



The Marker

Published by North Jersey Chapter of National Railway Historical Society

Vol. 9, No. 1

February, 1950



THE BURLINGTON AND MOUNT HOLLY TROLLEY LINES



BURLINGTON AND MOUNT HOLLY TRACTION R.R. CO.

BURLINGTON COUNTY TRANSIT COMPANY

By

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North Jersey Chapter

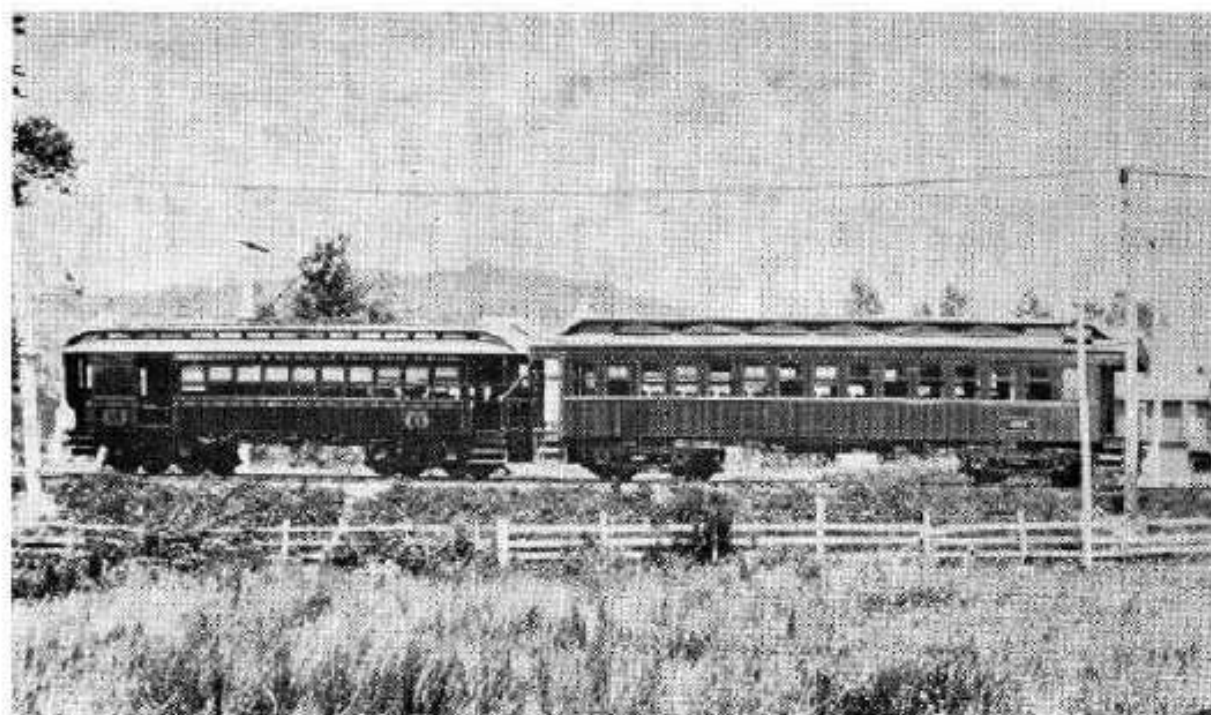


Burlington County Traction Co. Car No. 505 — At Main Street, Mount Holly

THE BURLINGTON AND MOUNT HOLLY TRACTION RAILROAD

One of the earliest electrifications of a steam railroad in the United States was the Pennsylvania R.R. experiment on the 7.15 mile branch line between Mount Holly and Burlington, New Jersey. Regular electric passenger train service on the Burlington Branch began on July 22, 1895. The Baltimore Belt Line of the Baltimore and Ohio R.R., and the Nantasket Beach Branch of the New York, New Haven and Hartford R.R. were also electrified in 1895.

The railroad between Burlington and Mount Holly was completed in 1849 by the Burlington and Mount Holly R.R. Company. After the Camden and Amboy R.R. and Transportation Company completed the railroad from Bordentown through Burlington to Camden in 1834, citizens of Burlington and Mount Holly desired a railroad from the Delaware River at Burlington to Mount Holly, the county seat. The Burlington and Mount Holly Railroad and Transportation Company was granted a charter in 1836 but the panic of 1837 postponed railroad construction. In 1848 funds were raised and construction began in December of that year. The railroad desired to build through High Street, Burlington to the river but was opposed by the city and local citizens. The Camden and Amboy R.R. passed through the city in the middle of Broad Street and the city did not want another railroad in a city street. The city authorities and railroad finally agreed upon a route with the terminal of the railroad at the mouth of the Assiscunk Creek in East Burlington.



**First Electric Train over The Burlington Branch
"Motor" No. 1 at Mount Holly, June 3, 1895**

The completion of the Burlington and Mount Holly R.R. was celebrated on June 16, 1849, with free rides over the railroad. Regular service began on June 18, 1849, with four trains in each direction on weekdays and two on Sunday which connected with the Camden and Amboy trains at Burlington, and steamboats on the Delaware River. The fare was then 37½¢ from Mount Holly to Philadelphia. The railroad operated an omnibus service in Mount Holly picking up passengers free of charge. After a year the omnibus service ended and the fare to Philadelphia was reduced to 32½¢.

A steamboat line on the Rancocas Creek also offered cheap transportation from Mount Holly to Philadelphia. The "Barclay" then sailed from Long Bridge (now Hainesport). Passengers were picked up in Mount Holly and conveyed to the steamboat dock. Fare to Philadelphia on the Rancocas steamboat was 25¢.

Mount Holly became a railroad center after the extension of the railroad east to Pemberton, the construction of a railroad from Camden to Mount Holly, and the branch from Mount Holly to Lumberton and Medford. The railroad was opened to Pemberton on January 1, 1863 and for several years all trains ran from Burlington to Pemberton. The railroad from Camden to Mount Holly was built under the charter of the Camden, Moorestown, Hainesport and Mount Holly Horse Car R.R. and regular service over the railroad began on October 20, 1867. The Mount Holly, Lumberton and Medford R.R. was completed

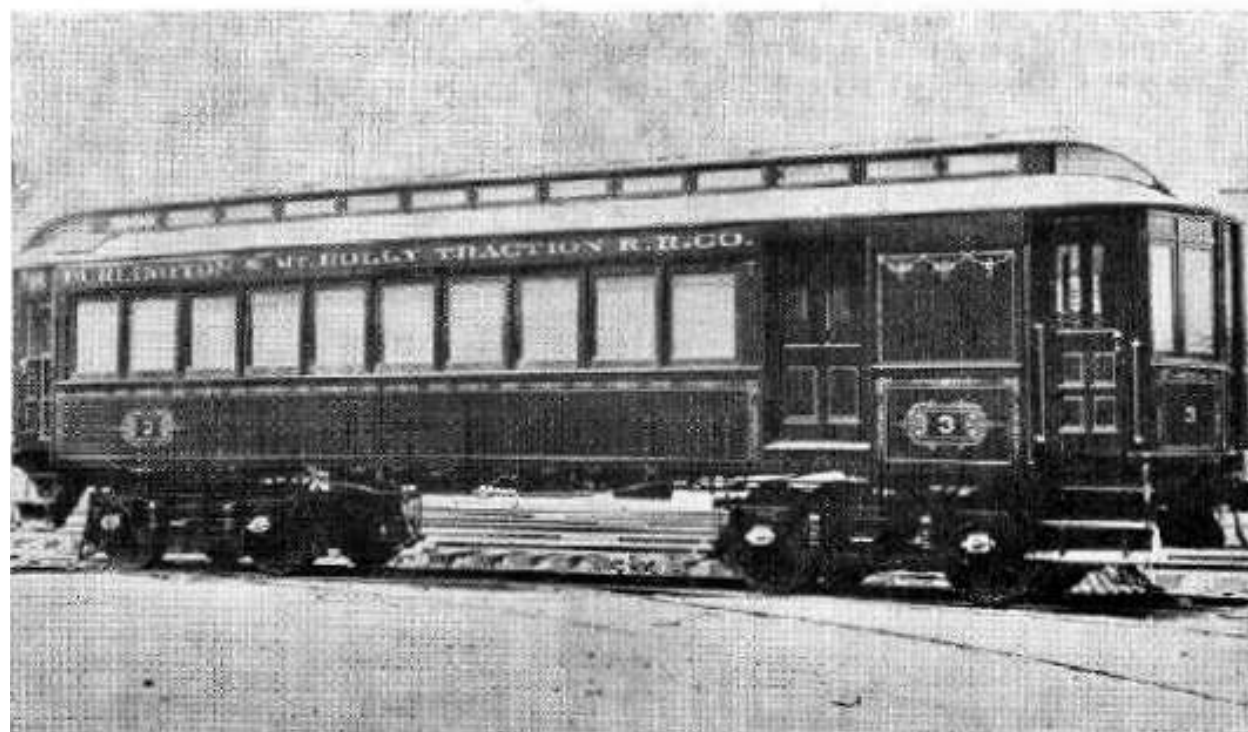
Burlington County. In 1871 the Pennsylvania R.R. leased the Camden and Amboy (then a part of the United Railroad and Canal Companies of New Jersey) and the railroads at Mount Holly became a part of the Pennsylvania System.

In 1894 the Pennsylvania R.R. planned the electrification of the Burlington Branch to decide the question of electric operation of other Pennsylvania R.R. lines. The Burlington and Mount Holly Traction R.R. Company was incorporated on December 22, 1894, to build and operate electric railroads in New Jersey. The incorporators were Samuel Rea, later president of the Pennsylvania R.R.; Henry D. Welsh, a director of the Pennsylvania R.R.; and General William J. Sewell of the West Jersey R.R.

Construction began in March, 1895. The only track extension was a cutoff built at Mount Holly in order to bring the trains to the rear of the station building. Steam trains to Burlington then backed out of Mount Holly station to "BJ" tower (also a stop known as East Junction) and then proceeded over the Burlington Branch.

The steam railroad rail was bonded for electric operation. Span wire suspension was used throughout with the trolley wire 22 feet above the rail. Chestnut poles with tops 25 feet above the rail carried the feeder cables and span wire. There were two feeder cables, one running the full length of the line and the other three-quarters of the way.

The power station was built at the east end of the Mount Holly station platform. A small corrugated iron building contained a 300 horsepower Climax boiler, and a Westinghouse automatic compound engine with cylinders 18 and 30 inches diameter and 16 inches stroke. The engine was direct connected to a Westinghouse 225 kilowatt, 500 volt direct current generator running at 250 revolutions per minute.



**Burlington and Mount Holly Traction R. R. No. 3
At The Jackson and Sharp Co. Shops, 1895**

Three combination baggage and passenger cars, Nos. 1-3, were built at the Jackson and Sharp Company car shops in Wilmington, Delaware. The cars were smaller than standard Pennsylvania R.R. coaches and measured 35 feet over the body, and 43 feet 6 inches over platforms. Each car was equipped with Jackson and Sharp trucks with 36 inch wheels. The cars were of sufficient power to pull standard Pennsylvania R.R. coaches as trailers at speeds of 45 to 60 miles per hour. One car was equipped with four Westinghouse 50 horsepower motors, and two cars each with two Westinghouse 75 horsepower motors. Each car had two series-parallel controllers of the commutator type, and two extra long trolley poles. Cars usually operated with two poles up.

On Monday, June 3, 1895, the first trip was made over the "trolley road" as far as completed near Fountain Woods. A Pennsylvania R.R. steam locomotive ran ahead of the electric car. On June 7, 1895, two trips were made over the entire road from Mount Holly to East Burlington. A Pennsylvania R.R. steam locomotive ran ahead of the electric car.

Regular electric train service began on July 22, 1895. Ten electric trains replaced six steam trains in each direction on week days, and the fare from Mount Holly to East Burlington was reduced to 10¢. One car was in operation with Reeves Stewart of Mount Holly as motorman, and Charles Wills of Vincentown the conductor. Three hundred passengers rode on the electric train on the first day. In the evening several hundred people gathered at East Burlington to see the last train off, and a similar delegation met the train at Mount Holly.

The "trolley road", as it was locally known, was operated as a high speed road making stops only at stations. Mileage of stations was: Mount Holly, 0.0; Grant Street, 0.6; Woodlane, 1.8; Deacons, 4.2; Fountain Woods, 5.9; and East Burlington, 7.2. Woodlane, Deacons, and Fountain Woods were flag stops. Running time over the branch was 20 minutes.

The Burlington and Mount Holly Traction R.R. (the Pennsylvania R.R.) desired to build through High Street, Burlington in order to reach the center of the city. The railroad was opposed by the city authorities and the West Jersey Traction Company which had applied for a street railway franchise in Burlington. The Pennsylvania R.R. withdrew its application to build through High Street, and proposed to double track the Camden and Amboy line from East Burlington to Wood Street, Burlington. The proposed track would complete the double track road through Burlington, and would permit the Mount Holly electric trains to reach the center of the city. The city authorities and property owners were opposed to double tracking the railroad which was in the center of Broad Street, one of Burlington's main streets. The electric trains were operated only to the freight station at East Burlington. The Pennsylvania R.R. changed the train schedules and only local trains stopped at Burlington. The express trains, "the Fast Lines", made the Burlington stop at East Burlington station.

The Pennsylvania R.R. claimed the right of way through Burlington for a double track under an agreement made years before between the City of Burlington and The Camden and Amboy R.R. and Transportation Company. On November 18, 1895, ties and rails were unloaded by a work train at East Broad and Earl Streets, Burlington and track laborers began digging and laying ties and rails to double track the Amboy line. Mr. Griffith Lewis, Jr., president of the Common Council, immediately went to Trenton and obtained a restraining order from the courts. The case of the property owners and the City of Burlington versus the Pennsylvania R.R. was heard by Vice Chancellor Bird in January, 1896. The court ruled that the Pennsylvania R.R. had no right to make any improvement without the consent of the city. The Pennsylvania R.R. never completed the double track in Burlington.

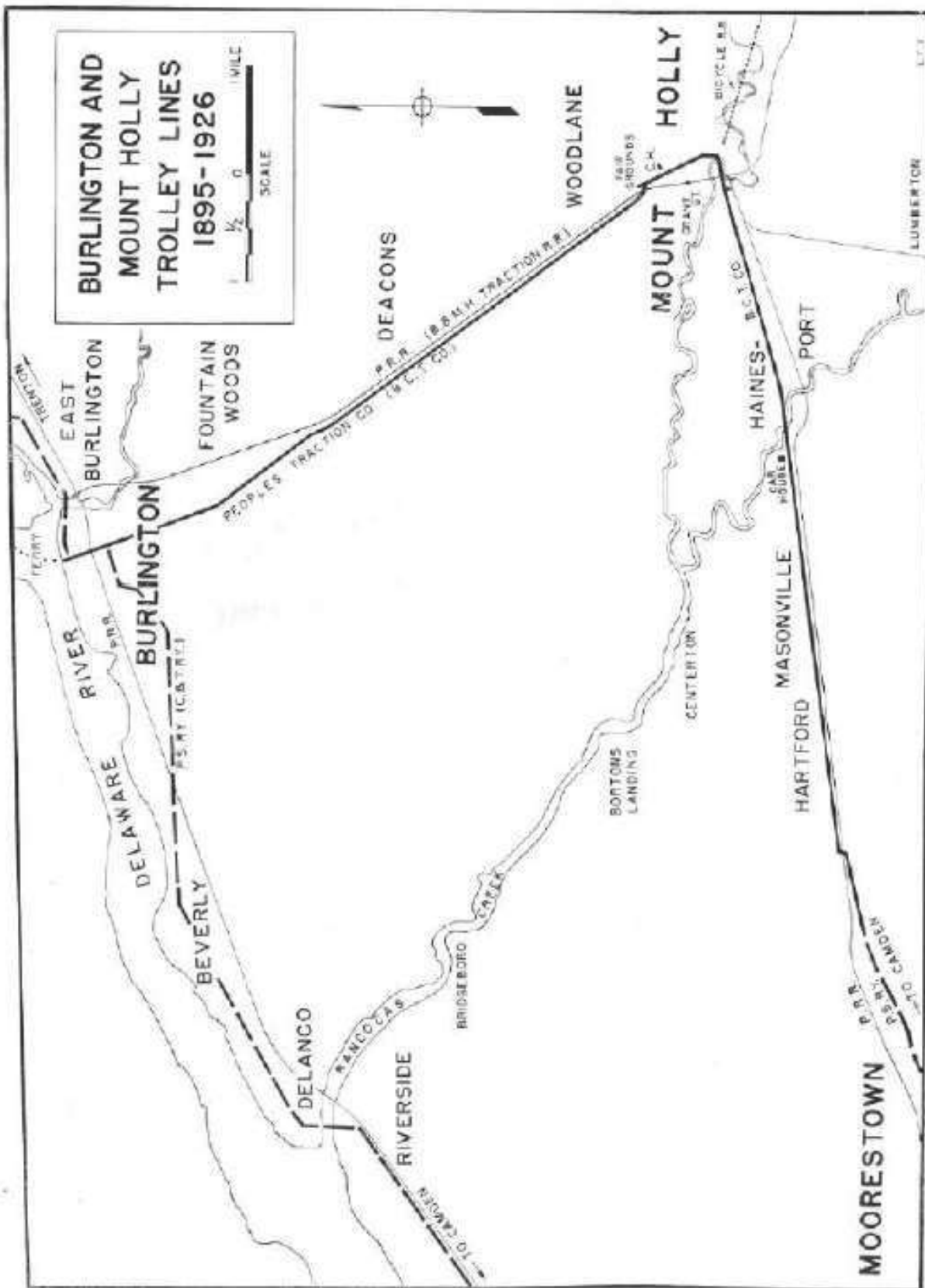
The "trolley road" did not carry enough passengers to make a profit. More passengers were carried than on the steam trains, but at half of the steam train fare. In 1896 there were rumors of the abandonment of the "trolley road" because it did not pay. There were also rumors of electrification of the Vincentown branch, and the Medford branch. Train service was increased to 18 trains on week days, and 16 on Sunday in each direction. Early morning and late afternoon service required two trains on the road. The trains met and passed at Deacons station. Extra electric and steam trains operated over the road during "Fair Week" at Mount Holly.

The power station at Mount Holly burned on October 29, 1901, and electric train service was suspended. The Pennsylvania Railroad planned the reconstruction of the power station, but in November, 1901, announced that electric train service was to be abandoned and the poles and wire removed. The three electric passenger cars were sold.

The Pennsylvania electrification had not been profitable and electric operation was abandoned because another company was ready to build a trolley line which would reach the business centers of Burlington and Mount Holly.

The new trolley line was not completed until 1904, and afterwards passenger train service on the Burlington Branch was reduced to one train a day. During 1918-19 the branch was busy with movements of troops and freight to and from Camp Dix (now Fort Dix) at Wrightstown, N. J. On Sunday, March 2, 1924, the milk train which operated via Bordentown, Kinkora, and Lewiston (connecting with the Union Transportation Company) made its last trip over the branch and passenger train service was ended. The Pennsylvania R.R. applied to the Public Utility Commission in 1925 to abandon the Burlington Branch. The Public Utility Commission heard no objection to abandonment, and found no necessity to warrant maintenance of service. Permission to abandon the branch was granted on July 14, 1925. Track in East Burlington from Mount Holly Junction to the Assisunk Creek and in Mount Holly from the junction to Grant Street was retained

A horizontal scale bar with tick marks at 0, 1/2, and 1 mile.



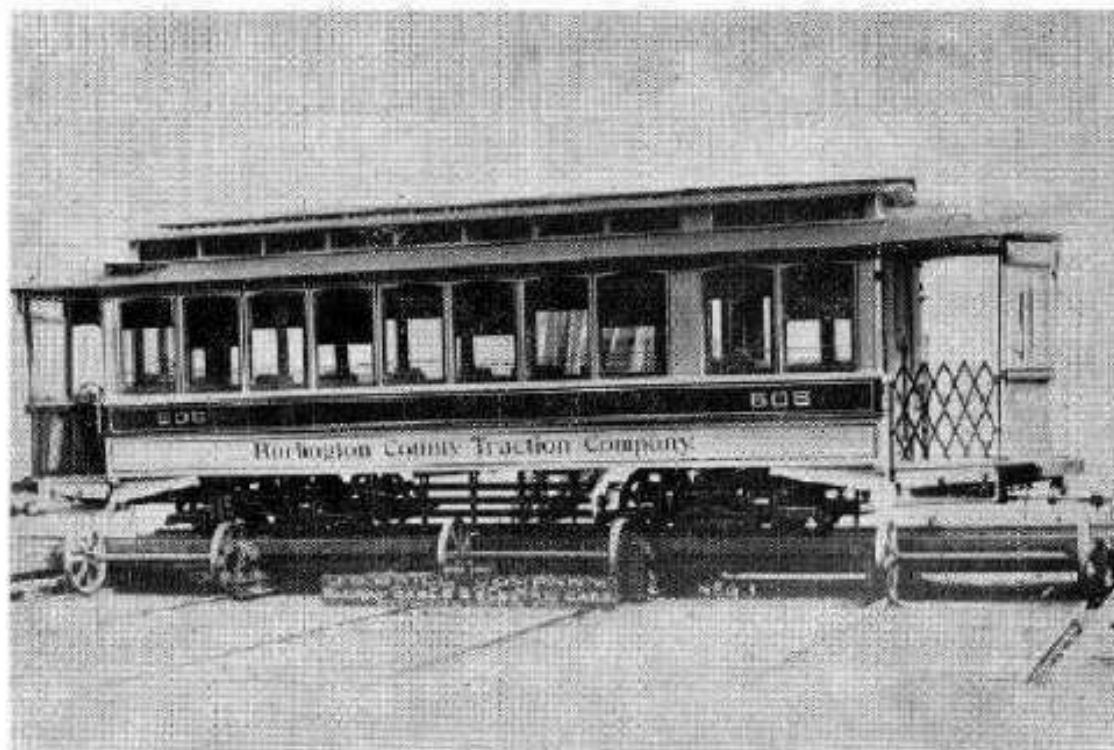
THE BURLINGTON COUNTY TRANSIT COMPANY

Mount Holly's first street railway was the horse car line of the Mount Holly Street Railway Company. A group of Mount Holly citizens desirous of cheap local transportation met during September, 1890, in the office of lawyer Mark Sooy and organized a company to build a horse car street railway. The Mount Holly Street Railway Company was incorporated on November 6, 1890 with \$10,000 capital stock authorized.

Construction work began immediately. The line was built from the Pennsylvania R.R. station through Madison Avenue, Washington Street, Main Street, and High Street (Upper Main Street) to the car house and stable just north of Hillside Terrace (then Rossell Street). About one mile of track was built. The company had proposed to build a car house and stable on the old depot lot at Washington Street and the Burlington branch of the Pennsylvania R.R. but property owners protested. Second hand cars were purchased.

A trial trip was made on January 12, 1891, over Mount Holly's new street railway and caused a ripple of excitement along Main Street. The car, painted red and lettered "Main and Washington Streets", was driven by Walter Gatton; Surrogate Henry Damell managed the brake; and director John Cotter made a general survey of the road from the rear platform and made a futile effort to keep small boys off the car. The car jumped the track several times because of accumulated dirt and the rails at curves.

The opening of the horse car line was delayed until new rails were obtained for the curves. The car line commenced business on Saturday, April 18, 1891. The cars carried only 97 passengers on the first business day.



Burlington County Traction Co. No. 505 — At the J. G. Brill Co. Shops, 1902

Early in the summer of 1891 stockholders proposed an extension through the eastern part of Mount Holly. One route proposed was through Mill Street, Mount Holly Avenue, Cherry Street, and Ridgeway Street to High Street. The proposed extension which was only a short distance east of the existing horse car line would require \$10,000 additional capital. The board of directors favored an extension from the car house and stables to the Fair Grounds, which would not require any additional capital. Construction began in August, and the extension was in operation during the Mount Holly Fair of September 14-18, 1891.

An unusual development in rapid transit at Mount Holly was the three mile long Mount Holly and Smithville Bicycle R.R. which was completed in September, 1892. The road was promoted by William J. Hotchkiss, inventor of the "Hotchkiss Bicycle Railway System". Passengers propelled themselves on a special bicycle which straddled a monorail. The rail was laid on stringers supported by posts. The "Bicycle Railroad" extended from Pine Street, Mount Holly to Smithville straight across country crossing the meandering Rancocas Creek ten times. After several years the road was abandoned.

The Mount Holly Street Railway Company owned only 1.25 miles of track of five feet two inch gage, four horse cars, and three horses. Gross receipts of the line in 1892 was \$2164, but business declined each year until 1903, the last year of operation, when receipts amounted to \$645 and the deficit \$34. The horse railway stock never paid handsome dividends.

The power station of the Burlington and Mount Holly Traction R.R. Company (Pennsylvania R.R.) burned in October, 1901. After the announcement that electric passenger train service on the Burlington Branch was to be abandoned and only a few steam trains operated, the Mount Holly Street Railway suddenly became a valuable line. The Philadelphia North American described the situation as a miniature "Northern Pacific" flurry. The Camden and Suburban Railway Company, which operated a trolley line from Camden to Moorestown, planned an extension from Moorestown to Mount Holly and Burlington. The Camden and Trenton Railway Company, then building a trolley line from Trenton to Camden, planned a similar extension. There was only one way to pass through Mount Holly and that was over the horse railway route. Mount Holly Street Railway stock which had sold for \$2 or less went up to \$5.

Control of the Mount Holly Street Railway was secured by a third company, the Burlington County Traction Company. Promoters of the new company bought the horse railway stock at \$7.50 per share. The company was organized to build a trolley line from Moorestown through Mount Holly to Burlington. The Burlington County Traction Company was incorporated on February 11, 1902, by Isaac A. Sweigard, former General Superintendent of the Philadelphia and Reading Railway, Charles Burr of Philadelphia, and Clarence Polhemus of Mount Holly. Others interested in the road included Dr. William Parry of Hainesport, Edward B. Jones of Mount Holly, and George Brock of Moorestown.

TROLLEY TIME TABLE.

People's Traction Company.

LEAVE MOUNT HOLLY.		LEAVE BURLINGTON, BROAD & HIGH STREETS.	
A. M.	P. M.	A. M.	P. M.
5.35	2.15	6.20	3.00
6.15	2.55	7.00	3.40
6.55	3.35	7.40	4.20
7.35	4.15	8.20	5.00
8.15	4.55	9.00	5.40
8.55	5.35	9.40	6.20
9.35	6.15	10.20	7.00
10.15	6.55	11.00	7.40
10.55	7.35	11.40	8.20
11.35	8.15	P. M.	9.00
P. M.	8.55	12.20	9.40
12.15	9.35	1.00	10.20
12.55	10.15	1.40	11.00
1.35	11.55	2.20	A. M.
			12.20

On Sunday first car leaves Mount Holly 6.15 A. M.
Burlington 7.00 A. M.

Burlington County Traction Company.

Cars leave Mount Holly for Moorestown and Camden 5.08 A. M., and every 30 minutes thereafter until 10.35, 11.35 P. M.; last car 12.35 A. M. This schedule in effect at all times except Saturday after 1 P. M., and Sunday after 11 A. M. During these hours cars leave every 20 minutes on 06, 26, 45, until 10 P. M., when the 30 minute schedule is again in effect. Sunday, first car, 5.35.

TROLLEY TIME TABLE.

BURLINGTON COUNTY RAILWAY CO.

In connection with

CAMDEN & SUBURBAN RAILWAY CO.

In effect Thursday, November 5, 1904.

Leave Madison Avenue, Mount Holly, for Burlington, at 5.28 A. M., and every hour thereafter until 11.28 P. M.

Leave Burlington wharf for Mount Holly at 6.19 A. M., and every hour thereafter. Last car at 12.12 A. M.

Leave Fair Grounds, Mount Holly, for Moorestown and Camden at 5.09 A. M., and every 30 minutes thereafter until 7.30, and every hour thereafter. Last car at 12.32 A. M.

Leave Camden ferry for Mount Holly at 5.38 A. M., and every 30 minutes thereafter until 7.08 P. M. Every hour thereafter until 12.08 A. M. Last car at 12.08 A. M.

The 3.50 P. M. club car from Camden makes connection for Mount Holly. The 4.20 and 5.20 P. M. club cars from Camden make connection for Mount Holly and Burlington.

Extra service will be run Saturdays and Sundays. Subject to change without notice.

CAMDEN AND SUBURBAN RAILWAY

In effect November 3, 1904.

DAILY EXCEPT SATURDAY AND SUNDAY.

Leave Camden ferry every 30 minutes from 5.35 A. M. to 7.08 P. M., then every 60 minutes to 12.08 A. M.

Leave Moorestown every 30 minutes from 5.42 A. M. to 8.12 P. M., then every 60 minutes to 1.12 A. M.

Mount Holly Trolley Time Tables of 1904

When the Burlington County Traction Company announced plans to build to Moorestown and connect with the Camden and Suburban Railway, the Camden company promptly applied to extend their trolley line from Chester Avenue to Bortons Landing Road on the eastern edge of Moorestown. The franchise application was contested but finally awarded to the Camden and Suburban Railway with provisions that both companies could operate over the track.

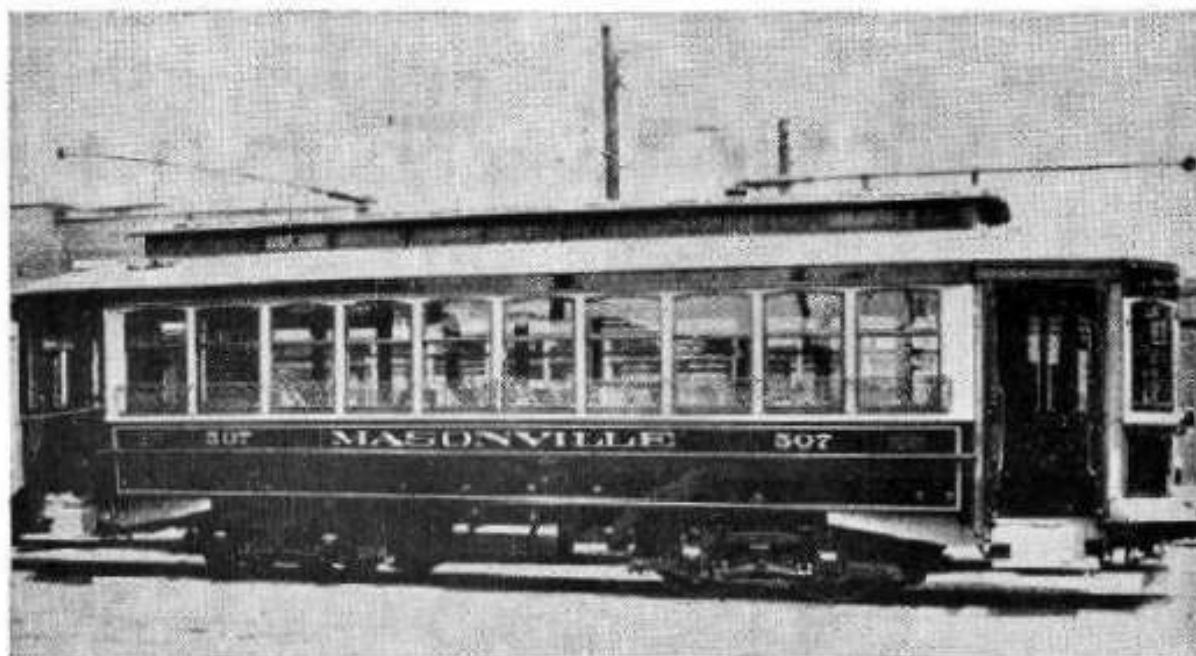
The Burlington County Traction Company leased the Mount Holly and Moorestown turnpike in order to build a seven mile, single track trolley line from Bortons Landing Road, Moorestown, along the north side of the turnpike through Hartford, Masonville, Hainesport, to Mount Holly connecting with the horse railway at Washington Street and Madison Avenue. Track gage was five feet, same as the Camden and Suburban Railway.

Construction began in 1902 and the company ran into difficulties. The Pennsylvania R.R. would not permit a grade crossing at "Long Crossing", just east of Moorestown, and a subway had to be built partly at the expense of the trolley company. The drawbridge over the south branch of Rancocas Creek at Hainesport was condemned as unsafe for trolley cars, and the draw was replaced with the trolley company paying a part of the cost. The Northampton Township Committee at Mount Holly refused to permit electrifi-

cation of the horse car line because the trolley company refused to pave streets at a cost of \$28,000. Construction of a power station at Hainesport began in 1902. Five cars, Nos. 501-505, arrived at Hainesport in October, 1902, and were stored under temporary cover. The cars, built by J. G. Brill Company, were double truck, "semi-convertible" type with smoking compartments.

The promoters of the Burlington County Traction Company organized another trolley company in 1902 to build 6.6 miles of single track from Mount Holly to Burlington. The Peoples Traction Company was incorporated on July 12, 1902, by Josiah K. Bougher of Philadelphia, Isaac A. Sweigard, and Dr. William Parry of Hainesport. The new company also surveyed routes from Mount Holly to Smithville, Pemberton, and Bordentown, Atlantic City to Pleasantville, at Cape May and several other South Jersey locations. Mr. Josiah Bougher was interested in developing Burlington Island as a picnic and amusement resort. A survey was made to extend the trolley line to Bristol, Pennsylvania crossing the Delaware River via Burlington Island.

The two trolley companies were not rivals. The Peoples Traction Company was organized because the Burlington County Traction Company did not have funds to build to Burlington. The portion of the Mount Holly Street Railway between the Fair Grounds and Main and Washington Streets was sold to the Peoples Traction Company for \$8678. It was agreed that Hainesport power station would supply power to the Peoples Traction Company.



Burlington County Transit Co. No. 507, the "Masonville"

During 1903 the Burlington County Traction Company continued work on their road, rebuilt the Hainesport drawbridge, and almost completed the power station. The Camden and Suburban Railway completed the extension to Bortons Landing Road, Moorestown and began operation on May 11, 1903. The township Committee at Mount Holly still refused permission to electrify the horse car line. It was planned to operate electric cars from Burlington and Moorestown to the edge of Mount Holly and through Mount Holly via horse car until a franchise could be secured. The franchise was finally granted in July, 1903.

Construction of the Peoples Traction Company's line to Burlington was delayed. The Pennsylvania R.R. refused permission to cross the Burlington Branch at grade, and the county did not want the trolley to interfere with the stone road between Mount Holly and Burlington. The single track, five feet gage line was built from a connection with the old horse car line near the fair grounds and crossed the Pennsylvania R.R. on a bridge where the railroad was in a cut, then on private right of way along the Pennsylvania R.R. Burlington Branch to the outskirts of Burlington, and then along the Mount Holly-Burlington road entering Burlington on High Street to the town wharf at the Delaware River. In Burlington the track paralleled the Camden and Trenton Railway Company's track for a short distance and track was operated jointly as double track.

Grading and track building began in August, 1903, and it was hoped to have the road in operation by Christmas. By the end of October rail was laid from Burlington to Woodlane. By December rail was laid as far as the old car house and stables in Mount Holly, and the trestle over the Pennsylvania R.R. was unfinished. Three cars, Nos. 510-512, were built by J. G. Brill Company for the trolley line to Burlington. The cars were double truck "semi-convertible" type.

The Mount Holly horse car made its last trip on December 21, 1903. Walter Garon, for many years the driver and conductor, drove the last car. The contractor was ready

to tear up the horse car track and build the new trolley track. At the turn of the century the horse car rolling stock was reduced to three cars. By 1902 only one car was in running order. When a car wheel flange broke in December, 1902, the horse car line suspended service. Service resumed in January, 1903, after track repairs and new wheels under the car.

When the Burlington County Traction Company wire gang put up cable and wire at the Pennsylvania R.R. crossing at Washington Street, Mount Holly, in February, 1904, the railroad promptly cut the wire down claiming that the trolley company had no right to cross the railroad. The railroad claimed that the horse car crossed for years as a courtesy and that the right did not pass with the sale of the horse car line. When the track gang neared the Pennsylvania crossing, the railroad kept a locomotive and crew handy every night to prevent the trolley company laying a crossing at night. The railroad finally agreed to permit the trolley to cross on condition that the trolley company build a tower and operate an interlocking signal and derail system.

In April, 1904, the Burlington County Traction Company's line was in running order and on Wednesday, April 20, 1904, a car made several trips from Hainesport to the Pennsylvania R.R. Washington Street crossing. The first car carried Dr. Parry and a group of Mount Holly and Burlington County officials.

NO. 221. CAMDEN TO MT. HOLLY & BURLINGTON

Burlington County Transit Co.
From Philadelphia Lake Market Street Ferry.

PLACES	TIME FARE MILES		
	H	M	CTS
Camden—Market St. Ferry.....		45	10
Moorestown.....		57	10
Borton's Landing Road.....		1 07	15
Hartford.....		1 12	20
Masonville.....		1 16	20
Rancocas Park.....		1 20	25
Hainesport.....		1 28	25
Mt. Holly, Madison Ave.....		1 35	25
Mt. Holly, Fair Grounds.....		1 40	30
Woodlane.....		1 50	35
Deacon's.....		2 05	40
Burlington (Wharf).....			

Leave Camden for Burlington every hour 5.37 a.m. to 9.37 p.m., then 10.37 and 11.37 p.m., for Mt. Holly. Leave Burlington for Camden every hour 6.00 a.m. to 11.00 p.m.

1918 Trolley Time Table from Anderson's Trolley Guide

The official opening of the Moorestown-Mount Holly trolley line was an inspection trip by officials of the Burlington County Traction Company, the Camden and Suburban Railway, and the Public Service Corporation. On the afternoon of April 29, 1904, a Burlington County car with Joseph Southwick, conductor, and Walter Anderson, motorman, left Market Street Ferry, Camden. The party went to Mount Holly, returned to Hainesport to inspect the power station, and then to Coles Hotel at Moorestown to celebrate the occasion. The trolley line was opened to the public on Sunday, May 1, 1904, with cars running every half hour to Moorestown where a connection was made with Camden and Suburban cars. Fare to Camden from Mount Holly was 25¢, or round trip ticket 45¢.

Early Sunday morning, May 15, 1904, the reconstruction of the Washington Street bridge over the Rancocas Creek at Mount Holly was completed, and at 3 A.M. a car ran through to the Mount Holly car house with the whistle tooting all the way. Next day regular trips were made up and down Main Street.

The Peoples Traction Company operated the first car from Mount Holly to Burlington on May 27, 1904. Dr. Parry, Isaac Sweigard, and Josiah Bougher were aboard. On Saturday, May 28, 1904, regular service to Burlington began. Only one car was run because the turnouts had not been completed. At Burlington cars connected with the Camden and Trenton Railway.

The Burlington County Railway Company was incorporated on August 20, 1904, as a consolidation of the Burlington County Traction Company, the Peoples Traction Company, and the Mount Holly Street Railway Company. The old horse car house at Mount Holly was wired and the last cars over the road at night were stored there so crews would not have to walk to and from Hainesport. Three new cars, Nos. 506-508, were received in August, 1904. A car house was built at Hainesport where cars had been standing out in the weather.

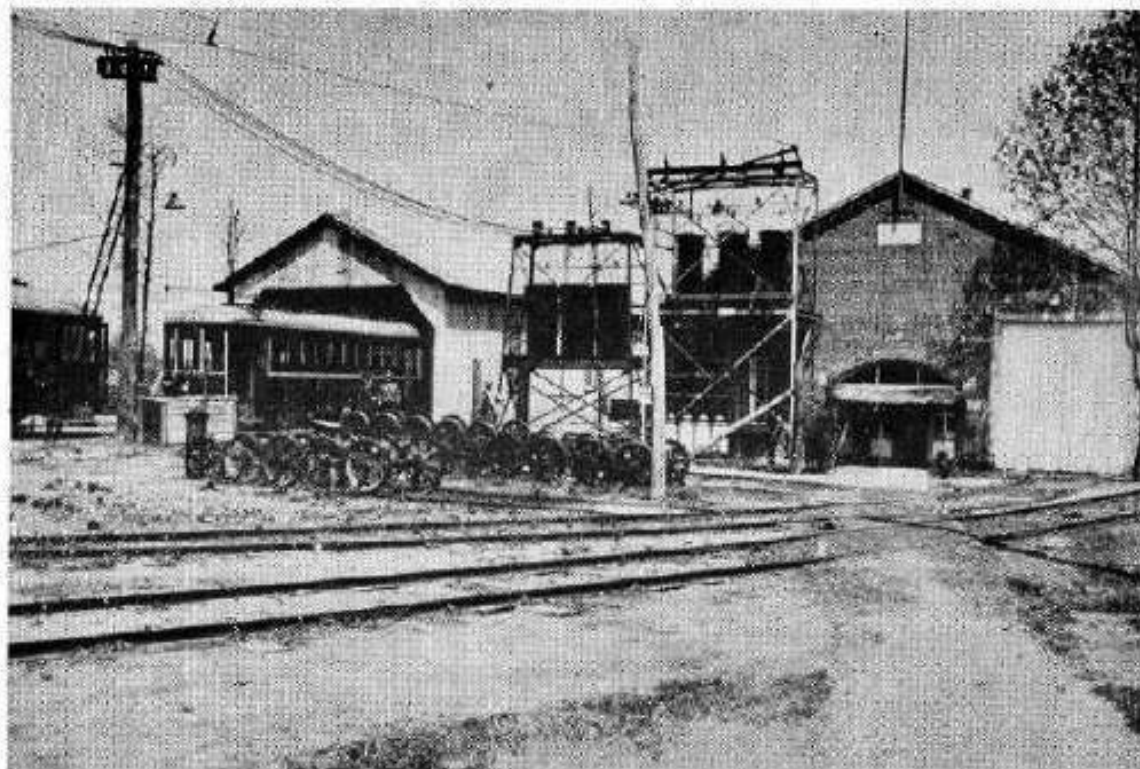
Beginning August 15, 1904, cars ran to Burlington every half hour. Cars were operated from the Fair Grounds to Moorestown, and from the Pennsylvania R.R. Station at Madison Avenue, Mount Holly, to Burlington. On August 22, 1904, Burlington County cars began meeting Moorestown "club cars" at Moorestown. The "club cars" were chartered by the Moorestown Rapid Transit Club and provided express service to Camden. After several years the "club cars" were declared illegal by the courts. Burlington County Rail-

way also operated through cars to Camden over the Camden and Suburban Railway (later Public Service Railway). Burlington County and Camden crews exchanged cars at Moorestown and made a round trip to Burlington and Camden meeting again at Moorestown. The cars ran through, but were operated on each road by the companies' own crews. In 1904 the trolley company made connections with Delaware River steamboats at Burlington, and sold round trip tickets to Philadelphia for 45¢ from Mount Holly. The trolley also met the Rancocas Creek steamboat at Hainesport.

The trolley line carried crowds in the summertime. Burlington Island was developed as a picnic and amusement park. Rancocas Park was built on the trolley line between Hainesport and Masonville. During Fair Week at Mount Holly, all cars were in service and Public Service Railway operated cars from Camden to the Fair Grounds.

The Burlington County Railway never yielded a profit and it was kept in existence by the kindness of Josiah Bougher in making up the deficits. After the death of Mr. Bougher the road went into receivership. In June, 1910, Judge John Horner sold the road to Messrs. Frysinger Evans, Eugene Martin, and Charles Renz. The Burlington County Transit Company was incorporated July 8, 1910 and operated the trolley line until abandonment of service. The company operated cars between Mount Holly and Moorestown every half hour connecting with Public Service Railway at Chester Avenue. Mount Holly to Burlington service was hourly, except during morning and evening hours when half hour service was provided.

Service on the trolley line was not dependable. Lightning storms and snow drifts usually suspended service. Power was poor on the Burlington end of the road. An additional feeder cable was installed in 1912, and in 1916 the steam power station at Hainesport was replaced with a rotary converter substation and power was purchased from the Public Service Electric Company.



Hainesport Car House, Substation and Shop, 1923—Car Nos. 515 and 516

The snow storm of March 1, 1914 suspended trolley service four days. Rain turned to snow and the resulting slush froze. Cars were stalled on the road, and snow drifted to six and eight feet. Men labored hard and long to dig the trolley line out. The snow sweeper was not effective in open country, and hand labor was required to dig the road out. After a storm in December, 1910, the sweeper spent two days between Burlington and Mount Holly. After opening the trolley line, cars hauled laborers to dig out the Pennsylvania R.R. When the Masonic Temple at Mount Holly burned in zero weather of 1925, water ran down the hill coating Main Street and the track with ice. Service between Mount Holly and Burlington was suspended for several days.

The trolley company had hard luck in 1916. On March 29, 1916, nine of the eleven passenger cars were destroyed by fire at Hainesport Car House. Shortly after midnight a crew ran car No. 503 into the car house. At 1 A.M. the engineer in the power station discovered the car house and cars afire. The crew with car No. 507 arrived on the scene and rescued car No. 510, the sweeper, and a work car which were standing on the track between the car house and power station. A fire hose helped save the power station.

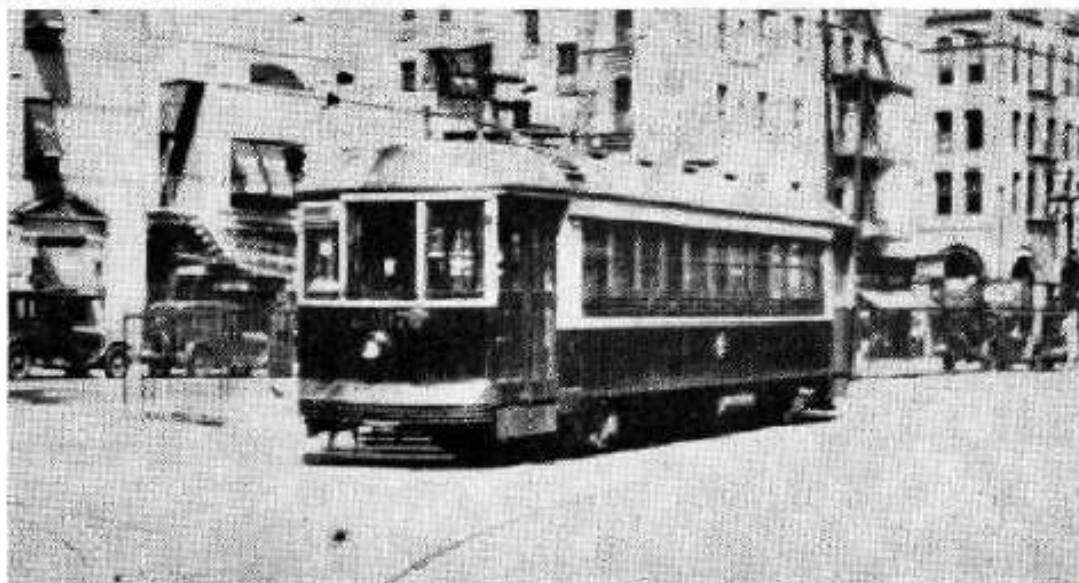
Service was resumed in the morning with the two passenger cars which survived the fire, and four cars were borrowed from Public Service Railway at Camden. Public Service was short of cars, and sent single truck cars of the 2900 and 3000 types. The cars were dubbed "Jack Rabbit Specials" by riders because of their rough riding qualities.

The directors of the trolley company met to decide the future of the line. Some were in favor of junking the road and dividing the proceeds and fire insurance money among the stockholders. The company finally increased fares, reduced service to hourly cars, and ordered two new cars from J. G. Brill Company. The new cars, Nos. 514-515, were double truck, arch roof, steel cars. The cars were placed in service in December, 1916. A third car, the No. 516, was built by J. G. Brill Company in 1917.

During 1918-1919 the trolley line carried capacity crowds. The construction of Camp Dix (now Fort Dix) brought an increase in traffic. A fare increase on the railroads also increased trolley travel. Cars were crowded but the trolley line could not operate more cars because of limited power.

In 1919 a second hand passenger car was purchased. No. 517, a double truck Stephenson car, came from a Pennsylvania trolley line. A single truck passenger car (P. S. No. 2994) was purchased from the Public Service Railway for use as a work car.

In the early 1920s traffic declined with the increased use of automobiles and busses. The trolley roadbed was in poor condition with derailments frequent. In 1926 the Burlington County Transit Company agreed with Public Service Transportation Company to sell their property and franchise to Public Service who would operate busses over the route. The last car finished its run early Sunday morning, April 25, 1926. A franchise car was operated for a short time afterwards until the sale of the property was approved by the Public Utility Commission.



**Last of the Burlington County Trolley Cars
Public Service No. 2397 (B. C. T. 514) at Hoboken, 1928**

The trolley track and wire were removed. Some rail is still buried in the streets of Mount Holly and Burlington. The Hainesport power station building was rebuilt as a bus garage and is still used by Public Service.

The cars were moved to Camden and stored at Newton Avenue Car House. The snow sweeper became Public Service sweeper No. 5710 and was used at Camden until 1933. The passenger cars were moved to the Newark Shops. The older cars were scrapped in 1928, and the 514-515-516 were renumbered 2397-2398-2399. The cars operated for several years on the Public Service Hudson Division Lines in Jersey City and Hoboken. The last Burlington County trolley cars were scrapped at Passaic Wharf, Newark in September, 1934.

NOTES

Cars 501-505 built for the Burlington County Traction Co.

Cars 506-508 built for the Burlington County Railway Co.

Cars 510-512 built for the Peoples Traction Co.

Open Cars: All open cars operated on the B. C. T. were loaned by Public Service Railway.

In later years the passenger cars were named after towns along the trolley line. No. 507 was the "Masonville" and No. 516 the "Burlington".

Sources: The Burlington Gazette, The New Jersey Mirror, The Mount Holly Herald, The Mount Holly News, The Street Railway Journal, The Electric Railway Journal, and reports of the New Jersey Board of Public Utility Commissioners.

Photographs and timetable are from the collections of the author, George Walzath, Howard E. Johnston, John Gibb Smith, Jr., and Jeffrey Winslow.

The author wishes to extend his thanks for assistance to the librarians of the public libraries at Burlington and Mount Holly, Rutgers University Library, Mr. N. R. Ewan of the Camden County Historical Society, The Mount Holly Herald, Mr. Walter Naylor, Sr. ex-Burlington County Transit Co. motorman and conductor, and Stephen Maguire.

ROSTER BURLINGTON COUNTY TRANSIT COMPANY

<u>Car No.</u>	<u>Builder</u>	<u>Date</u>	<u>Trucks</u>	<u>Motors</u>	<u>Control</u>	<u>Remarks</u>
501	Brill	1902	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
502	Brill	1902	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
503	Brill	1902	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
504	Brill	1902	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
505	Brill	1902	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
506	Brill	1904	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
507	Brill	1904	2-B27G	4-W49	2-K12	Sold to Public Service 1928
				4-W101	2-K28	Scrapped at Newark 1928
508	Brill	1904	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
510	Brill	1903	2-B27G	4-W49	2-K12	Sold to Public Service 1926
						Scrapped at Newark 1928
511	Brill	1903	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
512	Brill	1903	2-B27G	4-W49	2-K12	Destroyed Car House Fire 1916
514	Brill	1916	2-B76E1	4-GE258	2-K35	Sold to Public Service 1926
						Renumbered P. S. 2397
						Scrapped 1934
515	Brill	1916	2-B76E1	4-GE258	2-K35	Sold to Public Service 1926
						Renumbered P. S. 2398
						Scrapped 1934
516	Brill	1917	2-B76E1	4-GE258	2-K35	Sold to Public Service 1926
						Renumbered P. S. 2399
						Scrapped 1934
517	Stephenson		2-BMCB	4-W101	2-K28B	Purchased second hand 1919
						Sold to Public Service 1926
						Scrapped 1928

SERVICE CARS

105		1-B21A	2-W3			Flat Car
						Sold to Public Service 1926
						Scrapped 1928
107	Brill	Brill	3-W49	2-K12		Brill Snow Sweeper
				1-W27		Sold to Public Service 1926
						Renumbered 5710 and operated at Camden. Scrapped 1933
2994	Work Car, ex-20 ft. single truck passenger car. Originally Brunswick Traction Company of New Brunswick, New Jersey. Renumbered Middlesex and Somerset Traction Company No. 52. Acquired by Public Service in 1903 and renumbered P. S. No. 27. Car transferred to Camden and in 1909 renumbered 2994. Sold to Burlington County Transit Co. in 1919. Repurchased by Public Service in 1926 and scrapped 1928.					

The next issue of "The Marker" will be published late in 1950 and will feature an article on Transportation history in Atlantic City, N. J. including the Shore Fast Line by Wm. P. Hamilton III. Watch Railroad Magazine for exact date.

THE MARKER

ISSUED BY NORTH JERSEY CHAPTER



VOL 9, No. 1

FEBRUARY, 1950

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*Published in the interest of
Electric Railway Research*

Single Copies 25c (in coin)