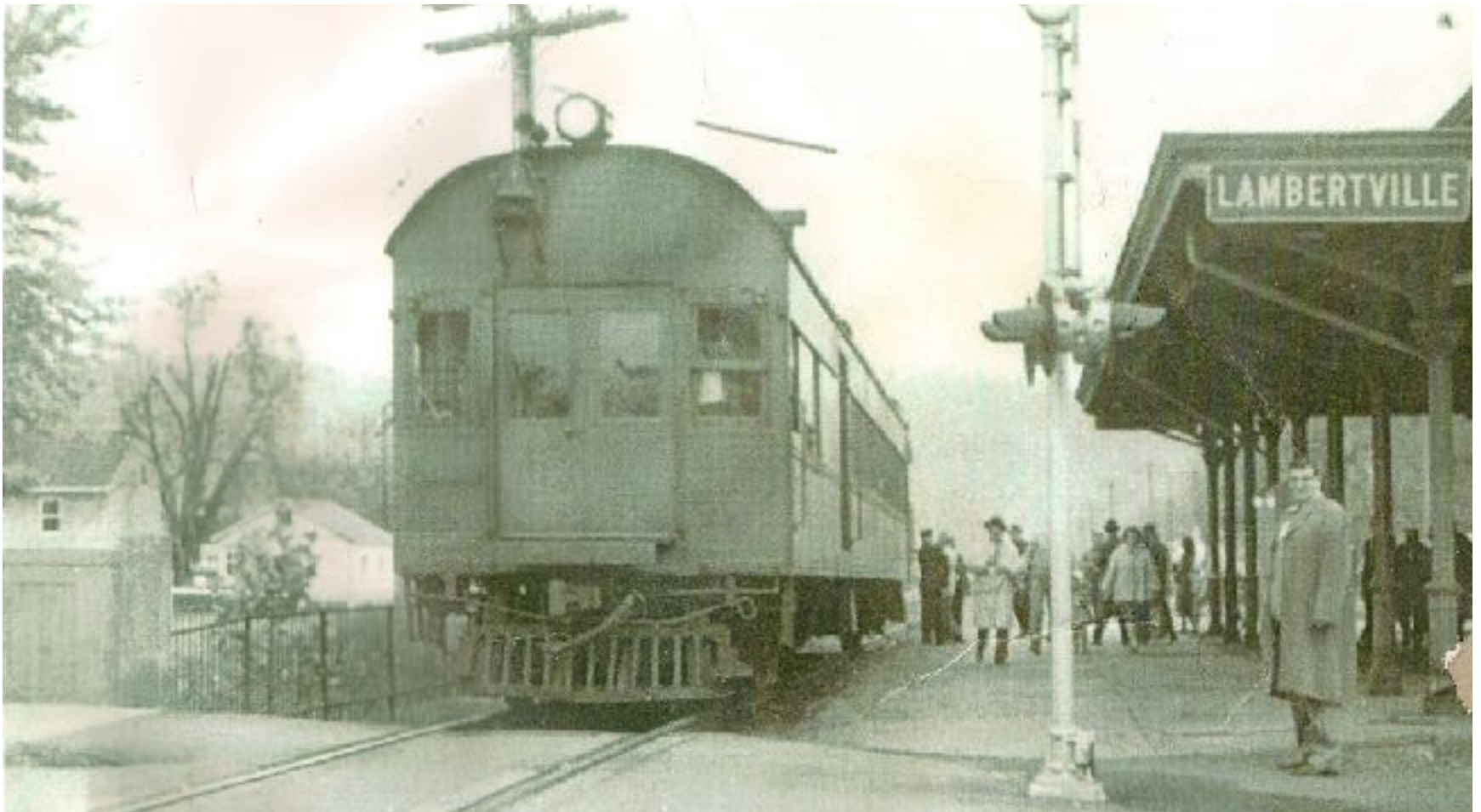
The main reason to go to the capital – Downtown Trenton – as well as schools, state offices and major industries.



Doodlebug – gas-electric car used in later years to cut expenses.



Last train – October 26, 1960 – by this time the Pennsylvania RR ran only one train in each direction between Trenton and Phillipsburg. Service to Flemington had ended in 1931.



Toll bridge under construction. The Delaware River Joint Toll Bridge Commission was set up in 1935 to oversee bridges from Trenton on north. In 1971 it completed the toll bridge to move heavy traffic away from the downtowns of Lambertville and New Hope. After a connecting road (today's 202) on the New Jersey side opened in 1974 the crossing served its purpose.



End of the Trenton connection – June 24, 2006. For 155 years passenger service between Lambertville and Trenton was available by train, trolley or bus. The last was New Jersey Transit route 608.

***Weekdays
Lambertville Service
Discontinued***



Today – Trans-Bridge Lines and the Hunterdon County LINK offer public transportation. While canoers and kayakers enjoy the canal, the former rail rights of way and tow paths are used by hikers, walkers and bikers, all part of the D&R Canal State Park.



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- Lambertville Historical Society
- Motor Bus Society
- Delaware River Joint Toll Bridge
Commission
- Mark and Laurie Weinstein