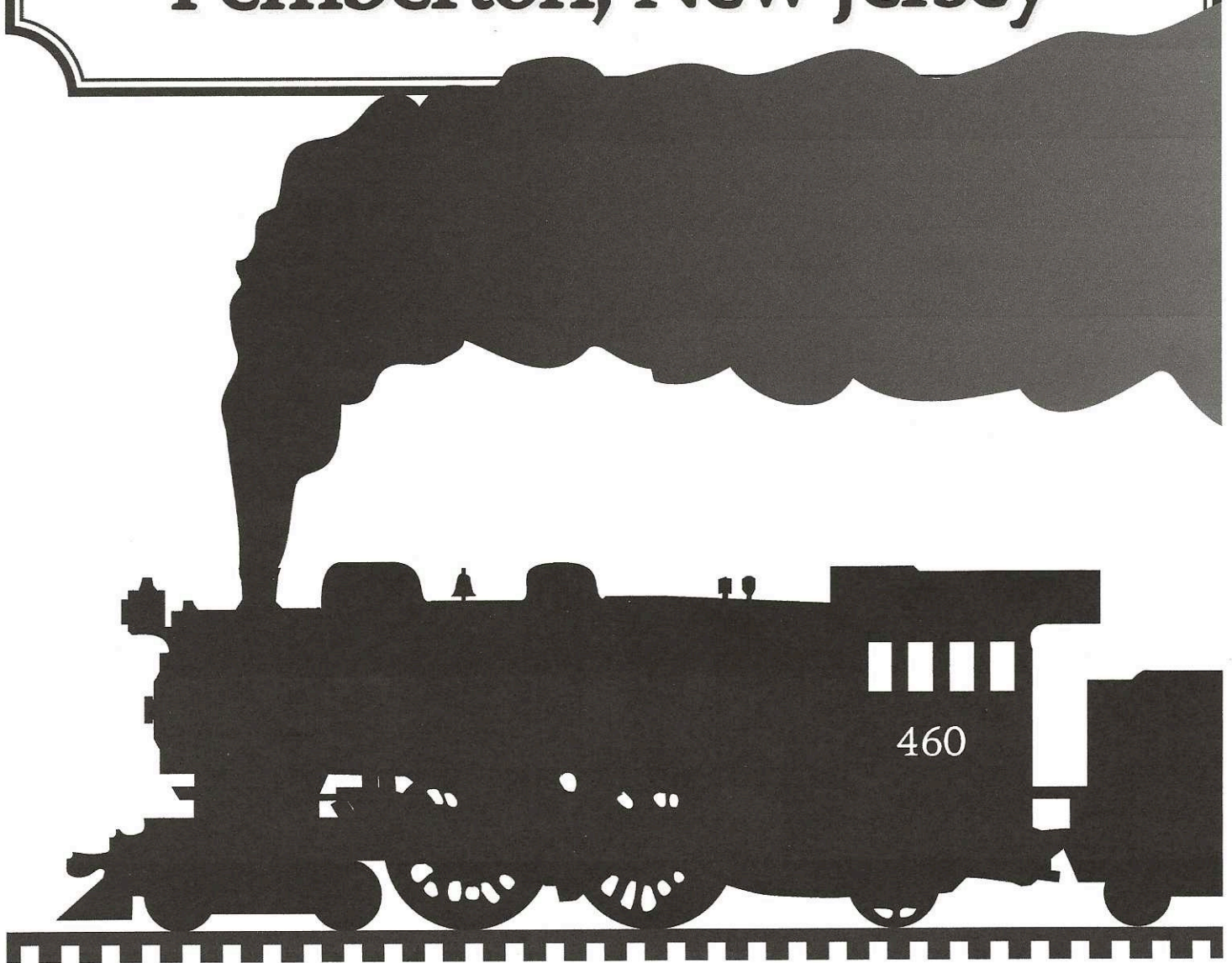


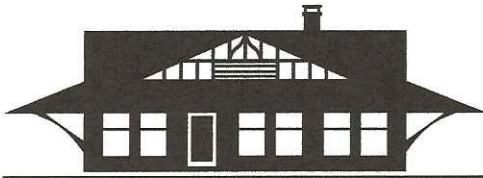


Items of Historical Interest Pertaining to
RAILROAD OPERATIONS
in and around
Pemberton, New Jersey



Pemberton originated the last run of Pennsylvania Railroad Class E6s Atlantic locomotive #460, *The Lindbergh Engine*, in October 1955. It is preserved at the Railroad Museum of Pennsylvania in Strasburg. Just over two years later, on November 12, 1957, the very last PRR steam-powered passenger train departed North Pemberton Station bound for Camden. This trip was also the last for the last active Pennsy Class K4s Pacific locomotive – #5351.

Compiled by Glenn Malsbury



A Chronology of Railroad Operations **PEMBERTON, NEW JERSEY**

- Late 1860* Construction begins on the 6 1/2 mile Pemberton Extension of the Burlington and Mount Holly (B&MH) Railroad.
- 1 Jan 1863** **Railroad service commences in Pemberton.**
- 4 Jul 1863* The B&MH and Pemberton Extension become the Burlington County (BC) Railroad.
- 6 Feb 1866* BC merges with the Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad Company to form the Camden & Burlington County (C&BC) Railroad Company.
- 10 Sep 1866* Construction begins on C&BC track from Mount Holly to Camden (Pavonia), where it connects with Camden & Amboy (C&A) Railroad.
- Late 1866* Construction begins on the Pemberton and Hightstown (P&H) Railroad, connecting title points through Wrightstown, Cookstown and New Egypt.
- 19 Oct 1867* C&BC Mount Holly - Camden line opens.
- 21 Oct 1867* C&A assumes C&BC operations.
- 6 Feb 1868* The P&H opens with *The Grand Excursion*, a special Camden - Hightstown train.
- 26 Feb 1868* P&H freight service commences.
- 4 Jul 1870* The Pemberton & New York (P&NY) Railroad opens, connecting C&BC track at Pemberton Junction (Birmingham), through southern Pemberton Borough, to New Jersey Southern (NJS) track at Whittings.
- 1 Nov 1871* The Tuckerton Railroad (TRR) opens, connecting Whittings, through Barnegat and Manahawkin, to Tuckerton.
- 30 Nov 1871* The Pennsylvania Railroad (PRR) acquires the C&A.
- 22 Jul 1872* The Columbus, Kinkora & Springfield (CK&S) Railroad Company opens, connecting former C&A main line at Kinkora with P&NY track at New Lisbon. Built on old Delaware & Atlantic (D&A) roadbed, CK&S junctions with P&H at Lewistown.
- Dec 1878* P&NY adds stop at South Pemberton to its schedule.
- 20 Sep 1879* P&NY reorganizes as the Pemberton & Sea Shore (P&SS) Railroad Company.
- Sep 1881* Philadelphia & Long Branch (P&LB) Railway Company, opens service over new track from Whittings to Seaside Park and Bay Head. Trackage rights later obtained (Oct 1882) to Long Branch over the New York and Long Branch (NY&LB), controlled by the Central Railroad Company of New Jersey (NJC).
- 1881* 3.31 miles of CK&S track between Lewistown and New Lisbon is abandoned. Track remains until June 1909.
- 1882* Railway Post Office (RPO) initiates route between Hightstown and Philadelphia over P&H and C&BC rails. RPO Route No. 109520 remains active until 1926.
- 13 Oct 1883* PRR merges P&SS and P&LB into Philadelphia & Long Branch Railroad Company.
- 11 Mar 1888* Blizzard of '88 halts rail service for almost a week. Wall of snow at least 10' deep (in some places 20' deep) extends for 2000 yards east of North Pemberton station.
- 30 Apr 1888* Declining revenue on P&H causes PRR to cease operations.
- 31 Jul 1888* Newly-formed Union Transportation Company (UT) assumes operation of P&H.
- 15 Aug 1888* UT freight service commences.
- 20 Aug 1888* Full service (freight & passenger) begins on UT.
- 1890* 1.8 mile stub of P&LB opens - Browns Mills Junction to Browns Mills-In-The-Pines.
- 1 Nov 1891** **Fire destroys North Pemberton passenger station.**

- Aug-Oct 1892** John S. Rogers of Moorestown builds present north station.
The construction contract was signed on 13 August 1892. PRR standard station design No. 5000 was used; first built at Butler, PA. The building cost \$4229 plus \$95 for a heater and \$165 for plumbing. It was built in 55 consecutive work days.
- 16 May 1894** The Fire of '94 destroys a large area of central Pemberton, including the Methodist Church. Responding to a telegraph for help, a train transports fire apparatus from Mount Holly and later from Burlington. This assistance probably saved the town.
- 1 Jan 1912** PRR's Amboy Division, including Pemberton, is merged with the Belvidere Division to form a new Trenton Division.
- 1 Mar 1914** Blizzard halts rail operations for several days. UT train #23 was snowbound west of Wrightstown. Normal service on UT did not resume until 11 March.
- 15 Feb 1915** PRR merges P&H, P&LB and CK&S into the Pennsylvania & Atlantic Railroad Company (P&A). UT *officially* becomes known as the *Pennsylvania & Atlantic Railroad, South of Hightstown, N.J. to Pemberton, N.J. inclusive, Union Transportation Co., Lessee.*
- Summer 1917** Camp Dix is built. PRR constructs large rail yard west of Wrightstown, fed by a new double track from Lewistown.
- 5 Aug 1917** Regular PRR passenger service commences to Camp Dix.
- 18 Oct 1917** All PRR local trains formerly terminating at Pemberton are extended to Camp Dix, resulting in nine trains each way weekdays and five departures and six arrivals on Sundays. Camp Dix - Trenton service, over the "Kinkora Branch," amounted to five weekday round trips and five departures and six arrivals on Sundays.
- 24 Oct 1917** Lewistown becomes a non-agency, freight-only facility.
- 24 Feb 1922** UT initiates gas rail car (Doodlebug) service. A 41-passenger White Gasoline Motor Rail Car (UT #20), assembled by J. G. Brill Co., is purchased and housed in a new building at Pemberton.
- 29 Apr 1923** PRR withdraws service between Lewistown and Camp Dix. Trains from Camden once again terminate in Pemberton. UT alone provides rail service to the scaled-down military facility.
- 14 Mar 1925** Citing competition from trucks utilizing the expanding highway system, and having received notice that PRR subsidies would not be forthcoming in 1925, UT directors resolve to cancel lease with PRR and cease operations.
- 1 Jun 1925** A scaled-down UT continues to operate with reduced PRR subsidy and increased PRR oversight.
- 27 Jun 1925** UT Doodlebug service ceases. #20 sold to North Carolina's Aberdeen & Rockfish Railroad on 17 July 1926.
- 10 July 1926** UT milk train service ceases.
- 16 Apr 1930** PRR abolishes Trenton Division. C&BC and P&A briefly become part of the Camden Terminal Division. On 1 Jul 1930, they are merged with southern New Jersey's Atlantic Division.
- 31 May 1931** UT ceases passenger operations.
- 6 Jun 1937** PRR "Off the Beaten Track" railfan excursion meanders down old P&H track through Pemberton to Philadelphia.
- 1940** Pre-war rail activity to Fort Dix increases, eclipsing UT abandonment plans.
- 13 Dec 1940** PRR sends steam locomotive #105, a surplus class L1s (2-8-2 Mikado), to Fort Dix for stationary duty providing heat for the new base hospital. The hospital's own boiler relieved the L1 about 13 Feb 1941. The L1 is the largest locomotive to see service through Pemberton.
- Early 1941** Increased troop and freight traffic to Fort Dix is reflected in restored Kinkora Branch schedules, more Camden - Fort Dix and Kinkora branch freight runs as well as MAINs - special troop trains to other military bases around the nation.

7 Feb 1943 A record 25 MAINs with 298 coaches transport 18,534 men from Fort Dix to embarkation at Jersey City. Loading is continuous from 4:30 am until 7:15 pm. Trains deadhead (run empty) into Dix from Philadelphia and Camden through Pemberton and depart over the Kinkora Branch to Trenton and the main line. Equipment from PRR, Pennsylvania - Reading Seashore Lines (P-RSL), New York Central (NYC) and Erie is used.

30 Nov 1945 UT locomotive #7 (4-4-0 American) is retired, ending 57 years of UT-owned power. Replacement is leased PRR #2800 class B8 (0-6-0) switcher.

Early 1951 NJ Turnpike construction severs old P&H (UT) tracks near Hightstown. UT's northernmost point becomes Shrewsbury Road.

Oct 1955 #460, "The Lindbergh Engine," ends its active service on the Pemberton-Camden run. The last PRR E6s Atlantic locomotive to be built, it is preserved at the Railroad Museum of Pennsylvania in Strasburg.

Feb 1956 #1600, the last active PRR E6s Atlantic locomotive, ends its service on a Pemberton local.

31 Oct 1956 Approval given to connect McGuire Air Force Base to old P&H main.

Jan 1957 UT leases its last steam power - PRR #5244 class B6sb (0-6-0) switcher.

12 Nov 57 Pemberton originates the very last PRR steam-powered passenger train, a morning commuter run to Camden. This trip was also the last for the last active K4s Pacific locomotive, #5351.

14 Jul 1959 #5244, the very last active PRR steam locomotive, is retired by UT. As she steamed through Pemberton en route to Philadelphia's 46th Street Enginehouse for consignment to scrap, she also signalled an end to 125 years of continuous steam locomotive power in New Jersey. Her replacement is PRR #9353, class GS4 44-ton diesel switcher. Last survivor of her class, she is renumbered #9999 in 1967 or early 1968 - highest number on the system.

30 Oct 1965 The last MAIN arrives at Fort Dix from Fort Gordon, Georgia.

1 Feb 1968 PRR and NYC merge to form the Pennsylvania - New York Central Transportation Company - better known as the Penn Central (PC).

25 Apr 1969 102 years of direct Pemberton - Camden passenger service ends.

19 Nov 1972 Kinkora Branch is totally abandoned. Remaining track vanishes within a year.

1976 Consolidated Rail Corporation (Conrail) takes over PC freight operations.

31 Mar 1977 #9999 makes its final trip through Pemberton as operations end on old P&H (UT).

Jul 1979 Track removal completed on all of P&H (UT) north of Fort Dix.

30 Mar 1982 Conrail abandons Mount Holly - Fort Dix line.

20 May 1982 US Army locomotive #7926, used for switching at the Fort Dix yard since 4 Nov 1975, makes its final run from Fort Dix to Mount Holly, where it is loaded on a special flat car. This trip marks the last passage of a locomotive over old P&H through Pemberton.

Dec 1983 Track removal begins in Mount Holly; advancing eastward toward Pemberton.

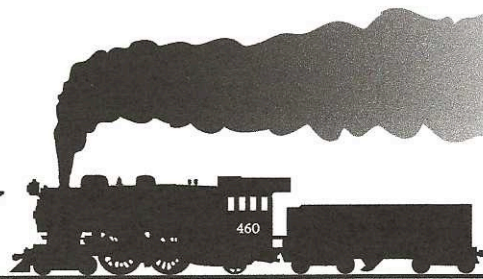
27 Jan 1984 Track removal reaches North Pemberton Station.

1 Jun 1984 Track from Pemberton to Fort Dix is gone.

Surviving Pennsylvania Railroad

STEAM LOCOMOTIVES & RAILCARS

which saw service through Pemberton, New Jersey



Steam Locomotives

Number	Wheel Arrangement/Type	PRR Class	Location
1223	4-4-0 American	D16sb	RR Museum of Pennsylvania, Strasburg, PA
460†	4-4-2 Atlantic	E6s	RR Museum of Pennsylvania, Strasburg, PA
1361	4-6-2 Pacific	K4s	Railroaders Memorial Museum, Altoona, PA (undergoing restoration)
3750††	4-6-2 Pacific	K4s	RR Museum of Pennsylvania, Strasburg, PA

Self-propelled Railcars

Number	Builder	PRR Class	Location
4662	Pullman/J.G. Brill	OEG-350	Wilmington & Western RR, Greenville, DE
4666	J.G. Brill	OEG-415	Allentown and Auburn Railroad, Kutztown, PA
4668	J.G. Brill	OEG-415	Somewhere in Upper Michigan

† "The Lindbergh Engine" - In recognition of the first nonstop flight across the Atlantic Ocean (New York to Paris), President Calvin Coolidge bestowed the rank of Colonel upon Charles A. Lindbergh. Rival newsreel companies vied to be the first to show their movies of the Washington ceremonies in the theatres of New York, one hiring a train, the others airplanes, on June 11, 1927.

When *The Lindbergh Special*, designated "Extra 460 East," pulled out of Union Station in Washington at 4:14 pm, no one realized records would be set. #460 averaged 74 miles per hour over the 216 miles between Washington and Manhattan Transfer; occasionally attaining 115 miles per hour. At the Transfer, it was relieved by an electric locomotive which pulled the two-

car train through the tunnel under the Hudson River and into Manhattan's Penn Station. The entire run of 224.6 miles was accomplished in three hours and seven minutes.

The newsreels were developed, edited and copied on board and were being shown in New York theatres 15 minutes after arrival, an hour earlier than those carried by plane.

Built in the Pennsy's Juniata Shops in 1914, #460 was the very last of 83 of her class to be constructed. It ended its active service on the Pemberton-Camden run in October 1955.

#460 represents the epitome of E class Atlantic type development on the PRR; a locomotive class described as the "Hercules of Atlantics."

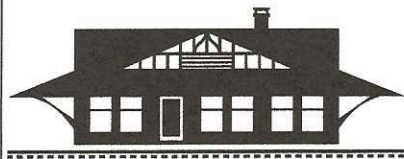
†† #3750 headed the initial movement of the funeral train of President Warren G. Harding in 1923. Pictures of this solemn event, with K4 3750 appropriately draped in mourning dress, appeared on front pages across the country.

Retired in October 1957, she was pulled from the scrap line to masquerade as #1737, the very first K4, which, sadly, had been allowed to deteriorate beyond salvage. Officials apparently

were attempting to cover the loss of such a significant locomotive to neglect.

Railfans weren't fooled, however. After cosmetic restoration at Strasburg in 1983, 3750 resumed her true identity.

In 1987, the PRR K4 was named the official state locomotive of Pennsylvania, according that title on both survivors of the class, #1361 and #3750 - both Pemberton veterans.



Excerpts from the book
PEMBERTON - An Historic Look At A Village On The Rancocas
pertaining to
PEMBERTON RAILROAD HISTORY

The Railroad Comes To Pemberton – January 1, 1863

An account of opening day appeared in the *New Jersey Mirror* of 8 January 1863.

"The Railroad to Pemberton was opened for travel on New Year's Day. A large number of persons availed themselves of the privilege of a free ride over the road, and doubtless had a delightful time, particularly those who took their seats in the cars in the morning and generously patronized them through the day.

"It was an exciting day for the usually quiet Old Borough, and marks the commencement of a new era in its history. The place has remained comparatively stationary for a long time, but now that the iron horse has made his appearance here, improvements of various kinds will commence, and activity and enterprise will be visible throughout the entire neighborhood. The advent of steam inspires go-ahead-iveness, and Pemberton and vicinity must, therefore, 'March Along.' The road

will prove of incalculable benefit to the town and surrounding country, and the people may congratulate themselves upon the accession of this great motive power to their prosperity.

"A large Depot has been erected at Pemberton (North Station) and every convenience made for the accommodation of the public. All the trains now run through from Pemberton to Burlington, stopping at both stations in this town (Mount Holly). In proceeding to Burlington, we suppose they will usually reach the lower station about ten or twelve minutes before the time given for leaving the upper station. – Ample provision has been made for the accommodation of passengers at the Washington Street Station, and persons in the lower part of the town (Mount Holly), either going to or returning from the city (Philadelphia), will find this stopping place a great convenience."

The Original North Station Destroyed By Fire – November 1, 1891

It was Sunday morning just after 10 a.m. when everyone was enroute to church. Dennis Green was out watching a dog run a rabbit when he saw smoke coming from the west end of the station. He called to Engineer George Crockford who went to the building and forced open the door of the room in which the poultry was packed. When he opened the door, the flames burst forth and spread rapidly through the tinder-dry wooden structure. Crockford realized there was no way he could put out the flames so he concentrated on moving Engine No. 2 of the Union Transportation Company away from the building. At the other end of the station Engineer Thomas Ryan backed up his engine and connected it with a passenger car and succeeded in pulling it out of the flames although not without the cab catching fire, as well as his moustache and hair. Engineer Ryan blew his whistle to rouse the town for by this time the entire station was engulfed in flames. The townspeople came quickly, but the best they could do was keep the flames from spreading to Budd's coal and lumber yard. Some men brought the old hand engine up to the fire, but little could be done with it.

Two freight cars loaded with merchandise, empty barrels, and paint were totally burned. The passenger cars on the siding were badly scorched. Hester Vaughn lost a valise full of clothes, Augustus W. Grobler lost a small quantity of furniture, and John Worth lost several barrels of sugar. There was such a high wind that it was deemed necessary to request assistance from Mount Holly. The Mount Holly firemen responded quickly as both the Relief steamer and hose carriage and the America hose carriage were sent to Pemberton under the charge of Conductor Fillmore Lewis; Will Morgan, engineer; and Archie Wright, fireman. Within 27 minutes after leaving Mount Holly, the steamer was spraying water on the fire. They had the fire out in an hour. They also sprayed the track area to cool it so that the section hands could re-lay the rails which were twisted out of shape by the heat. Within two weeks, a temporary station was erected at the North depot and trains continued to run on schedule. The old station was insured for \$3,500 and many people felt that a more substantial station should be forthcoming.

The Great Fire – The Railroad Helps Save The Town – May 16, 1894

Wednesday, 16 May, was a pleasant breezy day with everyone going about business as usual until about 4 p.m. Somewhere around 4 p.m., George Worth spotted a thin curl of smoke from the vicinity of the barns behind the houses on the upper west side of Hanover Street. He quickly gave the alarm and the firemen arrived promptly and worked like beavers. Everything was tinder-dry and the stiff breeze fanned the flames. The firemen worked feverishly and brought the hand engine into service, but its feeble stream did nothing to abate the flames. Within minutes all of the outbuildings, barns, etc. in the rear of John Henry Antrim's, Dr. Enoch Hollingshead's, William B. Post's, and John S. Clevenger's were a mass of flames. Only the heroic efforts of the firemen and townspeople in a bucket brigade succeeded in keeping the flames down and the houses of the above-mentioned men from burning up.

The wind shifted and with lightning rapidity, it seemed that every house in the vicinity was in danger. Frank Earl telegraphed to Mount Holly for assistance. The telegram was sent to William B. Wills and read "About ten houses on fire in centre of our town and spreading fast. Send all the help possible." Telegrams also went to Burlington and Camden. Mount Holly received the telegram just before 5 p.m...

Since the telegram for help had arrived in Mount Holly a few minutes before 5 p.m., the news spread rapidly through the town and the firemen gathered quickly at the railroad station. At 5:15 p.m. the Relief steamer and hose carriage and the America hose carriage were loaded on a special train of flat cars at the railroad depot. Fifty firemen under the leadership of John G. Morgan boarded the train. The engineer Thomas Mulvaney "cut loose for Pemberton leaving a shower of sparks and smoke in the wake of the train, which reached South Pemberton in just eleven minutes." (Mount Holly *Herald* 19 May 1894) Within a few minutes, the apparatus was unloaded and it rolled up the street.

"A great shout went up from the crowd of people who were fighting the fire as the apparatus and gallant firemen passed up the street and made ready for service. They felt the town was saved, and it was. The flames spread no further than the house that was burning when they arrived." (New Jersey *Mirror* 23 May 1894)

The steamer halted at the edge of the millpond, the suction was thrown in and as soon as possible the long line (some 1500 feet) of hose

began to swell under the sturdy blows of the steamer's pumps.

"When the solid stream of water from the steamer struck the fire the exhausted Pemberton firemen, who had been hard at work for over two hours, took fresh courage at the sight and worked harder than ever, feeling that now they had some show of winning the fight which heretofore had been such an unequal one. And the Mount Holly firemen added fresh laurels to their hard-earned reputation as successful fire-fighters. Inch by inch they fought the flames, which by this time had enveloped the residence of Mrs. Noah Nutt, adjoining the parsonage. Their object was to save the house of George Crockford on the corner of Hanover and Jane Streets, as they realized that this was the pivotal point, for beyond was another solid row of frame houses to give fresh fuel to the flames. Several times the roof of the Crockford house was on fire, but the bucket brigade, assisted by the steaming stream each time, averted the threatened danger." (Mount Holly *Herald* 19 May 1894)

As soon as the train was unloaded at Pemberton, engineer Thomas Mulvaney sped on to Burlington where he picked up the La France engine of Mitchell company and the hose carriages of the Hope and Young America companies together with firemen and they made the return run in an incredible 20 minutes. The Burlington men stationed their engine near the North Pemberton station at the run where a dam had been hastily constructed:

"The water was shallow, and the engine's suction pipe was soon choked with mud and stones, compelling the drawing of fires and going out of service for about two hours, when it again got to work and played on the embers until long after midnight." (Mount Holly *News* 23 May 1894)

The Burlington men had arrived just as several sections of the Mount Holly hose burst. The break was quickly repaired and the fight resumed. A dam was thrown up at the corner of Jane Street and all the water that ran off the houses into the gutters gathered in a temporary reservoir which supplied the hand engine with water. "A slightly built youth stood on top of this engine and handled the branch pipe as long as it would squirt. It was a hot berth for him, but he stood the punishment like a veteran." (Mount Holly *Herald* 19 May 1894)...

As soon as it was seen that the fire was under control, the people were greatly relieved and began making preparations for sheltering their homeless neighbors and friends. They also pre-

pared a generous lunch for the firemen and everyone was given sandwiches, crackers and cheese, and coffee. Thieves, however, were busy looting the piles of household goods until various citizens volunteered to stand guard over the belongings. The steamers continued to spray water on the burning ruins until there was no further danger. The Mount Holly department shut down and left for home about 10:30 p.m. The citizens requested the Burling-

ton men to stay until 1 a.m. which they did. After they left, however, the charred timbers of Mrs. Noah Nutt's house fell in and a brisk blaze started again endangering George Crockford's house. The bucket brigade acted promptly and the danger was averted. The hand engine was set to work on it on Friday and although there were heavy rains on the 20th and 22d, the ruins continued to smolder a week after the fire.

The railroad from the west to North Pemberton, originally from Burlington through Mount Holly and later connecting directly to Camden (Pavonia) from Mount Holly via Hainesport, Moorestown, Maple Shade, Merchantville and Pennsauken, changed names often during its 121-year history:

- *January 1863* Burlington and Mount Holly Railroad
- *July 1863* Burlington County Railroad
- *February 1866* Camden & Burlington County Railroad Company
- *October 1867* Camden & Amboy Railroad
- *November 1871* Pennsylvania Railroad
- *February 1968* Pennsylvania - New York Central Transportation Company (Penn-Central)
- *1976* Consolidated Rail Corporation (Conrail)

Likewise, the line from North Pemberton through Fort Dix to Hightstown changed official titles (some quite lengthy!) several times:

- *February 1868* Pemberton and Hightstown Railroad
- *November 1871* Pennsylvania Railroad
- *July 1888* Pemberton and Hightstown Railroad, Union Transportation Company, Lessee
- *February 1915* Pennsylvania & Atlantic Railroad Company, south of Hightstown, N.J. to Pemberton, N.J. inclusive, Union Transportation Company, Lessee



THE LAST RUN OF ENGINE 5351

by Frank C. Kozempel

*Reproduced with permission of the West Jersey Chapter of the National Railway Historical Society
Excerpted from the November, 1982 "Crew Caller" Newsletter*



The morning of November 12, 1957 dawned cold and gray as did many other days since the railroad reached Pemberton, New Jersey in 1863. However, this day would be special compared to those long past. On that Tuesday, twenty-five years ago, the very last steam locomotive to operate in scheduled passenger train service on the vast Pennsylvania Railroad system would make its final run. Engine No. 5351, a Juniata built K4s (Construction No. 3875; March, 1924), would have this honor. No. 5351 was one of 425 PRR K4s, certainly one of the best known class of locomotives ever to operate on American railroads.

Train No. 982, one of three Pemberton to Camden locals, was the assigned run for the 5351 the morning of November 12. The other two runs were handled by OEG railcars. The train crew included engineman John P. Murphy, Fireman Allen G. Grosnick, Conductor William W. Lacy and Trainman John Freed.

The usual routine was followed in preparation for this trip. Engineman Murphy carefully inspected the engine applying oil where necessary on the valve gear and driving rods. Meanwhile, Fireman Grosnick stoked the fire to build up steam pressure in the old iron horse. In the cold morning air engine 5351 behaved like a young stallion, snorting and eager. "Steamers," Mr. Murphy said, "were always like something alive."

Mr. Murphy eased the big locomotive into action. He coupled to three P70 coaches and backed out of the yard to the station platform. Promptly at 6:42 AM Conductor Lacy gave the signal to depart on the 25-mile run to Camden. Engineman Murphy eased back on the throttle allowing steam to enter the cylinders. The great driving-wheels gathered speed and the old locomotive roared ahead. Rails were frosted and in a few places damp dead leaves lay on the tracks. In spite of the short train, the big Pacific faltered a few times along the way when the eighty-inch driving wheels slipped and shuddered.

Every mile or so scheduled stops were made at familiar stations such as Birmingham, Smithville, Mt.

Holly, Moorestown, Maple Shade, Merchantville and nine others. Conductor Bill Lacy and Trainman Freed greeted commuters as they boarded. Most of the 118 passengers were regulars and probably were unaware of the historic event that was unfolding. That night when they returned behind the replacement diesel, a Baldwin BP20 No. 5782, only a few may have noticed the change.

For a locomotive that had once speeded the best trains in the country for many years and had

accumulated a couple of million miles, the Pemberton run was a comedown. This last morning engine 5351 brought the short local train into Camden on schedule at 7:39 AM.

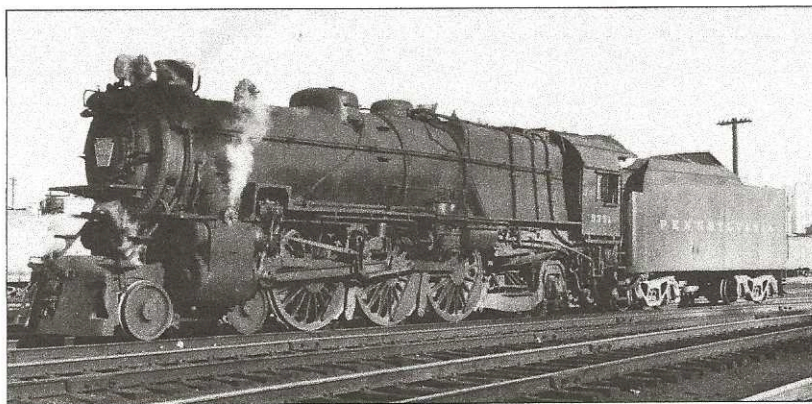
After dropping the empty coaches, Mr. Murphy moved the engine to the inspection pit and climbed down from the cab for the last time. "We

knew it had to come," he said, "but I hate to see the end of steamers. They were hot in summer and cold in winter, backbreaking and dirty, but on winter mornings as cheerful as a fireplace. And they had individuality."

On that morning engine 5351 was run directly to the ash pit where the fire was dropped for the final time. The engine held a head of steam for about an hour. Under its own power, the 5351 was moved the short distance to the roundhouse. Then the K4s was prepared for final disposition. The boiler and tank were drained, the main rods were removed, superheaters were blown out and the tender coal bunker was emptied. The cab was boarded up and PRR 5351 became a pile of scrap steel on wheels. Several days later the dead engine was hauled away for eventual disposal as scrap.

Thus on a gray November day in 1957, the final phase of PRR passenger steam power came to a quiet end. Never again would the melodious whistle and "stack talk" of the famous K4s be heard along the rails of the Pennsylvania Railroad.

Note: Mr. Murphy's quotations were extracted from an article in the December 11, 1957 issue of the Camden Courier-Post.



Pennsylvania Railroad engine No. 5351, the last active type K4s Pacific, on the day before her final run.
Photo by Robert L. Long



CAMDEN - PEMBERTON PASSENGER SERVICE

1867-1969

by Frank C. Kozempel

*Reproduced with permission of the West Jersey Chapter of the
National Railway Historical Society. Excerpted from the April, 1984 "Crew Caller" Newsletter.*



April 25, 1984 marked the 15th anniversary of the end of passenger service on the former Pennsylvania Railroad's Pemberton branch. This service was inaugurated in 1867 upon completion of the Camden and Burlington County Railroad between Pavonia, Camden and Mt. Holly. A connection was made just east of the Mt. Holly station with the Pemberton extension of the Burlington - Mt. Holly branch, which had been completed in 1849. The 6.5-mile Pemberton extension was begun in 1860 and opened for service January 1, 1863.

Until the early 1890's, passenger service between Camden and Pemberton, or North Pemberton as it was then known, was modest. In 1893, four round trips were scheduled. A Vincentown - Kinkora round trip also stopped at Pemberton. Six round trips operated through South Pemberton to seashore points. These trains branched from the Camden - Pemberton line at Birmingham. Other locals from Camden terminated at Merchantville, Stanwick and Mt. Holly. A total of 20 weekday passenger trains were operated from Camden, which was the maximum number of trains scheduled on the "Back Road" as the line was known.

The number of trains remained relatively constant until the mid-1920's when construction of new state highways to accommodate the growing number of automobiles took its toll. By April 1932, only 14 round trips were scheduled. The number was reduced to nine round trips one year later and to five by April 1940. Three of these trains terminated in Pemberton and the other two operated to Bay Head Junction by way of South Pemberton. No further schedule changes were made until June 23, 1952, when the Toms River service that had been previously cut back from Bay Head Junction was abandoned. One of these trains was rescheduled to operate Camden - Pemberton and the other was discontinued. A further service reduction was made in the mid-1950's when one of the four Pemberton trains was discontinued. Effective July 18, 1960, one or the three remaining trains was eliminated. This train was briefly reinstated in the fall of 1960, but by December 12, 1960 was permanently discontinued.

The last major schedule change became effective July 7, 1962 when one of the two remaining round trips was terminated at Moorestown instead of Pemberton. Both trains were handled by a single crew and equipment couplet. A Baldwin 1000 or 1200 hp diesel roadswitcher and two P70 coaches Nos. 1041 and 1046, were used.

Effective November 2, 1966, the terminus in Camden was relocated from Broadway to a new facility near 12th and Federal Streets. Although this change was necessary to make way for the construction of the PATCO high-speed line, the inconvenient bus transfer resulted in a sizable loss of traffic.

Early in the fall of 1967, the train was reduced to a single coach and coach No. 1041 was retired.

During the last year of operation the train was not kept overnight in Pemberton, but deadheaded back to Camden and stored at the Pavonia engine-house. An early morning deadhead move departed from Pavonia about 5:15 AM to move the equipment to Pemberton for the start of the daily cycle.

April 25, 1969 dawned sunny and mild for the last day of passenger service. Engine No. 8084, class BS-12as, with coach No. 1046 arrived in sufficient time for the scheduled departure time as train No. 988 at 6:37 AM. The crew consisted of Conductor Bill Claypoole, Trainman Art Anderson, Engineer Bob Peters and Fireman Lou Gelsomini.

Seven passengers, including the author, boarded the train. Mrs. Emma Wrixford of Pemberton was the only regular passenger. Aunt Emma, as she was known to the other regular passengers, had ridden the Pemberton locals for over 40 years. Departure was on schedule at 6:37 AM. Nineteen regular passengers boarded the train at various stations along the line and train No. 988 arrived at 12th Street on time.

The final departure from Camden was a festive occasion. A large crowd was on hand to board the last train. Fortunately PRSL coach No. 9875 was added to the consist in anticipation of the crowd. Train No. 987 departed on time at 5:33 PM with the two coaches nearly filled to capacity. At every stop many people, some with children, got on or off the train. Some only rode to the next station. It may have been the only train ride many of them would experience.

A small crowd of spectators at Pemberton greeted the train which was running a few minutes late because of the passenger traffic. Including the passengers, the group numbered about 50 persons. Mrs. Wrixford was presented with a floral bouquet in honor of her many years as a regular rider. Many photographs were taken of the train, the crew and the crowd. After 10 or 15 minutes the crowd began to disperse and the empty consist was deadheaded to Camden for the final time. One hundred and two years of direct Camden - Pemberton passenger service had ended.