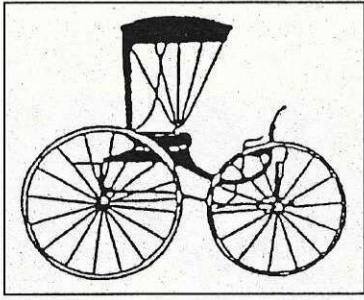


" Remembering Yesterday For The People Of Tomorrow "

Haddon Heights Historical Society



# Bulletin

[WWW.HHHISTORICAL.ORG](http://WWW.HHHISTORICAL.ORG)

P.O. Box 118 • Haddon Heights, NJ 08035

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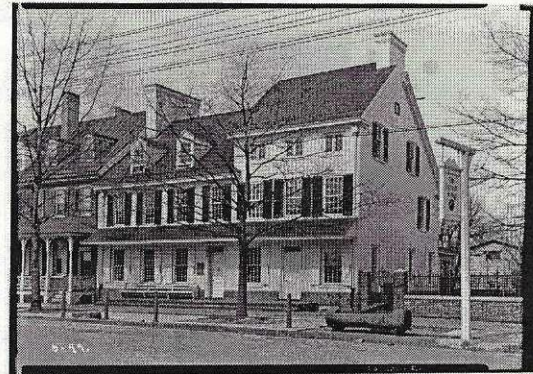
January 2015

We meet on the third **MONDAY** of January, April, July, and October - at **7:00pm**

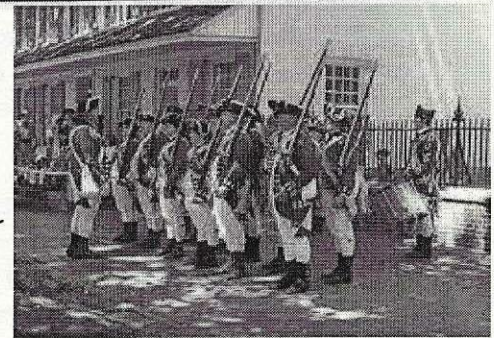
**PLEASE NOTE MEETING DATE CHANGE !!!!!!!!!!!**- Normally we would meet on the third Monday of January ( 1/19 ), but it happens to fall on a National Holiday this year- Martin Luther King Day, and the Library is closed. Therefore, we have moved the meeting date back one week, to Monday January 26th at 7:00pm.

**LONG LIVE THE KING ! THE INDIAN KING TAVERN MUSEUM, THAT IS...** Our next gen-

eral membership meeting presentation will be about the Historic Indian King Tavern, "where history comes alive in Haddonfield". Our speaker will be Linda Hess- Historic Interpreter representing the Friends of the Indian King Tavern Museum. In 1777 the New Jersey Assembly, fleeing from the British, met in session at the Indian King Tavern and declared that this was no longer the "Colony" of New Jersey but was now the State of New Jersey. In addition the Great Seal of the State of New Jersey was also adopted by the legislature during their time meeting at the Indian King.



It has been documented that both British and American forces encamped at Haddonfield or marched through during various campaigns of the Revolutionary War. The Marquis de Lafayette was among the leaders of the Revolution who were known to have stayed in the town during the war. In 1904 the Indian King Tavern became the first historic site purchased by the State of New Jersey.



Please come out and hear about this historic treasure right in our own backyard! I hope you can make it.

**PRESIDENT'S MESSAGE**- Happy New Year! I hope everyone had a wonderful Holiday Season. 2015 entered with mild weather and then decided to freeze us !!! Do not forget that the Haddon Heights Library is closed on Martin Luther King Day. The Historical Society meeting will be moved to the following Monday January 26th in the warm and friendly Library. Come join us and hear the history and important role the Indian King Tavern played

during the American Revolution. I am looking forward to seeing all of you at our January meeting.

Please consider bringing a friend. *Elena*

**VOLUNTEERS FOR BOARD POSITIONS BEING SOUGHT-** Please see page 4 for openings on the Board/Committees. We are also looking for someone with an I.T. or "Web" background to help with tech support to our Society Website! To volunteer/suggest someone, see us at the January meeting!

### **NEW FLAG PRESENTED TO THE LIBRARY.**

A 3'x5' full fringe ceremonial flag was presented by the Historical Society as a special thank you to the library. During our October 2014 meeting, President Elena Hill and Programs Chair, Peter Hill formally presented the flag to Library Director Chris Walter and acknowledged the Library for its generosity in allowing us to meet there.

### **HISTORY OF THE RAILS IN HADDON**

**HEIGHTS- THE TROLLEY-** Each quarter, I ask you to dig up stories, articles, reminiscences, or other interesting historical stuff from our past. I go to my mail box each day and am disappointed not to find incoming items for the newsletter. This time around, however, I

have received a blast from the past! Bob Hunter gave me a copy of the Historical Society Newsletter from April 1978. I am reprinting the article titled, "The Haddon Heights Trolley Line- Owned and operated by the Public Service Railway- The last of the Camden Area Trolleys", written by H.R. Rambo.

Camden was once the hub of the sprawling southern division of the Public Service Railway of New Jersey with trackage totaling 159 miles, reaching into three counties. Formed in 1904, The Public Service Corporation formed its railway division to assume either management or ownership of the bulk of South Jersey lines including the Camden and Trenton Railway, Camden and Suburban Railway, The Camden, Gloucester and Woodbury lines, among others.

Its first track extension after the amalgamation was between Haddon Heights and Clementon, where a popular amusement park is located. Ironically, the Haddon Heights line would also be the last line to be abandoned in 1937 as the familiar straw yellow and cream cars were scrapped or sent north to Newark for assignment in the northern division, which was dwindling even then. The Haddon Heights line- officially known as the Number 4 line, was the most prosperous of the suburban routes, even though it ran almost entirely parallel to the Atlantic City route of the Reading Railroad. The eight cent fare between Haddon Heights and Camden included a three cent transfer on the Pennsylvania Railroad Ferry, a saving of four cents for the same ride on the railroad.

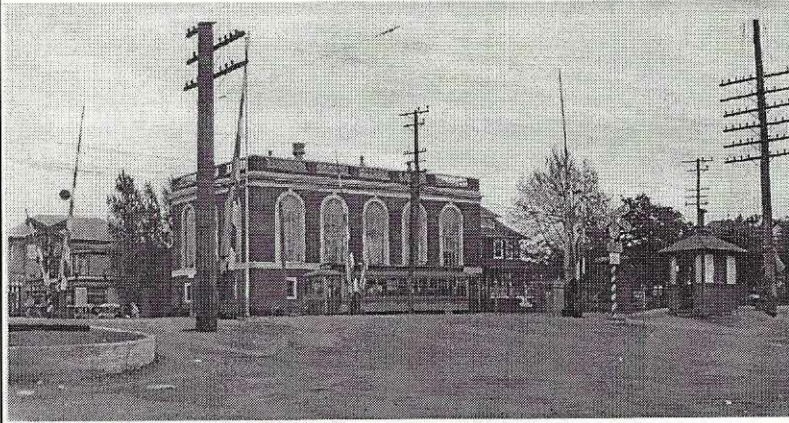
The Haddon Heights Line was opened July 14, 1903, as a small extension of the Camden and Suburban trackage to West Collingswood. The first cars assigned to this route were part of the eight Brill cars lengthened during a 1901 rebuilding order with the St. Louis Car Company. These cars remained on the Haddon Heights Line until 1911, when all were sent north for service in the Bergen division of the Public Service Railway. Additional Brill cars which were bought in 1906 as part of a 33 car order, were assigned to the line. These cars in varying numbers, were to remain on the Haddon Heights route until the demise of service in 1937. In 1911, 20 of these cars were assigned here.

Public Service double-tracked the line to its terminus in 1917. It was the only suburban route to do this. By 1919 when the route was just about at its peak, rush hours saw 32 of the Brill cars handling traffic on the 27.20 mile round trip. But more than half of the cars ended in Haddon Heights and returned to Camden.

Throughout all of the years of operation, the Haddon Heights cars were stored at the Newton Avenue



Garage which had been built by the Camden and Suburban Railway in 1897. The garage is still used for the buses which replaced the trolleys in the Camden area. Public Service, through its mergers and acquisitions, owned 73 open cars and probably some portion of them saw summer service on the line to Clementon Lake Park, but all were scrapped in 1924. At one time, the owner of the park tried to buy the line. He intended to run it from Camden to Clementon for five cents.



Of all the Public Service routes, the Haddon Heights line was probably the most informal in operation. Once past Haddon Heights, in the early days around the turn of the century, most of the route was through farming areas until it reached the Lake Park. The route ran on street grade trackage along East Atlantic Avenue for the bulk of the line. Clementon Lake Park, still owned by descendants of the founders, was a virtual shrine for local youth and part of the excitement of the outing was riding on the trolley.

Residents along the route say that local young men thought their fare included riding on the roof of the cars, which undoubtedly if this procedure was followed today, would mean millions of dollars in legal suits. Travel time was reduced in 1923 with the completion of a short stretch of track from Haddon Avenue, via the White Horse Pike, to the private right of way of the Haddon Heights Line. It is believed this was the last expansion program undertaken by Public Service. The automobile was already becoming a way of life, and the Jitney bus competition, which started in 1915, further cut into the revenue.

Public Service was already beginning wholesale abandonment of rail lines in favor of either all-service buses or motor-driven buses. The Fifth-Broadway Line, which had been operating from Federal Street Ferry in Camden to Haddon Heights after the 1923 track work had been completed, was consolidated into the Haddon Heights Line on October 3, 1924. Service continued to decline for the same reasons that afflicted most other electric car lines in the country. At one time or another, the Southern Division in Camden had operated 14 distinct routes. By 1931, just five lines remained. The remaining routes at that time were renumbered and the Haddon Heights Number 4 Line became the Number 5 Trolley. In less than a year, the other four lines were discontinued and by July 20, 1932, only the Haddon Heights Lines remained.

On September 4, 1935, five of the six cars on this route were replaced with all-service buses as part of the new Amber Terrace Route. A single franchise car operated over what had once been the most durable of Public Service lines. When track connection to Camden was broken, car #3159, the last of the yellow and cream colored cars in Camden, was stored at the end of the line and was operated between Clementon and Collingswood. On July 2, 1937, this car was replaced and the trolley became part of history in the Camden area. Written by R. R. Rambo April, 1978

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## 2015 Membership Application / Renewal- Haddon Heights Historical Society

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone (H) \_\_\_\_\_ (W) \_\_\_\_\_ E-Mail \_\_\_\_\_

Type of Membership: \_\_\_\_\_ Single- \$10.00 \_\_\_\_\_ Household- \$15.00

I would also like to make a tax deductible donation to the Haddon Heights Historical Society, in the amount of \$ \_\_\_\_\_.

I am interested in getting involved with:  Publicity  Newsletter  Web site  Programs  Marketing

Haddon Heights Historical Society, P.O. Box 118, Haddon Heights, NJ 08035

## COMING EVENTS

- 1/26/15- 7:00pm Gen. Membership Meeting-  
Indian King Tavern  
3/7/15- LHSNJ Meeting-Medford Hist. Society,  
Burlington County  
4/20/15- 7:00pm- General Membership Meeting  
June 2015- LHSNJ Meeting-Merchants and Drov-  
ers Tavern Museum, Rahway, Union County  
7/4/15- March in the July 4th Parade  
7/20/15- 7:00pm- General Membership Meeting  
10/19/15- 7:00pm- General Membership Meeting  
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**MEMBERSHIP REMINDER-** Your Dues  
“Paid Through” YEAR date is printed on your  
newsletter label. If your date is not 2015, your  
Dues are “Due”.

**REMEMBER THE GOOD OLD DAYS-**  
We have copies of the Historical Society’s book  
“Haddon Heights—The Ideal Suburb” available for  
sale at the Library. This book is a collection of  
reminiscences from our past and holds much in-  
sight into the early history of our town. Whether  
you grew up here or just moved in, this book will  
provide hours of enjoyable reading for only \$20.00

*Just a reminder...The Historical Society  
is a 501(c)3 organization. Please keep  
us in mind as you plan your charitable donations. Make us part of Your Legacy...*

THANKS for listening... and reading. I ask each of you to share this newsletter with a friend and help us  
build our active membership. What we do today will be the “history” for those who come after us! Let us  
continue to remember yesterday for the people of tomorrow...

Ken Funkhouser, Editor

## 2015 Historical Society Board

<u>President-(2014-2016)</u>	Elena Hill
<u>Vice-President-(2014-2016)</u>	Bob Hunter
<u>Past President-</u>	Margaret Westfield
<u>Treasurer-(Ends 2016)</u>	Art Ritter
<u>Secretary- (Ends 2016)</u>	Judy Buecker
<u>Trustees-(2013-2016)</u>	Virginia Appleby
	Ken Funkhouser
	Anne McAdams

## COMMITTEES / CHAIRS

<u>Newsletter Ed.-</u>	Ken Funkhouser
<u>Membership Chair-</u>	Joan Rossler
<u>Web Master-</u>	Dan Alexander
<u>Nominating Comm.-</u>	Bob Hunter/ Peter Hill
<u>Borough Council Liaison</u>	Rose Fitzgerald
<u>Affairs-</u>	Ginny Appleby
<u>Merch/Fund Raising-</u>	Joan Rossler/ Ginny Appleby
<u>Programs/Publicity-</u>	Peter Hill/ Dan Alexander
<u>Programs/Publicity- Asst.</u>	Vacant
<u>Digital Photographer</u>	Vacant

Contact the Board : WWW.HHHISTORICAL.ORG

Mail correspondence- P.O. Box 118Haddon Heights, NJ 08035

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