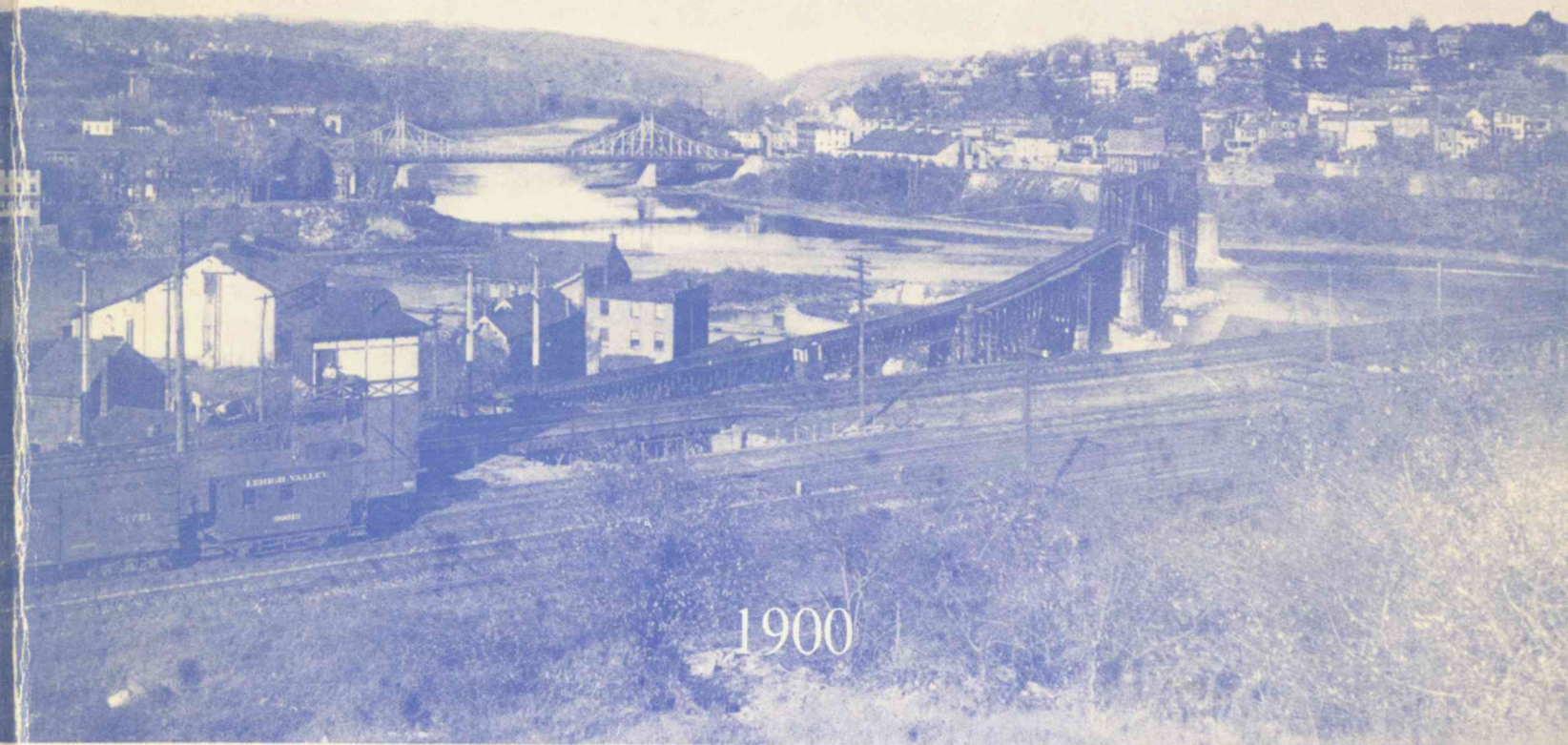


Forks of the Delaware Area

A Picture Album



1900



1966

Lafayette Collection
y
20877

Forks of the Delaware Area

By

Ronald W. Wynkoop, Sr.

A photo album with views of Easton and Phillipsburg during the late eighteen hundreds and the early nineteen hundreds with comparison photos taken in 1966. Easton scenes include: Centre Square, Northampton Street, South Side, College Hill, Island Park, Lehigh River, and many more.

Phillipsburg scenes include: Union Square, South Main Street, Morris Canal, Mt. Parnassus, Delaware River and Greens Bridge.

Special scenes include: Paxinosa Inn, The Orpheum Theatre, Trolley Cars, The Old Covered Bridge, and The Wreck of The Lehigh Valley Railroad's Black Diamond.

To the David Bishop Skillman Lib
Lafayette College - March 14, 1966

Ron Wynkoop, Sr.

258877



1918

DEDICATION

In memory of my father,
Walter R. Wynkoop, Sr.

ACKNOWLEDGMENT

I wish to express my sincere appreciation to the following friends for their valuable assistance toward making this project a success:

Mr. Harvey Morgenstern — Phillipsburg

Miss Constance Moy — Phillipsburg

Mr. Harry Spitznagle — Phillipsburg

Mr. John Vanderbilt — Warren Glen

FOREWORD

The photographs contained in this volume have been carefully selected to assure a greater coverage of the areas where the most noticeable changes have taken place throughout the years. So that these changes might easily be recognized and compared, an attempt was made to photograph each present-day scene from the spot where the photographers took their pictures many decades ago. Due to the presence of new buildings and the growth of thousands of trees, this task was most difficult.

While taking the pictures it was quite interesting to learn some of the history concerning many of these areas. For instance, Lafayette College first began on Canal Street in Easton, Pa., before moving to its present location where it would be free of danger if the Lehigh River overflowed its banks. Also, that the carousel in the amusement area at Island Park was later taken to Bushkill Park where it is still in use today.

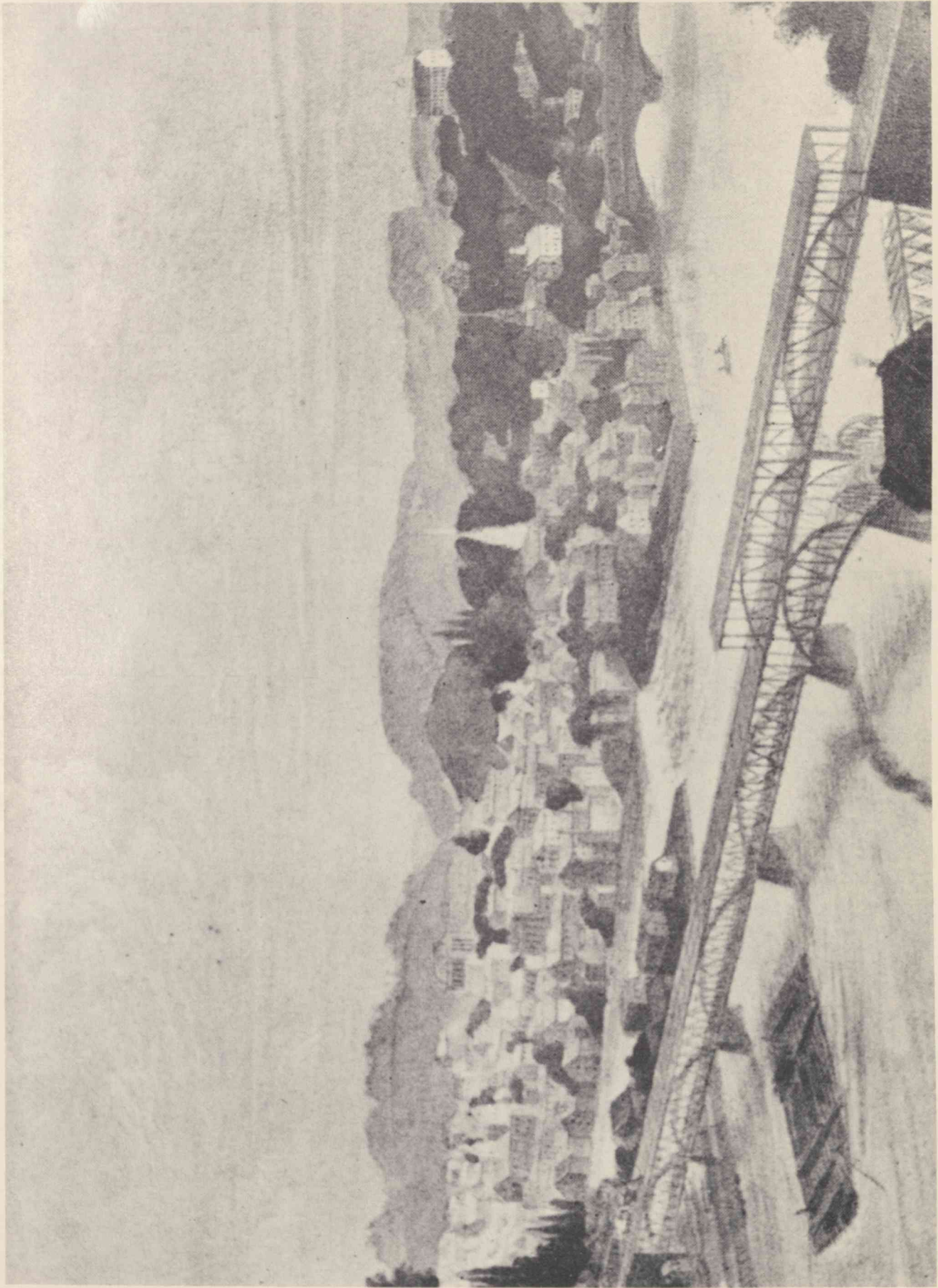
The present Lehigh and Hudson Railroad Bridge that crosses the Delaware River from Phillipsburg to Easton was once the shortest railroad in the country. It was known as the South Easton and Phillipsburg Railroad. It might be interesting to note that when a long freight train crosses this bridge it is in two states (New Jersey and Pennsylvania), two counties (Warren County and Northampton County), two towns (Phillipsburg and Easton), over two rivers (Delaware and Lehigh), over one canal (Delaware Canal), on three railroads (Lehigh and Hudson, Pennsylvania, and Central Railroad of New Jersey), on two bridges (Lehigh and Hudson and Central of N. J.), all at the same time.

A few hundred yards south of this bridge where the Central Railroad of N. J. and the Lehigh Valley Railroad bridges are located, once stood the first railroad bridge across the Delaware River at Easton. It was constructed of wood in 1856 and was double-decked. The upper level went straight through toward South Main Street in Phillipsburg and the lower level branched off on the Pennsylvania Railroad to the Morris Canal, just north of Mt. Parnassus.

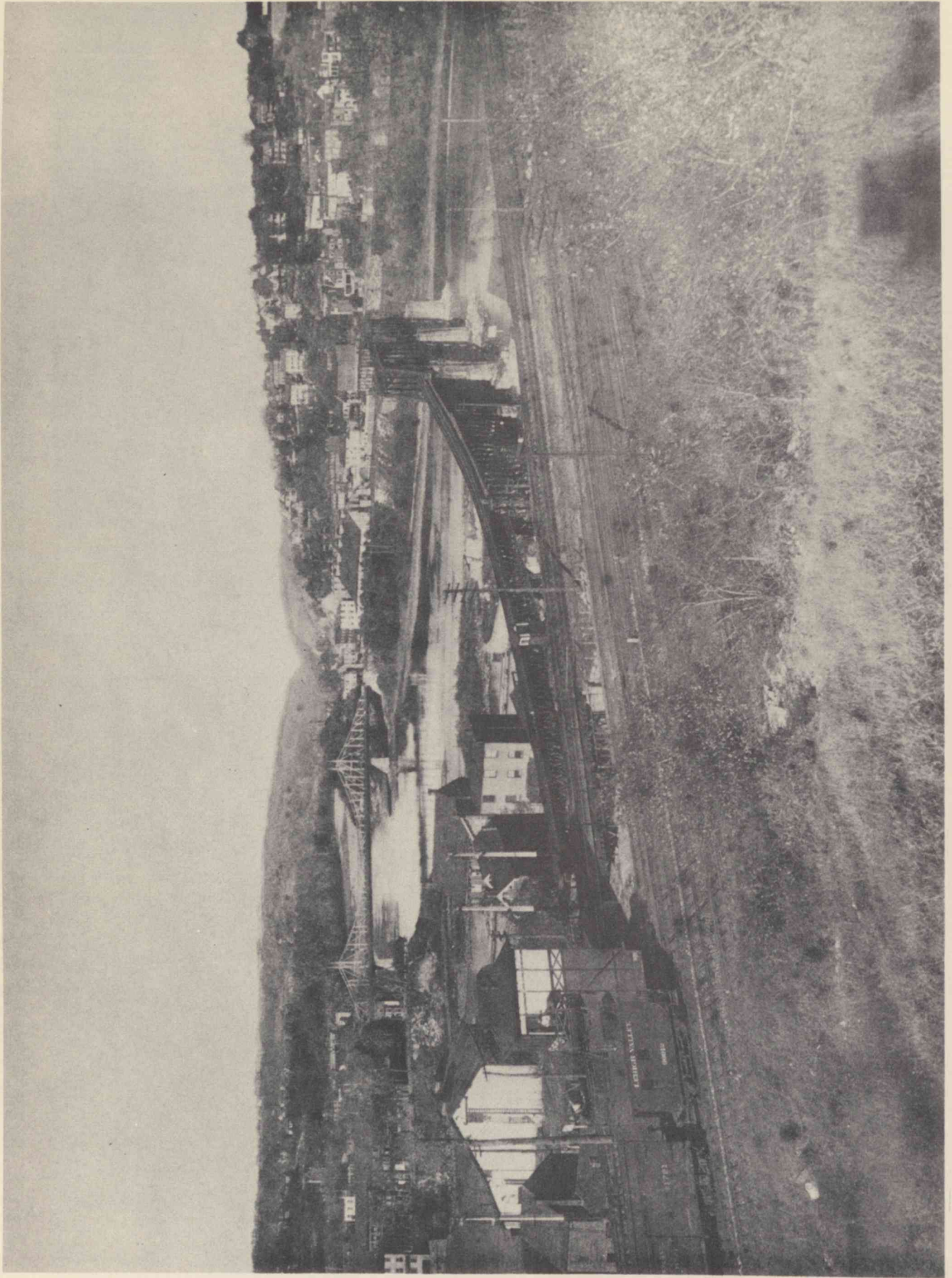
A special section of old photos also appears in this book along with the comparison photos. These pictures are scenes that were too difficult or totally impossible to photograph for comparison.

The Forks of The Delaware Area reveals "the good old days" in all its splendor, returning many fond memories to the senior citizen while young and old alike are made aware of the progress shown toward better living and traveling conditions.

Ronald W. Wynkoop, Sr.
Phillipsburg, N. J.



Forks of the Delaware sketch from Mt. Parnassus about 1857. "Double-deck" railroad bridge in foreground was built of wood in 1856 and was the first railroad bridge across the Delaware at Easton.



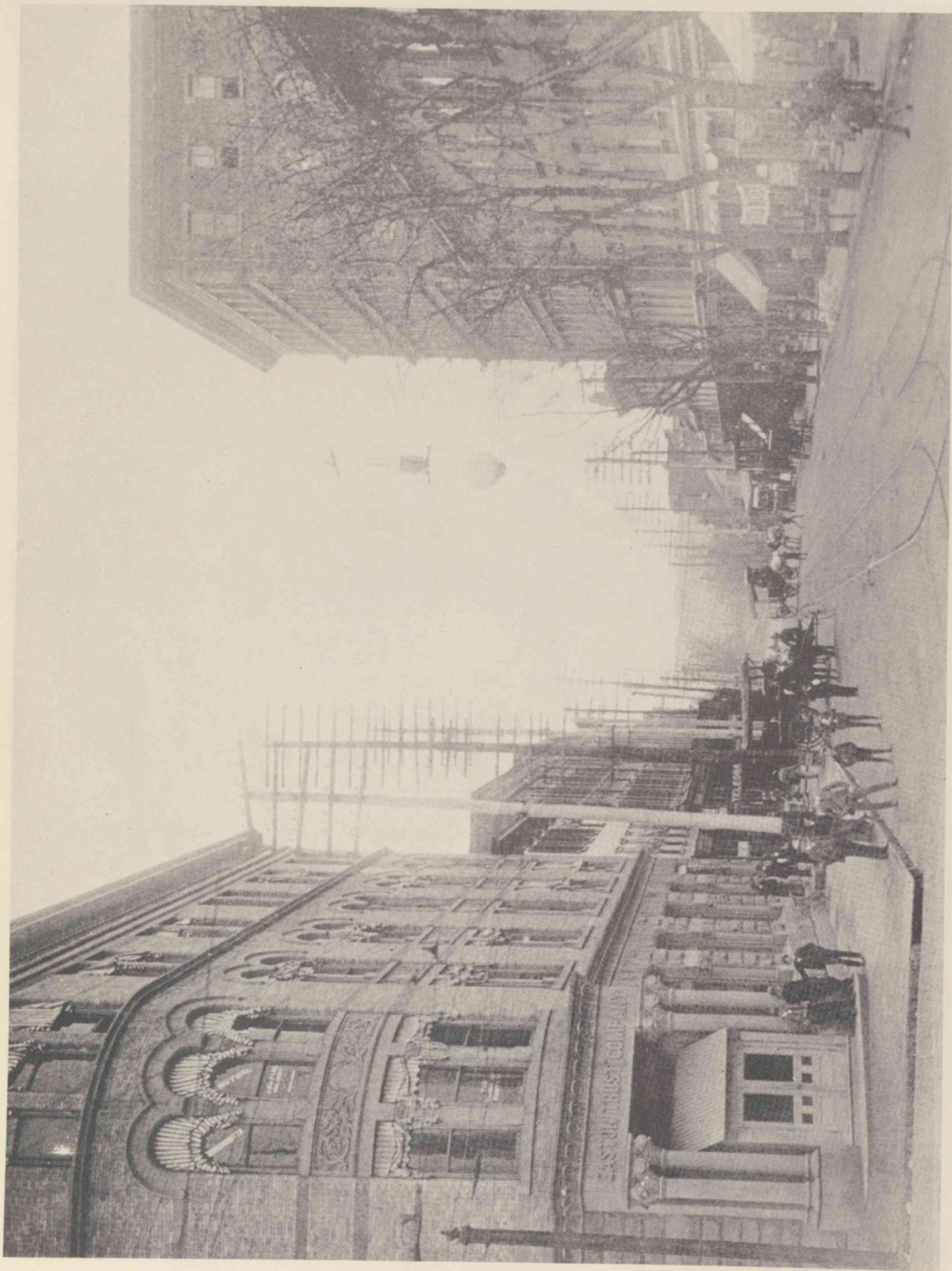
Forks of the Delaware from Lehigh Hill in 1900. Below, same view in 1966.





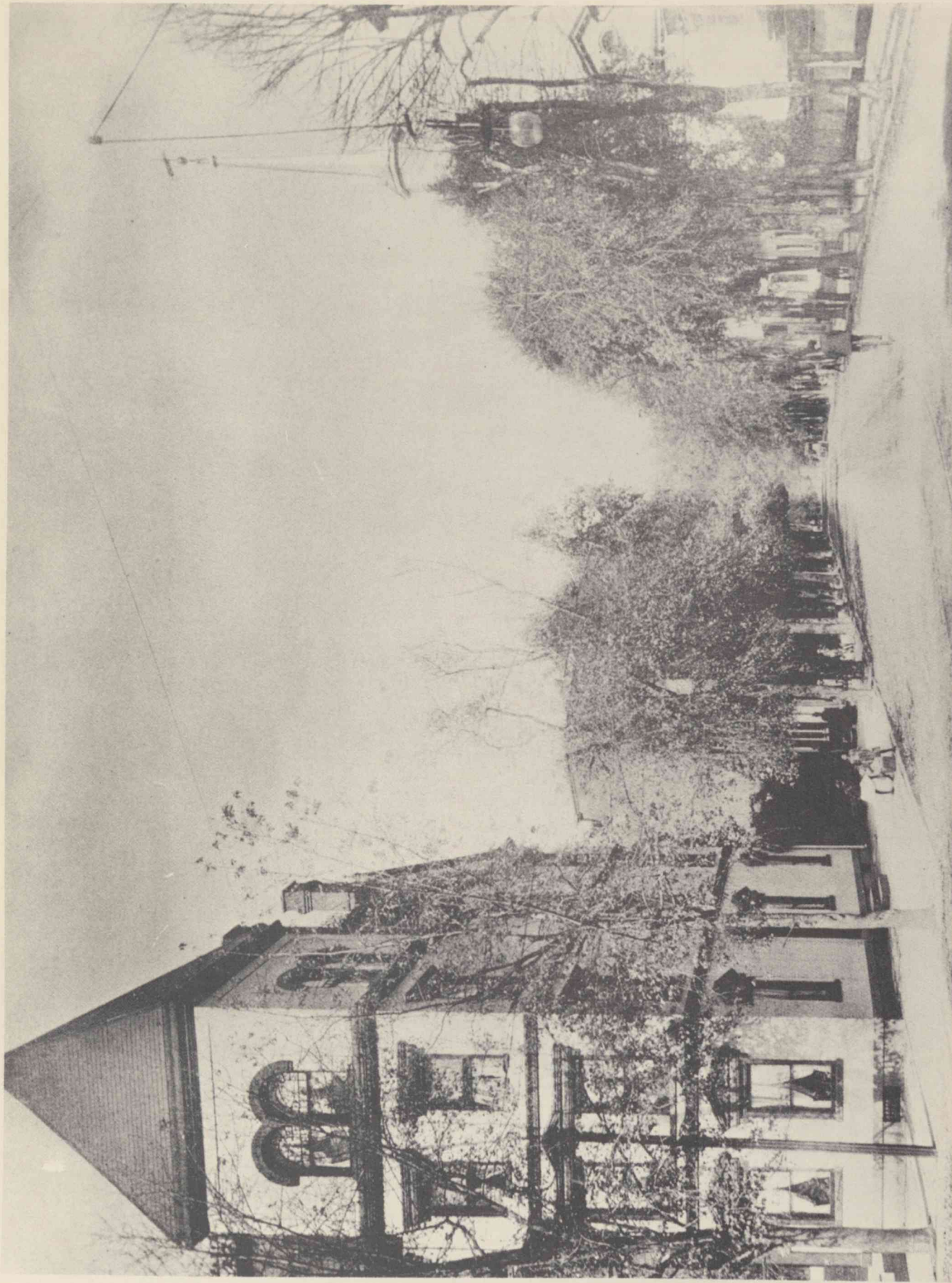
Centre Square, Easton, in 1900. Below, same view in 1966.





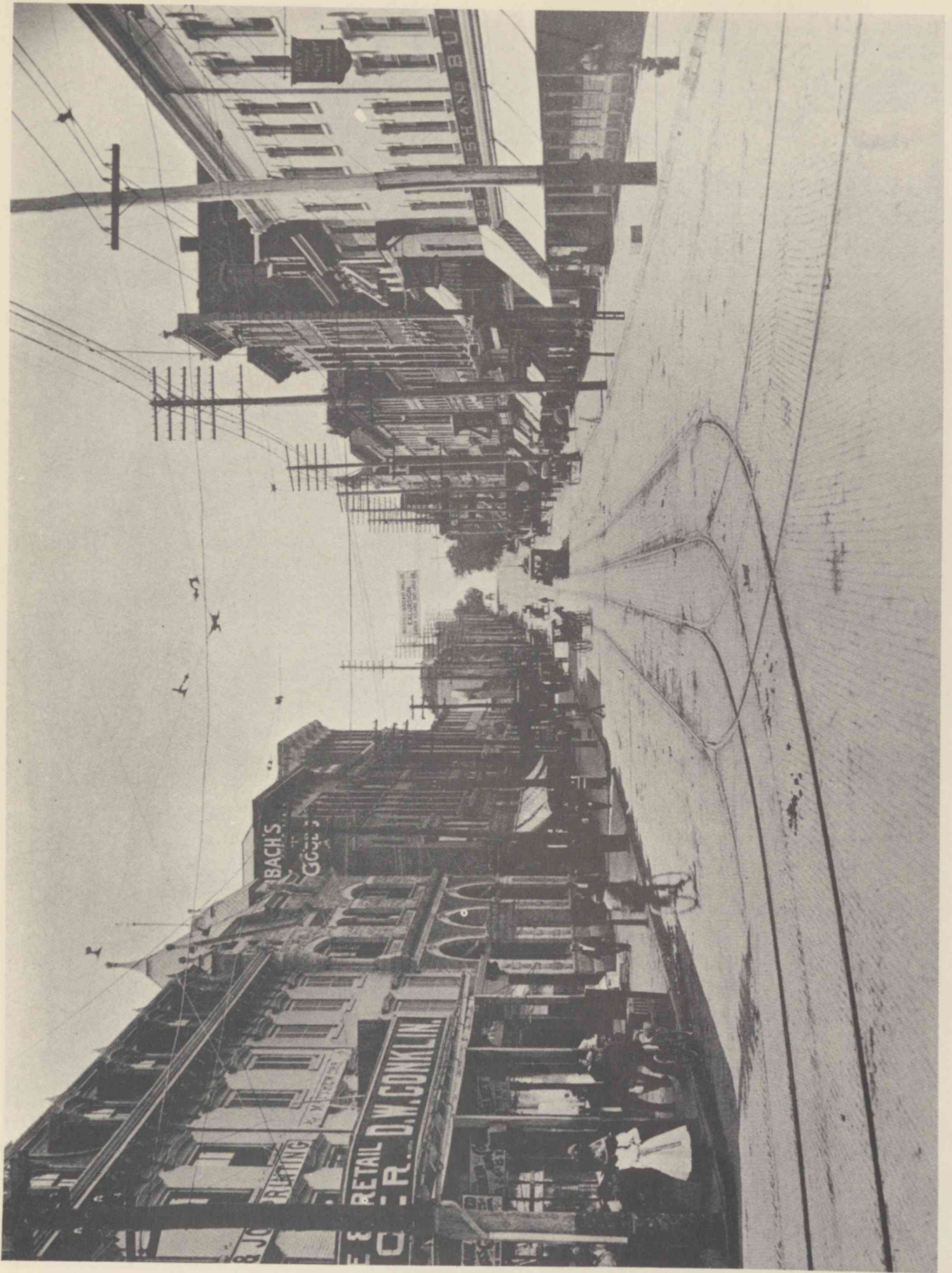
South Third St., Easton, in 1900. Below, same view in 1966.





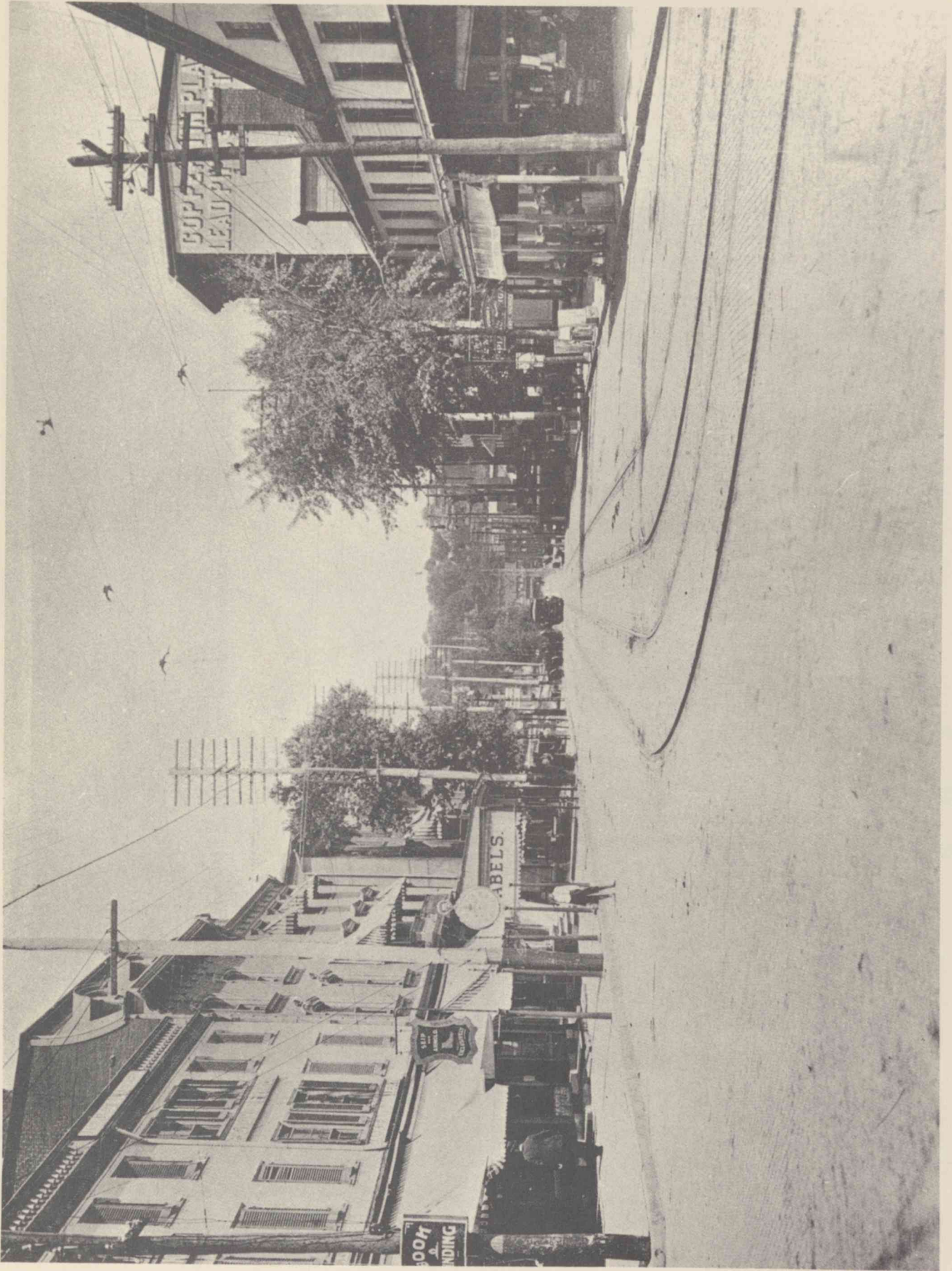
North Third St., Easton, in 1900. Below, same view in 1966.



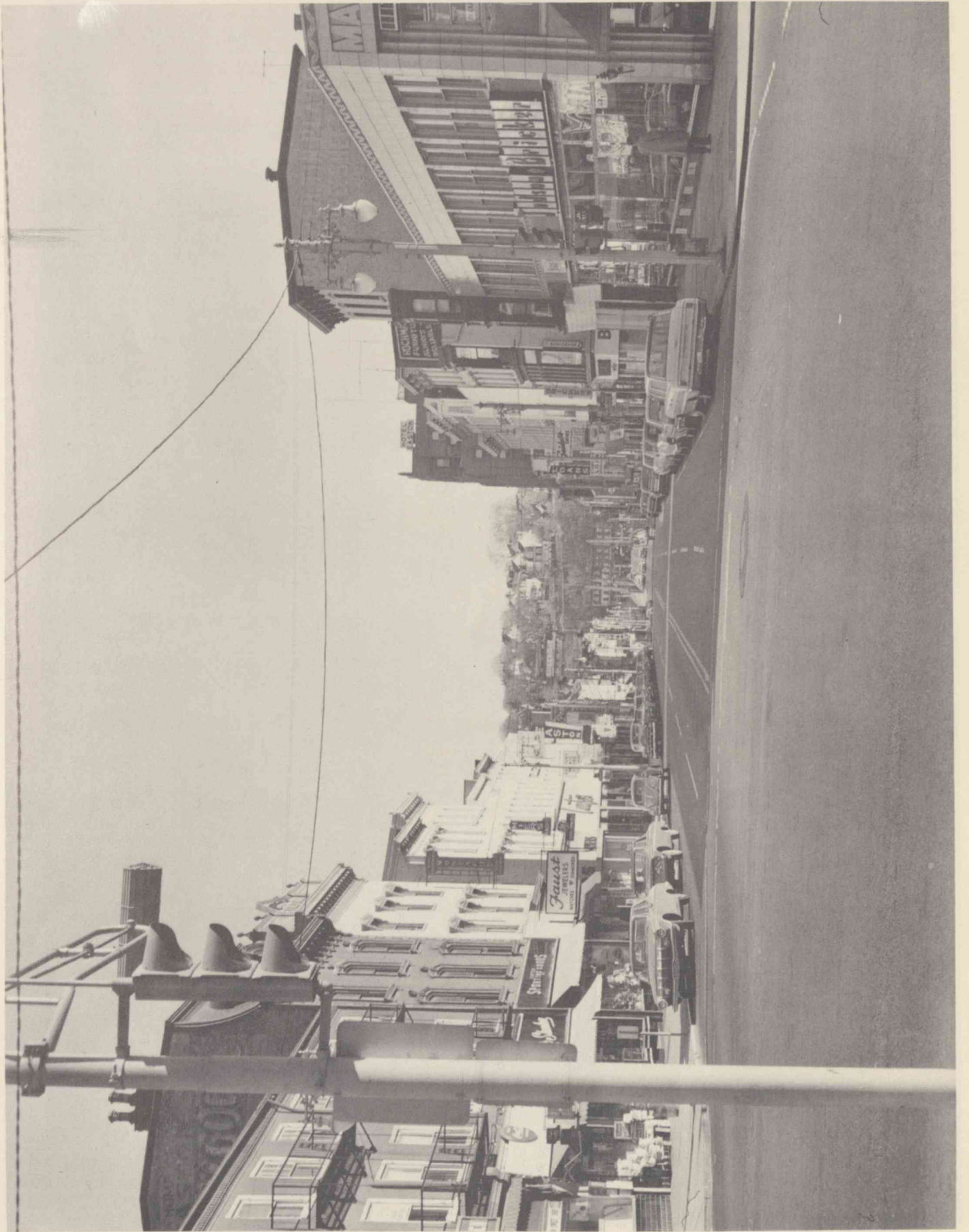


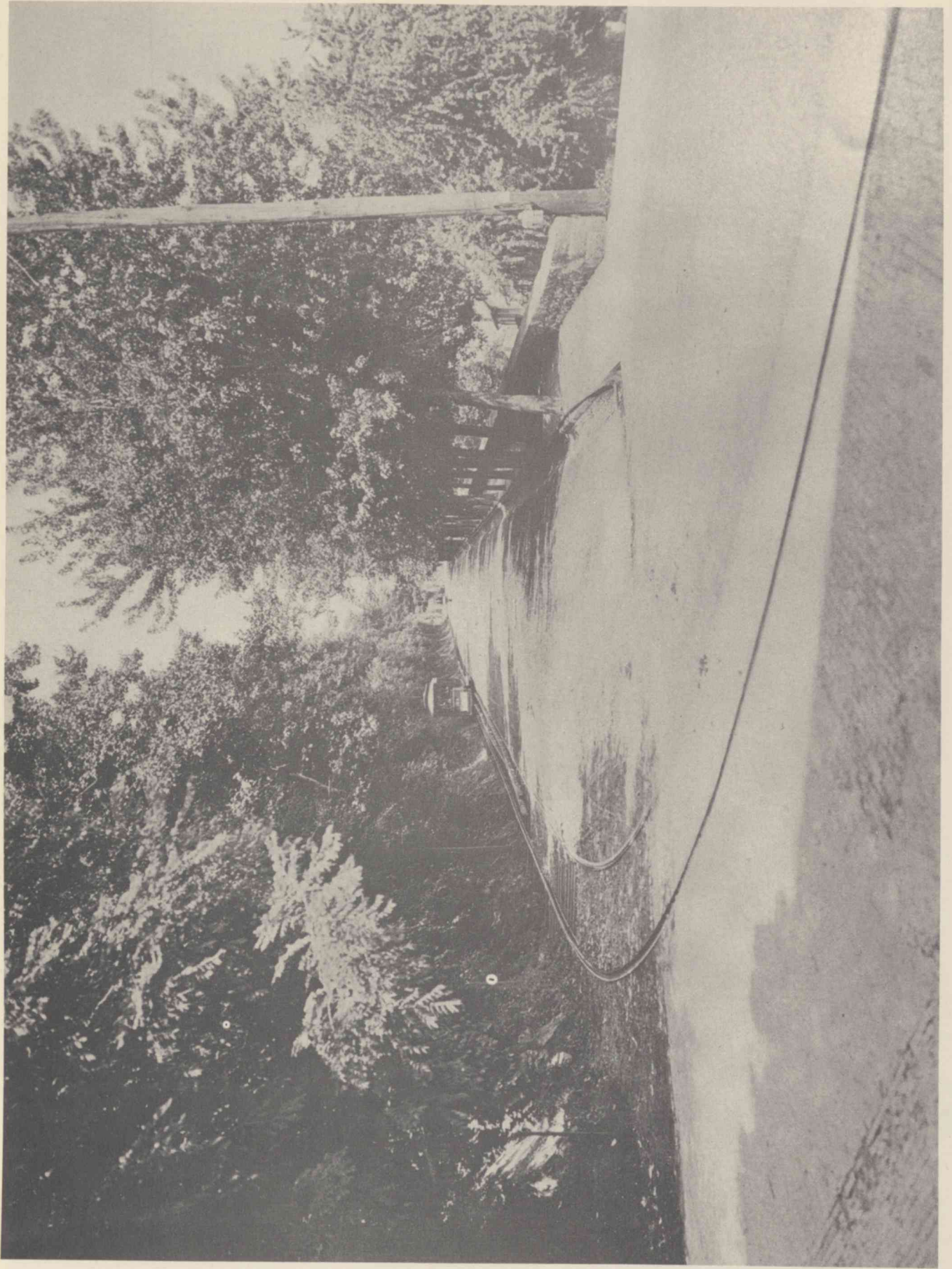
Northampton St., Easton, looking West from Centre Square in 1900. Below, same view in 1966.





Northampton St., Easton, looking East from Centre Square in 1900. Below, same view in 1966.





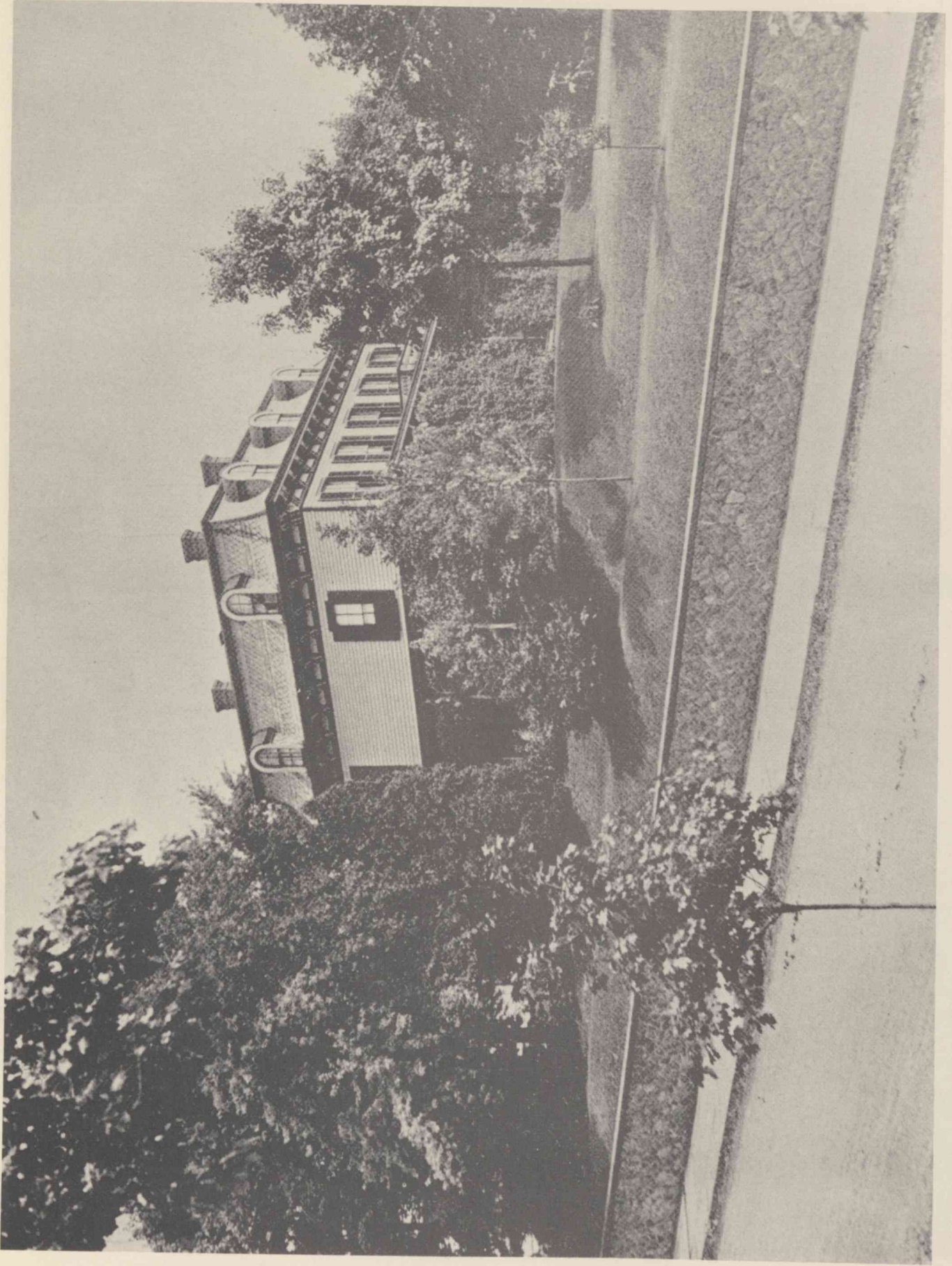
College Avenue, Easton, from the foot of North Third St. in 1900. Below, same view in 1966.





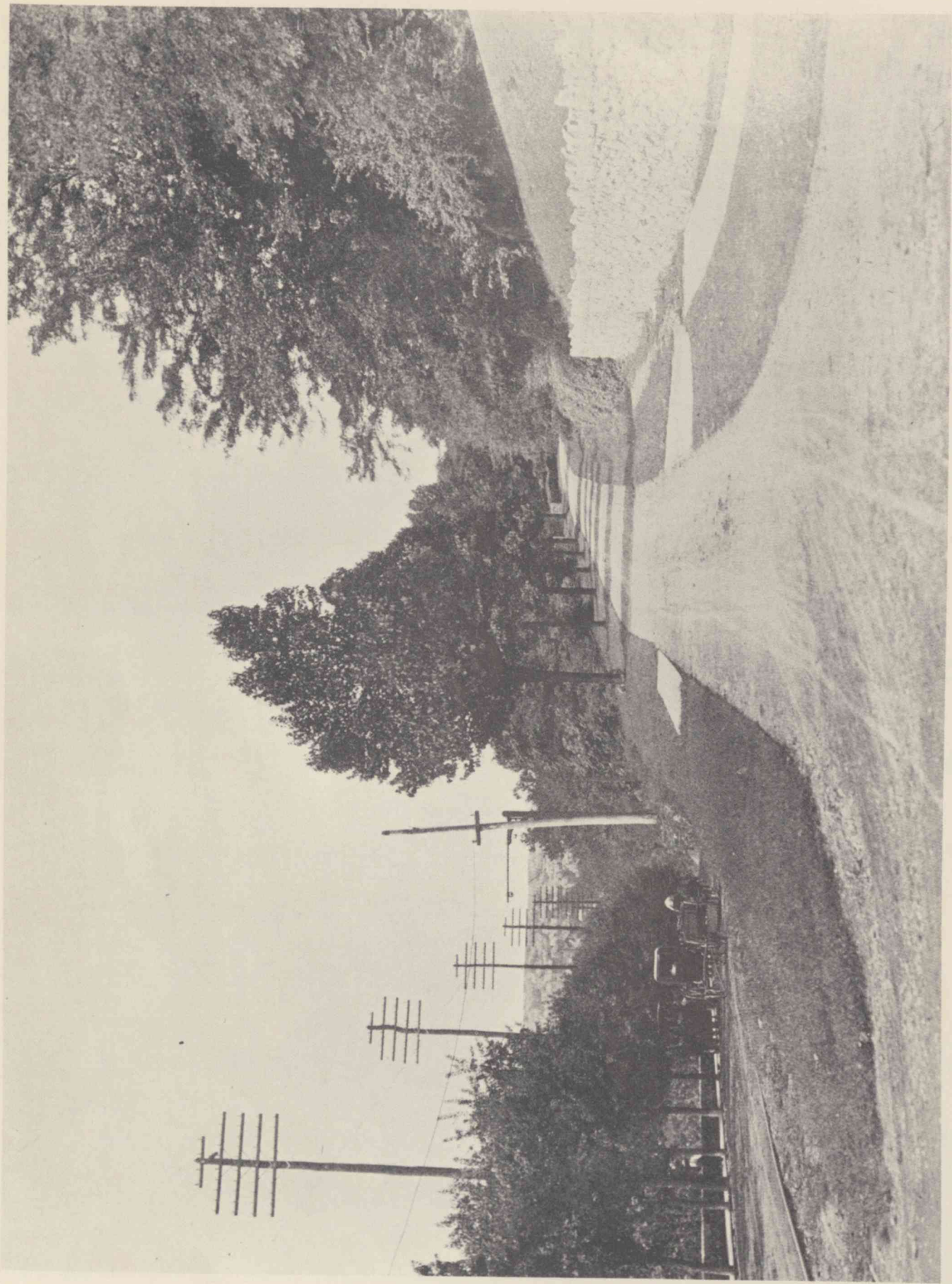
Steps to Lafayette College, Easton, at the foot of College Avenue and North Third St. in 1900. Below, same view in 1966 showing the addition of the archway.





Residence of the President of Lafayette College, Easton, in 1900. Below, same view in 1966.





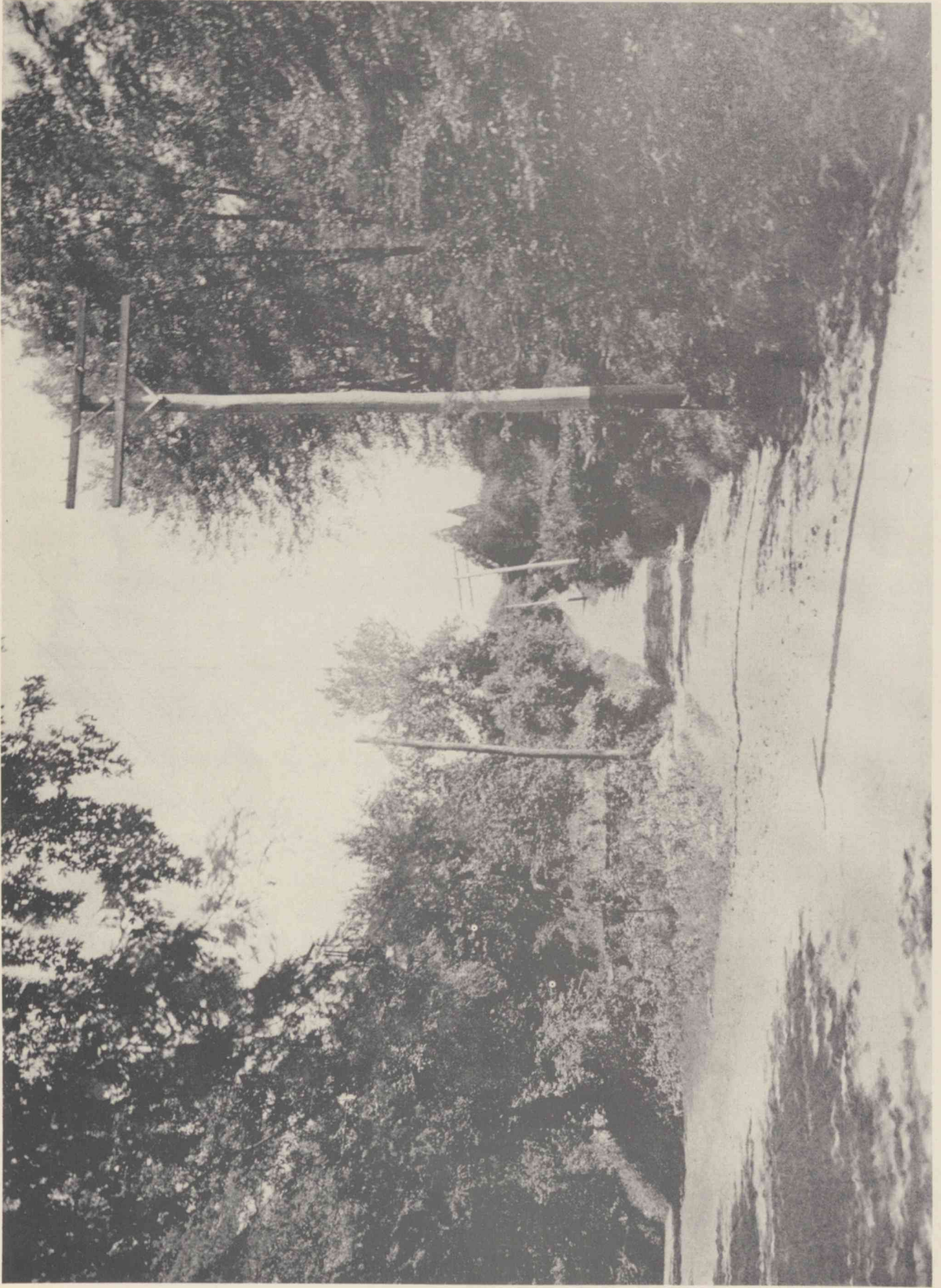
Approach to Lafayette College campus from McCartney Street in 1900. Below, same view in 1966.





Sullivan Lane, Easton, looking East, in 1900. Below, same view in 1966. This road was originally built by General Sullivan during the Revolutionary War in 1779.





Beginning of Sullivan Lane near Bushkill Drive, Easton in 1900. Below, same view in 1966 showing a portion of the Lehigh Valley Thruway on the left at Cemetery Curve.





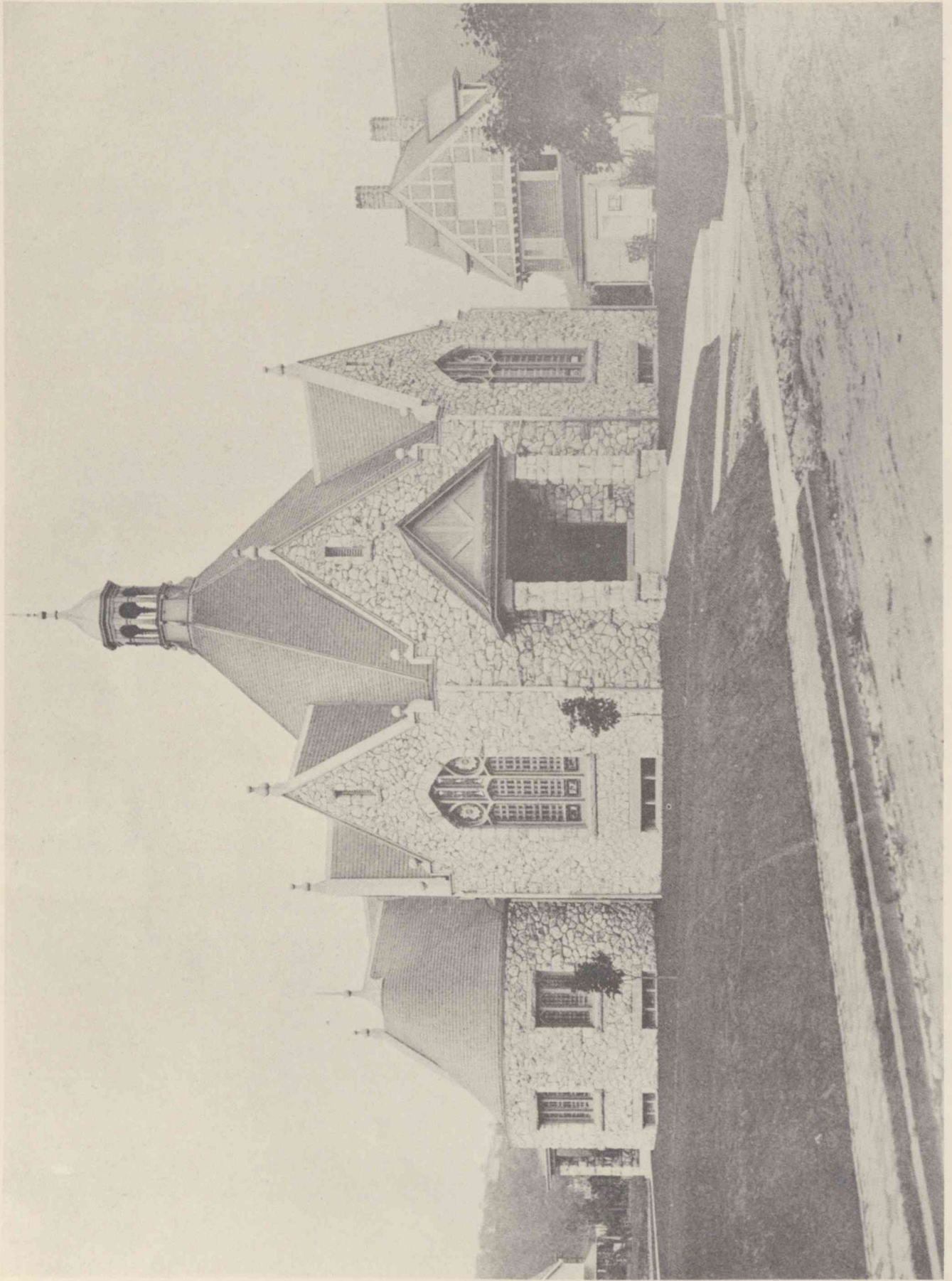
Sullivan Lane looking West from the rear of Lafayette College in 1900. Below, same view in 1966.





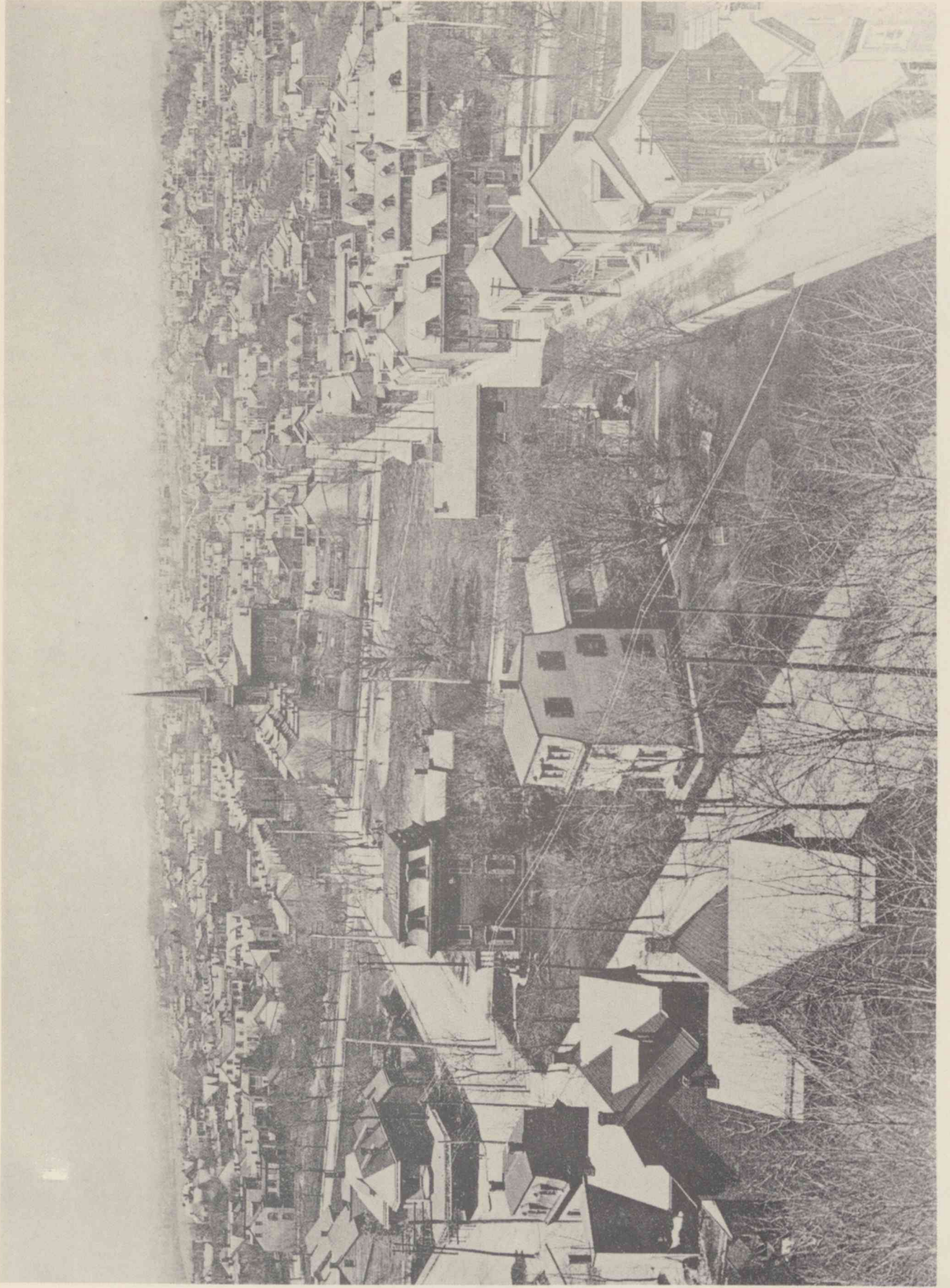
Sullivan Lane looking West in 1900. Below, same view near the Lehigh Valley Thruway in 1966.



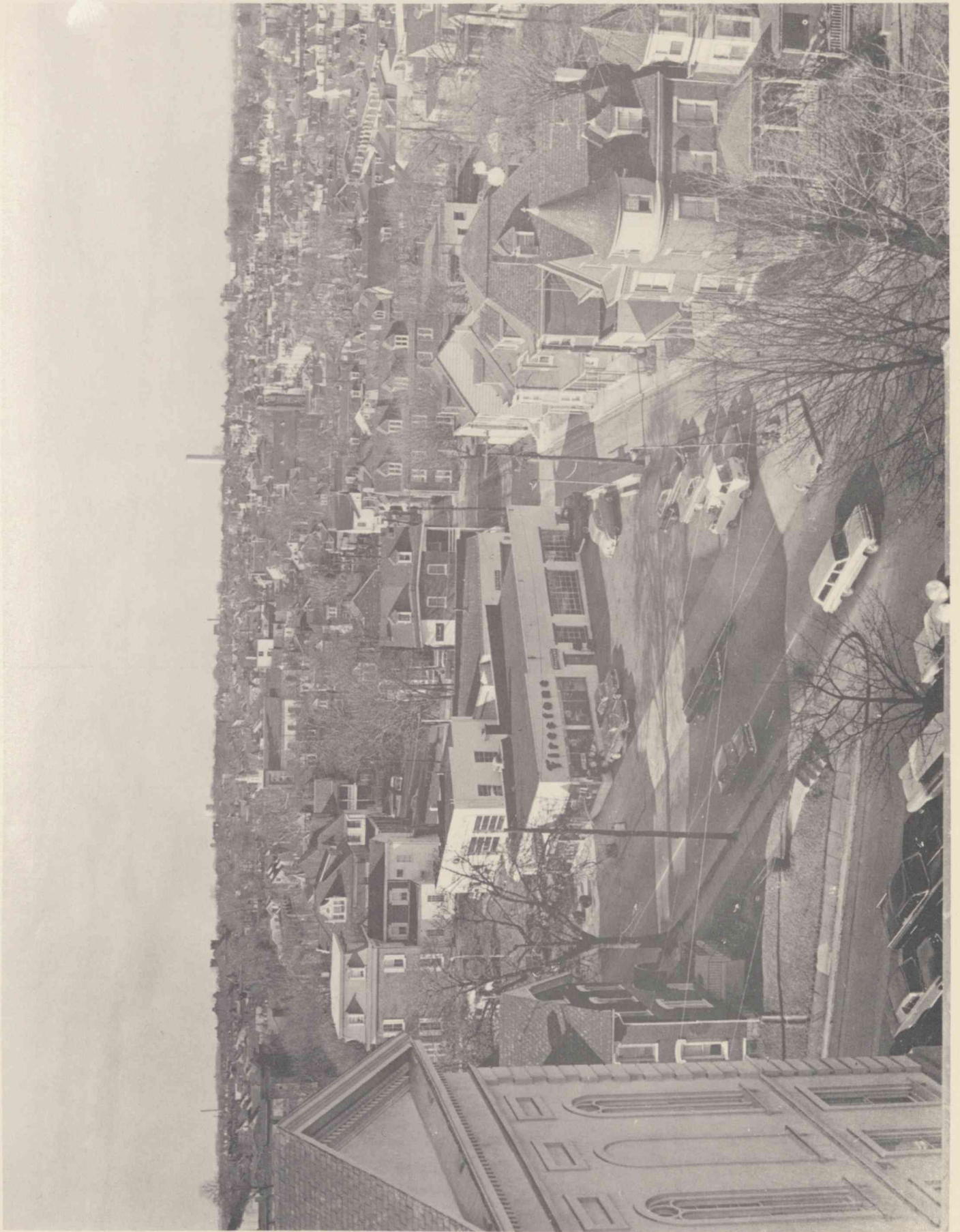


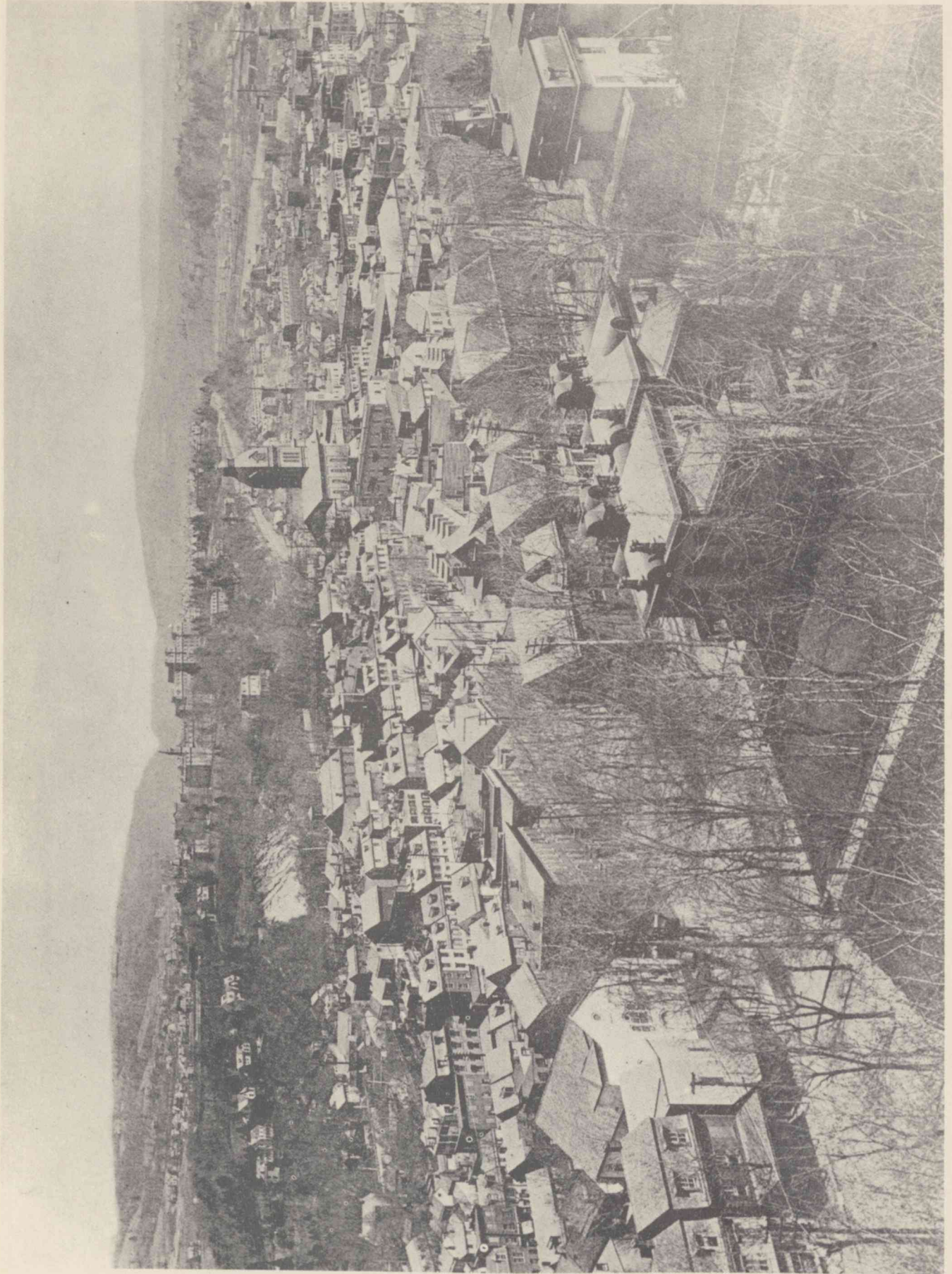
College Hill Presbyterian Church in 1900. Paxinosa Inn can be seen on Weygadt Mountain in the distance at the left center. Below, same view in 1966.



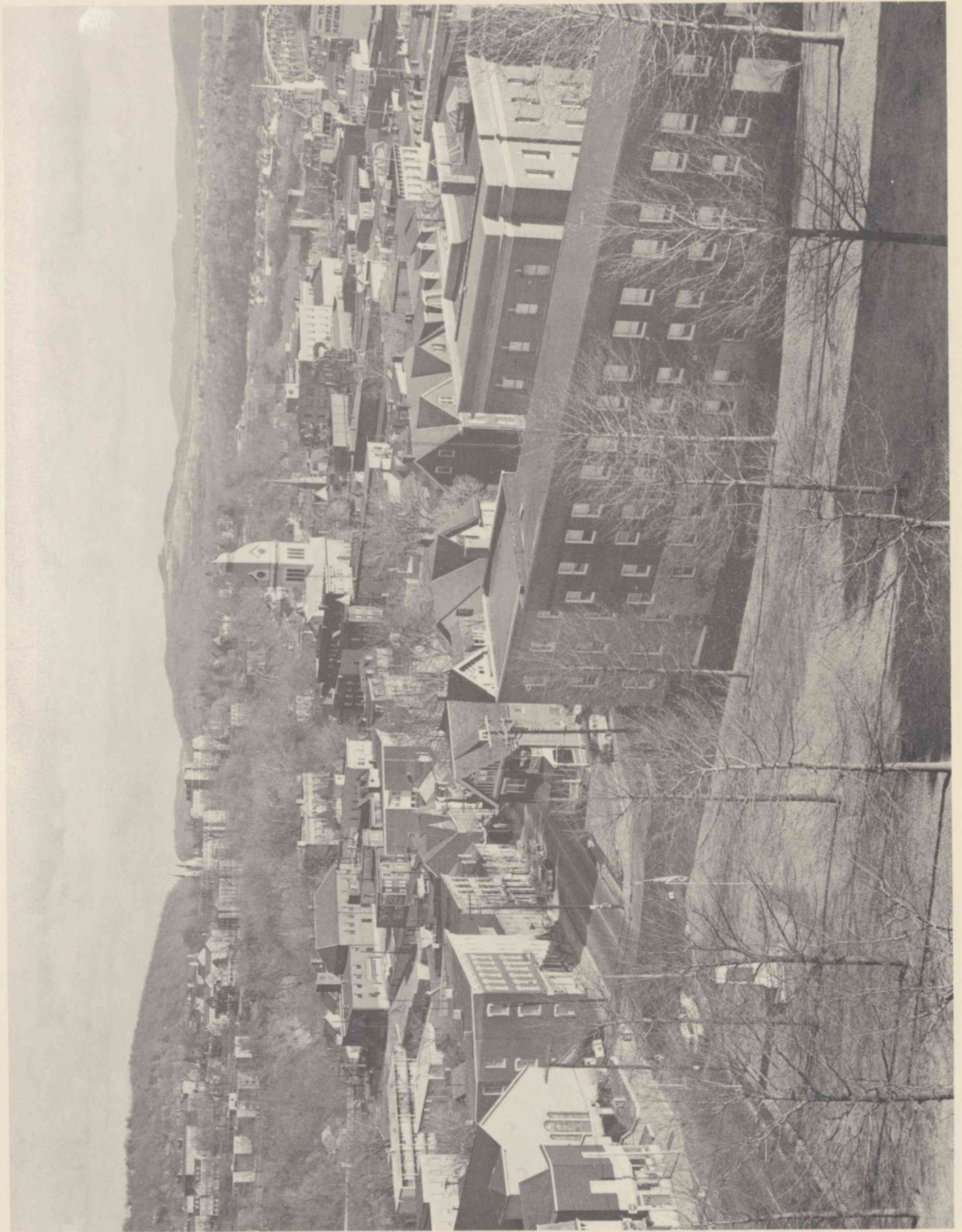


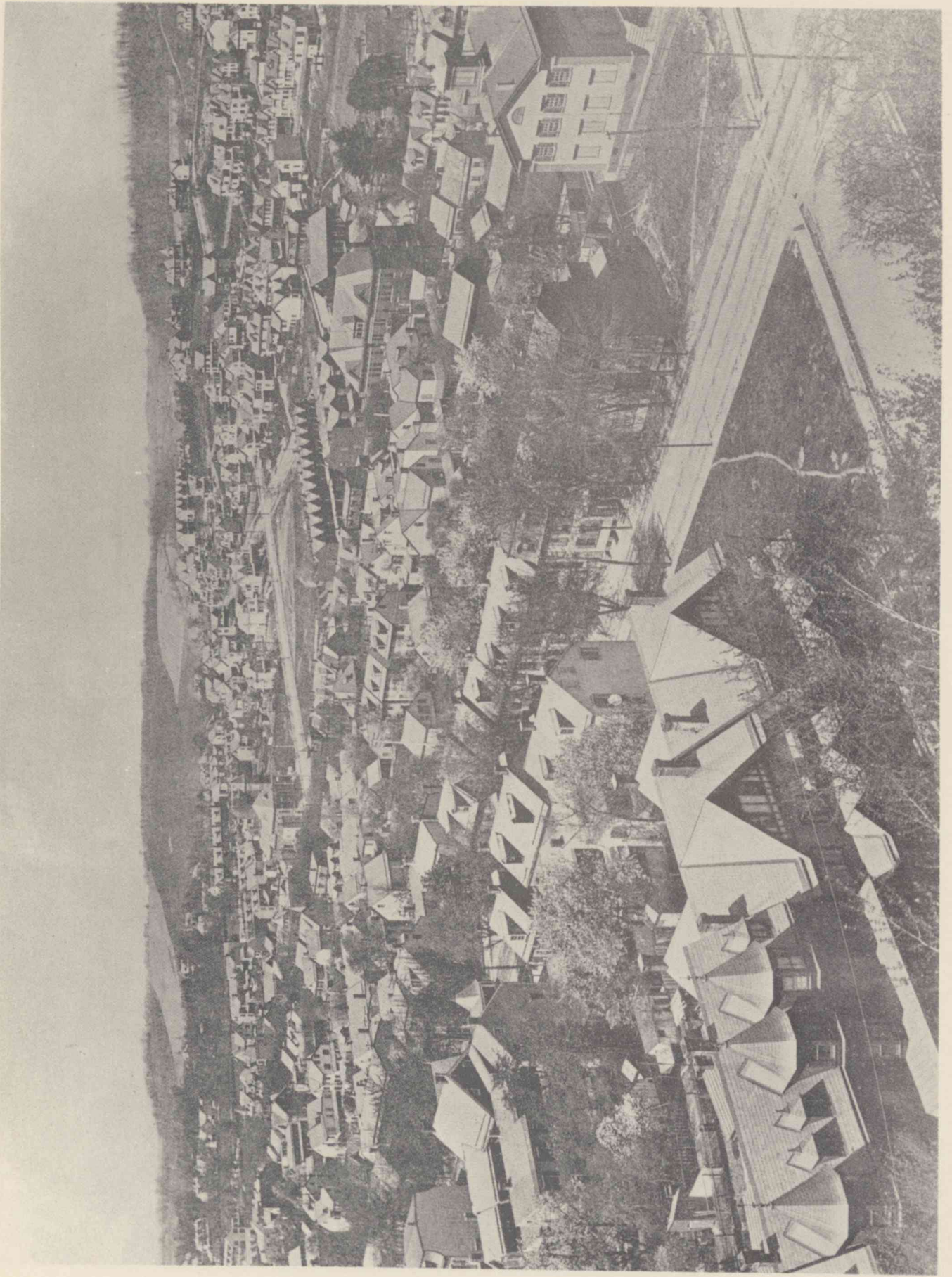
Easton from the Northampton County Courthouse steeple looking West in 1900. Below, same general view in 1966 from the roof of the courthouse.





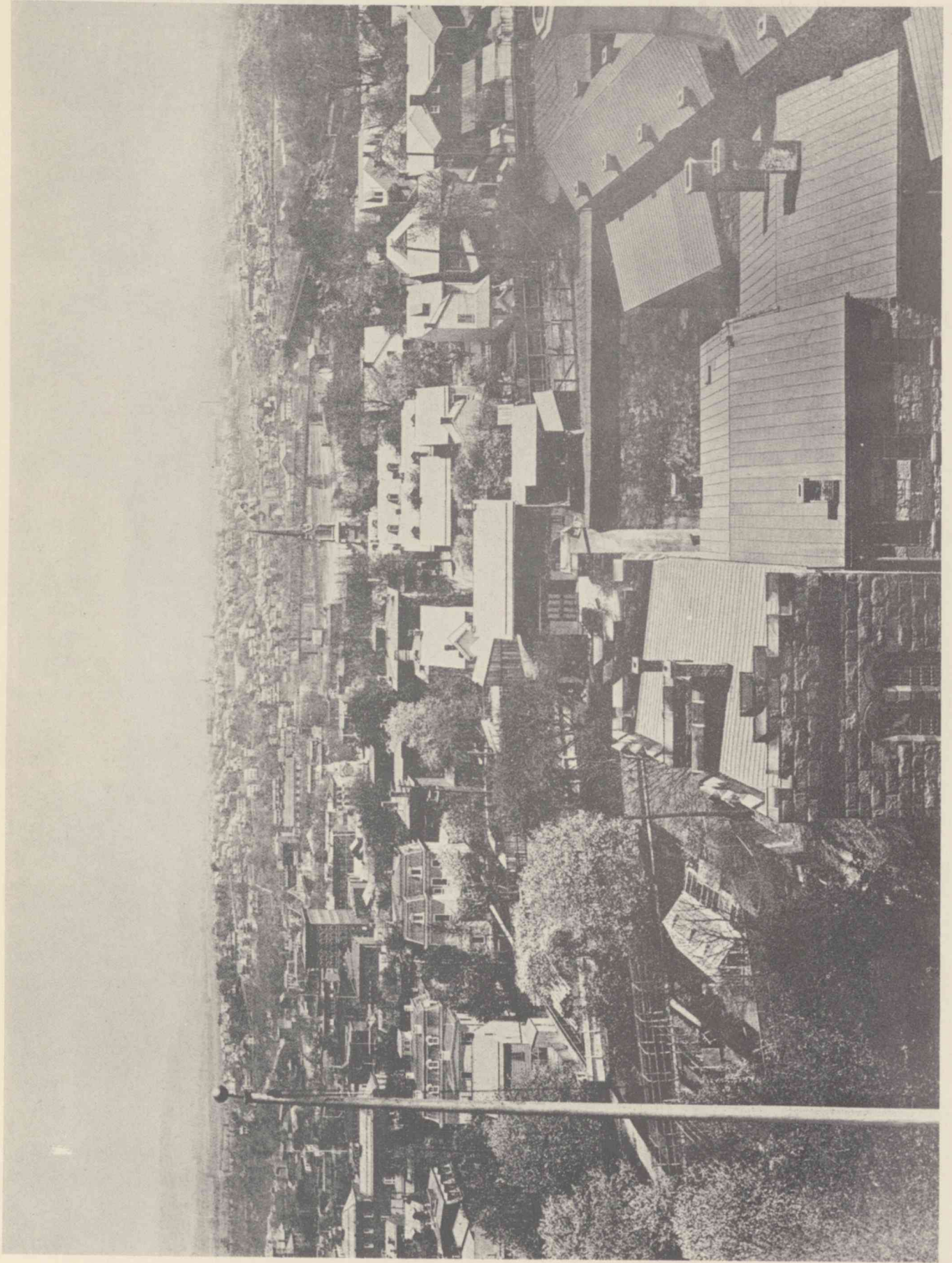
Easton from the courthouse steeple looking Northeast in 1900. Below, same view from the roof in 1966.



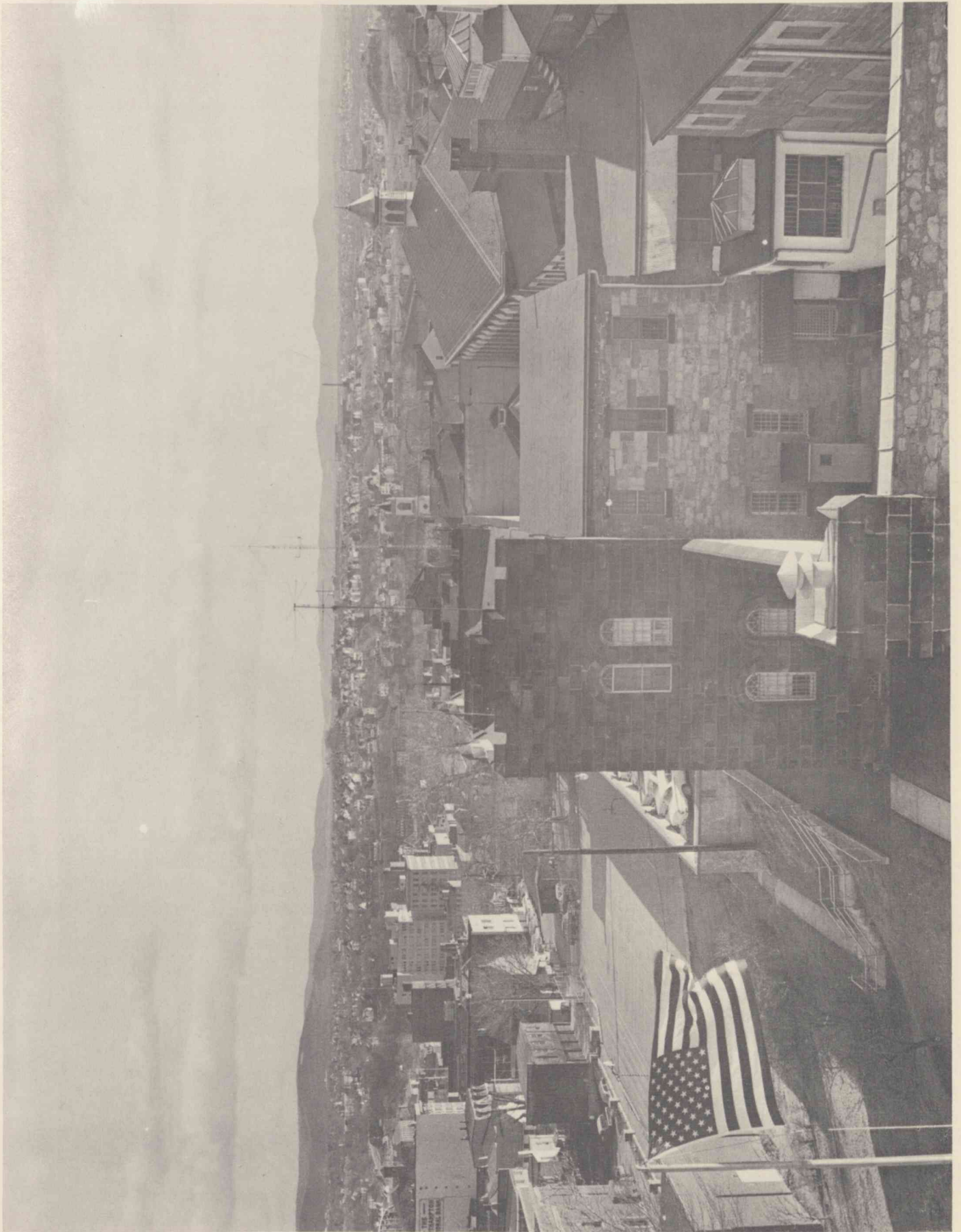


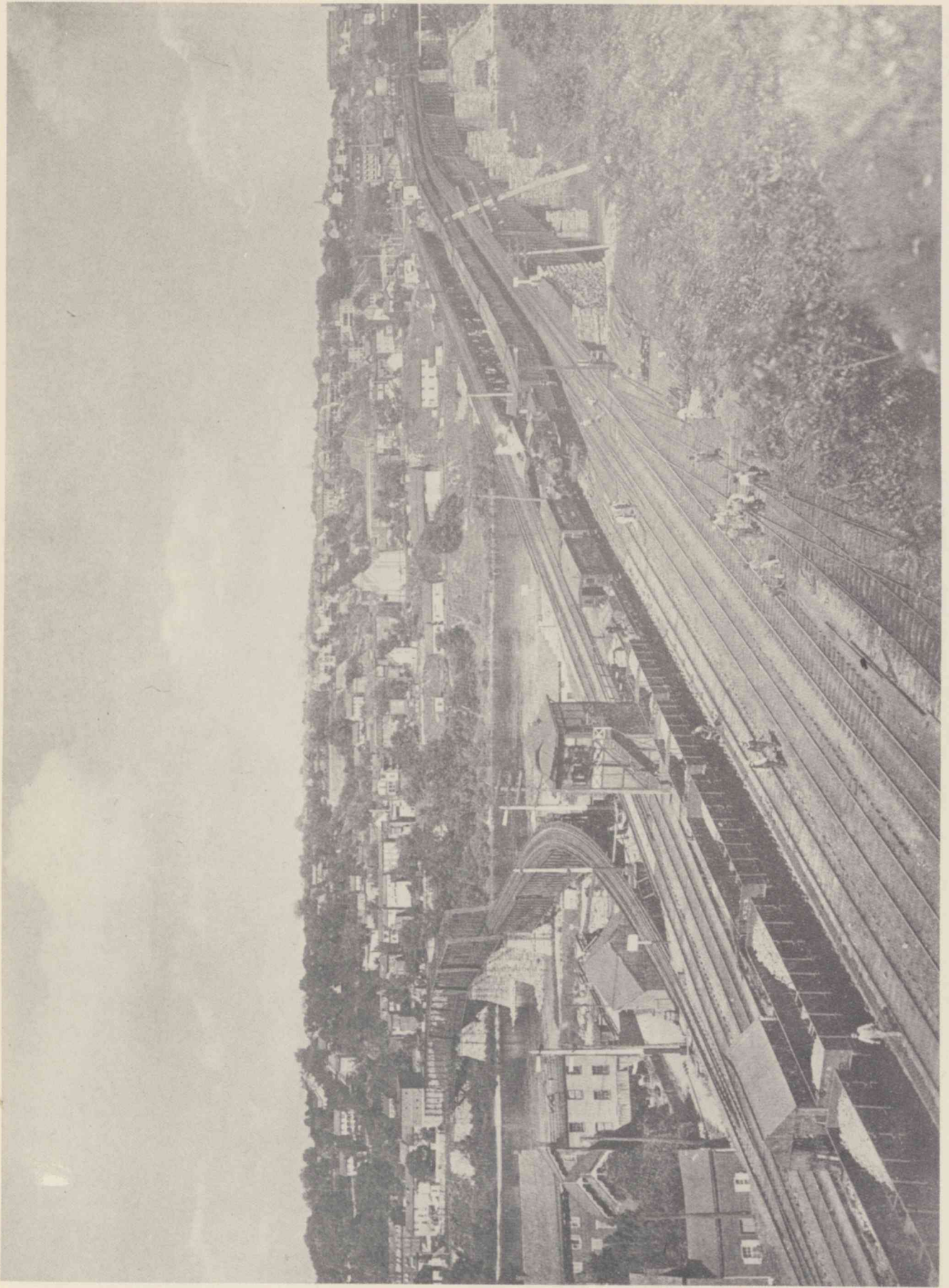
Easton from the courthouse steeple looking Northwest in 1900. Below, same view from the roof in 1966.



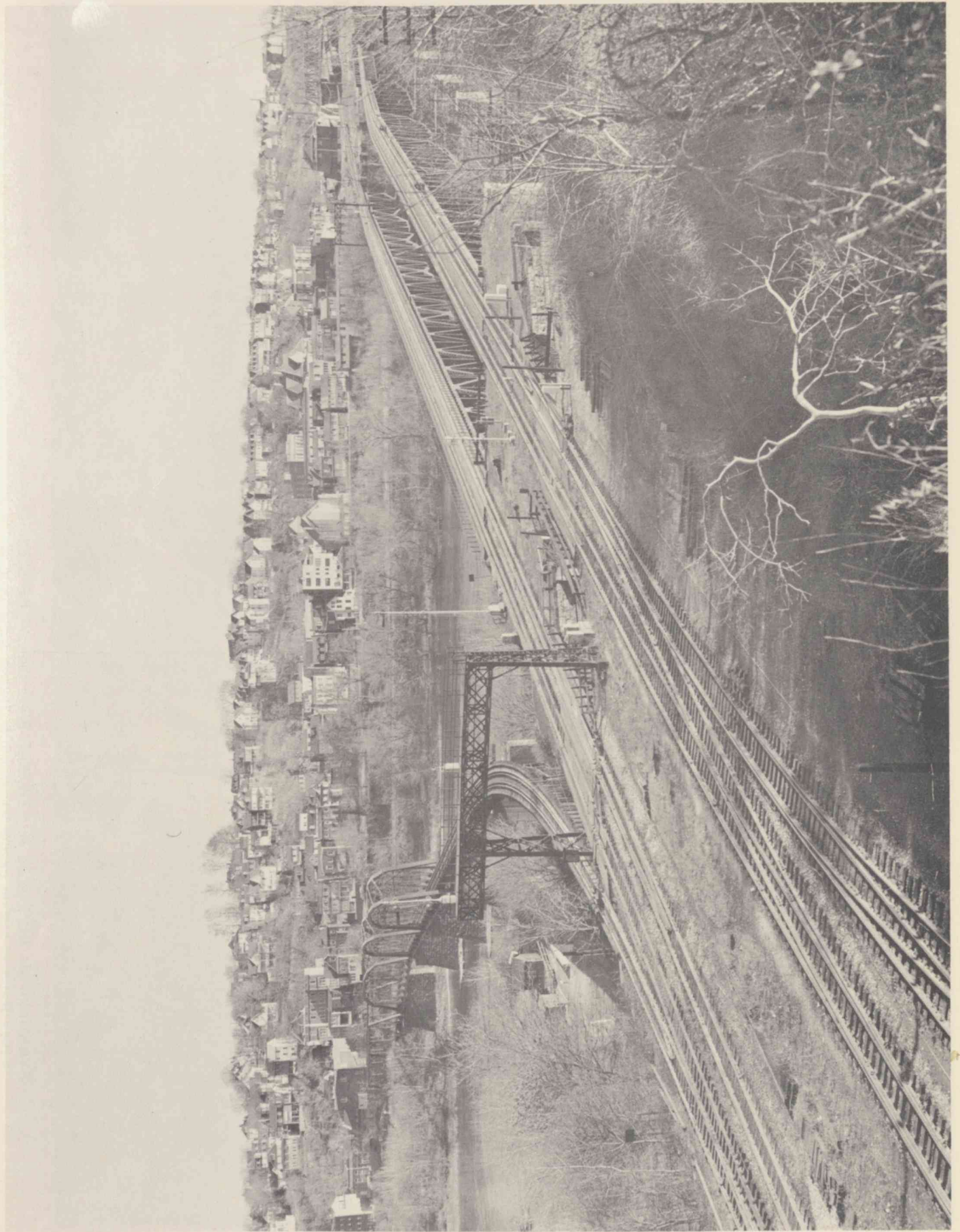


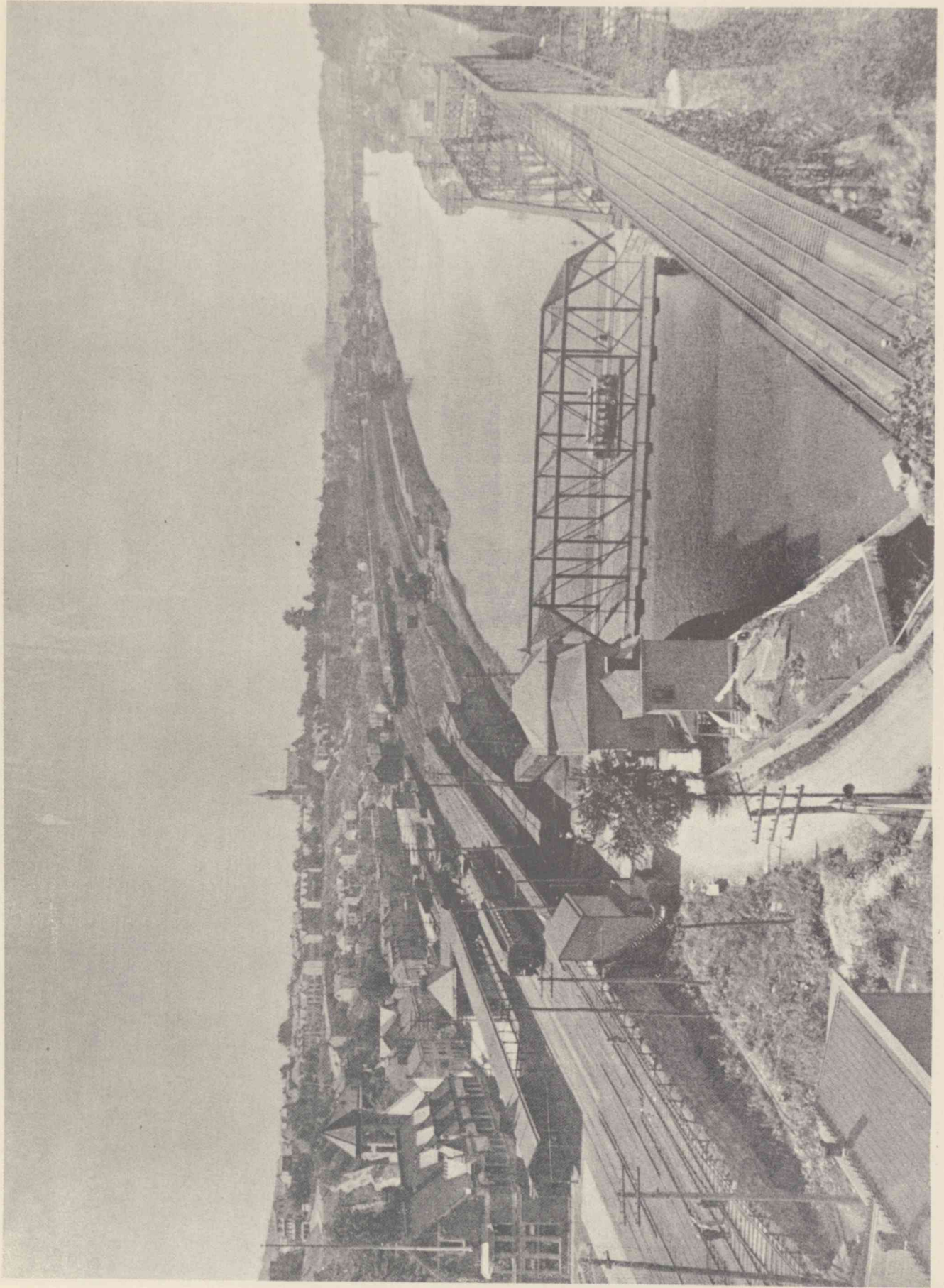
Easton from the courthouse steeple looking East in 1900. Below, same view from the roof in 1966.





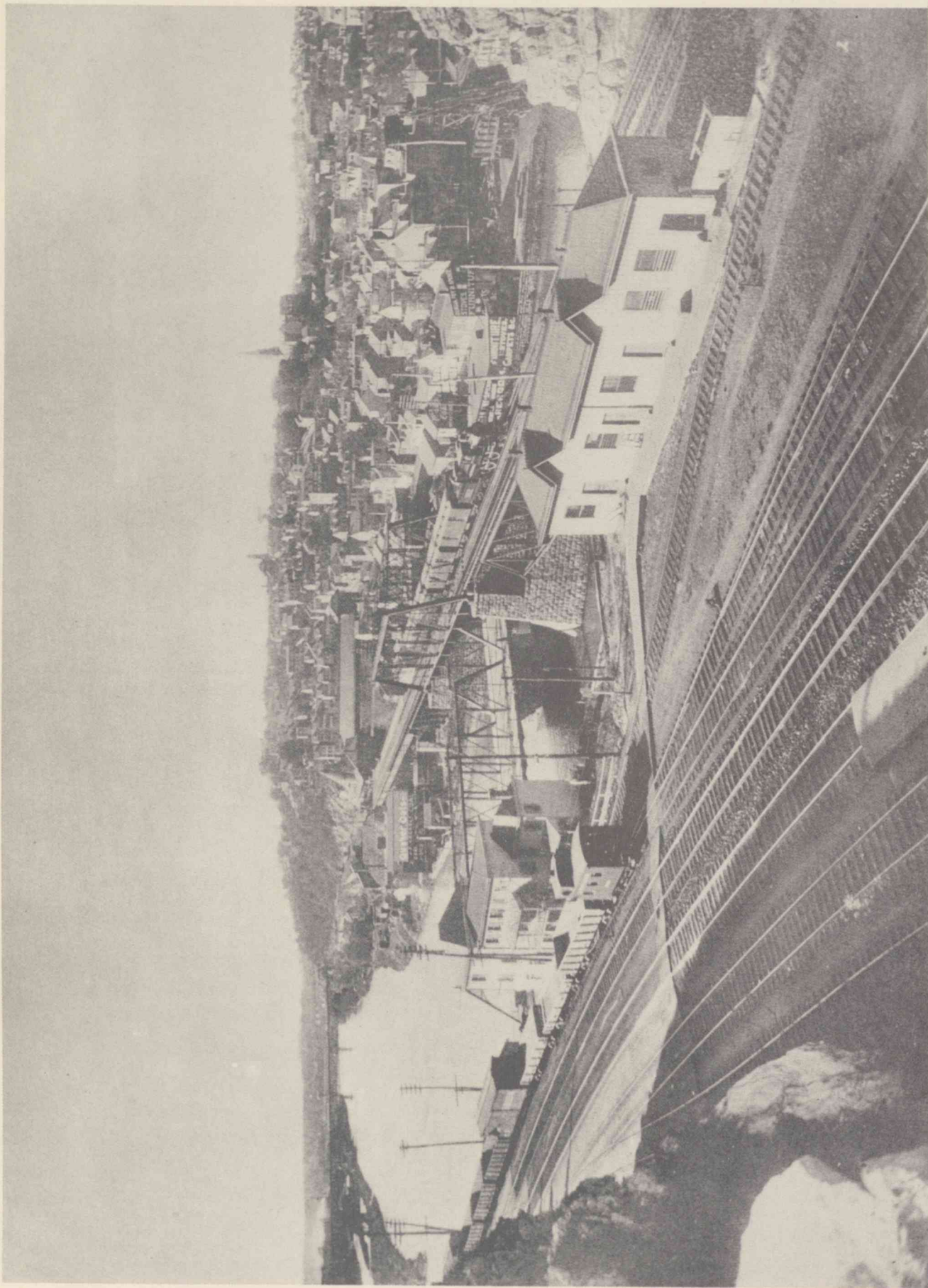
View from Lehigh Hill in 1900 shows the railroad bridges over the Delaware and Phillipsburg in the background.
Below, same view in 1966.





View from Mt. Ida looking up the Lehigh River showing the South Third St. bridge in the center and the Lehigh Valley Railroad station on the left in 1900. Below, same view in 1966.



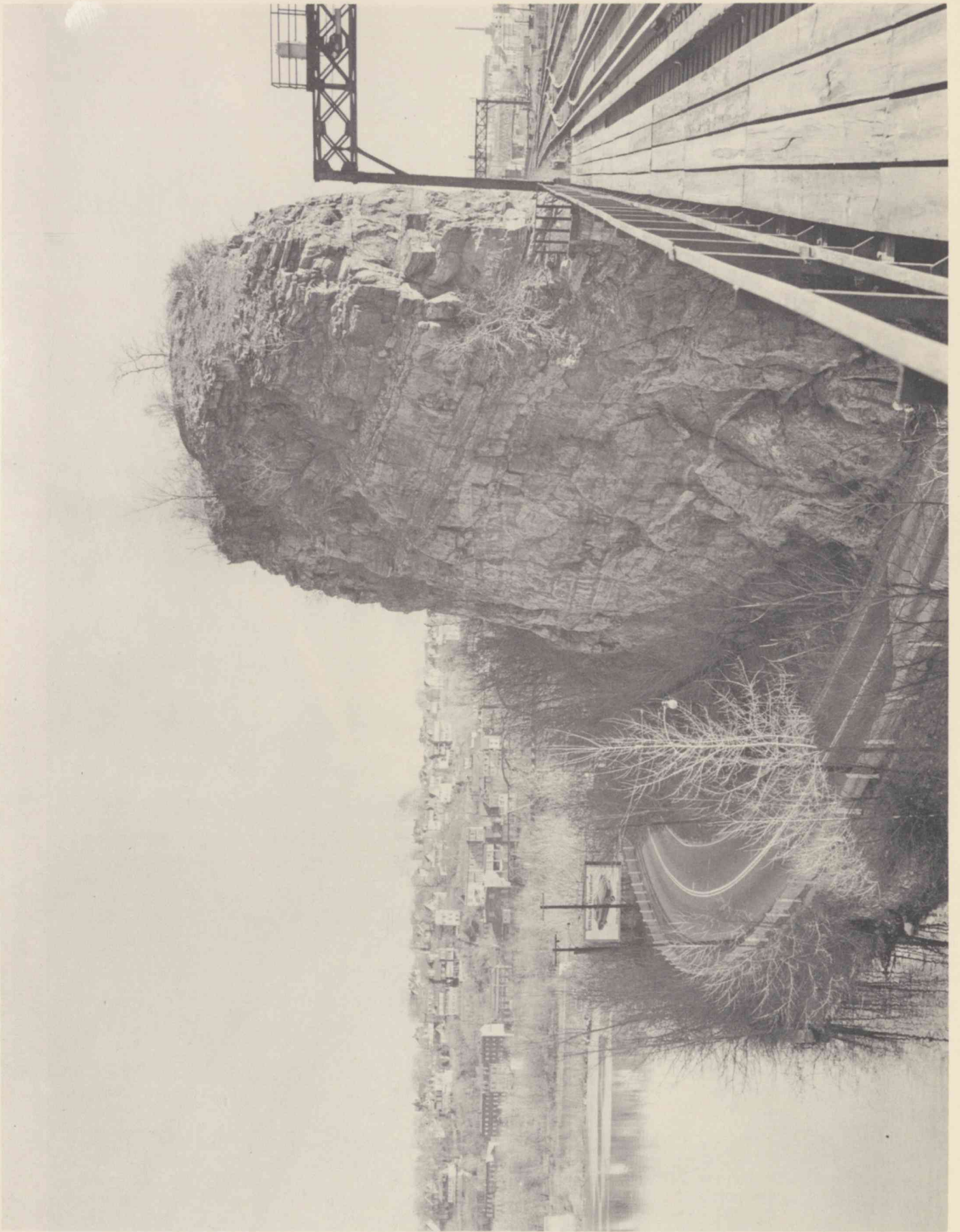


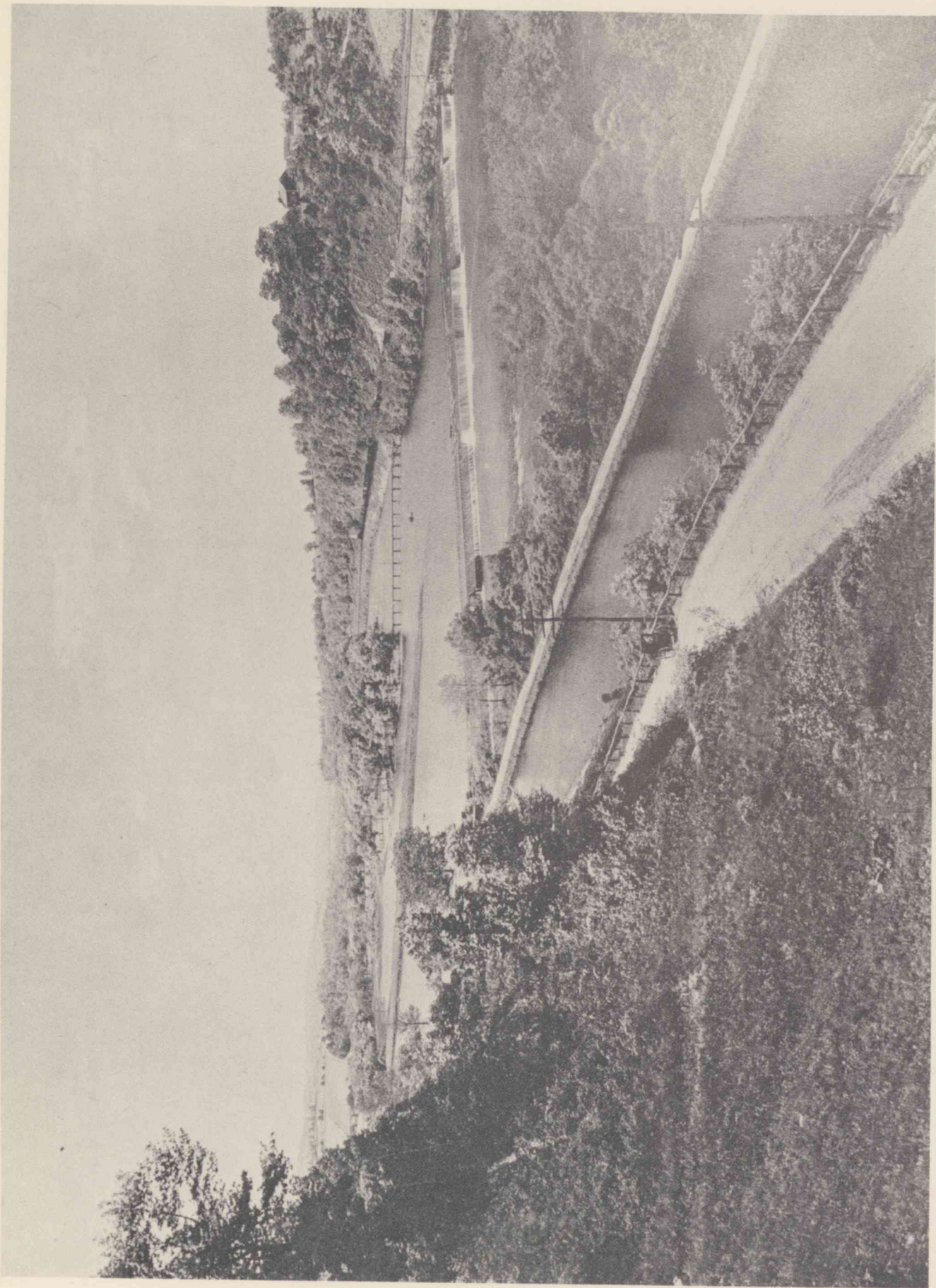
View from Lehigh Hill in 1900 shows the Lehigh Valley Railroad in the center and the Jersey Central Railroad on right. A portion of Mt. Ida shows on the extreme right center. Below, same view in 1966.





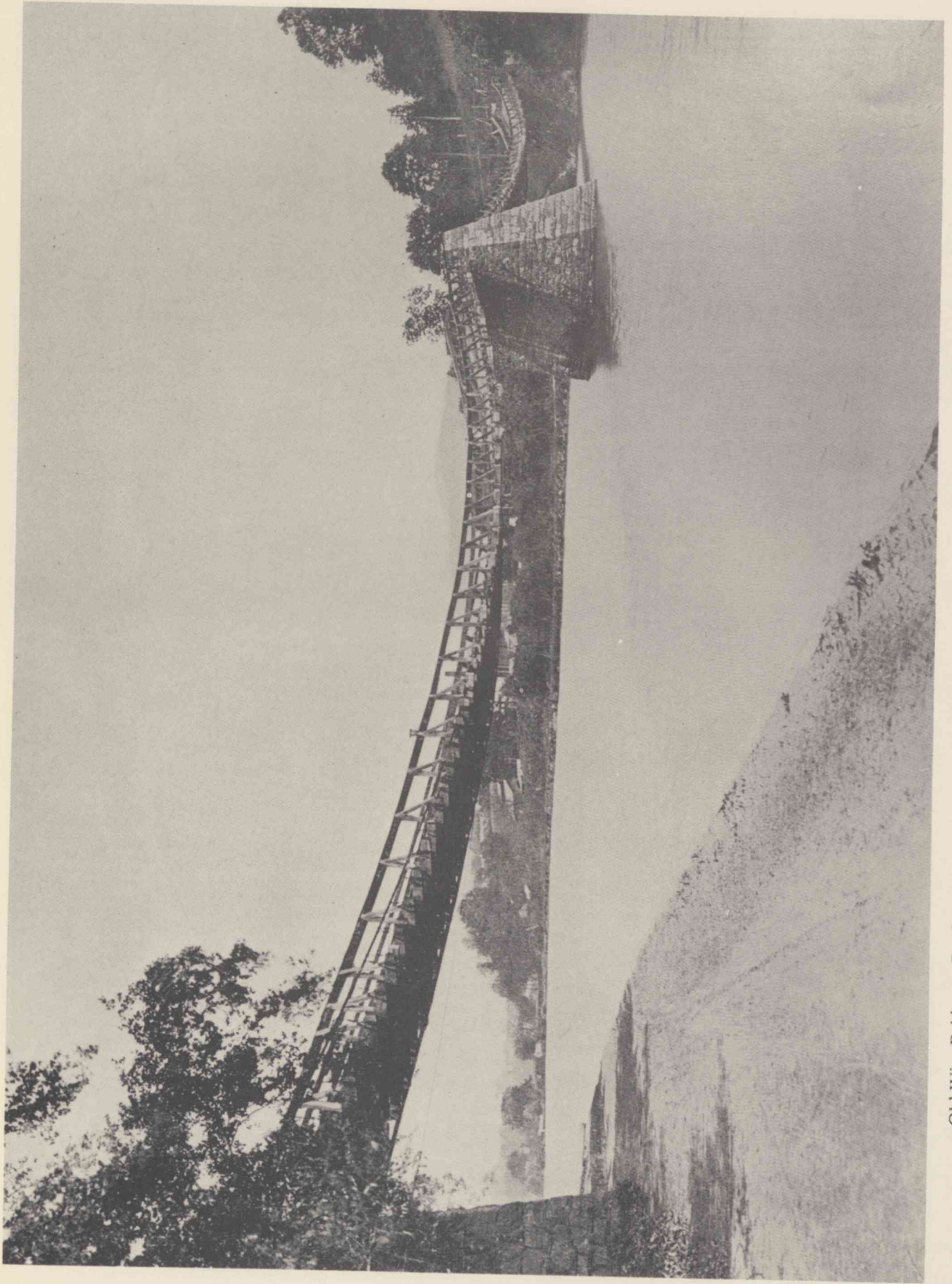
Mount Ida along the Lehigh River in 1900. Jersey Central Railroad and bridge on extreme right. Phillipsburg can be seen in the background. Below, same view in 1966.





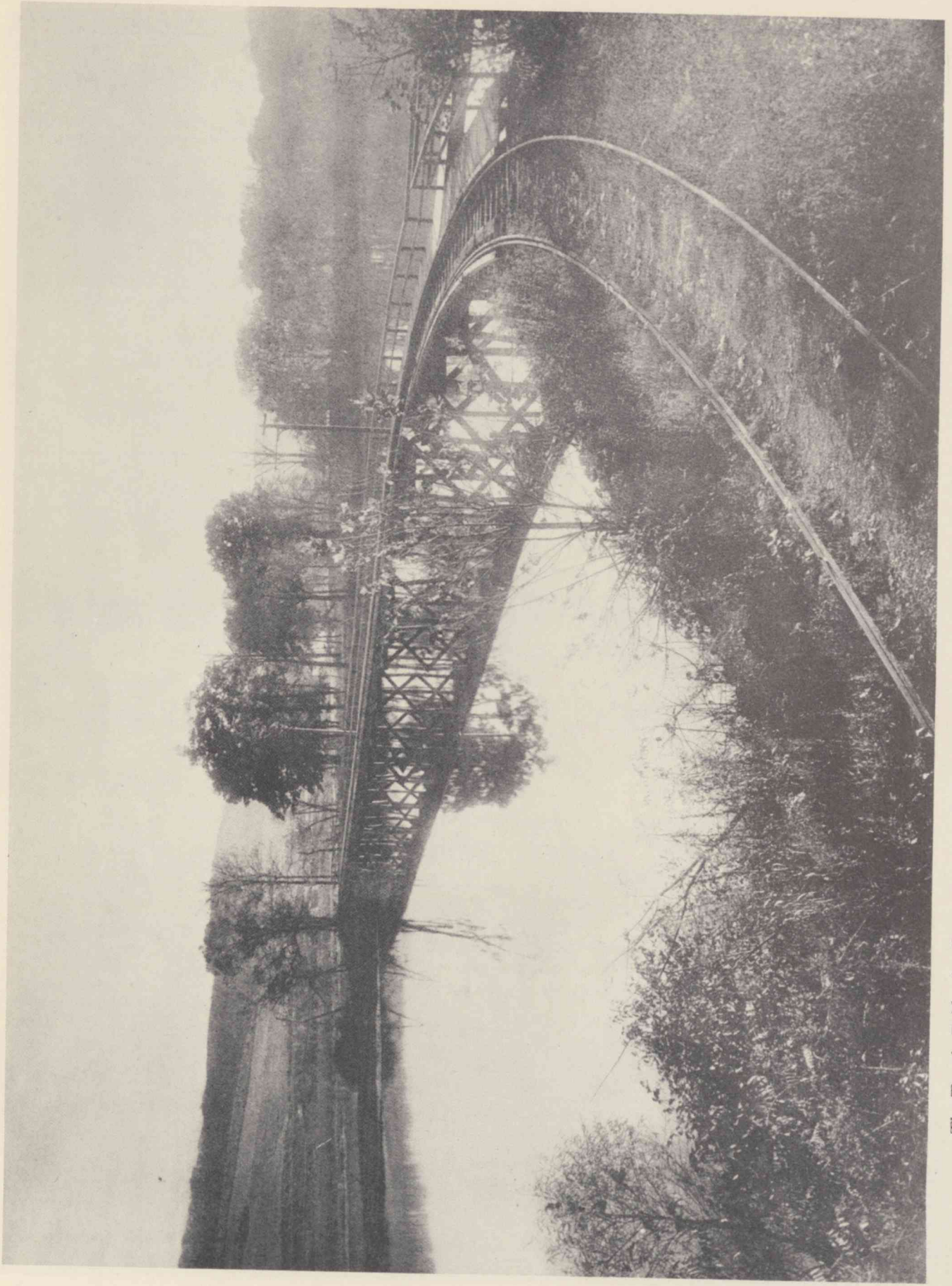
A panorama view along the Lehigh above Glendon in 1900 showing Chain Dam, Lehigh Canal, and a portion of Island Park. Below, same view in 1966.





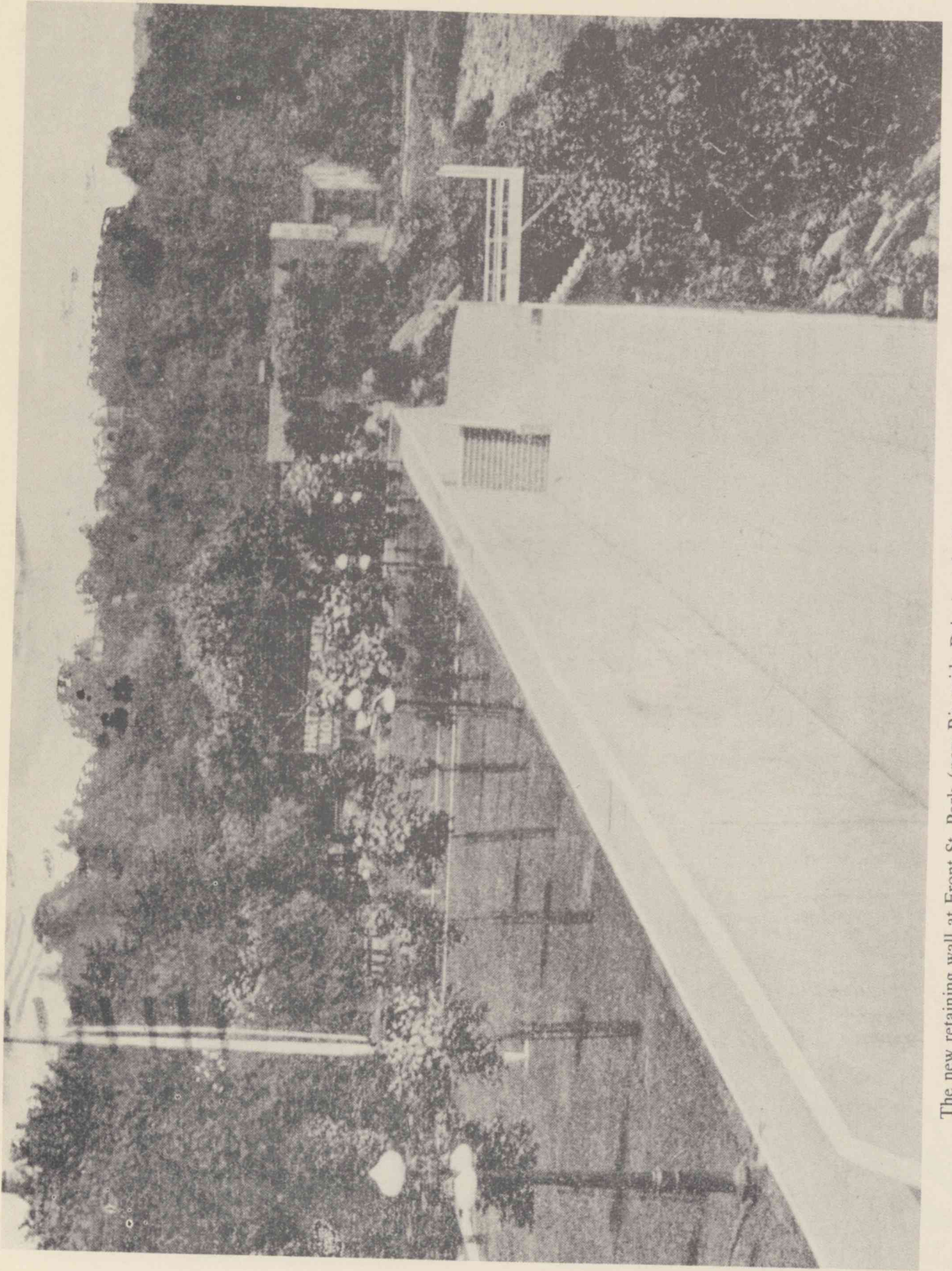
Old Wire Bridge or Donkey Bridge at Island Park in 1900. Glendon can be seen in the background. Below, same view in 1966.



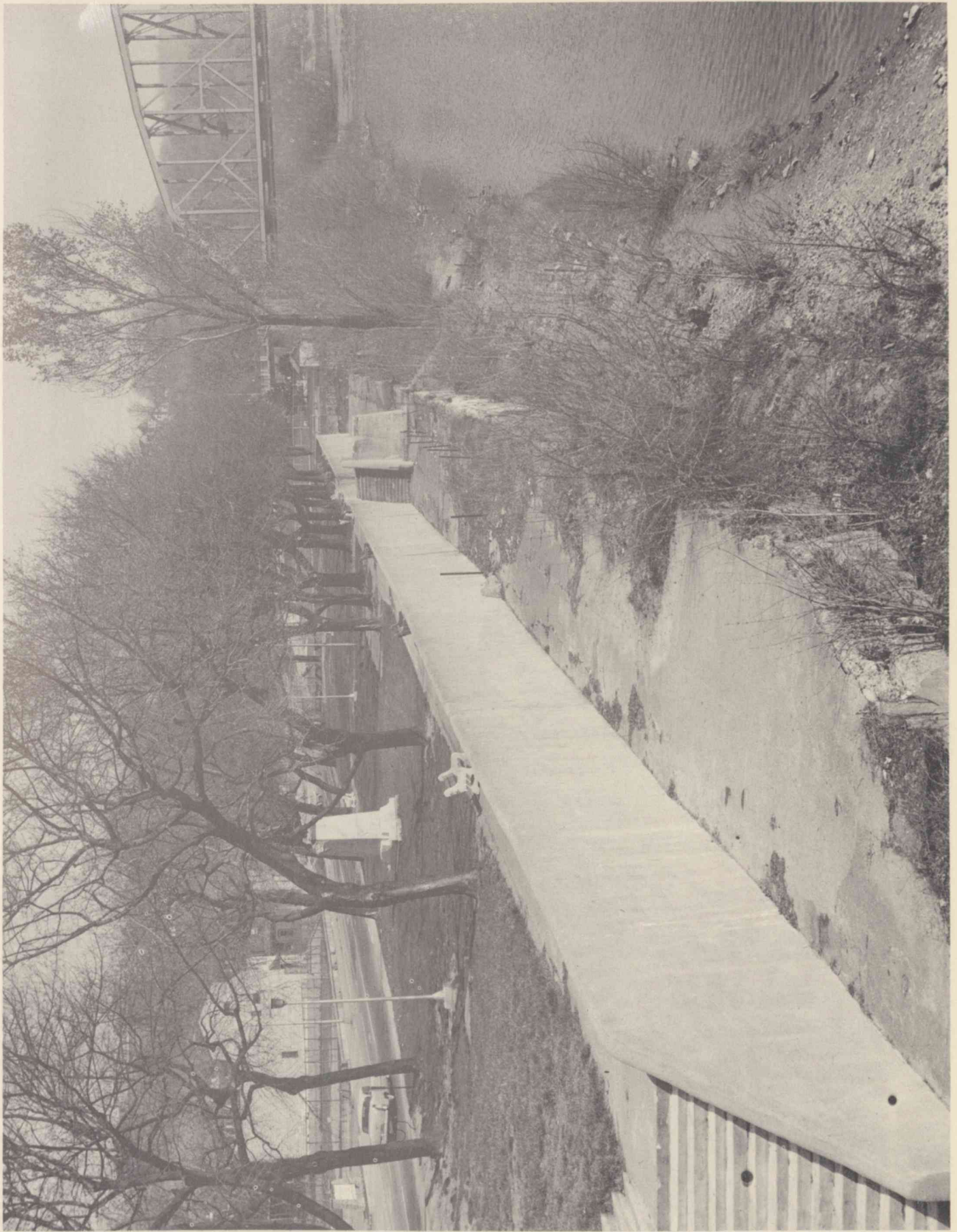


The Trestle Bridge leading to Island Park just above Chain Dam in 1900. Below, same general view in 1966 shows the remains of only a few pilings.





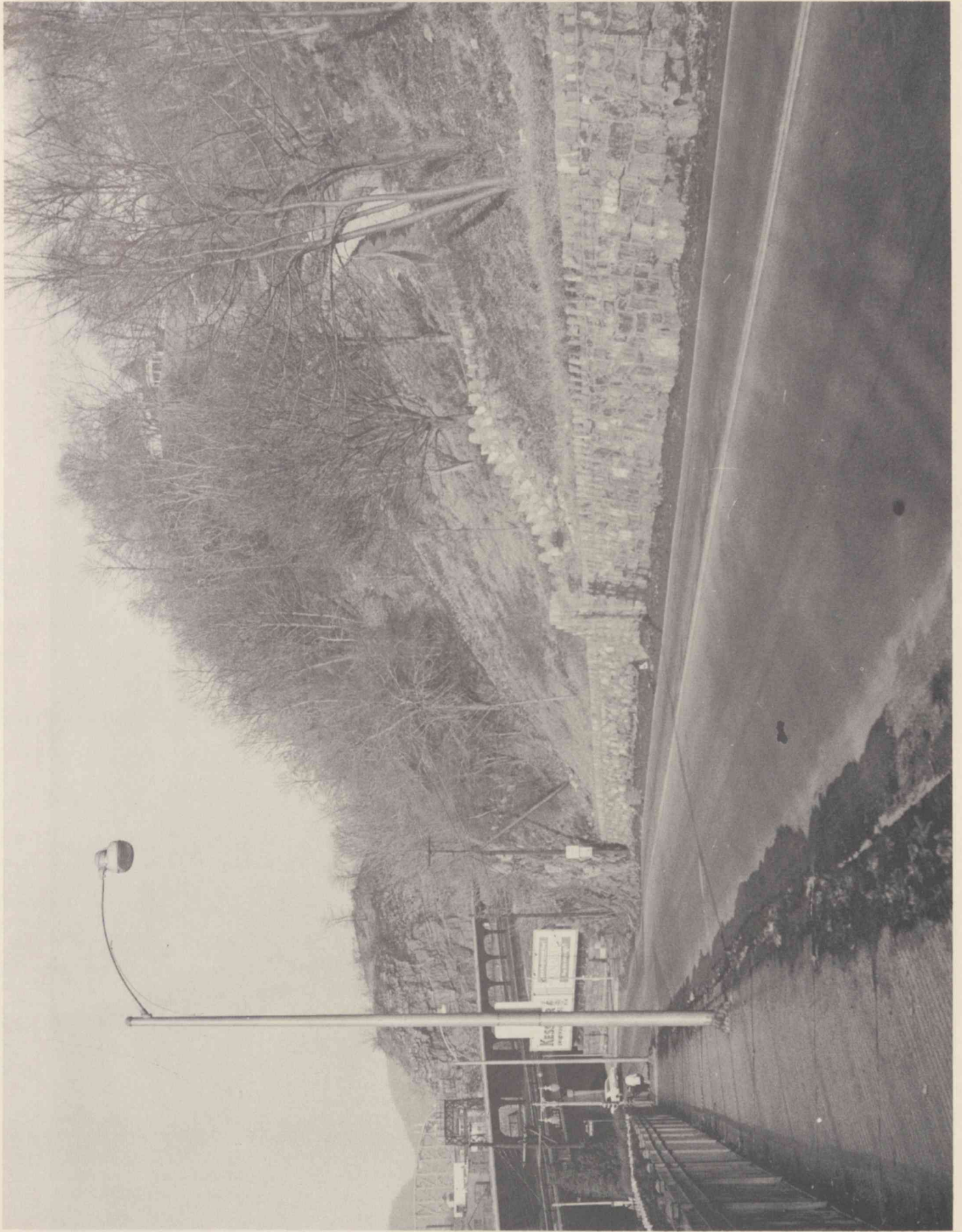
The new retaining wall at Front St. Park (now Riverside Drive) at the Easton end of the Northampton Street Bridge about 1911. Below, same view in 1966.



L. V. Station and Step to Lachenhour Heights,
Easton, Pa.



Smith St. Hill, South Side, Easton, about 1906 showing the steps leading to Lachenour Heights. Below, same view in 1966.





View from Weygadt Mountain looking Northwest up the Delaware River in 1900. Below, same view in 1966 showing Route # 611 on the left and Harmony Station, N. J., on the right.





Easton, Pa., Police Department in 1888. Front row: Andrew Bitzer, Sgt. Edward Kelly, Chief Henry C. Tilton, Det. James Simons, and Thomas Stoneback. Rear: Jeremiah Weaver, William Denninger, Issac Leauber, James Tomer, Charles S. Reed, and Samuel Paul. Below, same department in 1962.



EASTON, PA., POLICE DEPARTMENT in 1962 1st Row: Det. Sgt. C. Pensyl, Dt. Lt. V. Ramunni, Capt. J. Mazzeo, Chief V. Gallo, Mayor G. Smith, Capt. F. May (Ret.), Juv. Sgt. P. Martin, Sgt. J. Mauro, Det. Sgt. J. Young, 2nd Row: Sgt. F. Boylan, Sgt. P. Miller, Sgt. J. Mattes (Ret.), Lt. C. Sutphen (Ret.), Sgt. J. Vogt (Ret.), Sgt. J. Storm (Ret.), Sgt. S. Capanna, 3rd Row: G. Grossman, C. Stahley, Sgt. M. Hardick, S. Henley, B. Cavotta, R. Falco, J. Colamaria, Sgt. T. Monahan, H. Martin (Deceased), V. Fraccica, T. Rance, J. Meier, 4th Row: Sgt. C. Robinson, F. Messa, E. Montrim, M. Fox, M. Ewadin ger (Ret.), R. Metz, R. Montoro, J. Rafferty, C. Scalzo, A. Theadford, Olga Fioca and G. Moyer (Meter Maids). 5th Row: D. Notaro, A. Hughes, E. Milkovitz, R. Hockwater, J. Troll, D. Montoro, K. Stocker, D. Fitch, E. Hartman (Deceased), R. Anderson, D. Murphy (Ret), J. Bechtel, G. Lake and J. McNair (Utility Men).



A scenic view along the Weygadt Mt. Railway from Easton in 1900.



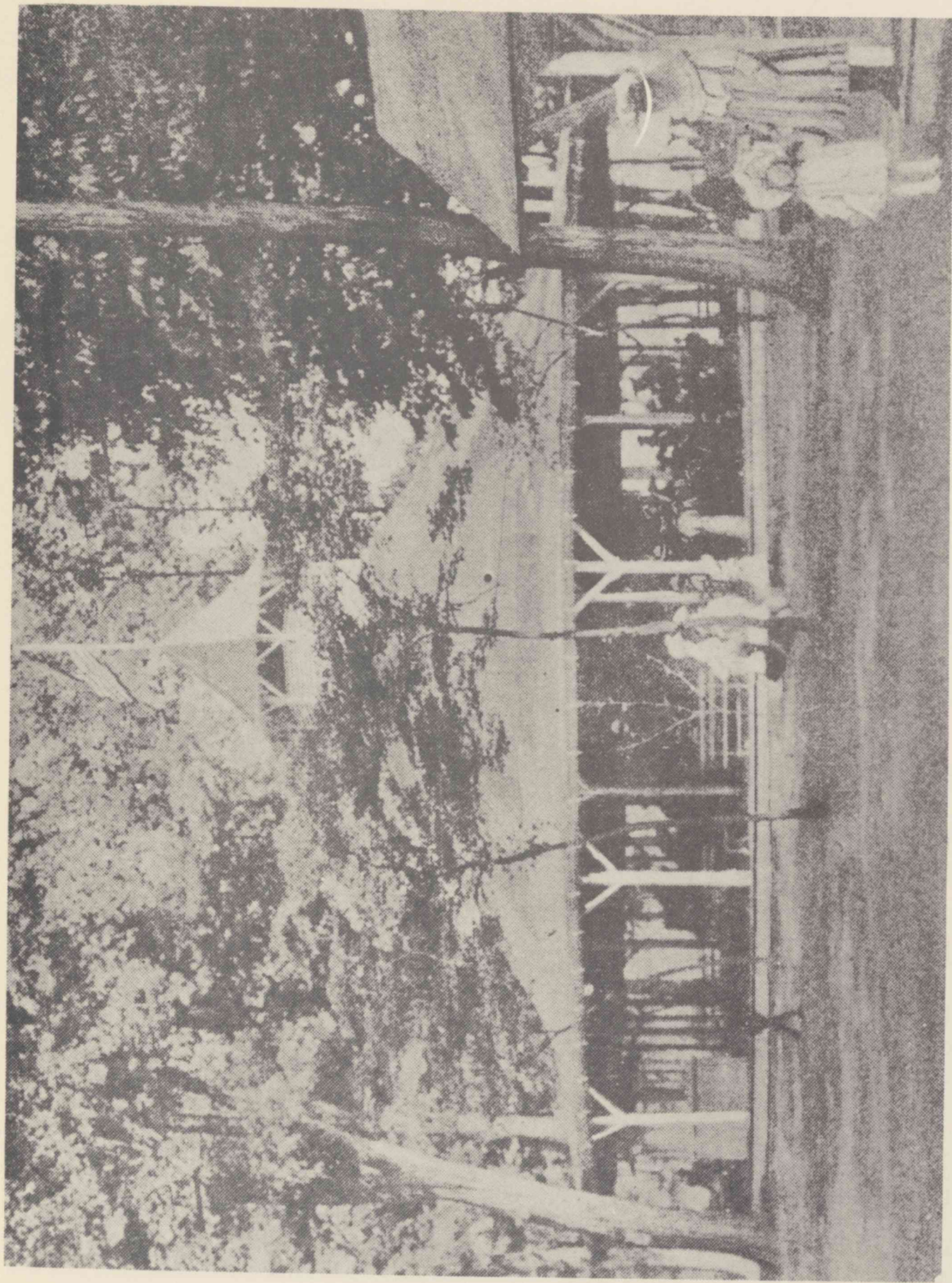
A portion of the Weygadt Mountain Railway in 1900 showing the Delaware River with Easton and Phillipsburg in the distance.



Home for Friendless Children, Easton, 1900. (Now Beth's Hospital)



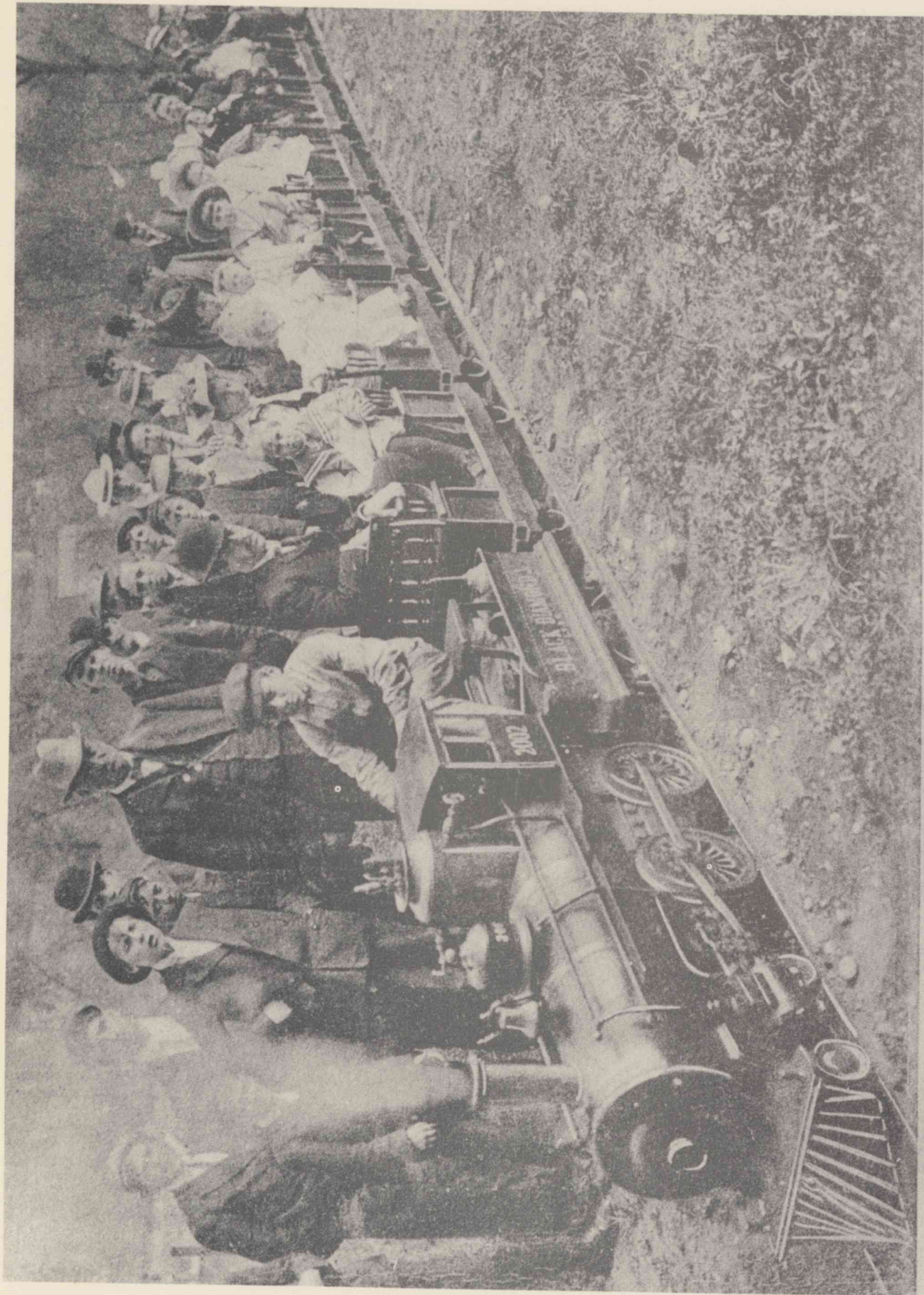
A scenic spot along Island Park in 1900.



The Carousel at Island Park in 1905. This "Merry-Go-Round" is now at Bushkill Park.

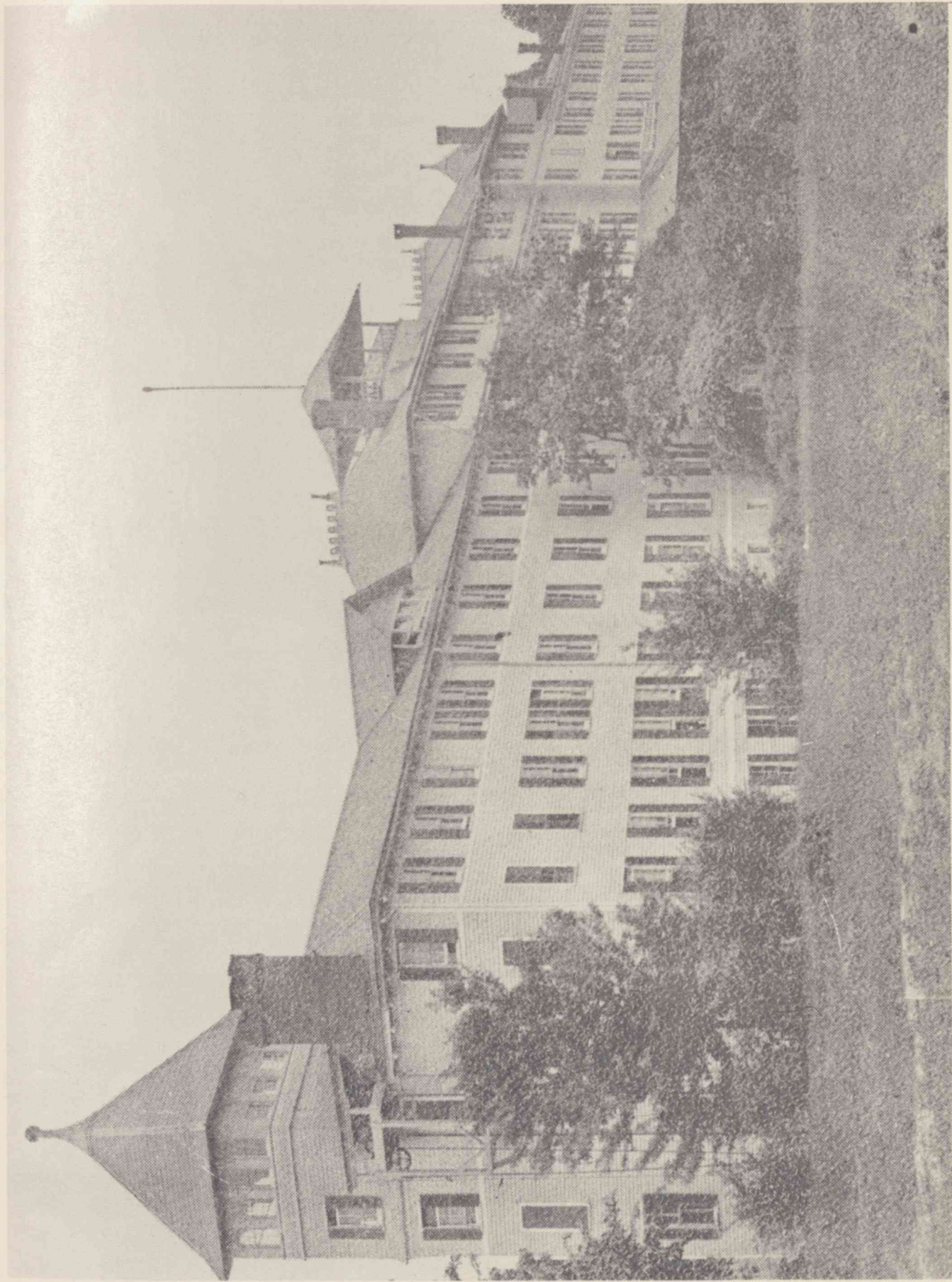


The Midway at Island Park in 1905.

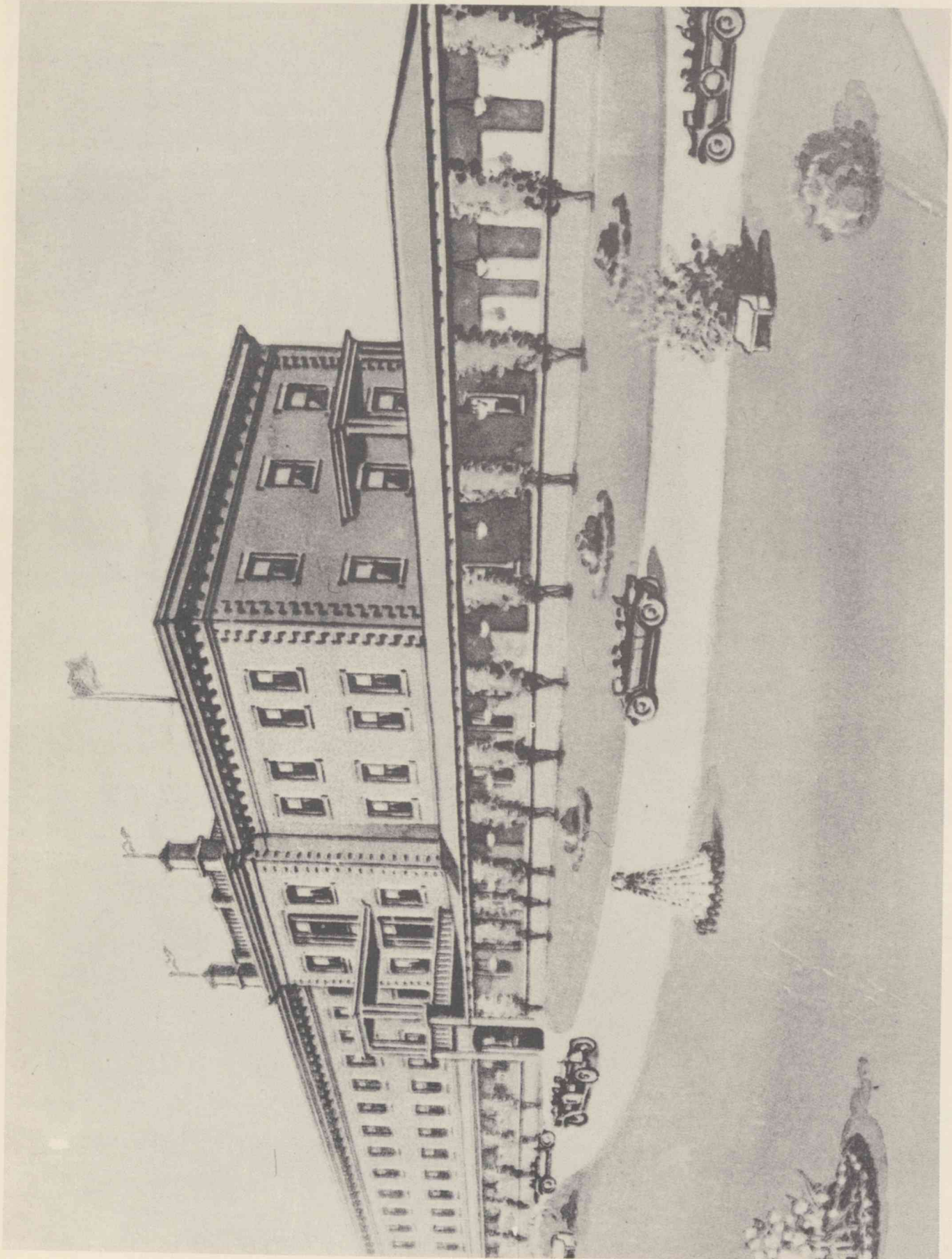


ISLAND PARK. THE MINIATURE RAILWAY. EAST

The Miniature Railway at Island Park about 1905.



Paxinosa Inn on Weygadt Mountain in the early 1900's. It was later destroyed by fire.



The "New" Paxinosa Inn on Weygadt Mountain also in the early 1900's. It too was later destroyed by fire.



A portion of the Easton Centennial Parade in 1890. This segment shows 75 Easton and Phillipsburg butchers parading on horseback around Centre Square.

THIS STRUCTURE REPLACES
A COVERED WOODEN BRIDGE OF
THREE SPANS, EACH ABOUT 155
FEET CLEAR, SUPPORTED BY TWO
HOLLOW PIERS, 35 FEET BY 55
FEET AND TWO ABUTMENTS.
BUILT BY TIMOTHY PALMER, 1805.

AT TIME OF REMOVAL
BEING NEXT TO THE OLDEST,
IF NOT THE OLDEST,
WOODEN HIGHWAY BRIDGE IN THE
UNITED STATES.

DIMENSIONS OF PRESENT BRIDGE

A CANTILEVER BRIDGE, 550 FEET
BETWEEN END PINS, TWO SHORE
ARMS AND TWO RIVER ARMS, 125
FEET EACH; SUSPENDED SPAN, 50
FEET; TRUSSES, 36 FEET CENTERS;
EXTREME WIDTH, 56 FEET 6 INCHES.

MATERIAL, MEDIUM STEEL.

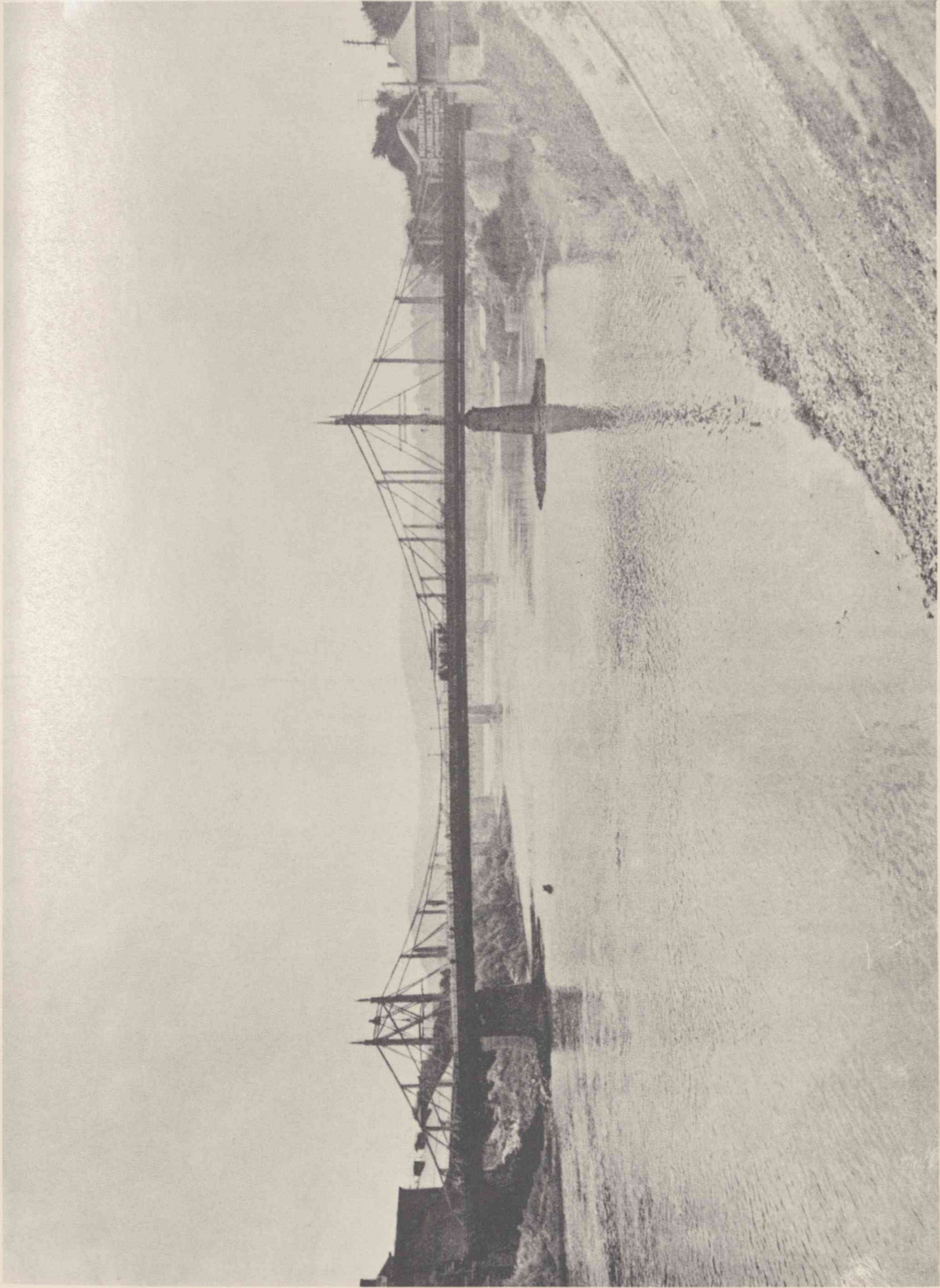
BUILT 1895, BY UNION BRIDGE CO.

ELEVATION OF CAPSTONE ON PIER,

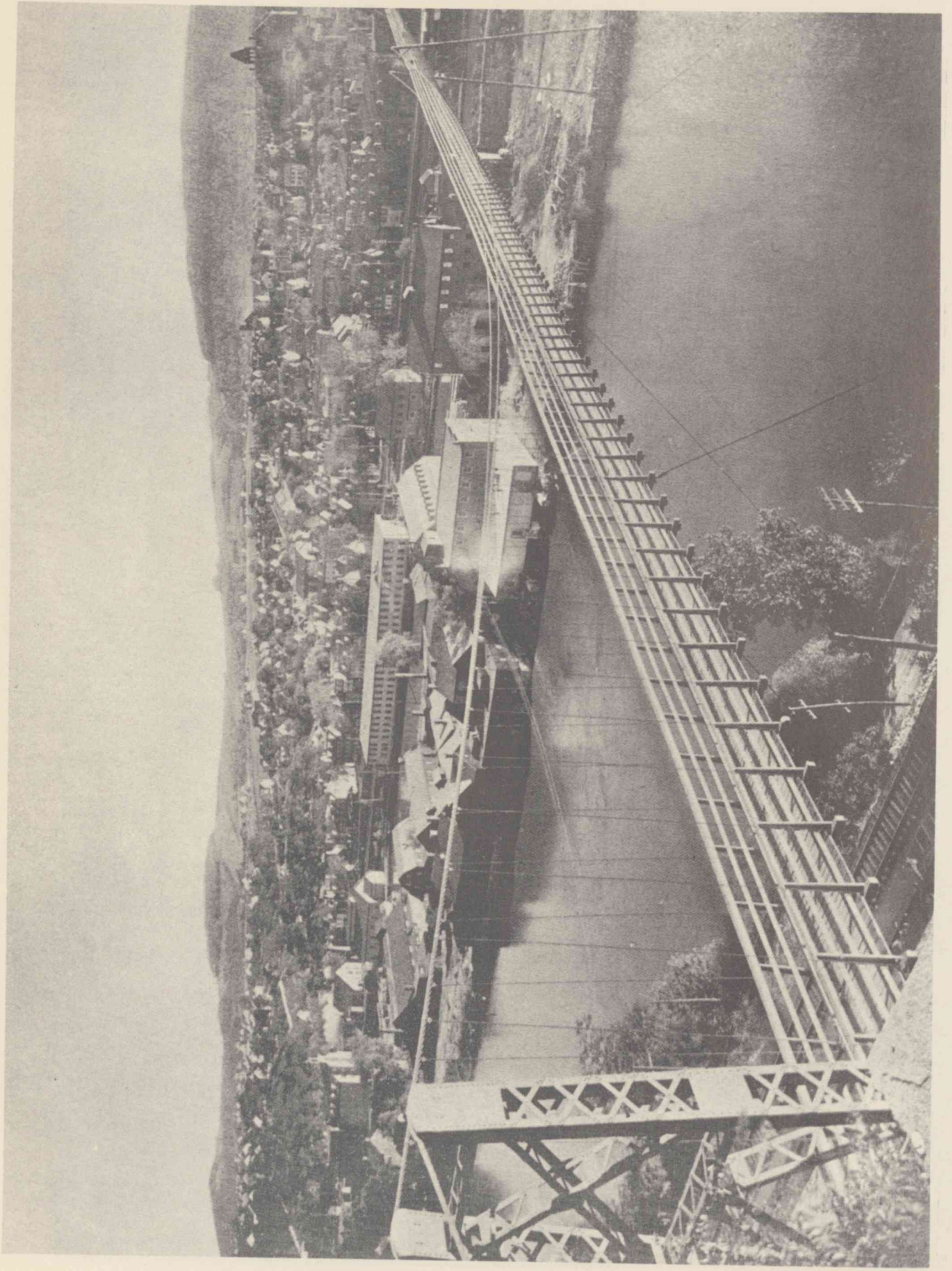
187.87 FEET ABOVE MEAN TIDE,

AT SANDY HOOK.

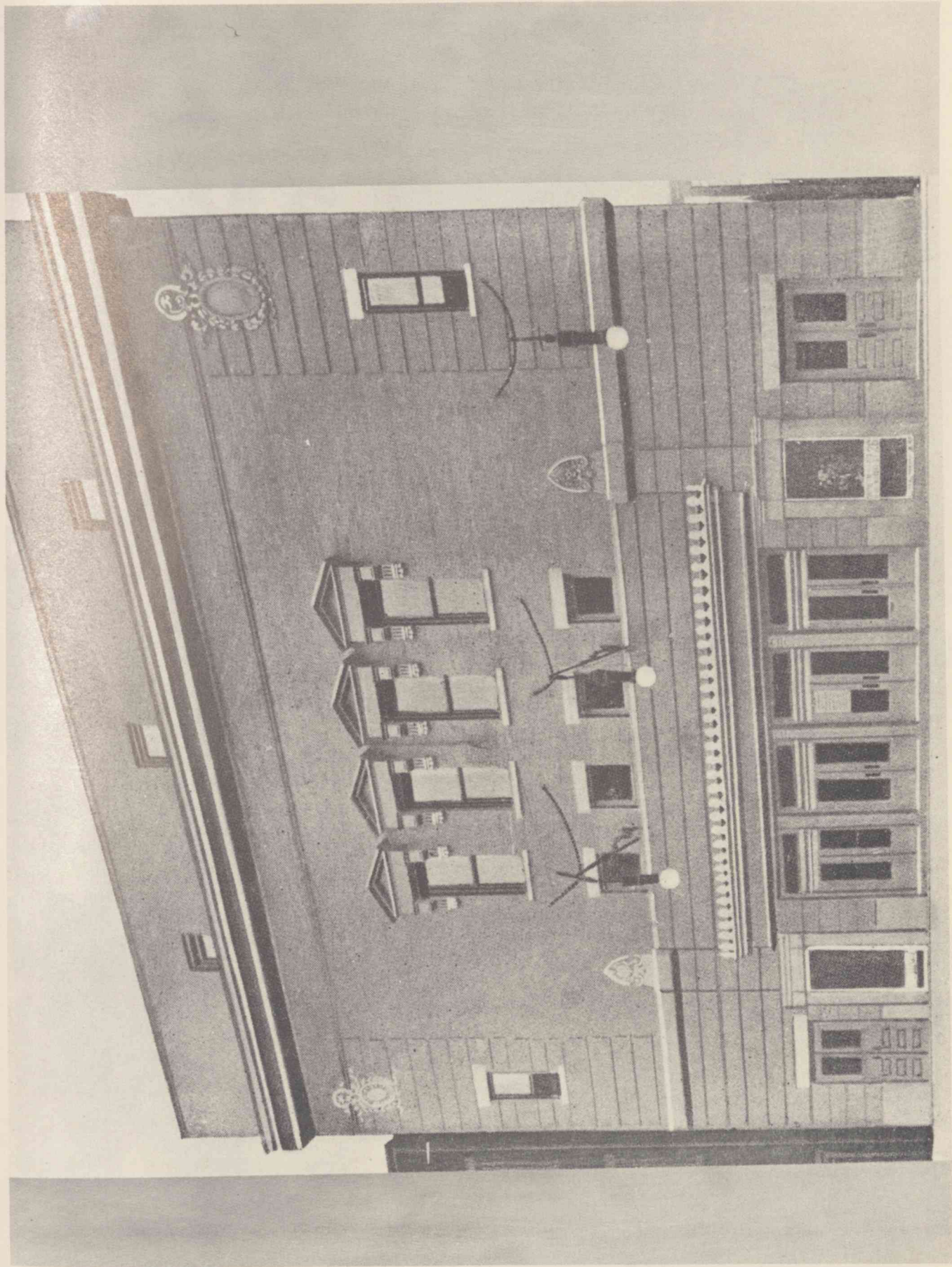
One of four plaques on the Northampton Street Bridge across the Delaware River at Easton and Phillipsburg.



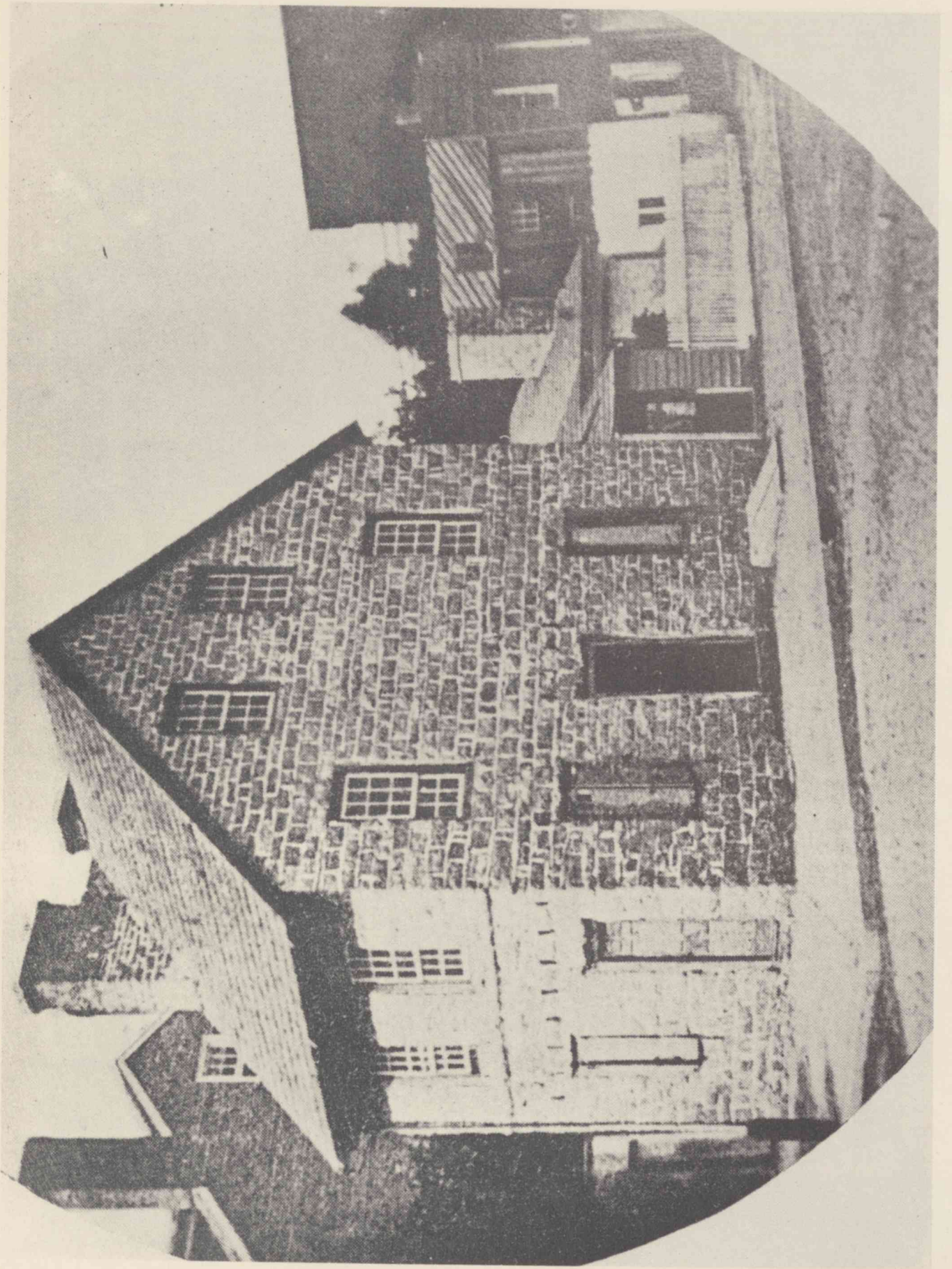
The Northampton Street Bridge in 1900 showing the old Pennsylvania Railroad Station at Union Square, Phillipsburg on the extreme left and Easton, Pa., on the right.



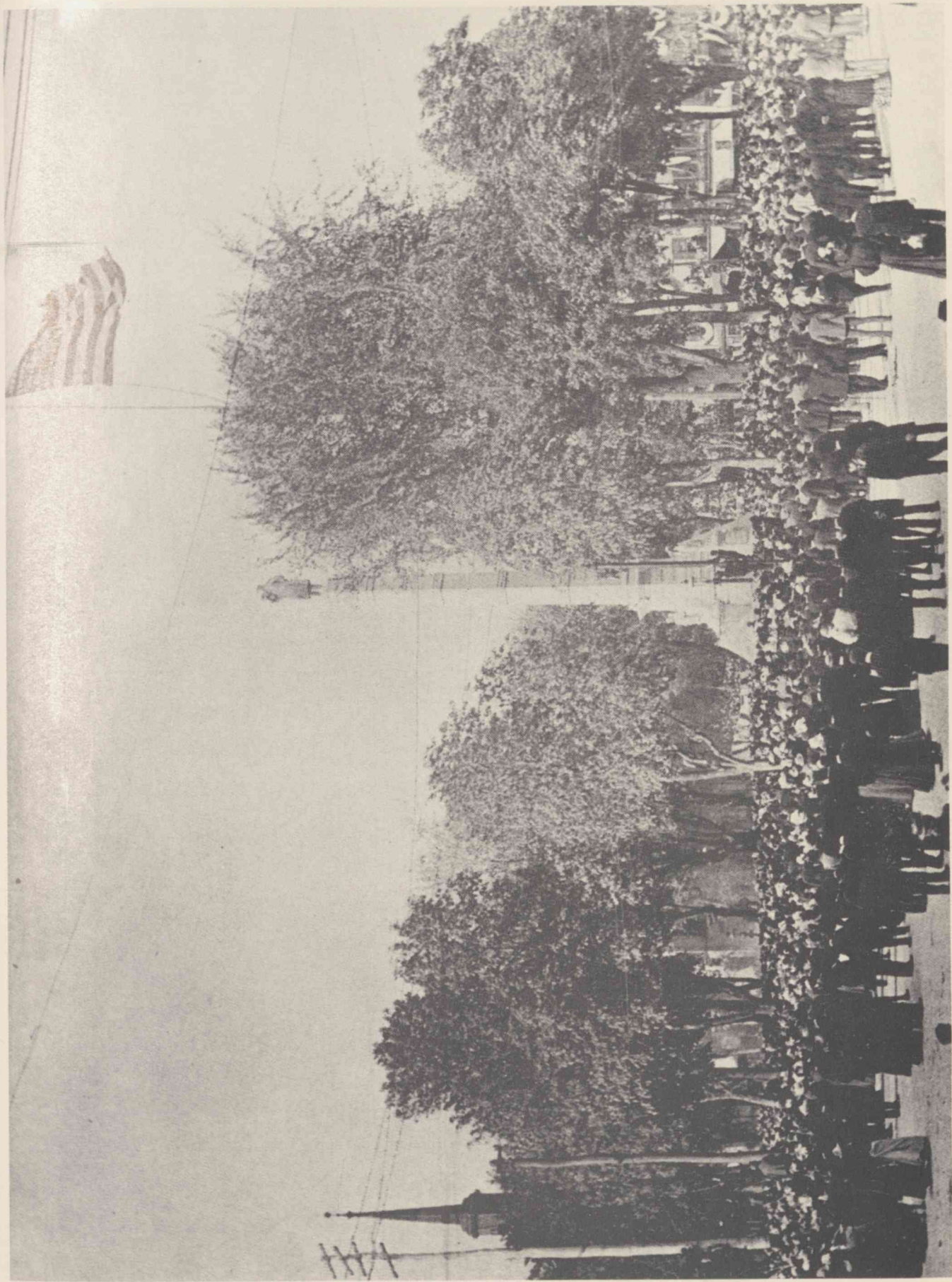
The Suspension Bridge across the Lehigh River from West Easton to South in 1900.



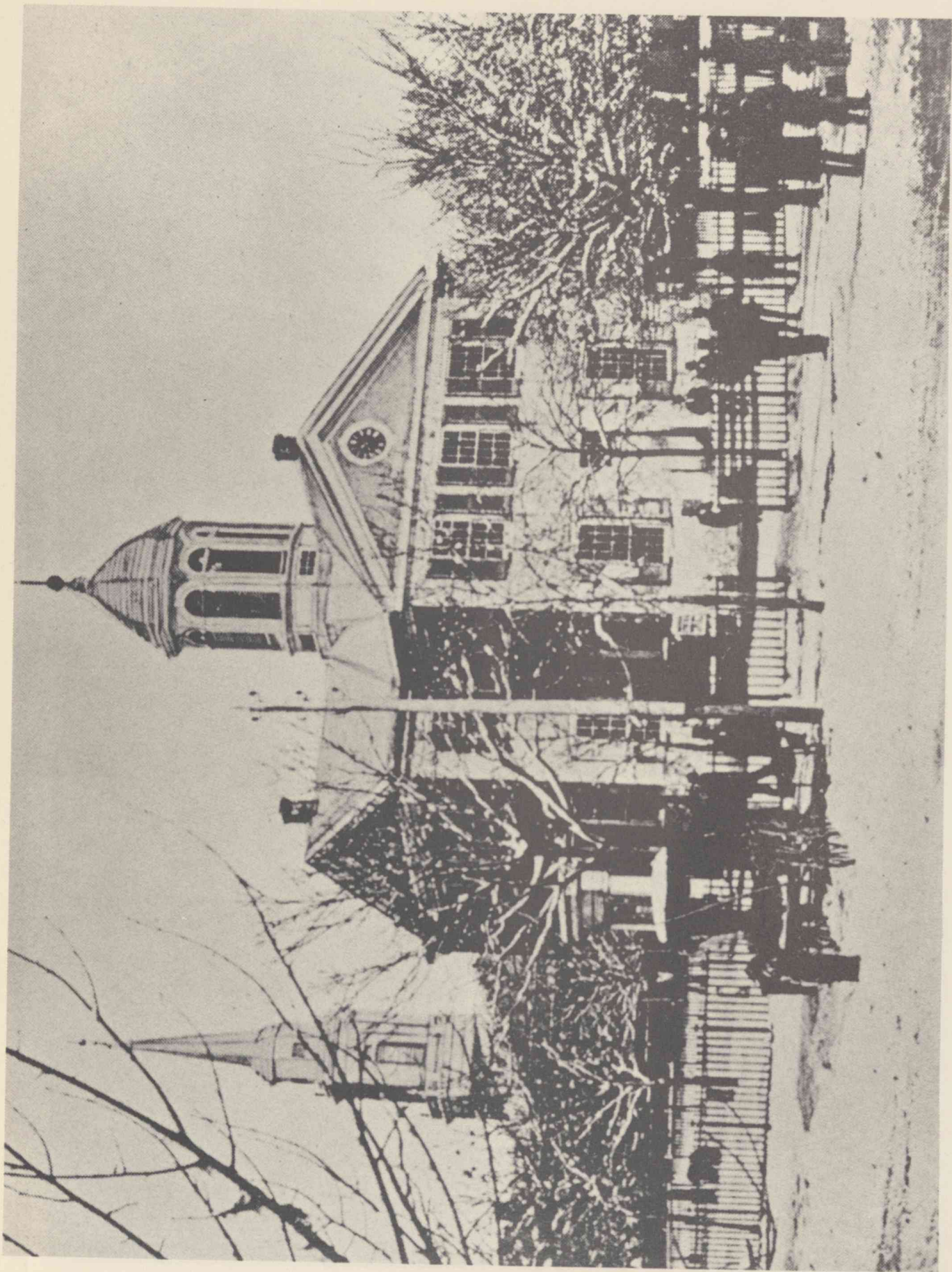
The Orpheum Theatre on Front St. (now Riverside Drive) Easton in the early 1900's.



The Taylor House, South Fourth and Ferry St., Easton, about 1861.



The unveiling of the Soldiers' and Sailors' Monument, Centre Square, Easton, May 10, 1900.

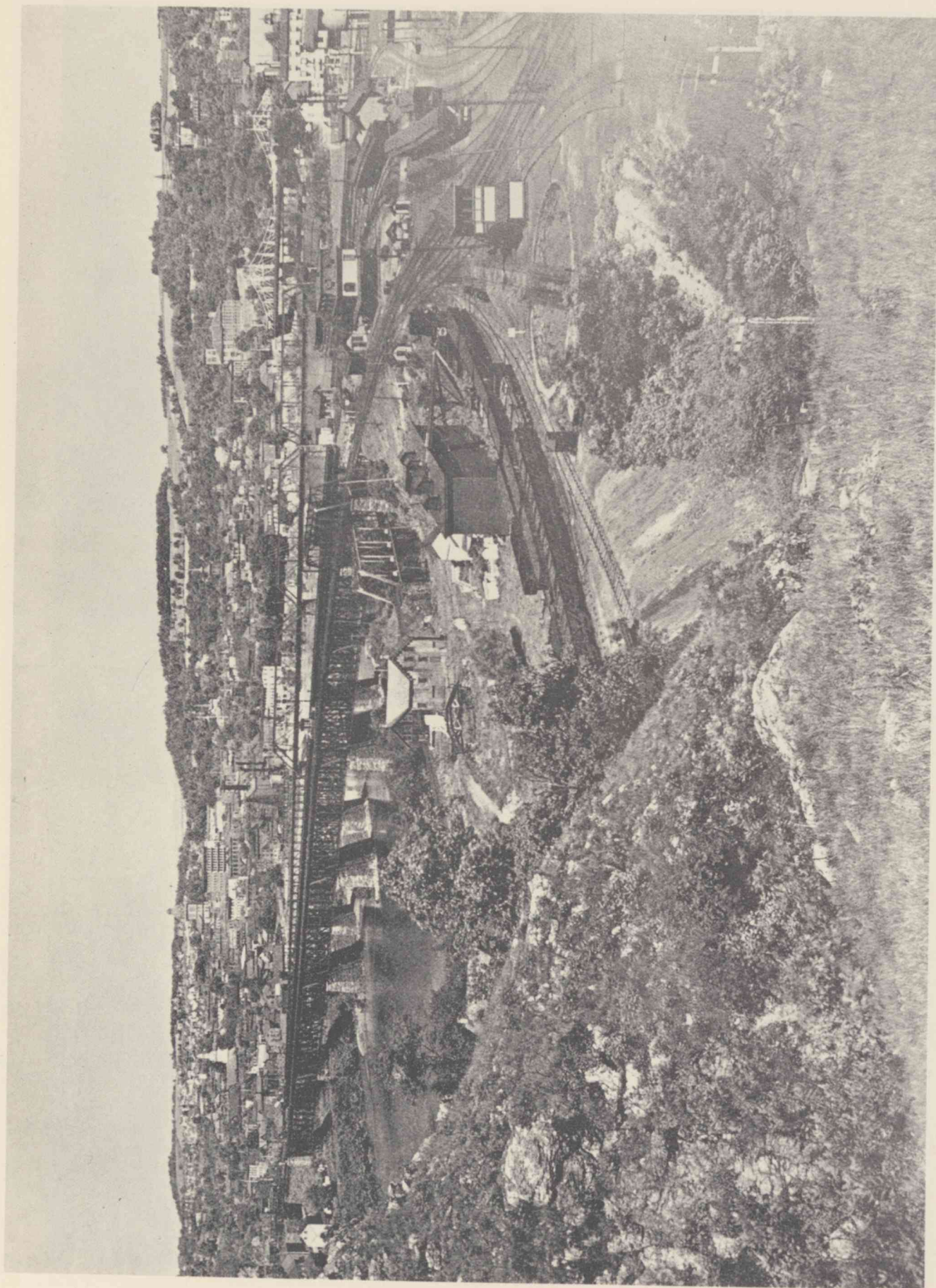


The Court House in Centre Square, Easton, before its demolition in 1861.

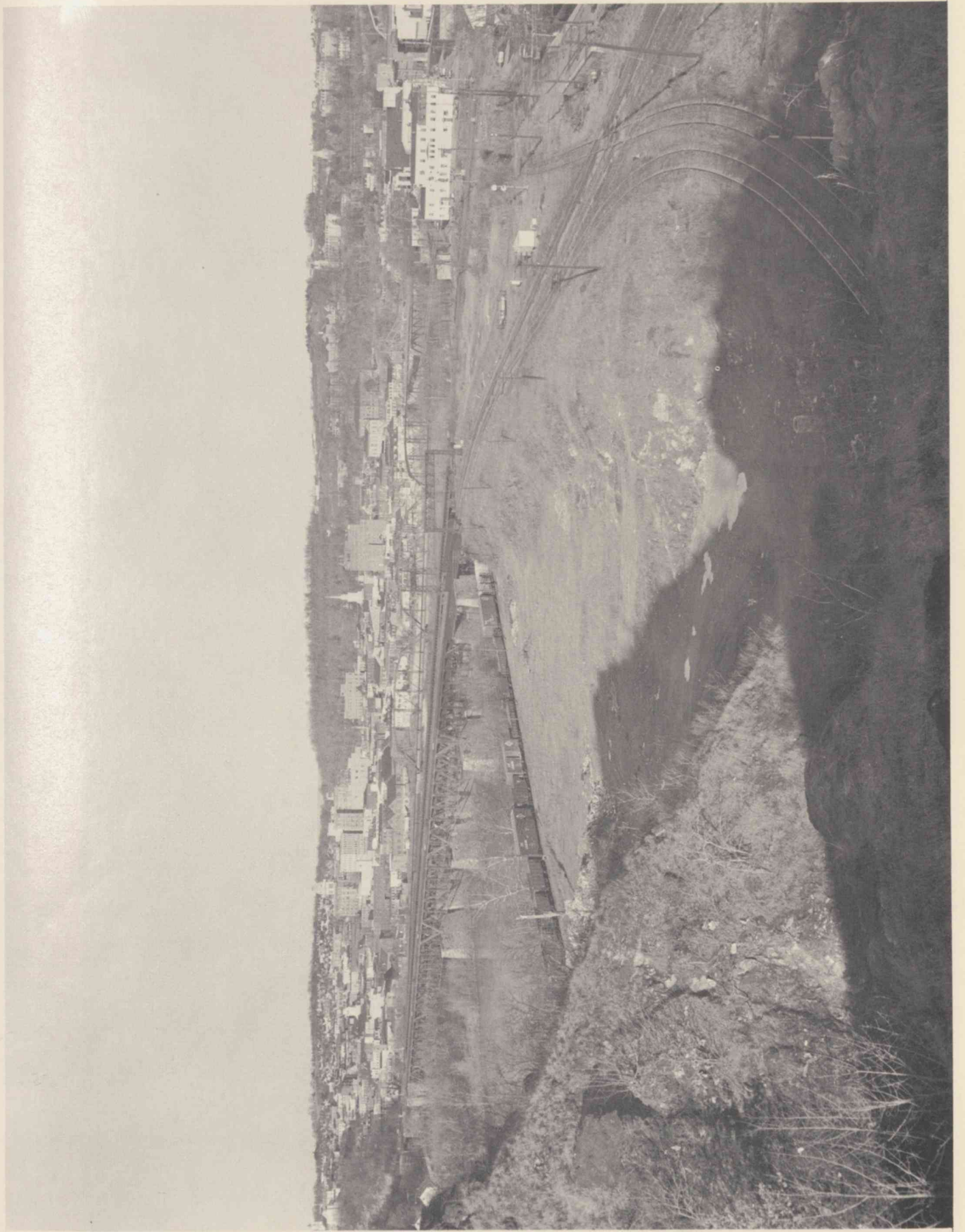
Figure Eight, Island Park, Easton, Pa.

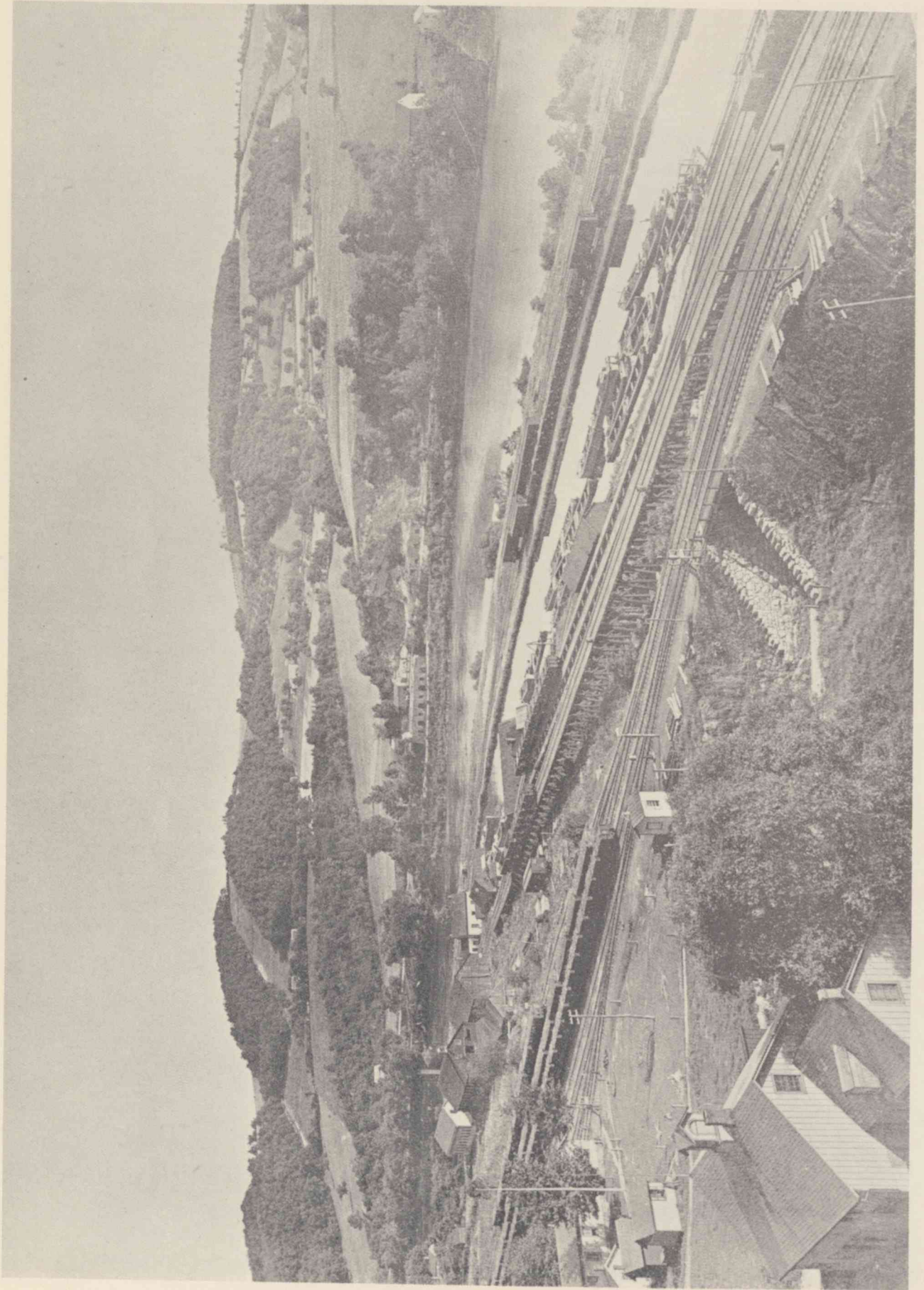


Figure Eight roller coaster at Island Park, Easton about 1908.

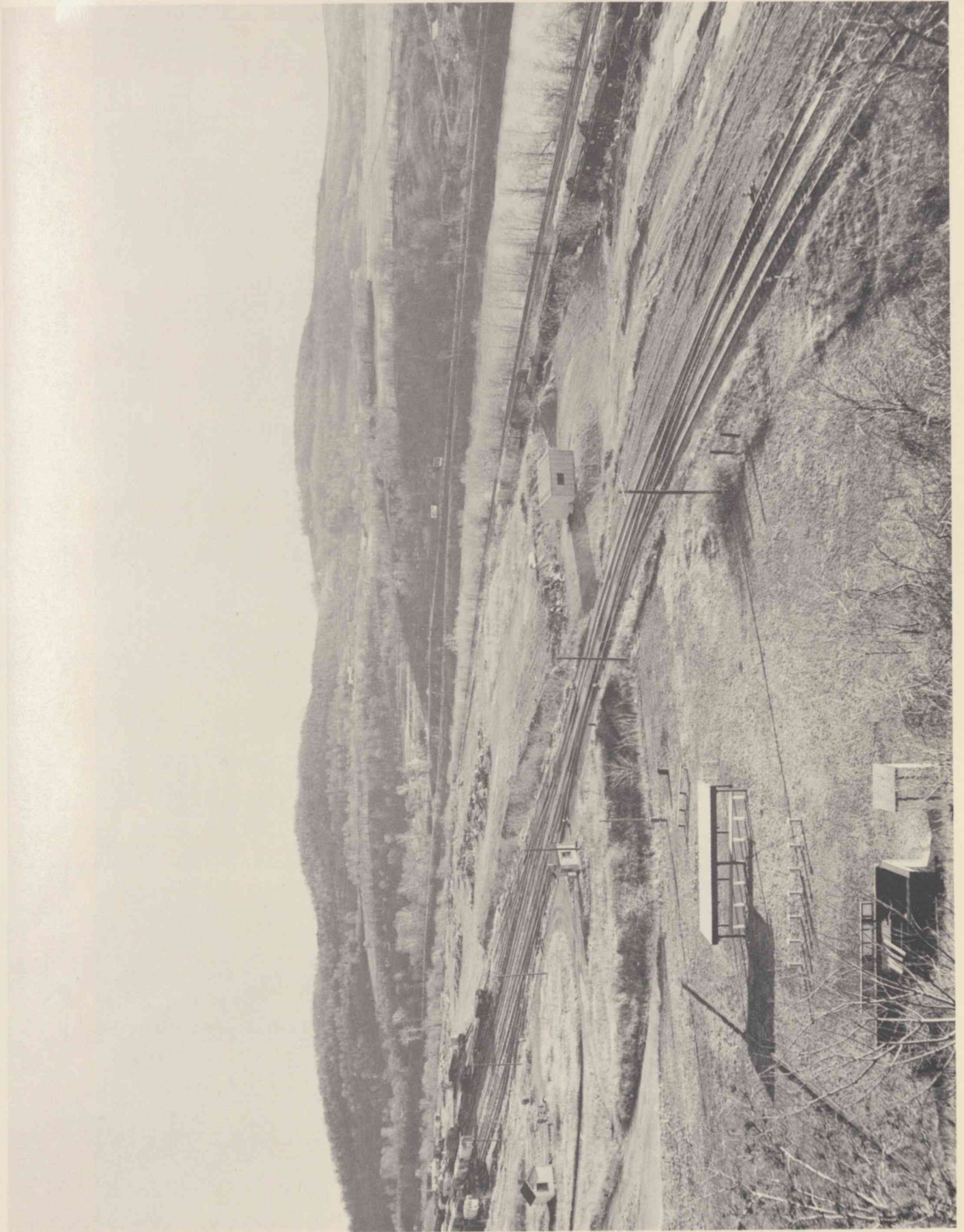


Looking Northwest from Mt. Parnassus, Phillipsburg, in 1900, showing the terminus of the Morris Canal in the center. Below, same view in 1966.



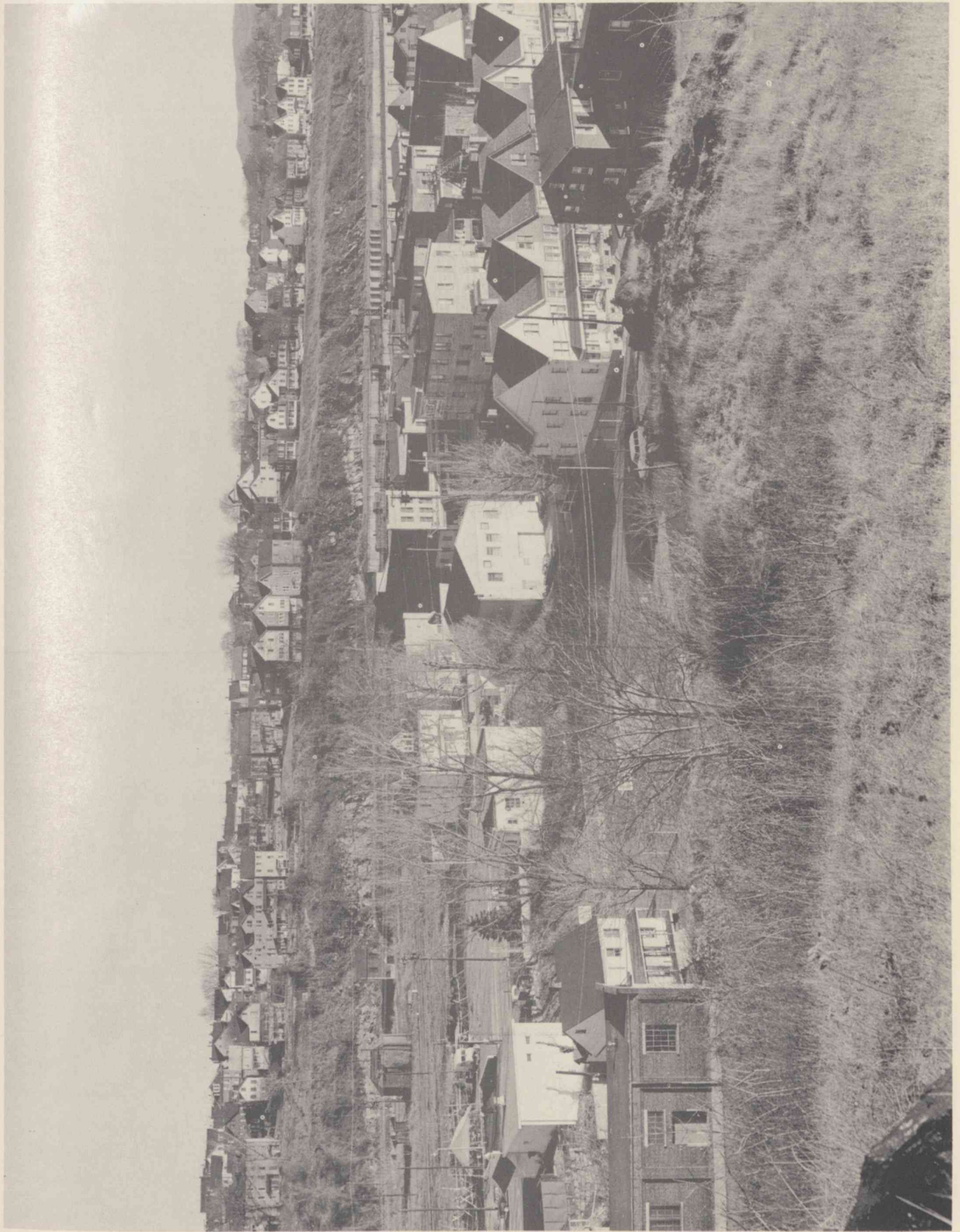


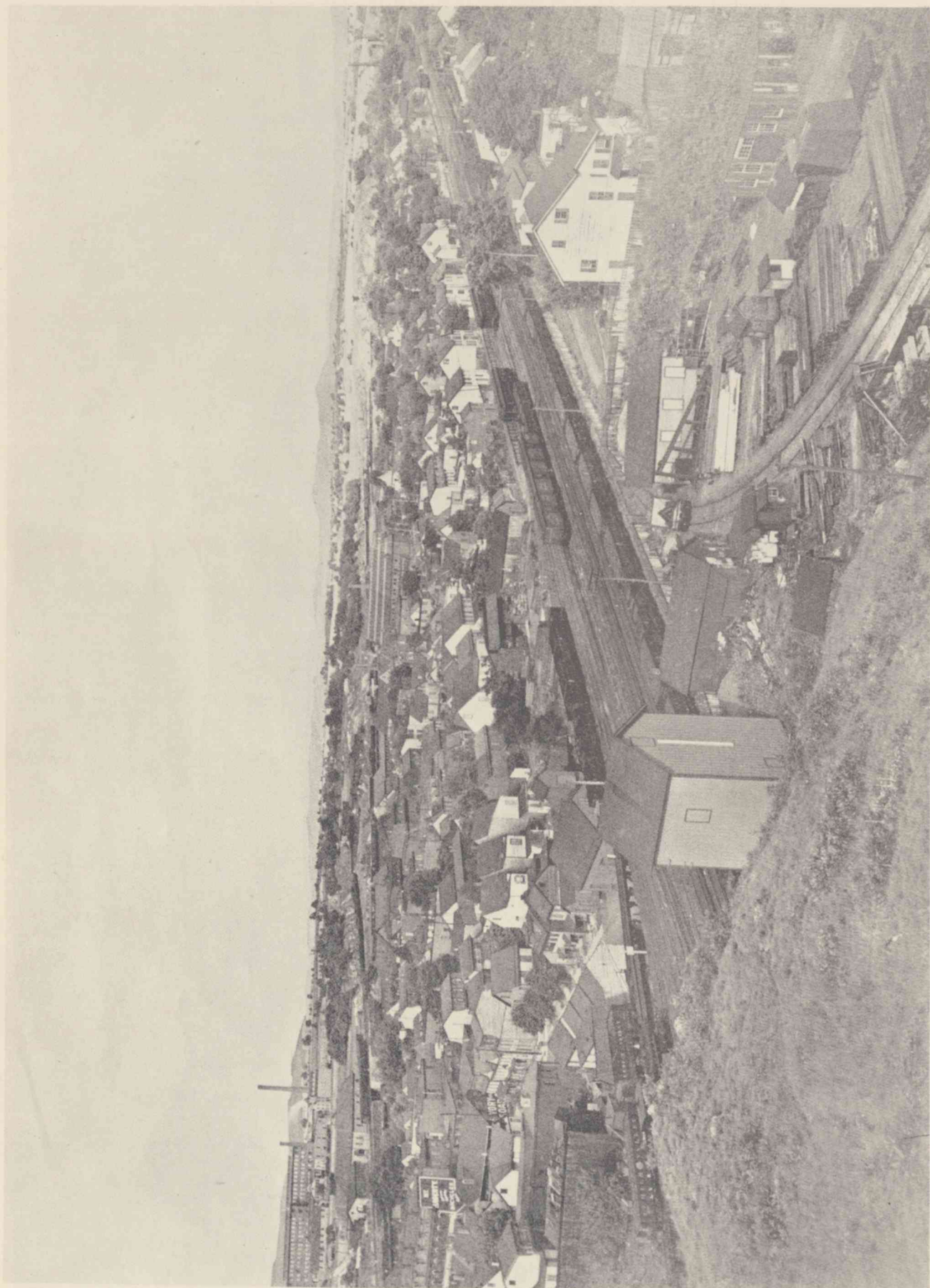
Morris Canal Basin from Mt. Parnassus, Phillipsburg, in 1900, showing the Delaware River on the right and Mammy Morgan's Hill in the background. Below, same view in 1966, showing the canal basin as the town dump. Structure in the left foreground is the shooting range of the Phillipsburg Pistol Club.



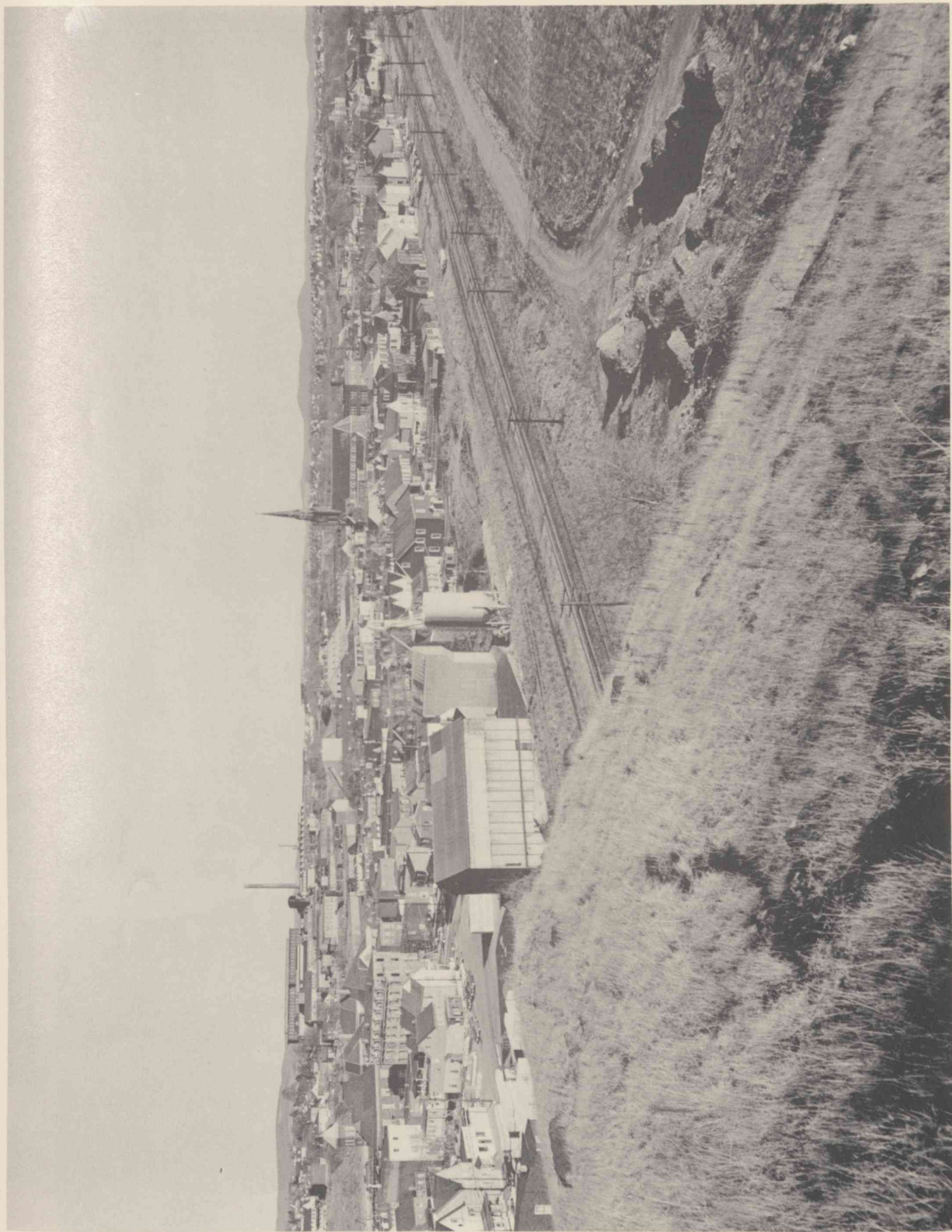


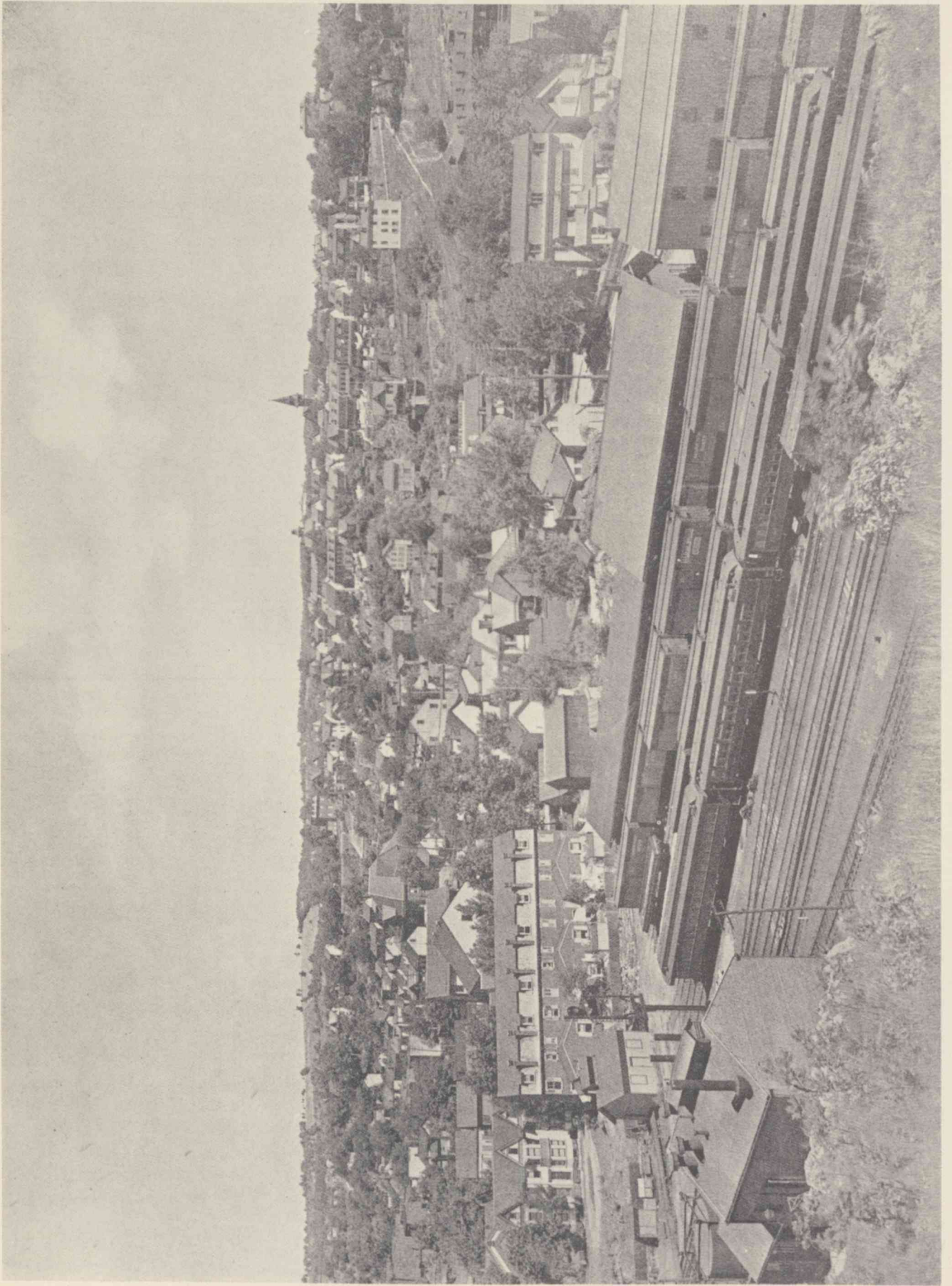
Phillipsburg, looking Northeast from Mt. Parnassus in 1900. Structure in left center in the background is the Wesley Methodist Church which was destroyed by fire about 1938. The structure in the background at the extreme left is the Freeman School which was later replaced by a modern structure. Below, same view in 1966 shows the absence also of the round-house of the Central Railroad of New Jersey in the left center.



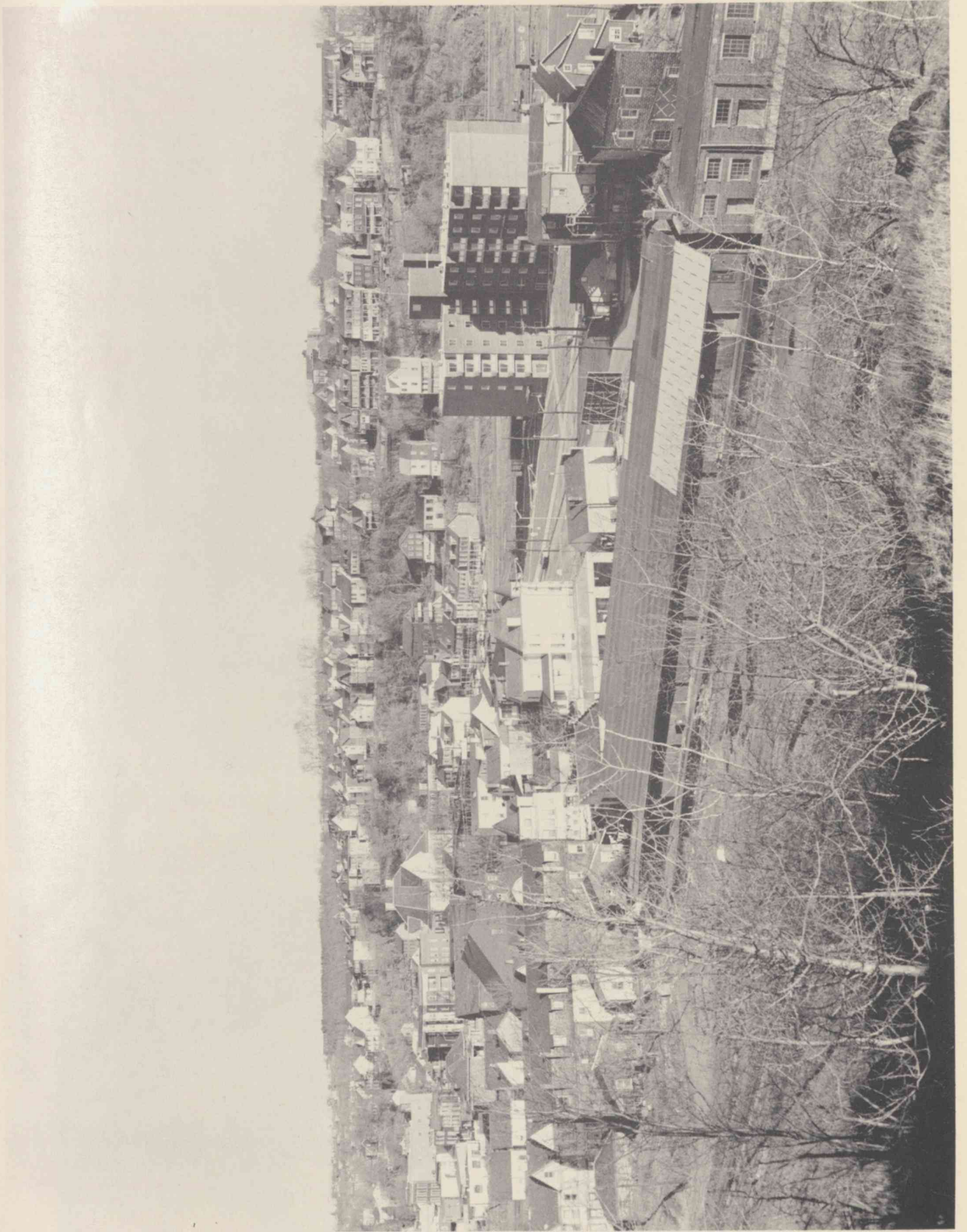


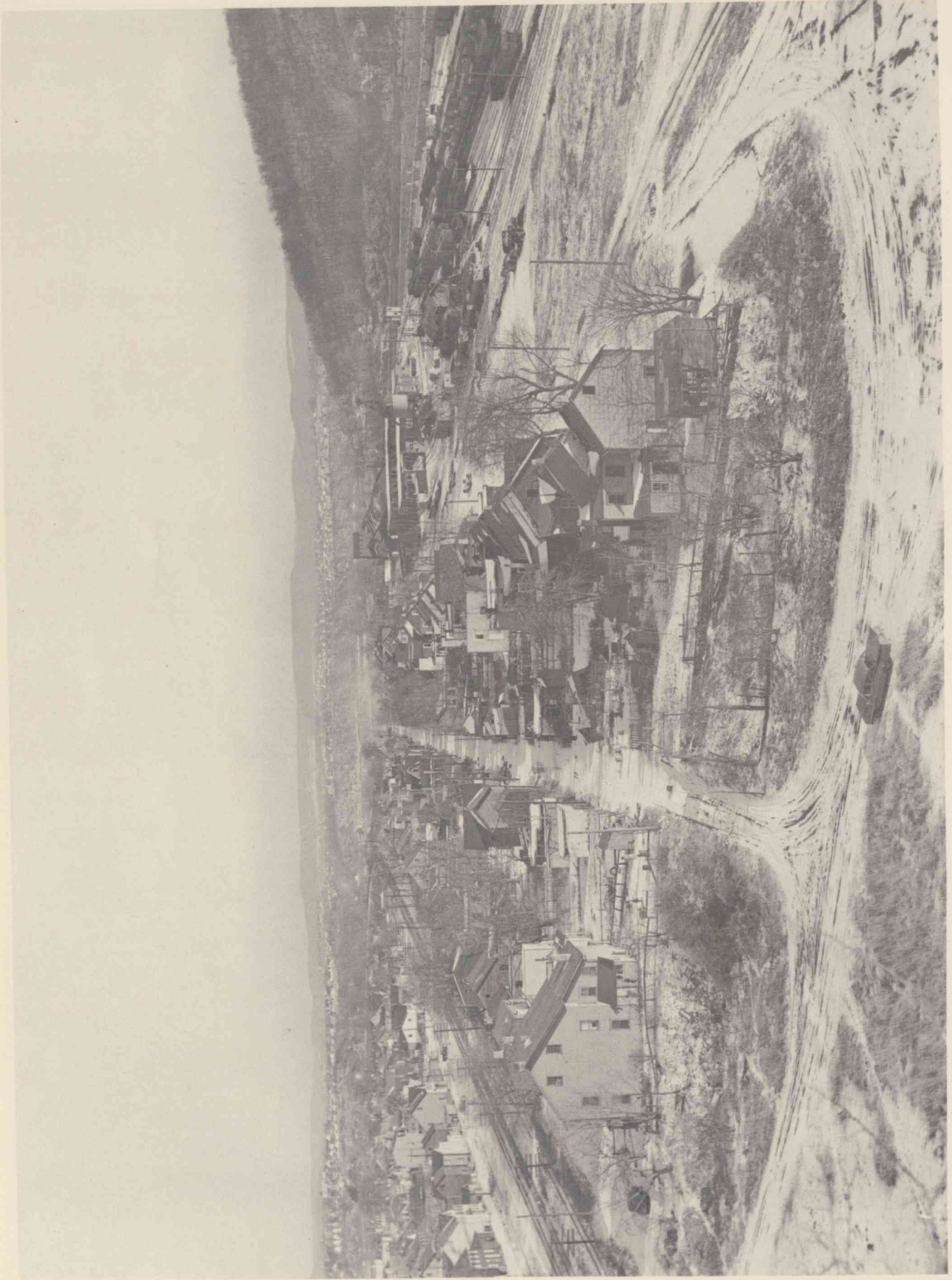
Phillipsburg, looking East from Mt. Parnassus in 1900 showing St. Philip and St. James Catholic Church in the center without a steeple and the Lehigh Valley Railroad also in the center. Below, same view in 1966



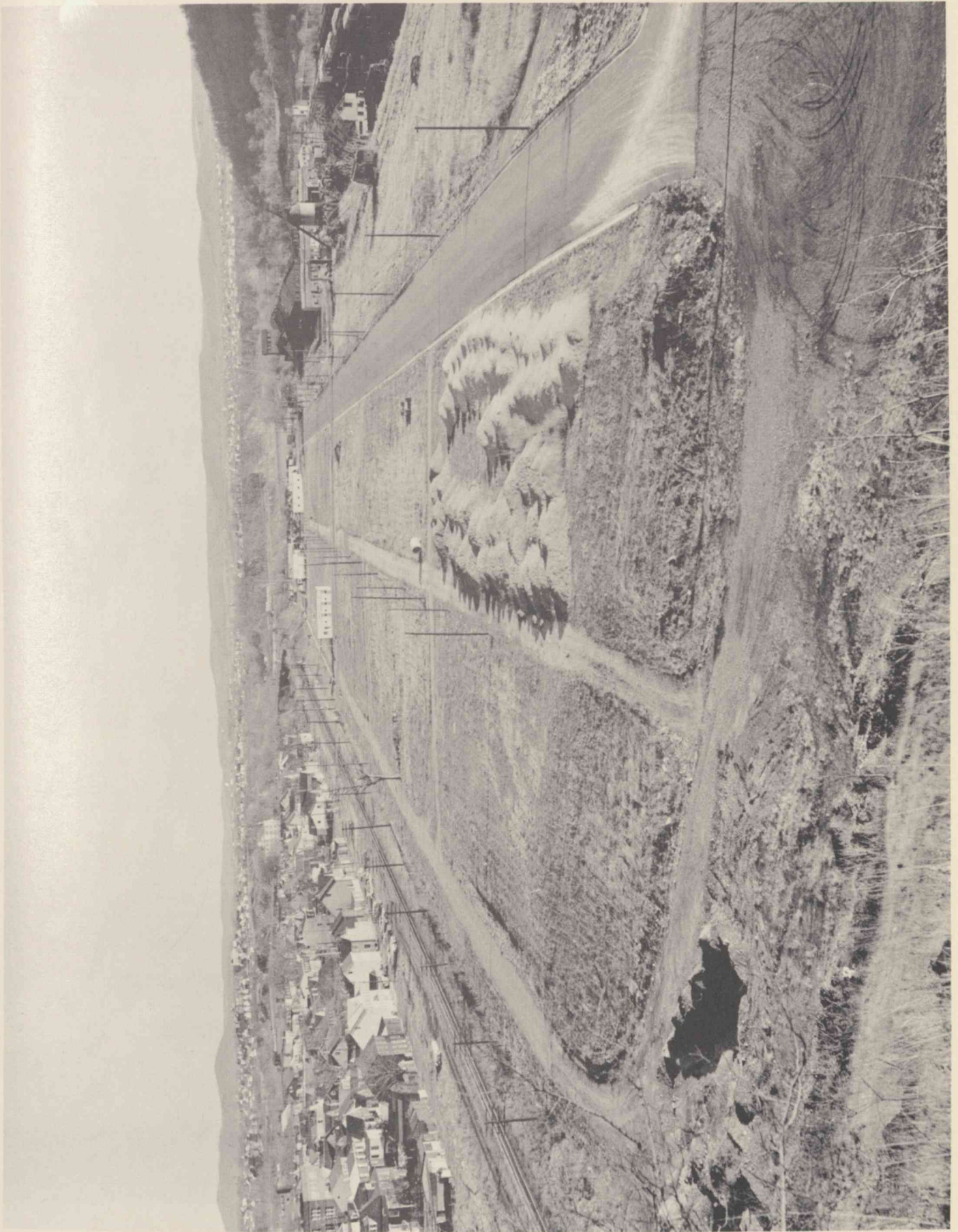


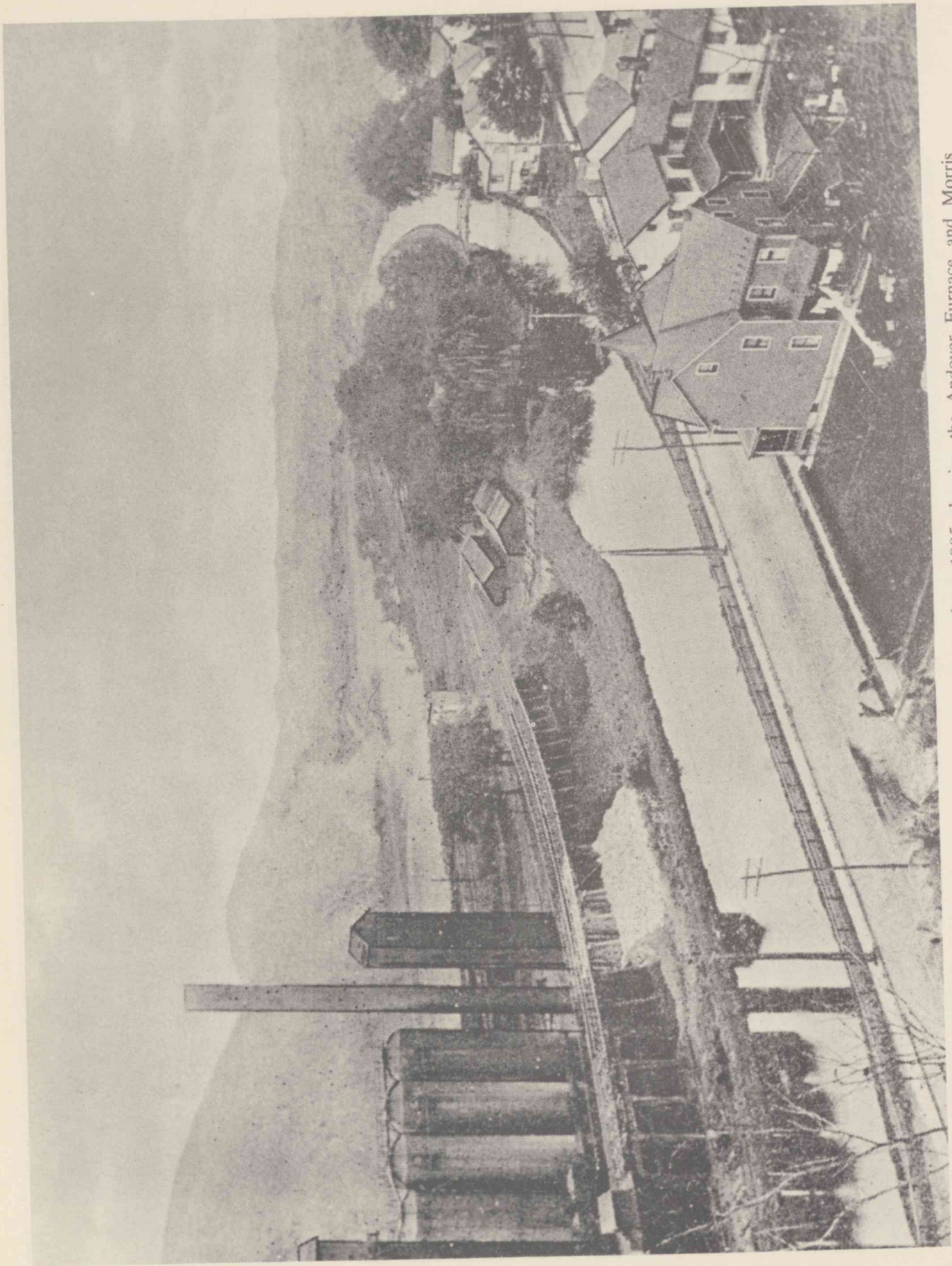
Phillipsburg, looking North from Mt. Parnassus in 1900. Below, same view in 1966 showing the addition of the



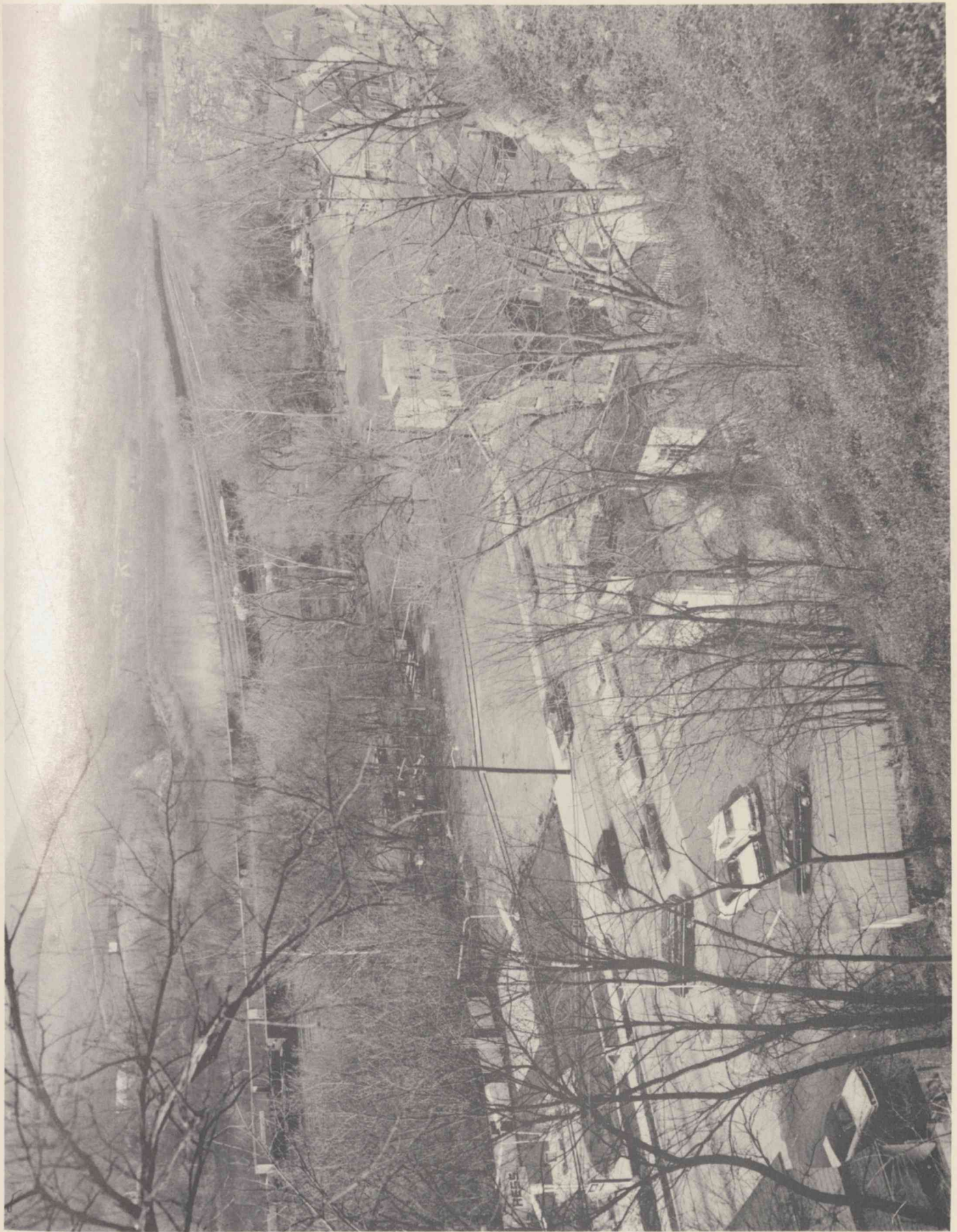


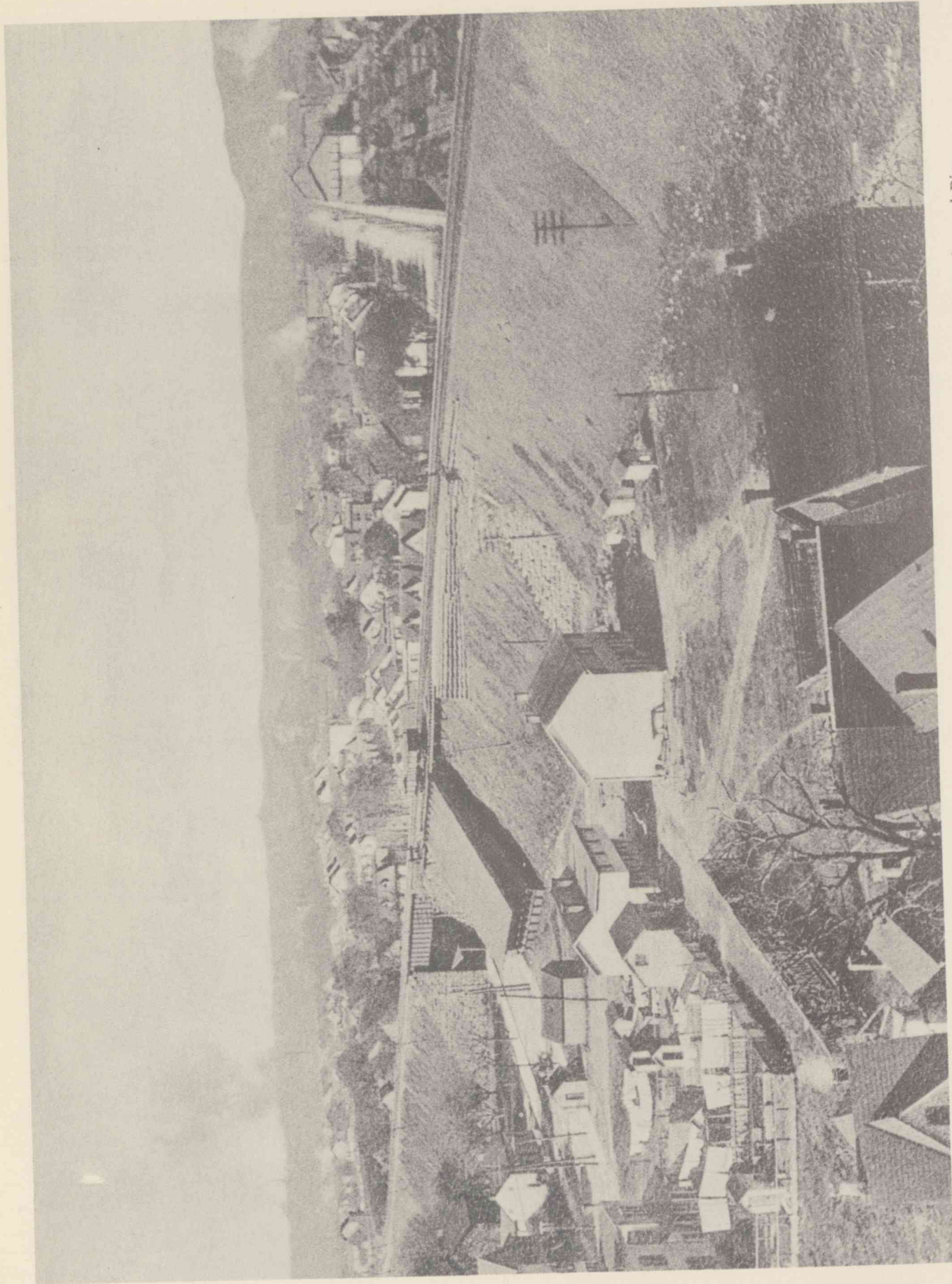
Fayette-Howard St. area, Phillipsburg, from Mt. Parnassus in February, 1960 during the demolition. Below, same view in 1965





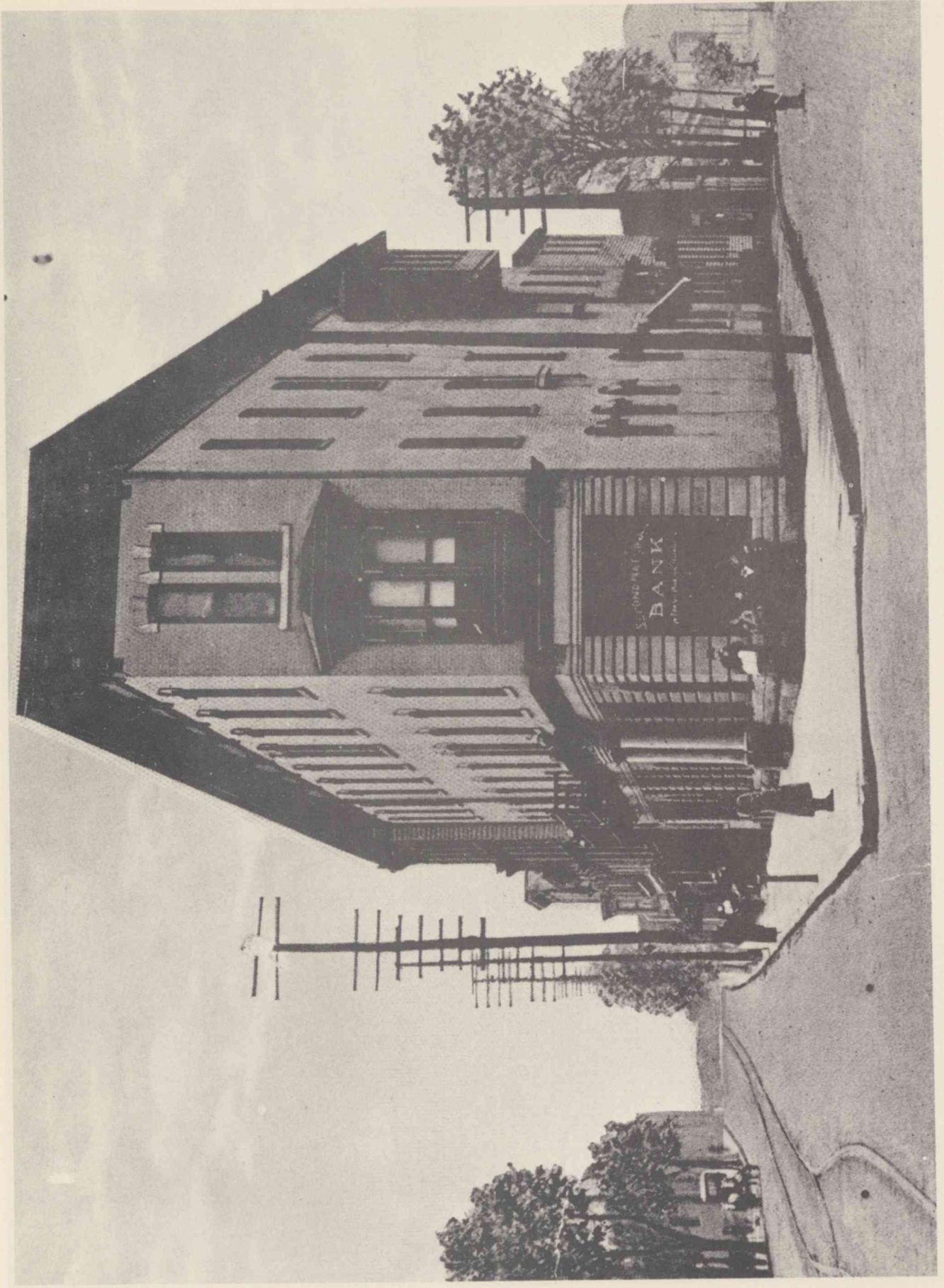
View of lower end of South Main St. at Limekiln Road about 1905 showing the Andover Furnace and Morris
Delevy some view in 1966.





View of Phillipsburg looking Northwest toward South Main and Center Sts. about 1905. Warren Foundry and Pipe
Below same view in 1966.



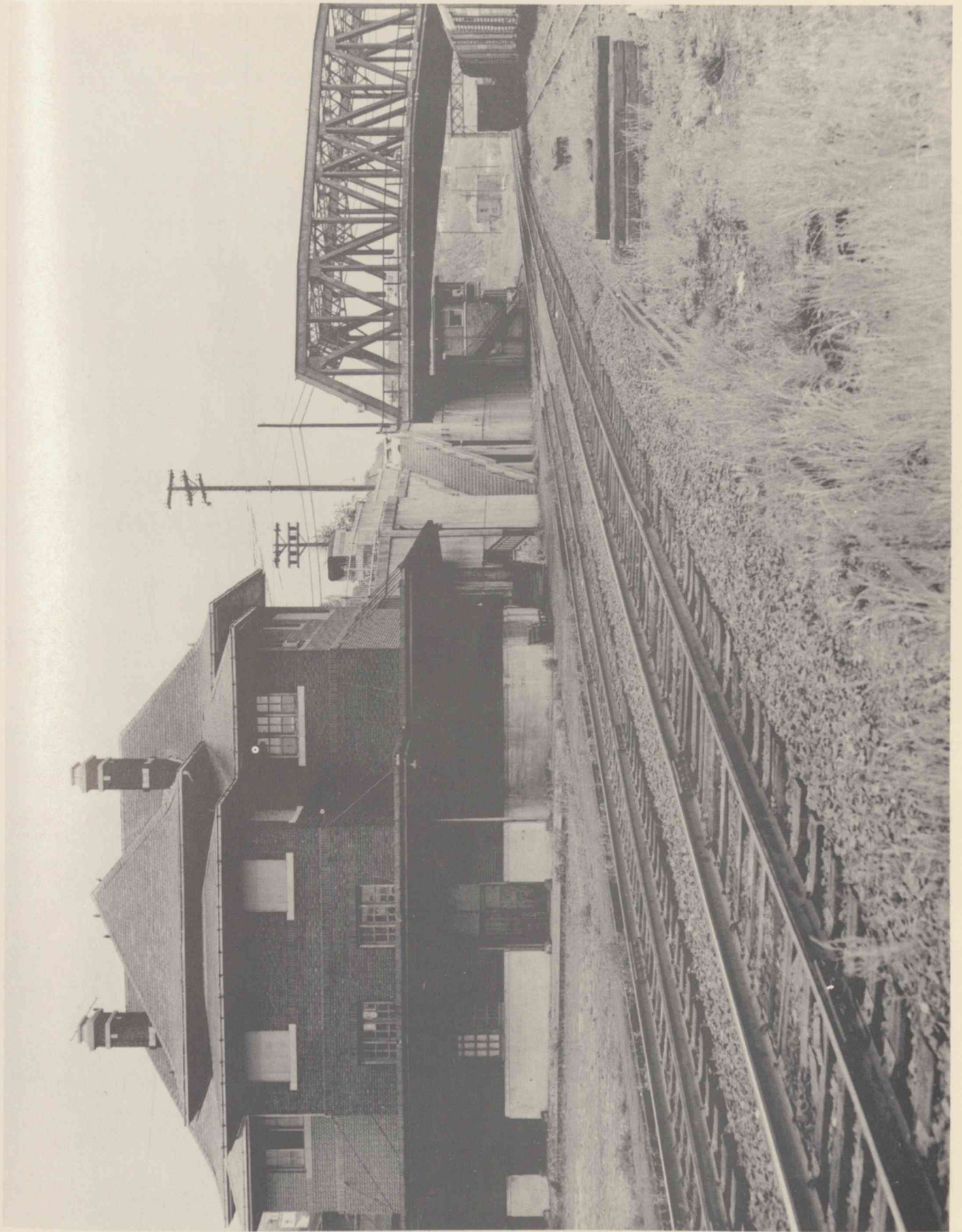


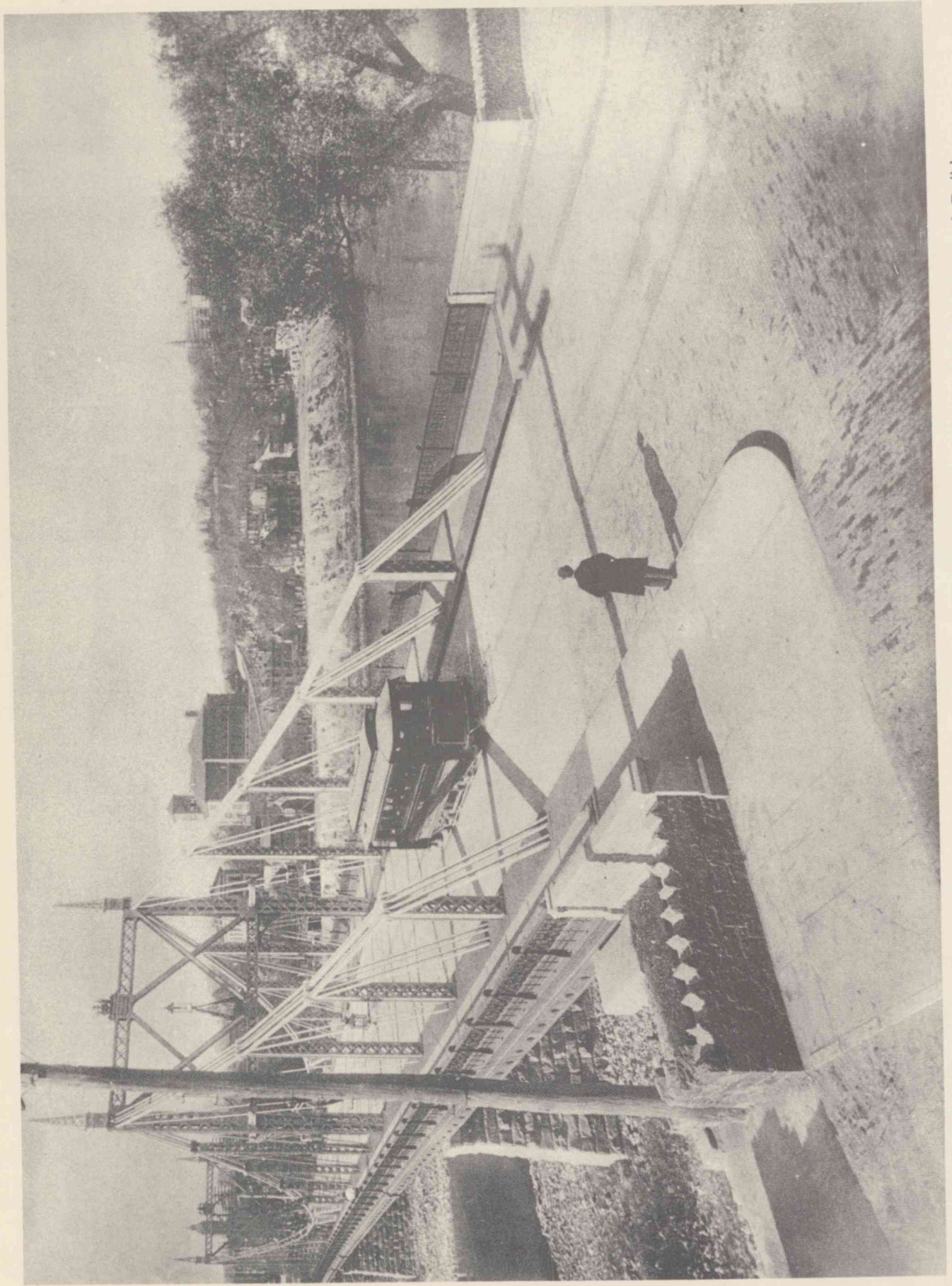
The Second National Bank Building, South Main and Market Sts. about 1910. Below, same view in 1966 showing a portion of Mt. Parnassus in the right background and the O'Donnell Towers in the left background.





The New Union Station of the Central Railroad of N. J. and the Delaware-Lackawanna Railroad about 1910. Below, same view in 1966 with the building now occupied by the Phillipsburg Pharmacy.



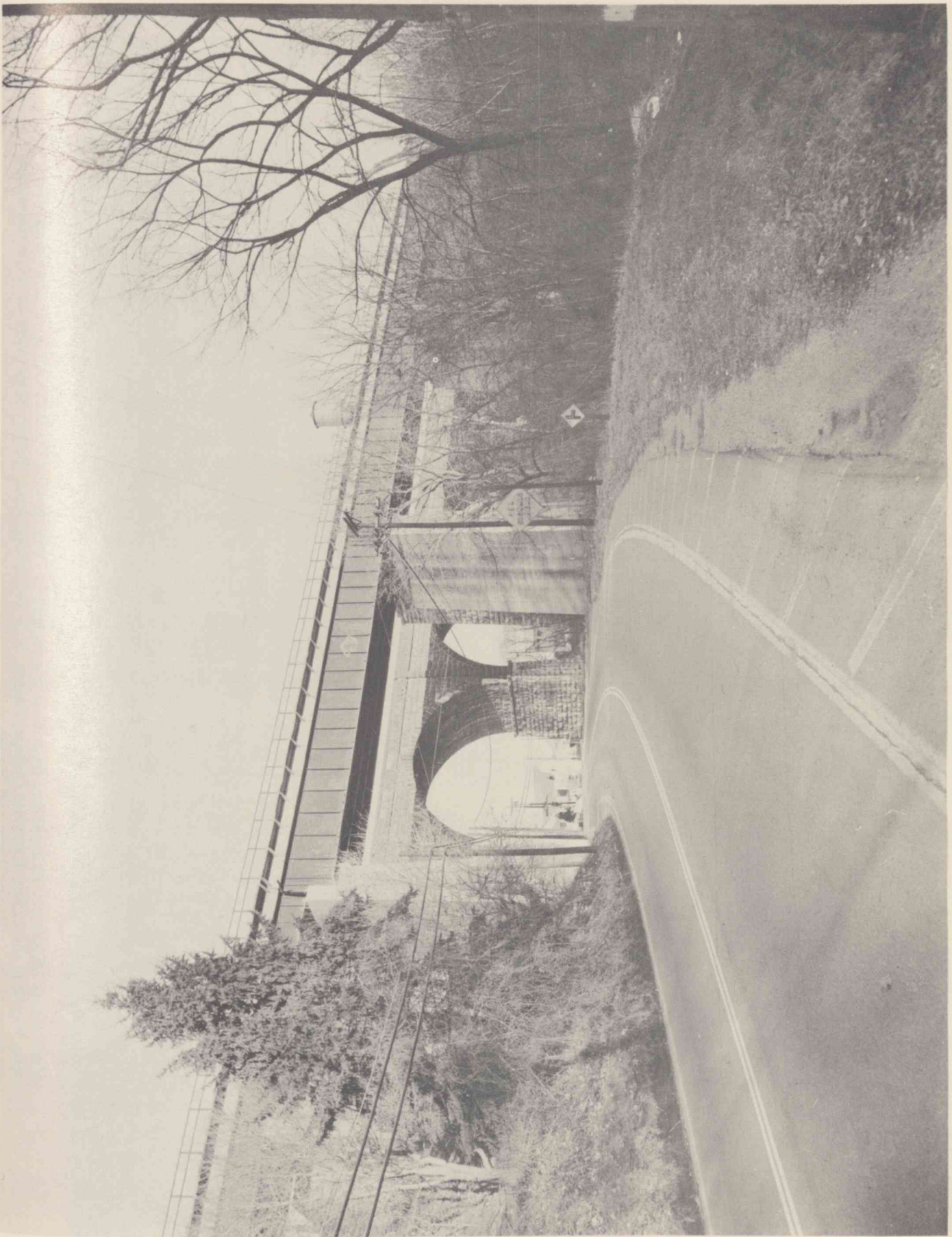


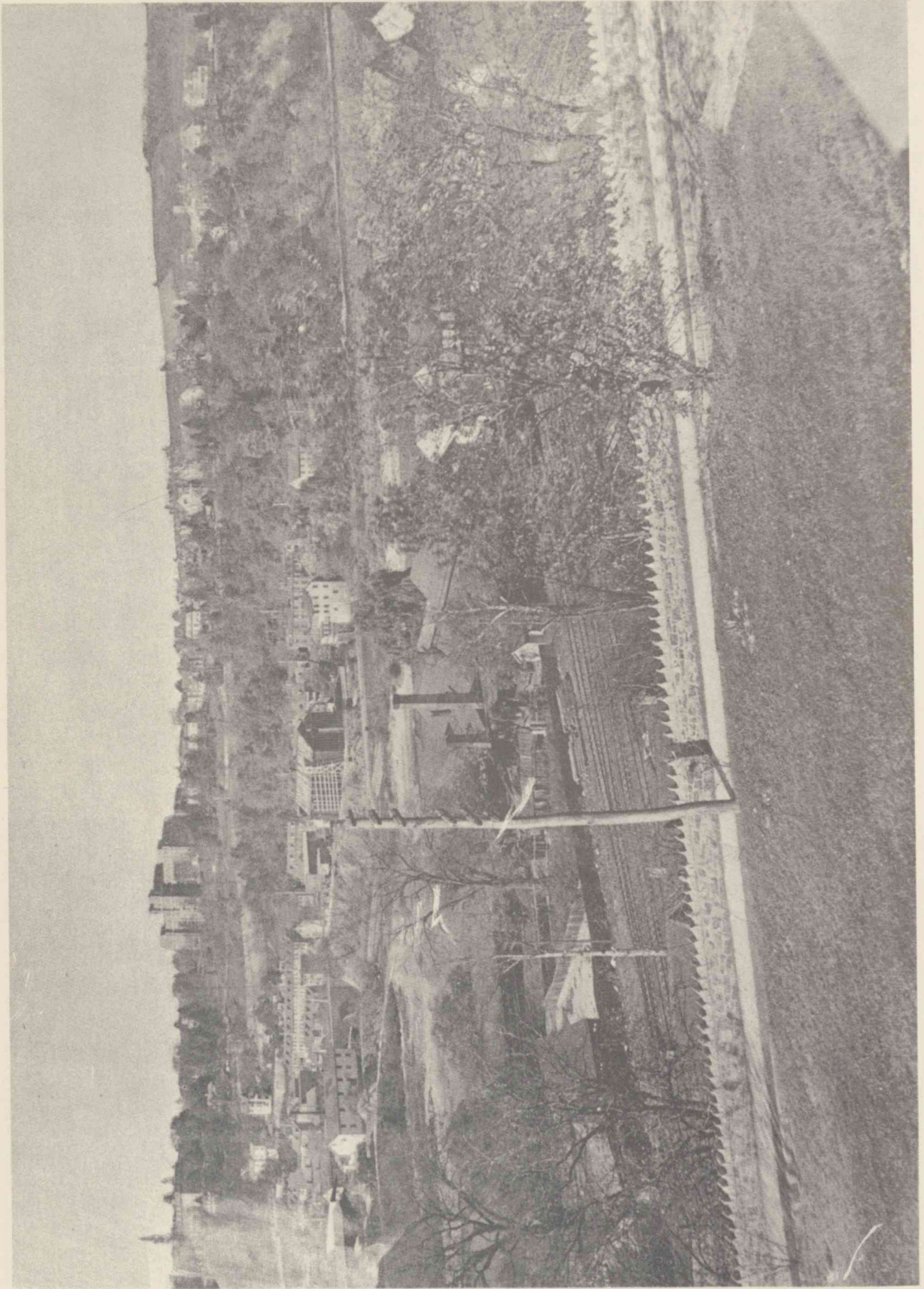
Phillipsburg end of the Northampton Street Bridge at Union Square from the old Phillipsburg National Bank Building in 1900. Below, same general view in 1966.





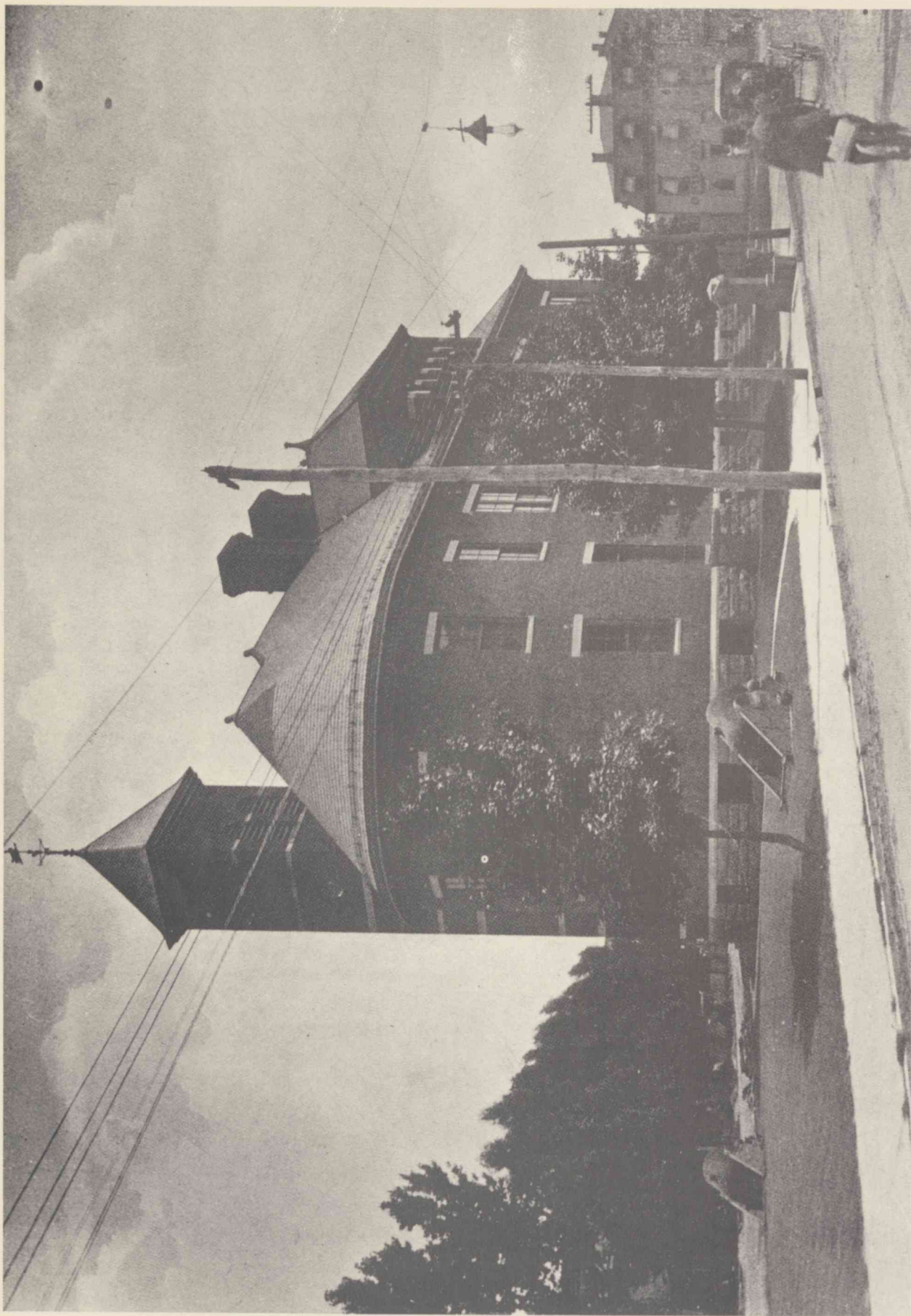
Green's Bridge at the lower end of South Main St., Phillipsburg about 1908 showing the Morris Canal at the extreme right. Below, same view in 1966.



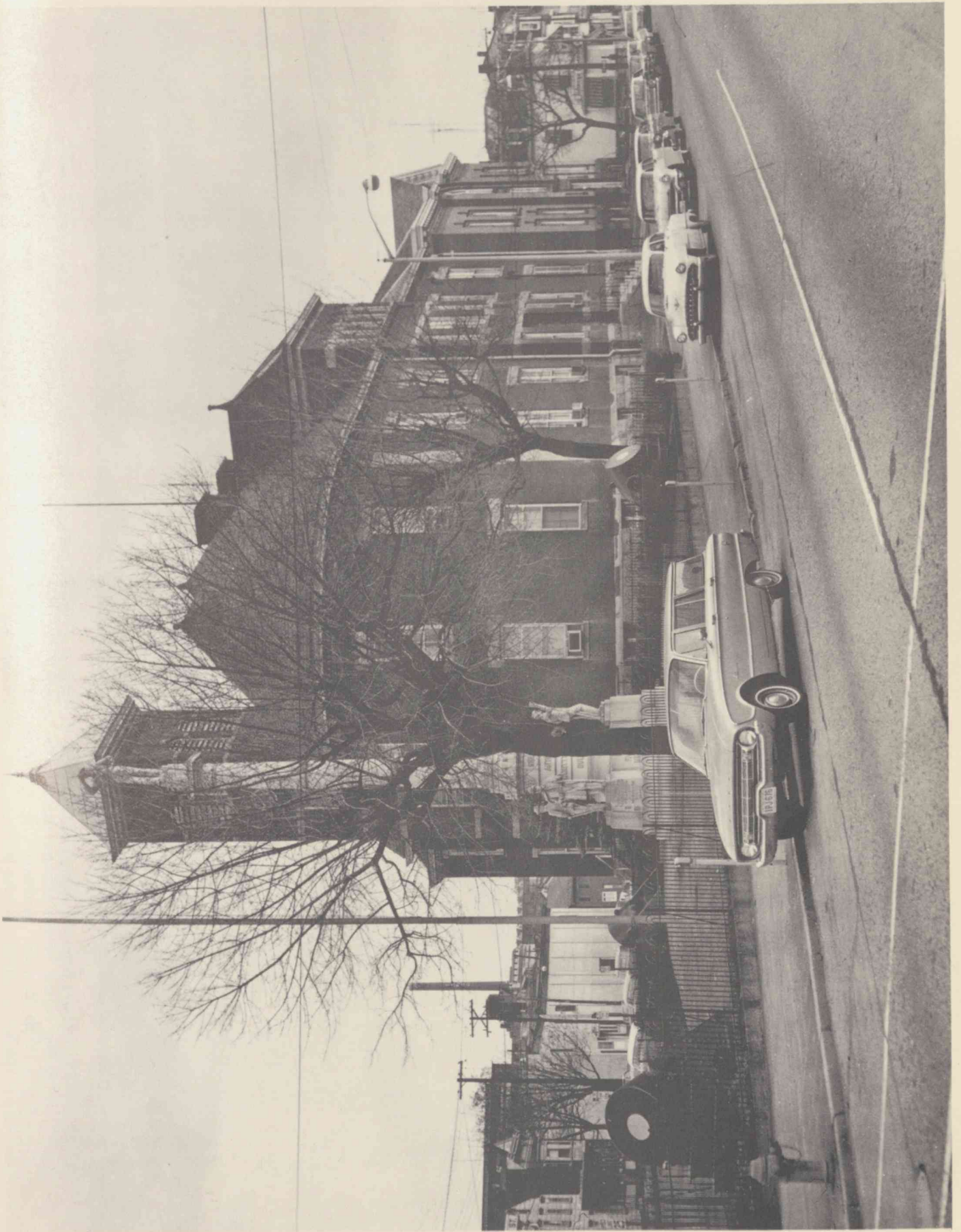


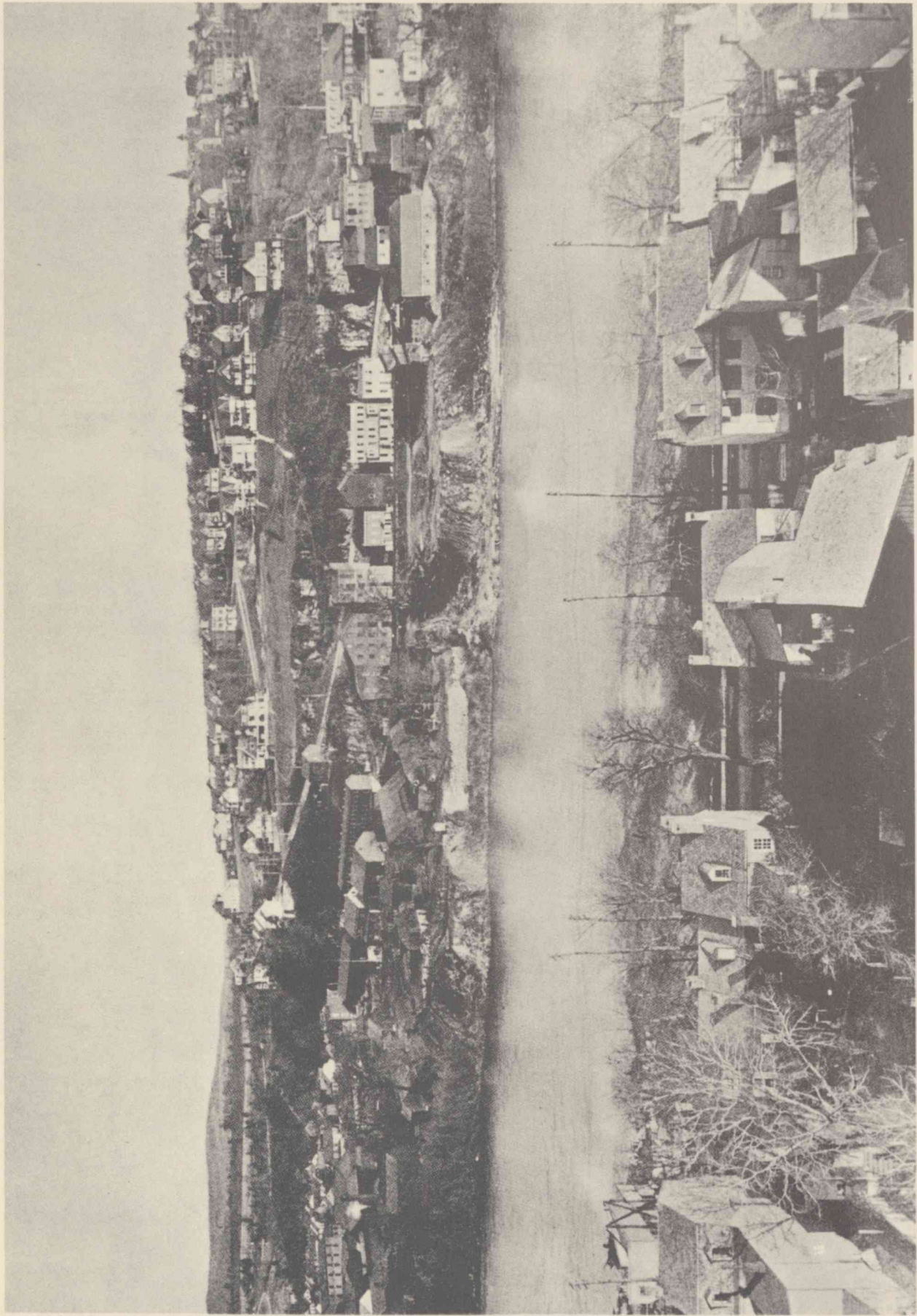
View across Morris St., Phillipsburg, from Fairview Heights in 1900 showing the Delaware River and the old Horse-shoe Works in the center. Lafayette College, Easton, is in the background. Below, same view in 1966 shows the presence of the Delaware River Toll Bridge.





The Lovell School Building, corner of South Main and Sitgreaves Sts., Phillipsburg, in 1900. The horse trough and drinking fountains along the curb at the right were erected in 1887. It is still in use today at Walter's Park. Below, same view in 1966 shows the presence of the Soldiers' and Sailors' Monument and the Reese School Building erected next to the Lovell Building. The Lovell Building is now the Municipal Building.





Phillipsburg from the Easton High School Building in 1900, showing the Horseshoe Works on the extreme left and Union Square on the extreme right. In the center is Old Ferry Road leading to North Main St. In the foreground is Front St., (now Riverside Drive) Easton. Below, same view in 1966 showing the presence of the Delaware River Toll Bridge at the extreme left.

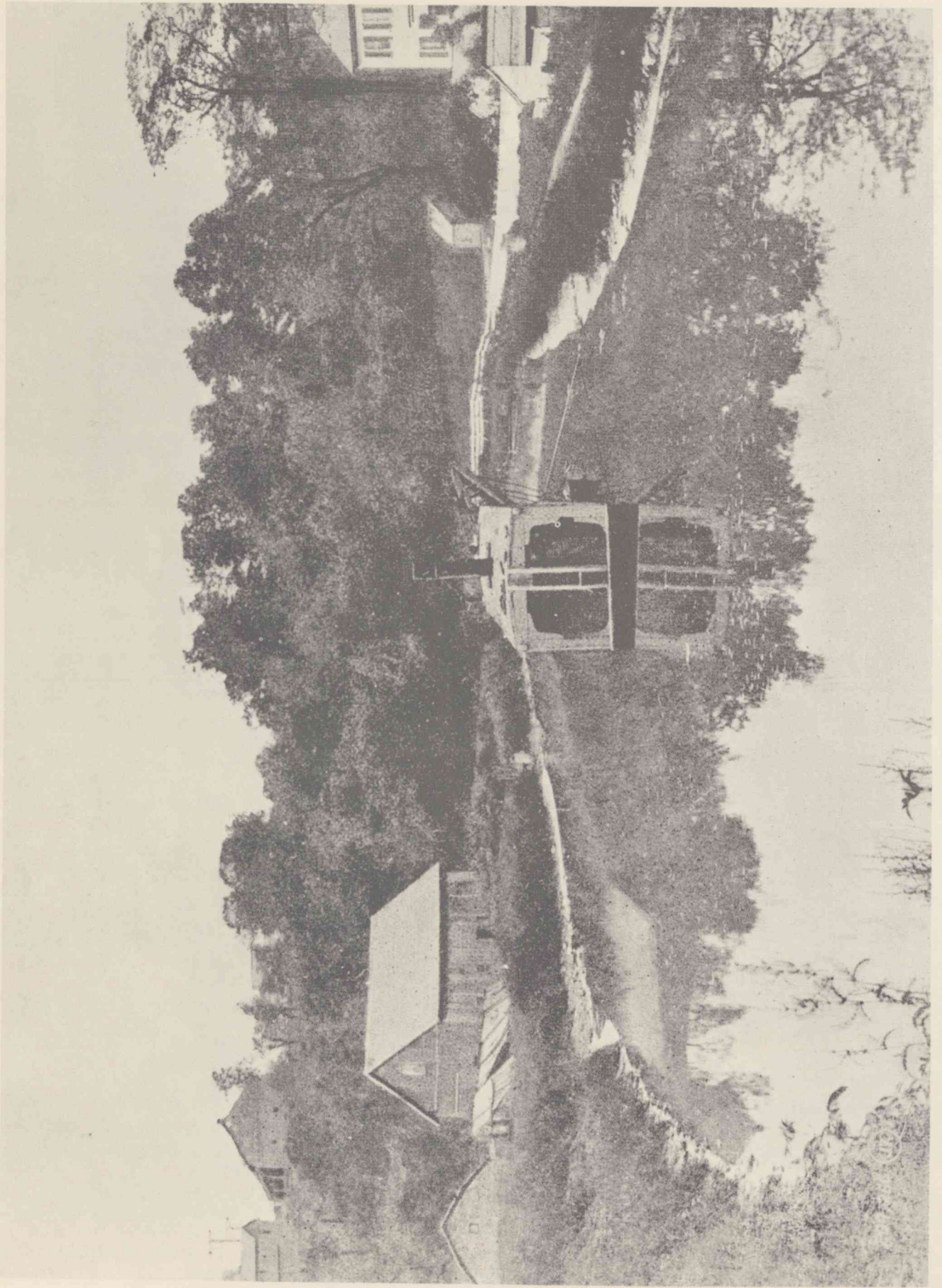




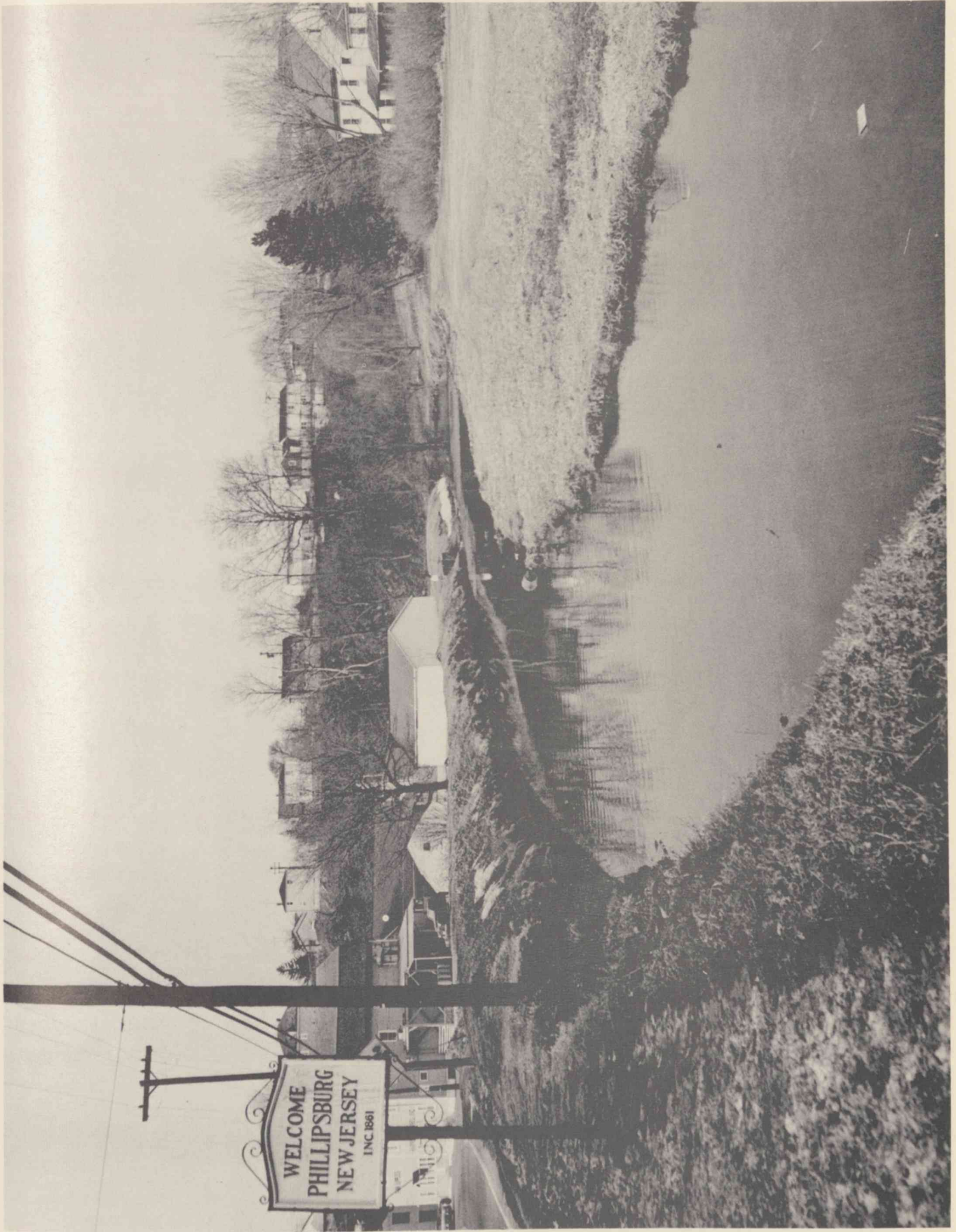
Phillipsburg Police Department about 1912: Left to right: Dan Hogan, Shad Gebhardt, Mayor Joseph Firth, Chief Gorgas, Dory Snyder, Town Clerk Kneeder, Tom Kane, Police Headquarters was at 160 South Main St.

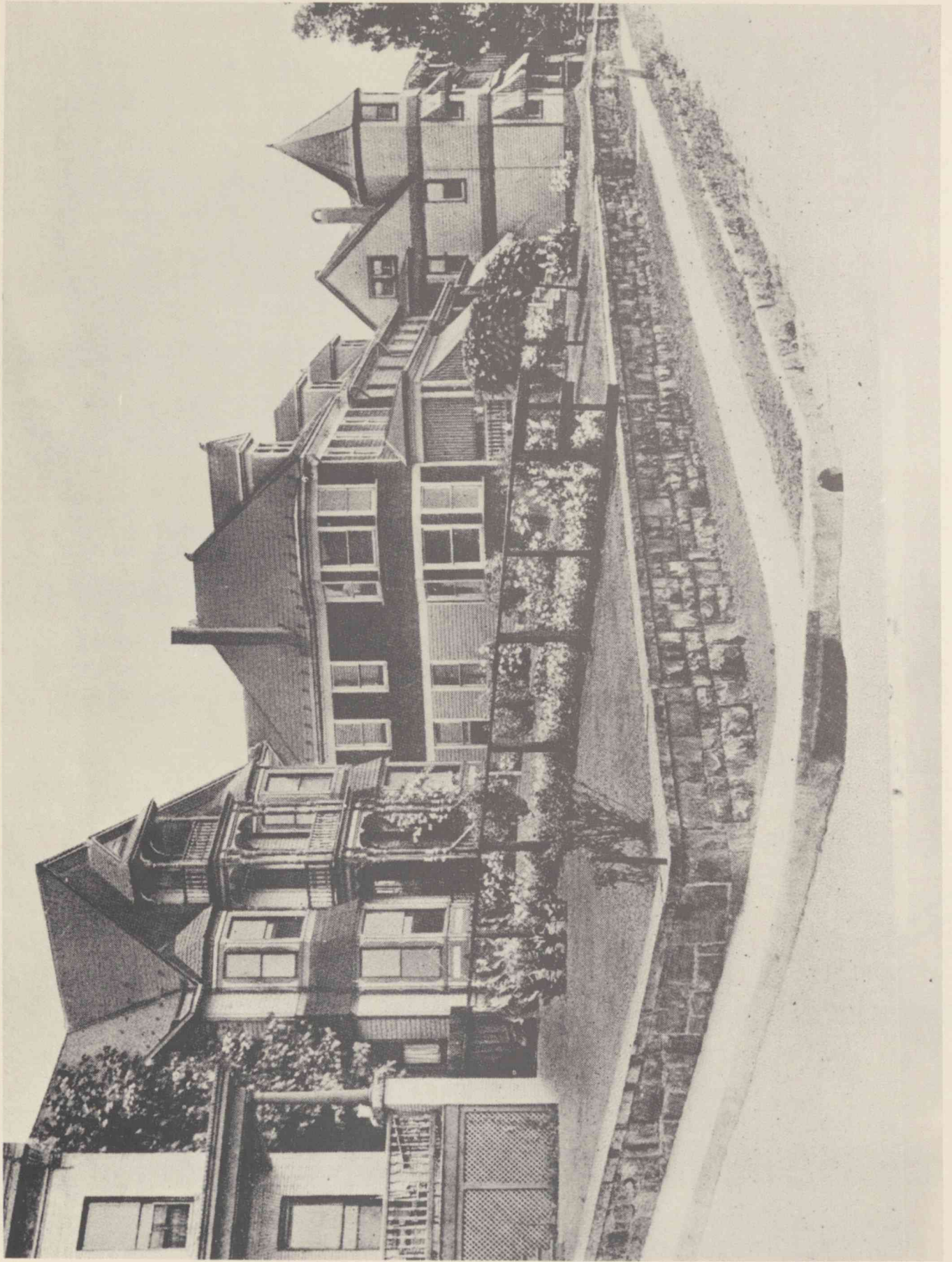


The department in 1966: Front: Chief, John W. Budd, Commissioner of Public Safety, George Stewart (Ret.).
1st Row: Sgt. J. McNulty, Sgt. W. Libby, Sgt. H. Dunfee, Lt. C. Rounsaville, Det. Lt. E. Deacon, Lt. W. Jones.
2nd Row: Patrolmen R. Wynkoop, Sr., F. Zaro, F. Marcantoni, W. Bartholomew, F. Souders, Jr., G. Worley.
3rd Row: E. Lalonde, C. Baxter, J. Collura, R. Clark, Det. Ptl. S. Ruch, H. Mundell.
4th Row: T. Smith, R. Hinkle, J. Streader, W. Vanya, R. Sharr, C. Erdie. Missing from photo: Sgt. J. Korp and Ptl. J. Bachman.

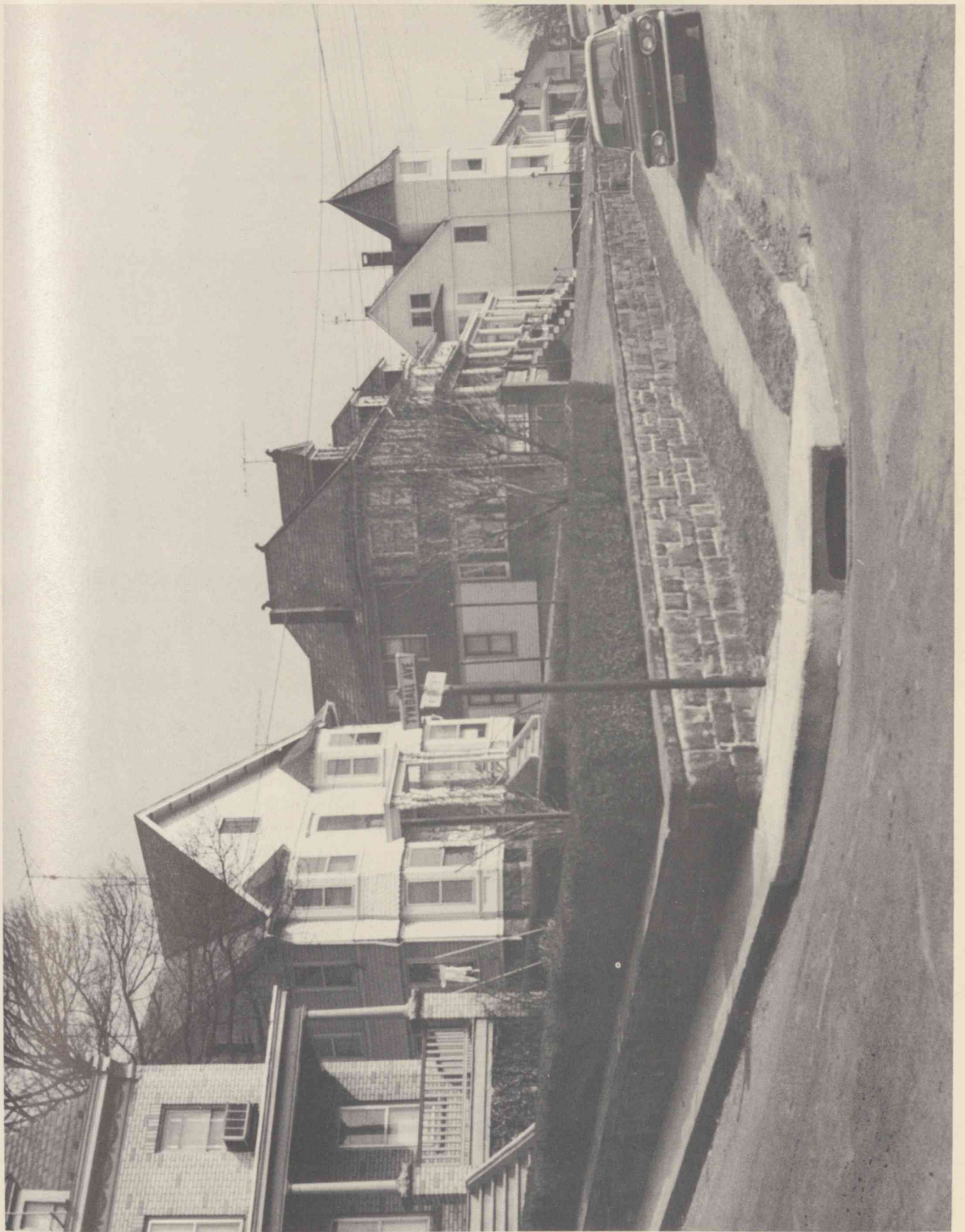


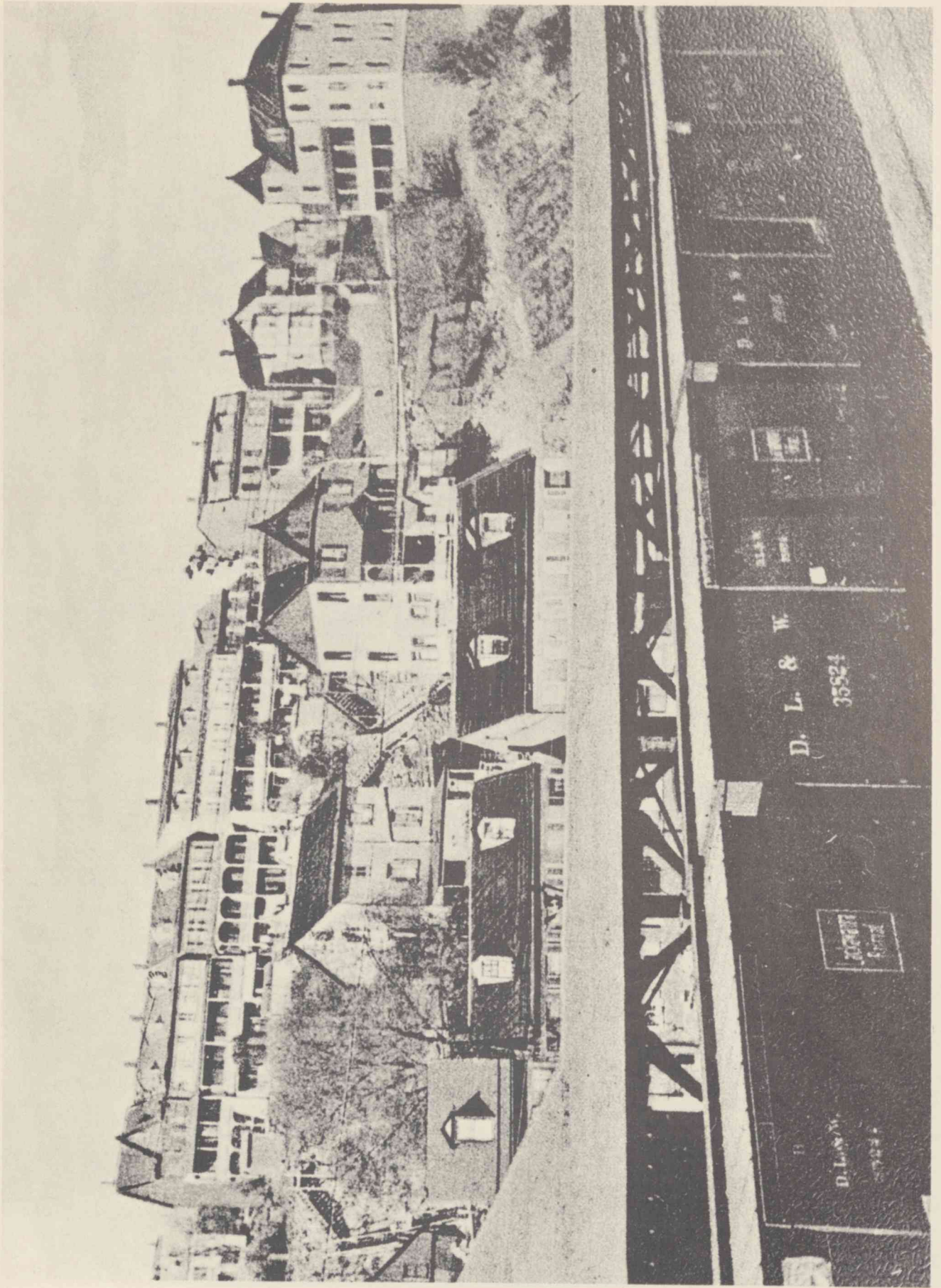
View along Morris Canal near Lock St. about 1908. Below, same view in 1966 showing Pursell's Feed Mill on the right.



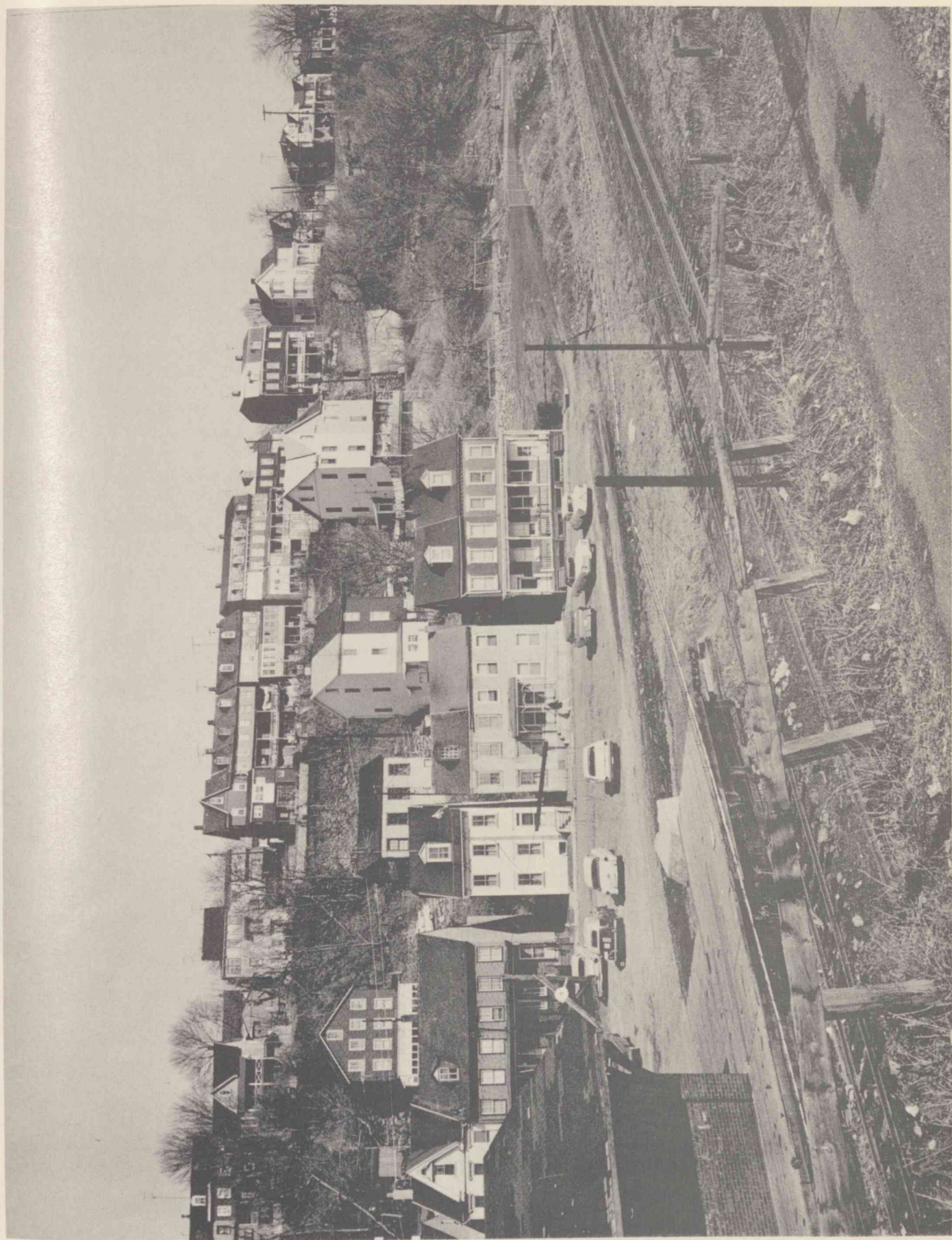


Washington St. and Tyndall Ave., Phillipsburg, about 1910. Below, same view in 1966.

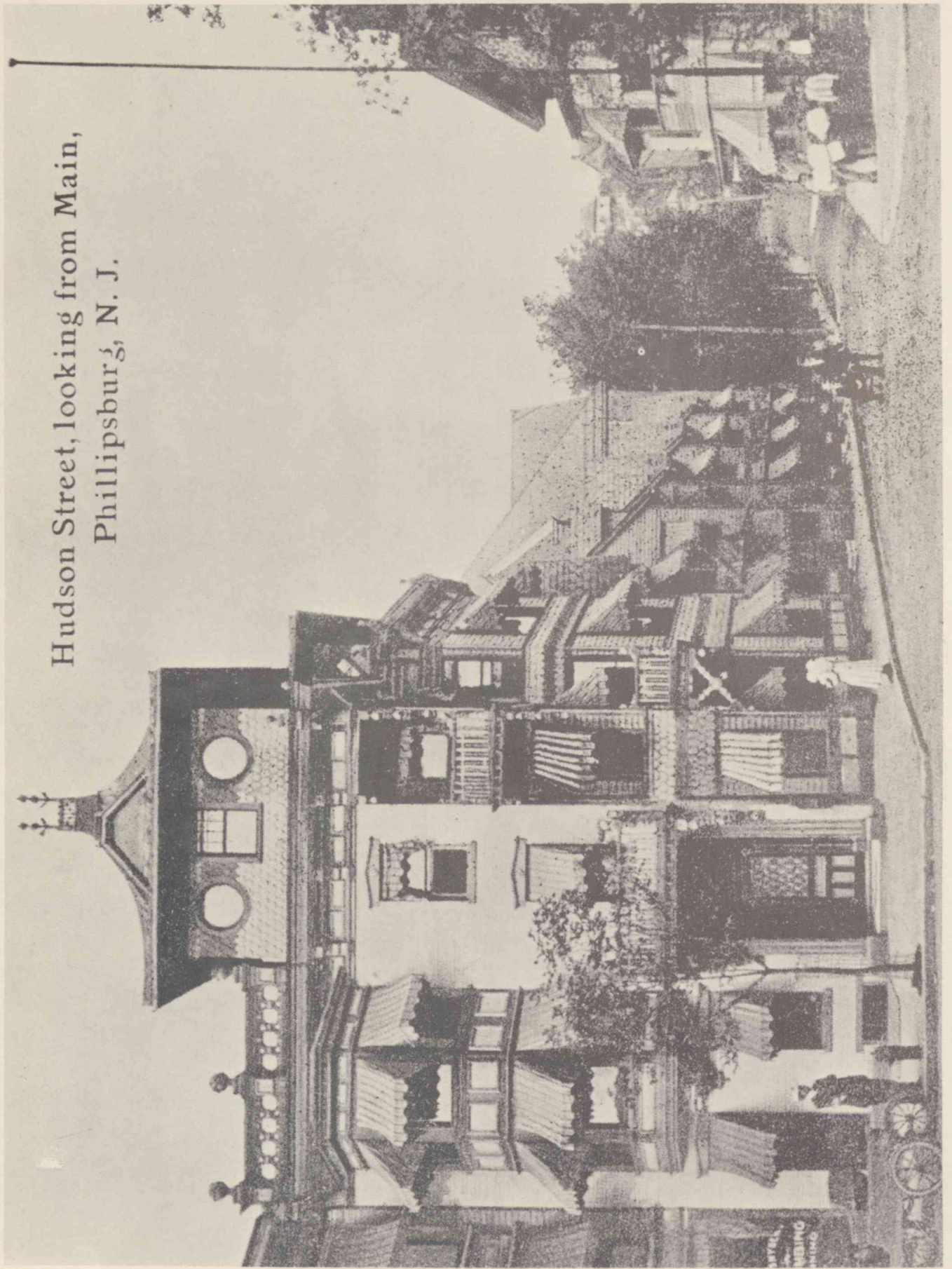




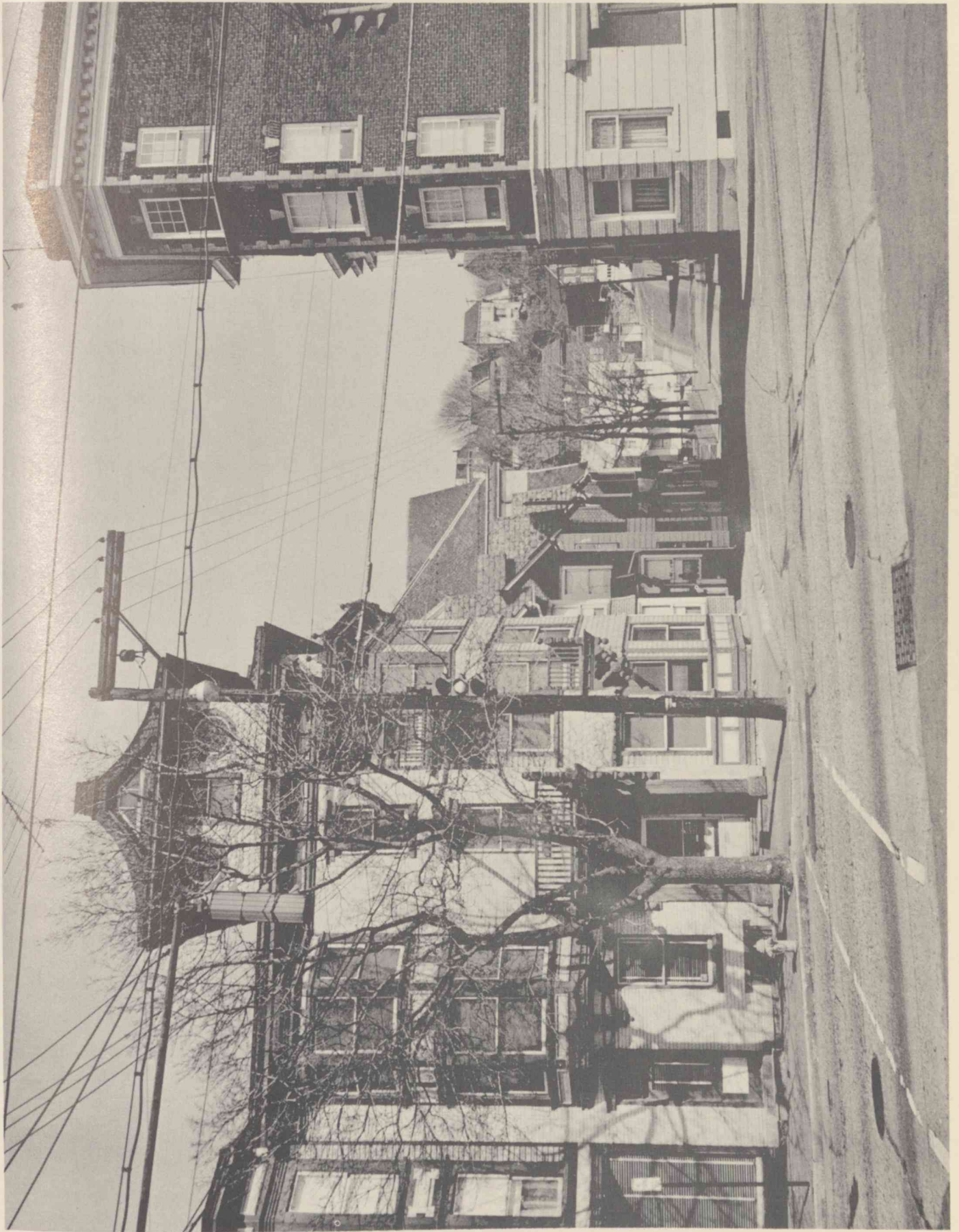
Hudson St. Hill from South Main St. showing the Delaware-Lackawanna and Western Railroad Freight Station about 1908. Below, same view in 1966.

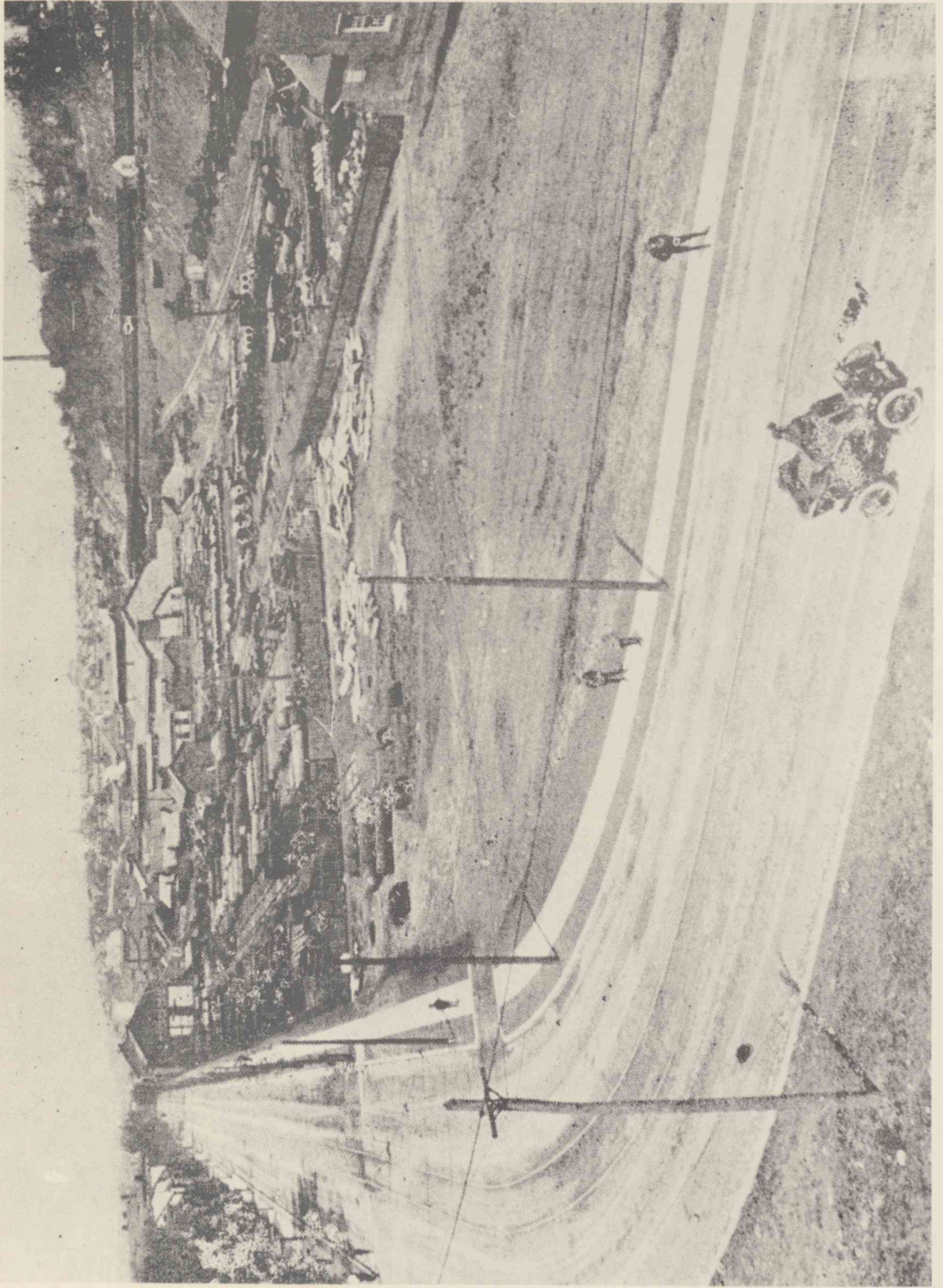


Hudson Street, looking from Main,
Phillipsburg, N. J.



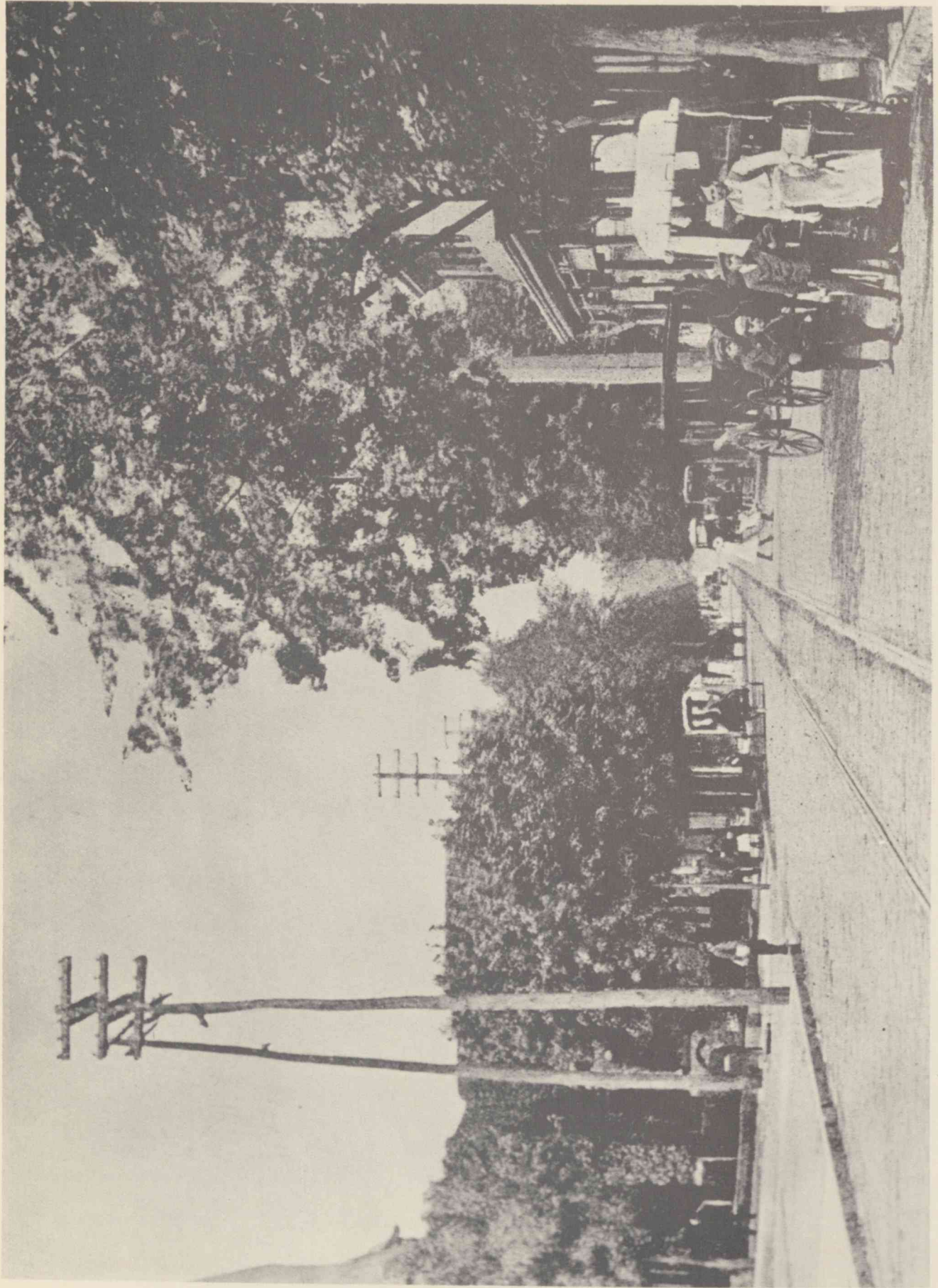
Hudson and South Main Sts., Phillipsburg, about 1908. Below, same view in 1966.



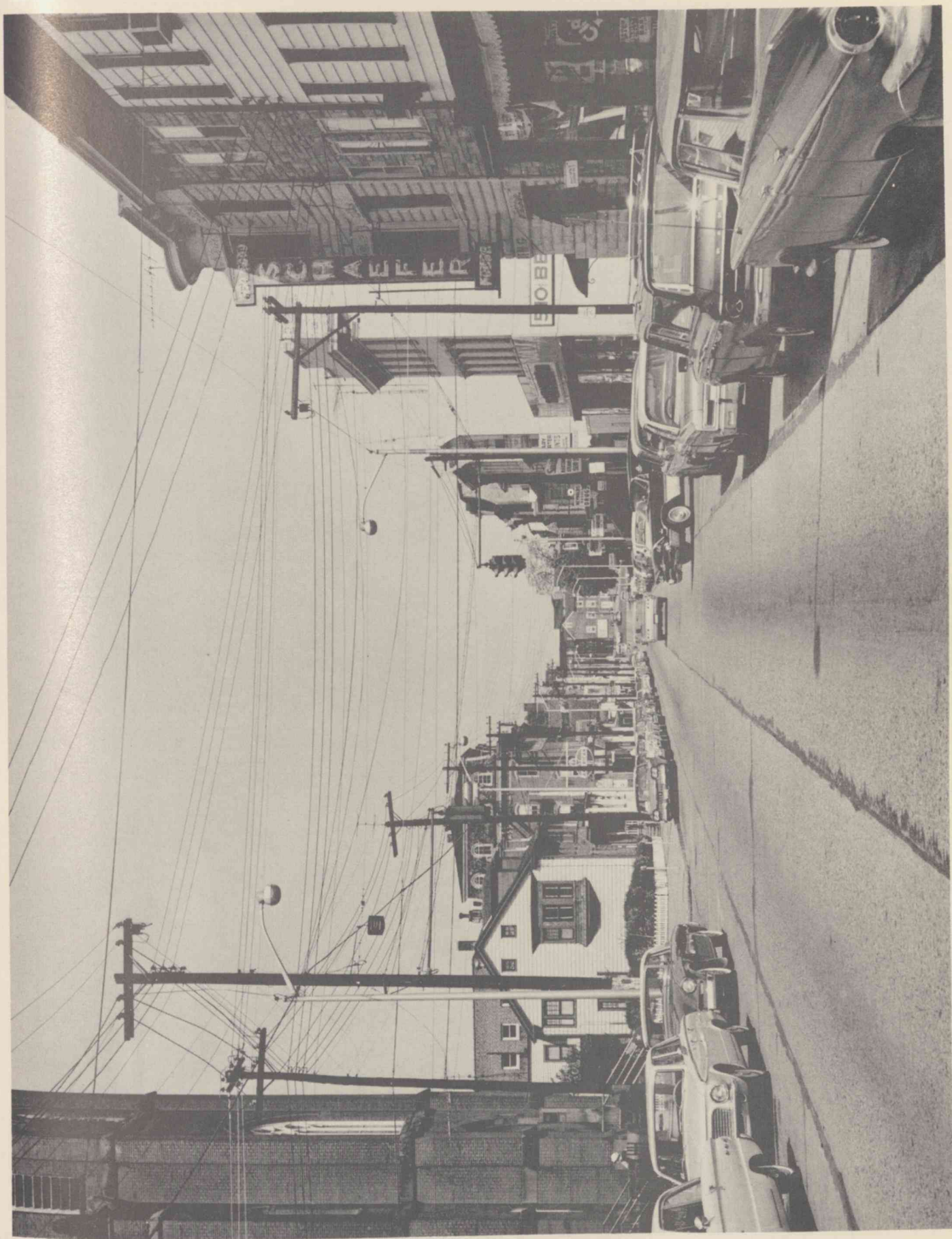


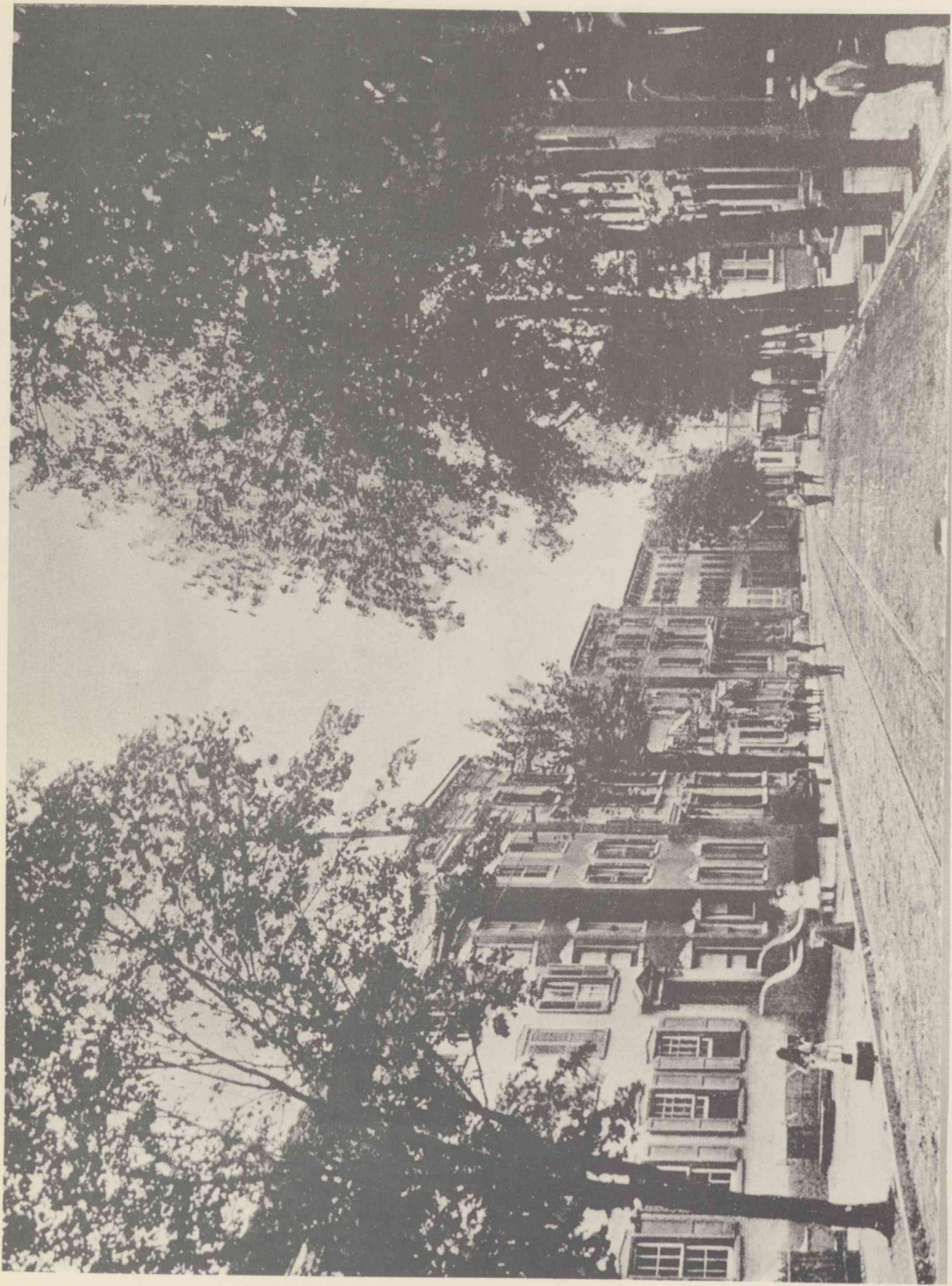
Lower end of Sitgreaves St. near Center St. showing the Warren Foundry and Pipe Corp. about 1908. Below, same view in 1966. Warren Foundry is now Shahmoon Industries.





View along South Main St. at Stockton St. about 1908. Catholic Church is on extreme left. Below, same view in 1966.





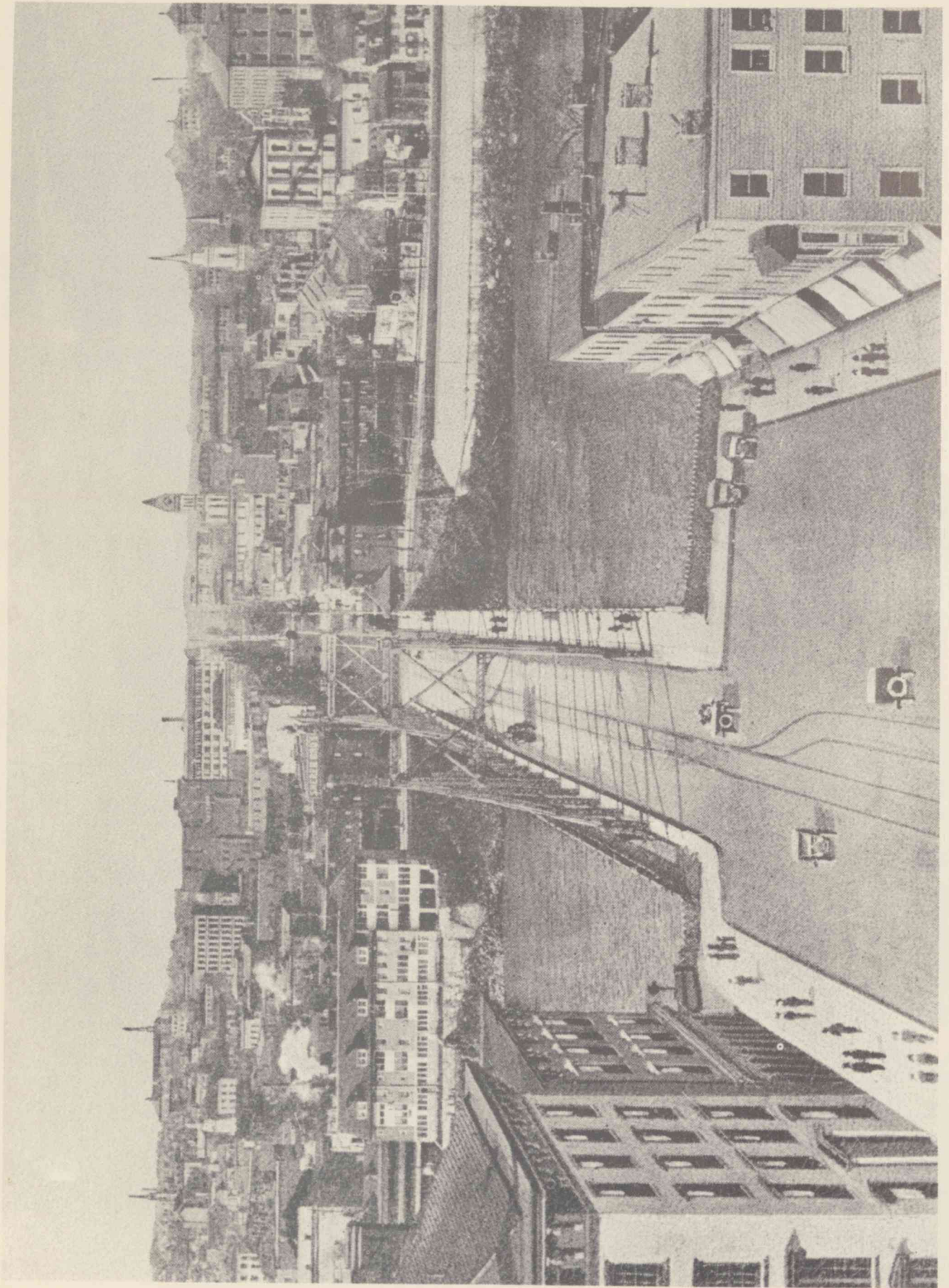
View along South Main St. near Market St. and Tyndall Ave. Below, same view in 1966.



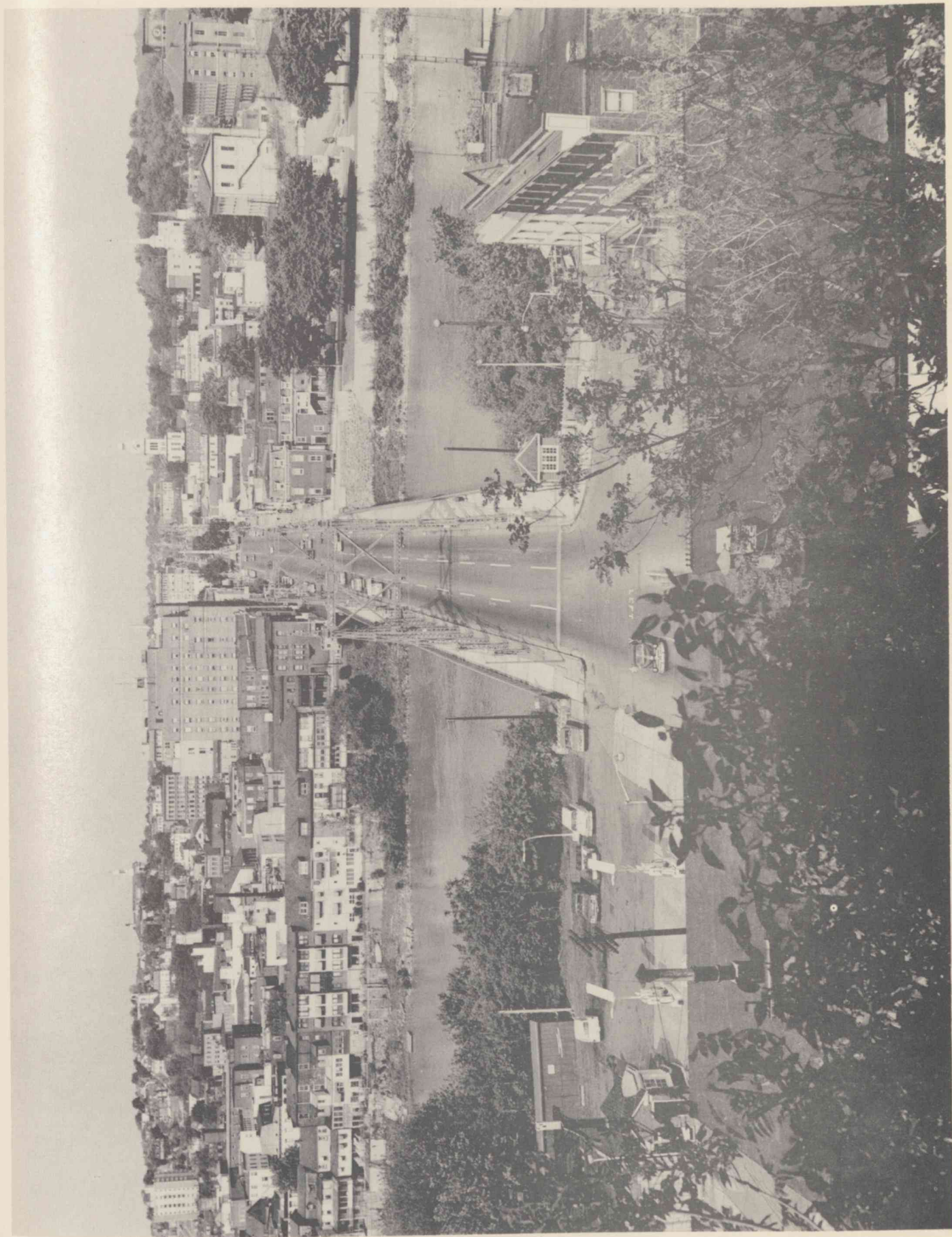


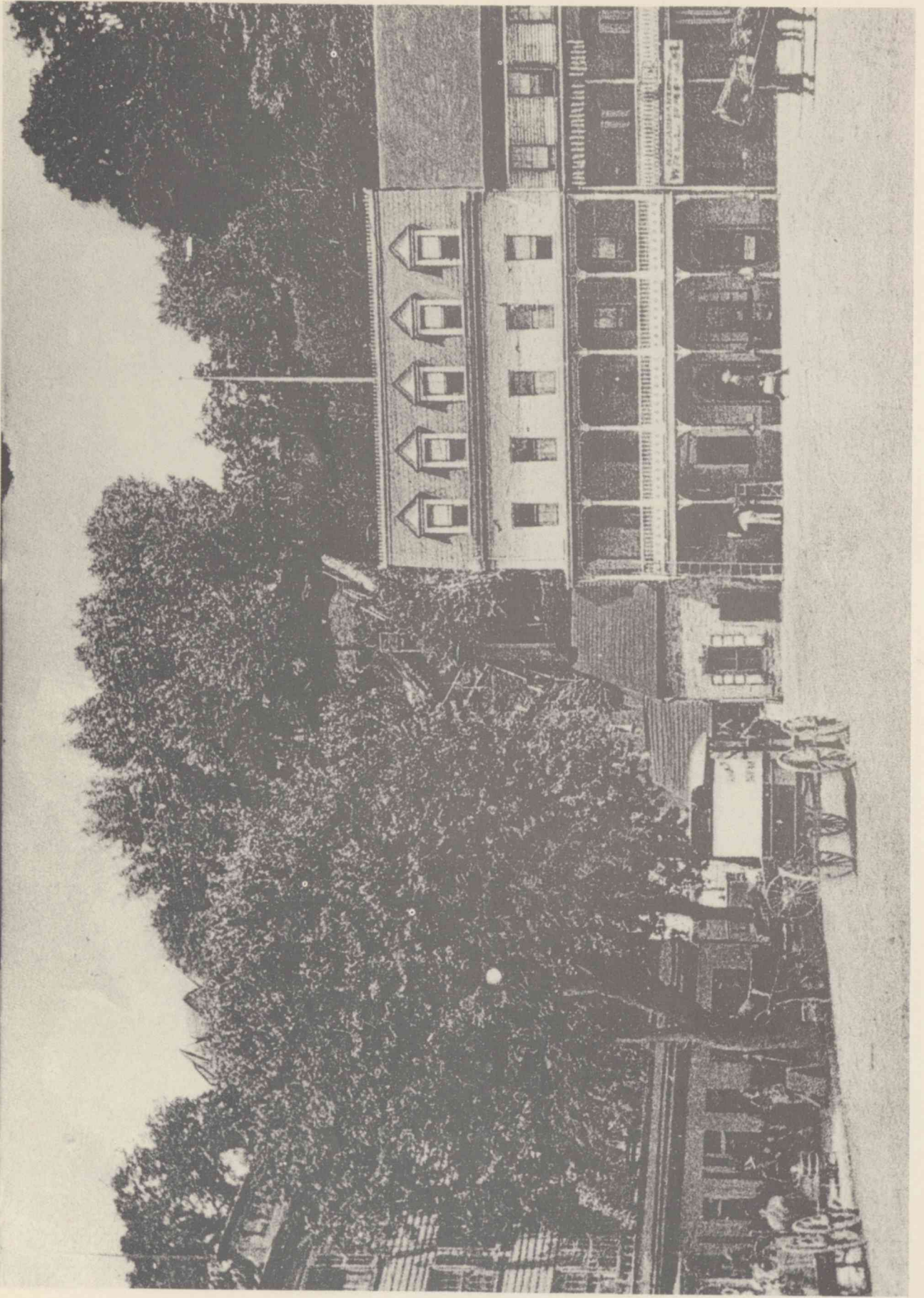
Union Square, Phillipsburg, about 1908 showing the Pennsylvania Railroad Station on the extreme right. Below, same view in 1966.





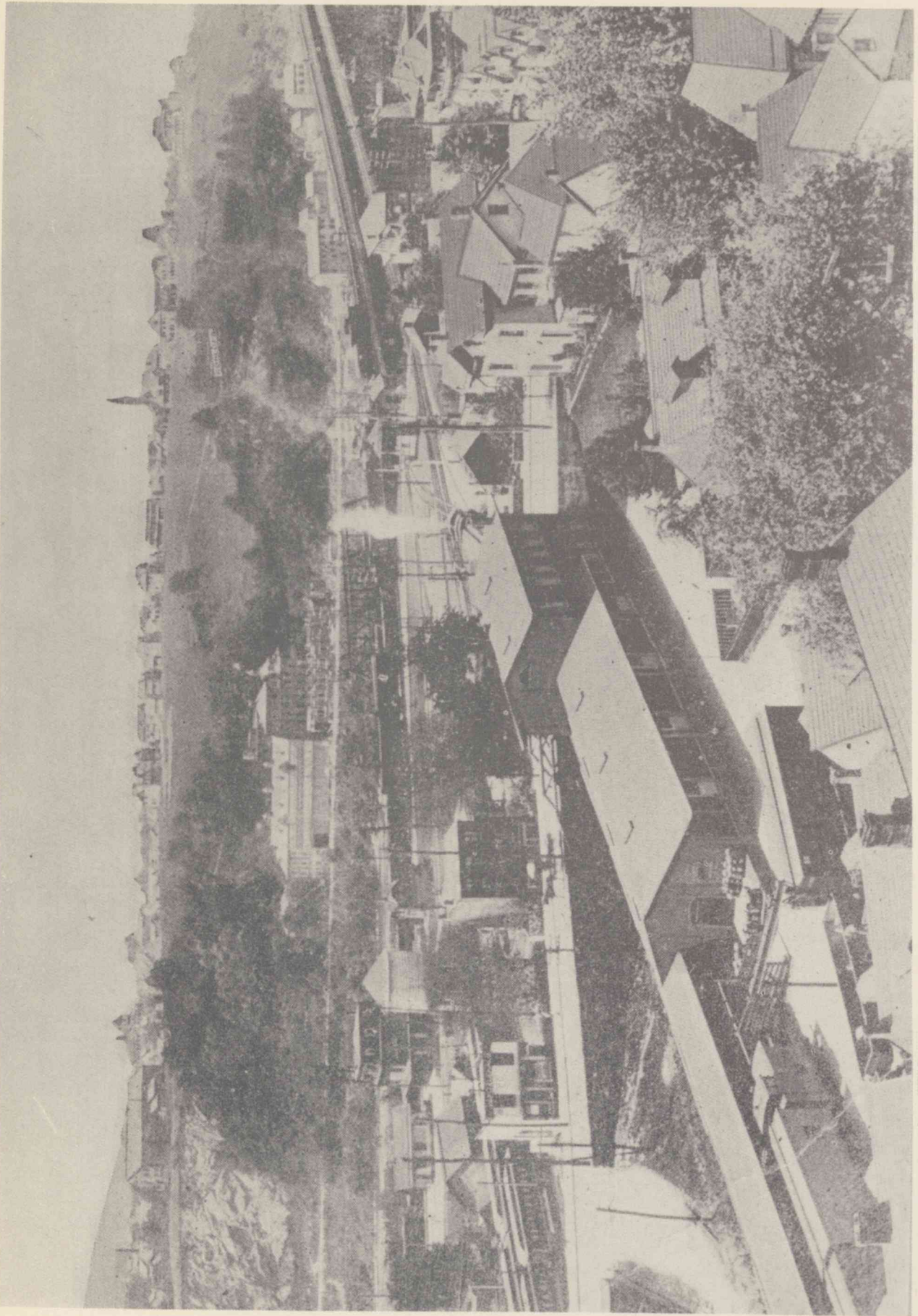
Union Square, Phillipsburg, and the Northampton St. Bridge about 1908. Easton, Pa., is in the background and the Delaware River in the center. Below, same view from Front St. in 1966.



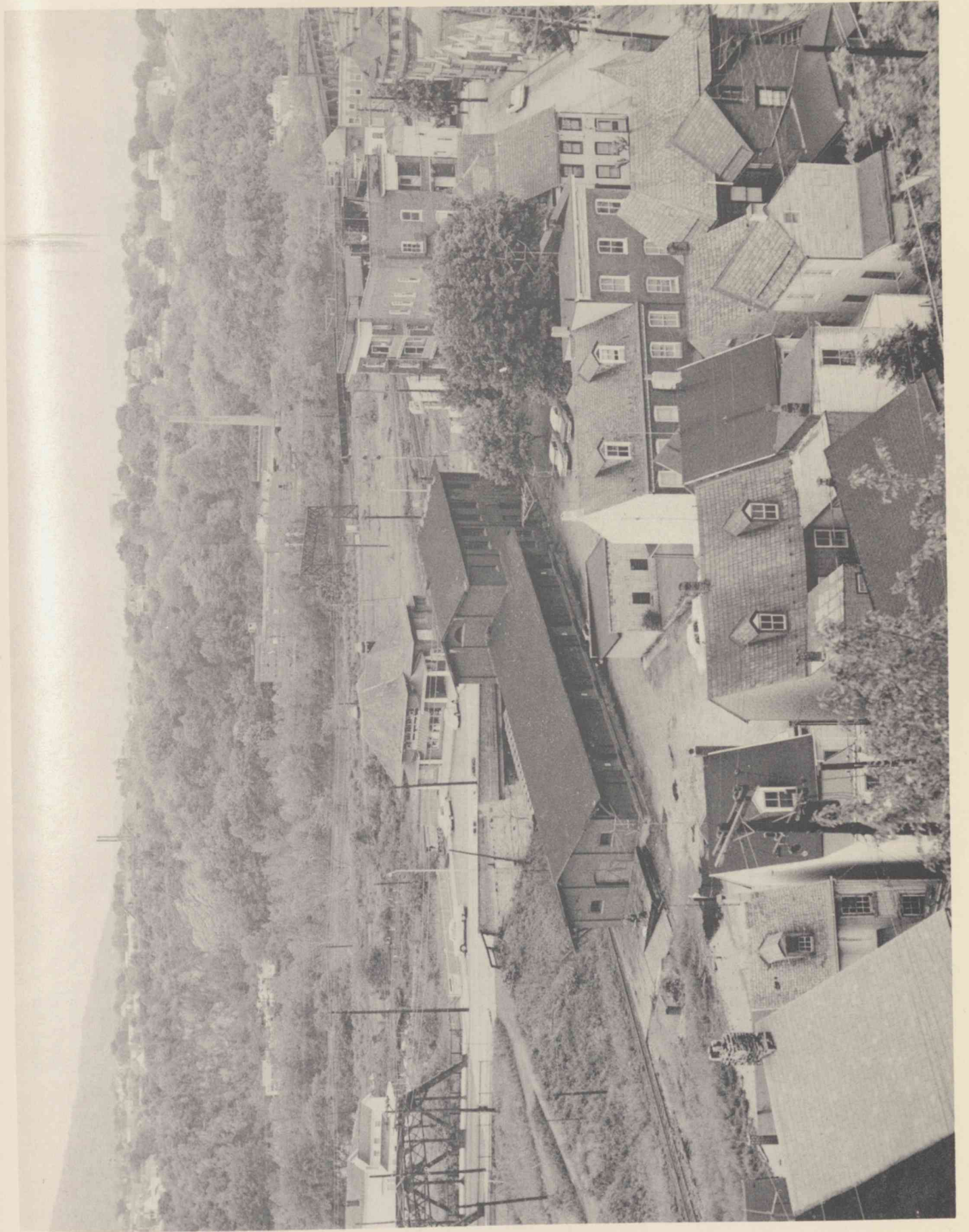


Union Square, Phillipsburg, about 1908. Below, same view in 1966.



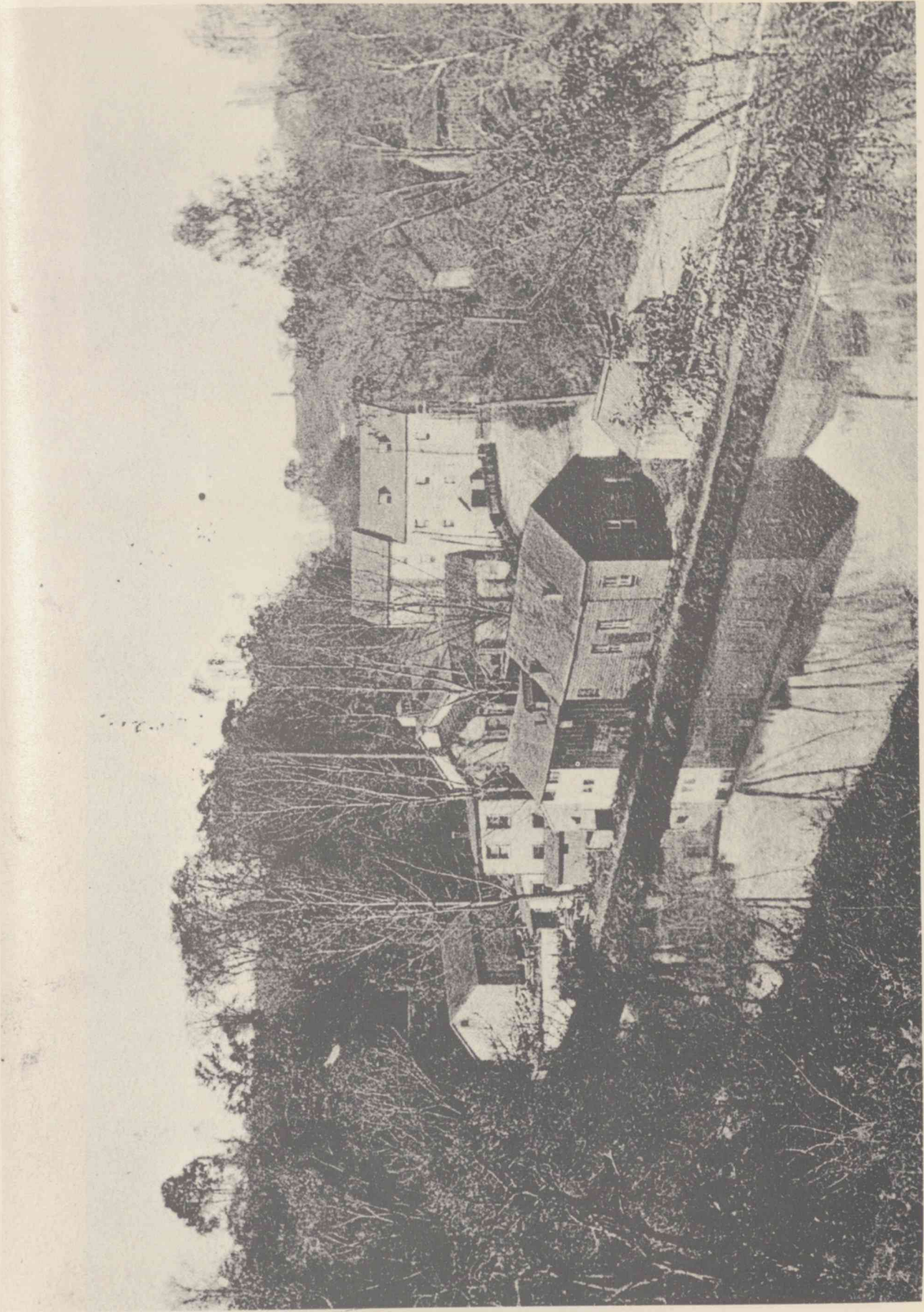


View from Washington St., Phillipsburg, about 1908, showing the Delaware, Lackawanna, and Western Railroad Freight Station along South Main St. Hudson St. is at the extreme right. South Side, Easton, and the Delaware River is in the background. Below, same view in 1966 showing the remains of the Kuebler Brewery in the center background.





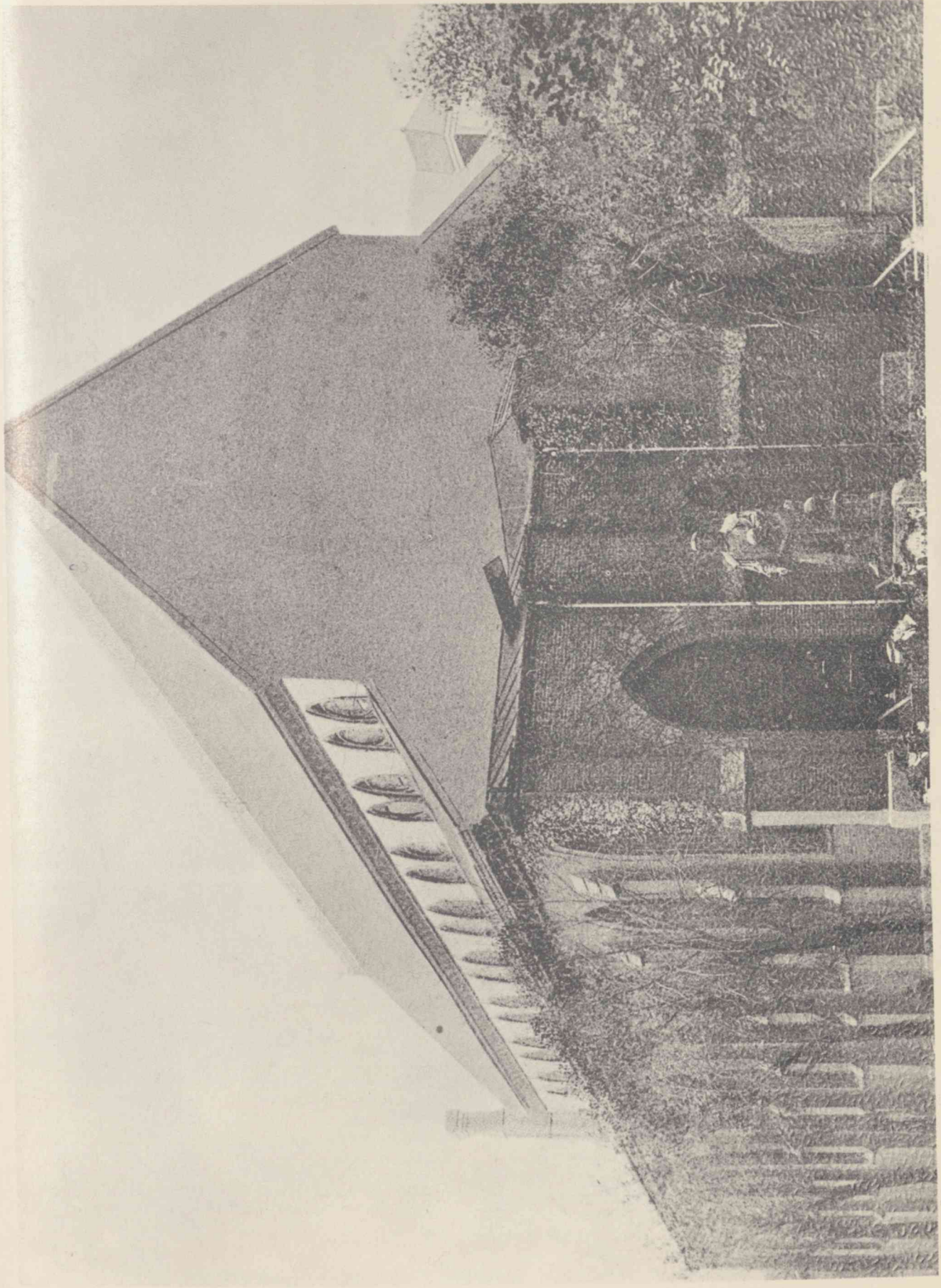
View along the lower end of South Main St., Phillipsburg, 1900, showing the Morris Canal in the left center. Delaware Heights development is now situated on the top of the hill at the extreme right background. The Sewage Disposal Plant is situated along the bottom of the hill at the extreme right center. This end of South Main St. is more commonly known as "Dishwater Hill".



Another view of the lower end of South Main St. looking Northwest about 1908 near Green's Bridge, Phillipsburg. The Morris Canal is in the foreground. Massie Bros. Texaco Service Station is now situated to the left of the road in the center. Only one house remains today.



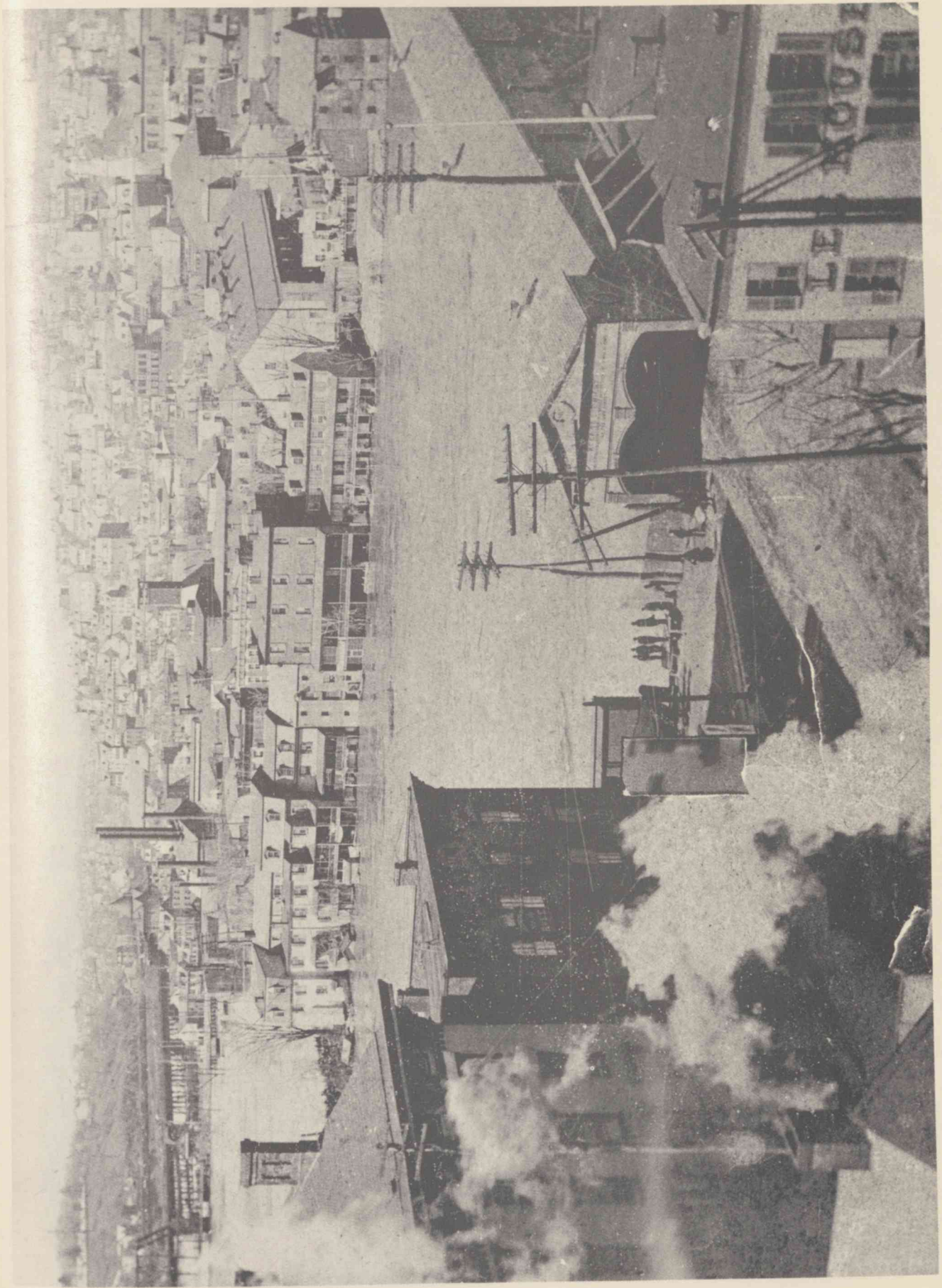
Acmon Basketball Team — 1905. Front Row: Ernest Barker, Frank Gill, Ronald Reed; Second Row: Elsworth Sliker, Walter R. Wynkoop Sr., Thomas Brennan (Mayor Joe Brennan's Father), Carl Harwig, Sam Frame. Third Row: Albert Taylor, Kenneth Smith, Bart Reading.



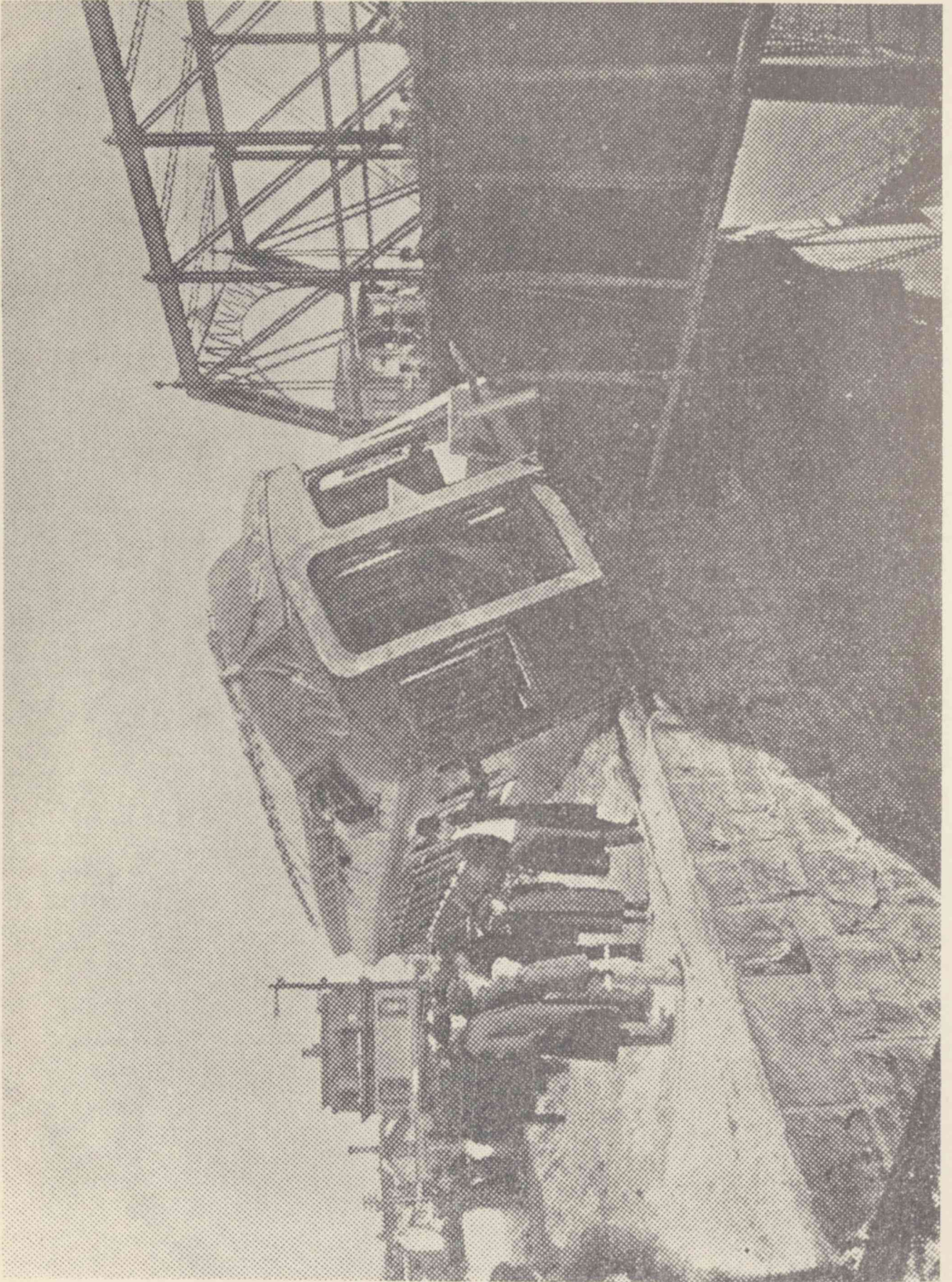
St. Philip and St. James Catholic Church, Phillipsburg, about 1908. The church steeple was not erected until 1911. The statue of Columbus was later moved to the opposite side of the street.



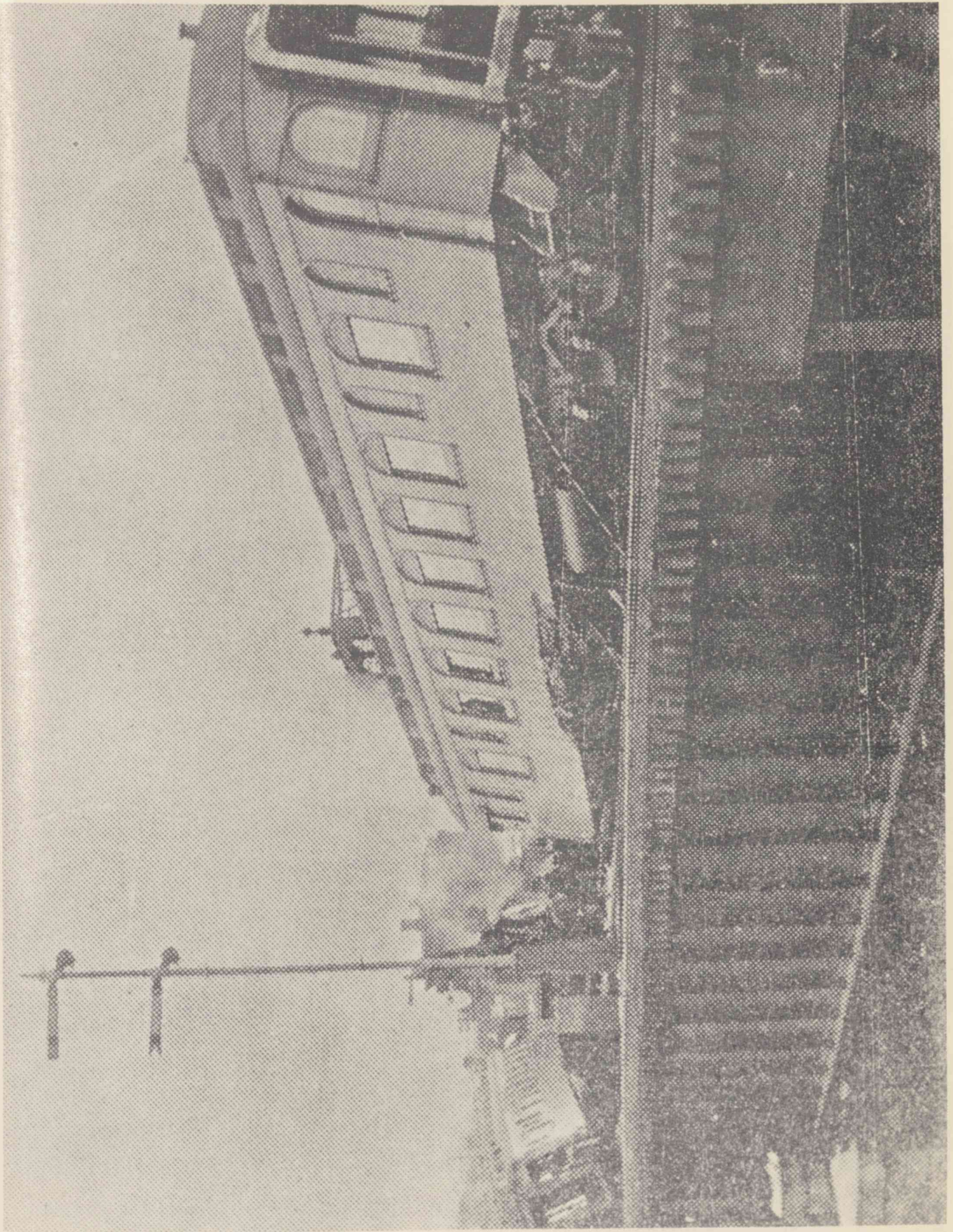
The Bullman St. steps viewed from South Main St., Phillipsburg, about 1908.

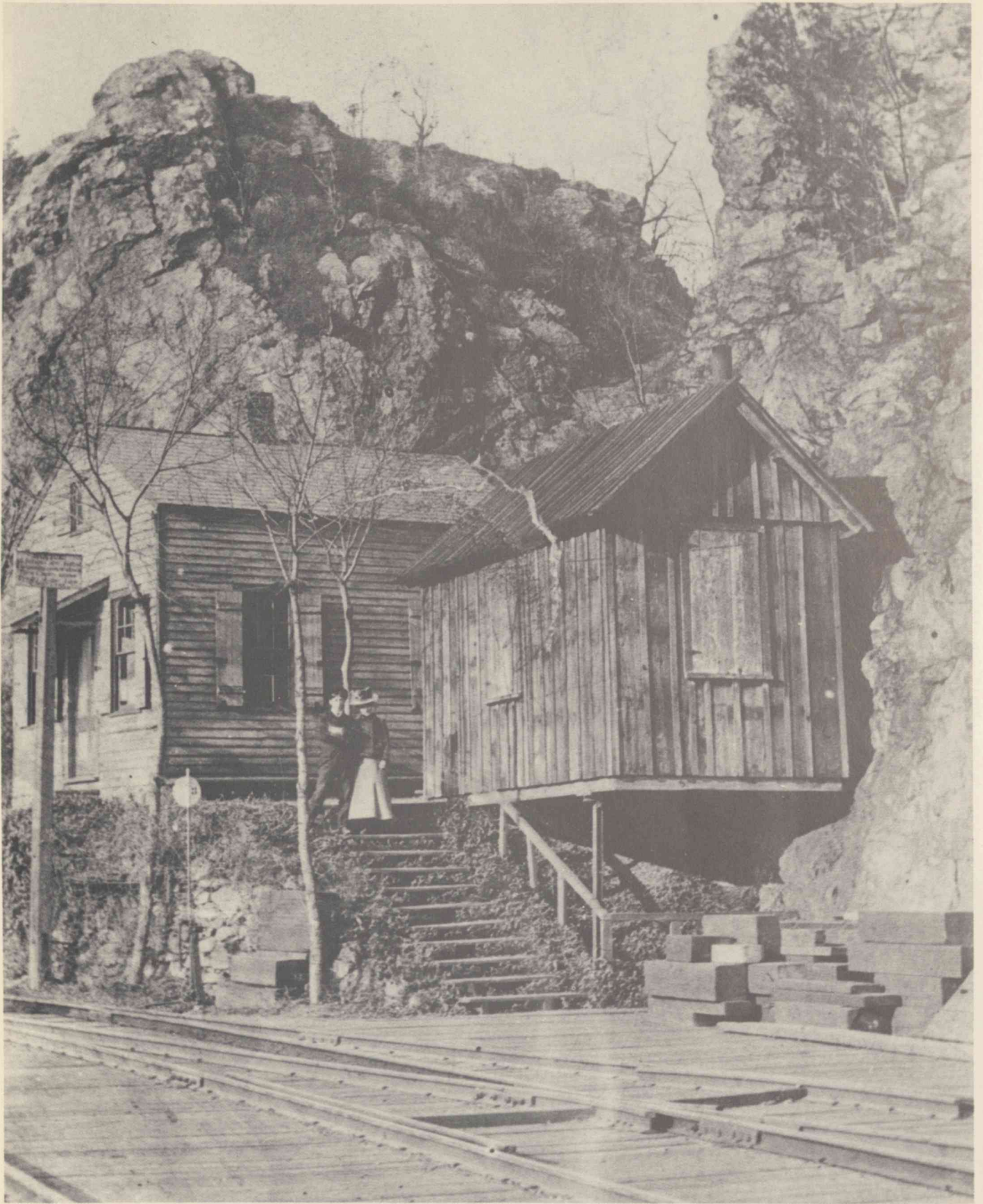


Union Square, Phillipsburg, showing the flood waters of 1895 which destroyed the covered wooden bridge. Construction of the present bridge started approximately the same year.

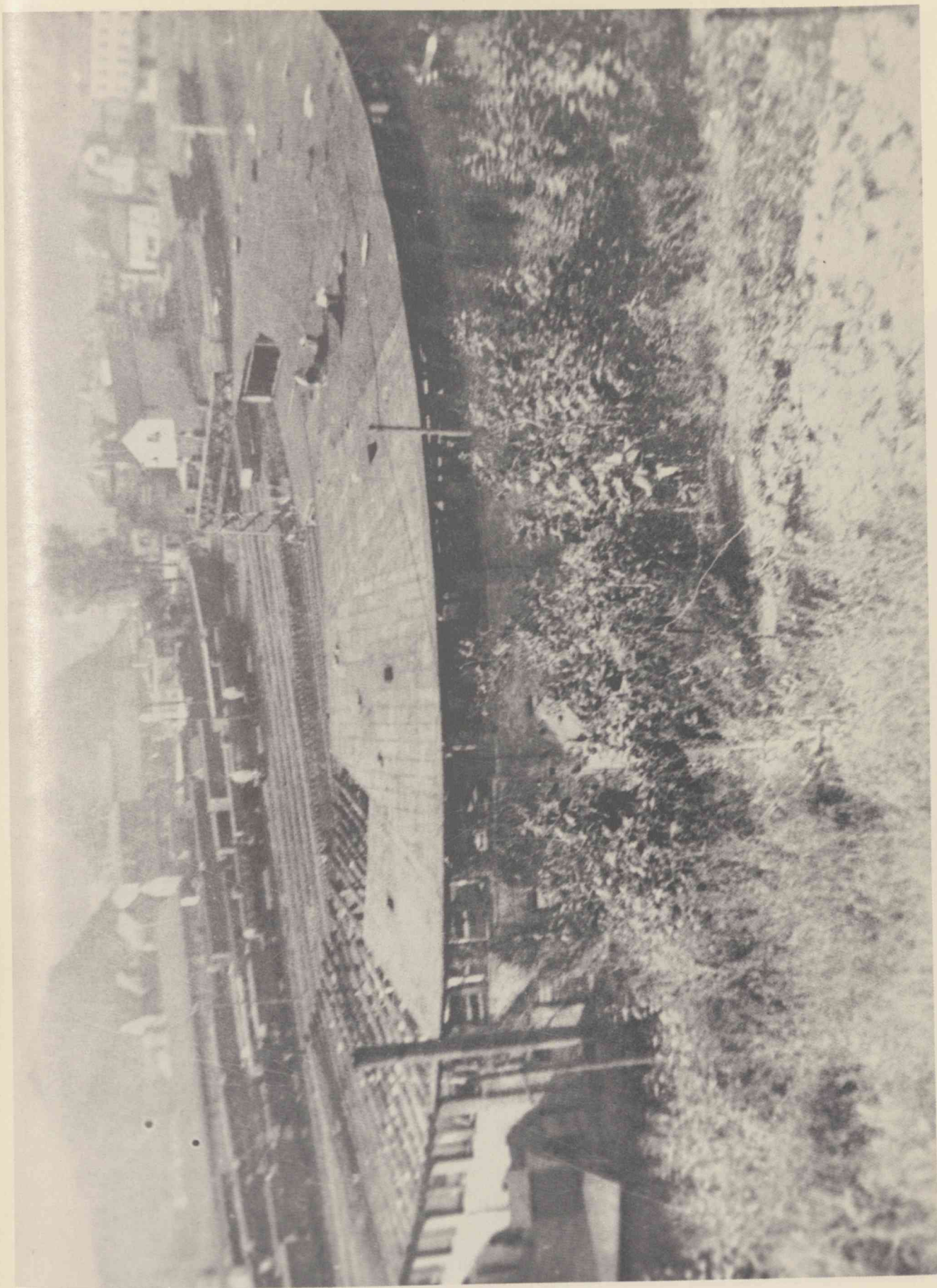


Two views of the wreck of the Black Diamond of the Lehigh Valley Railway at Phillipsburg, 1907.





The weigh-master's depot at the terminus of the Morris Canal (Port Delaware) at the rear of Mt. Parnassus, Phillipsburg, during the early 1900's.



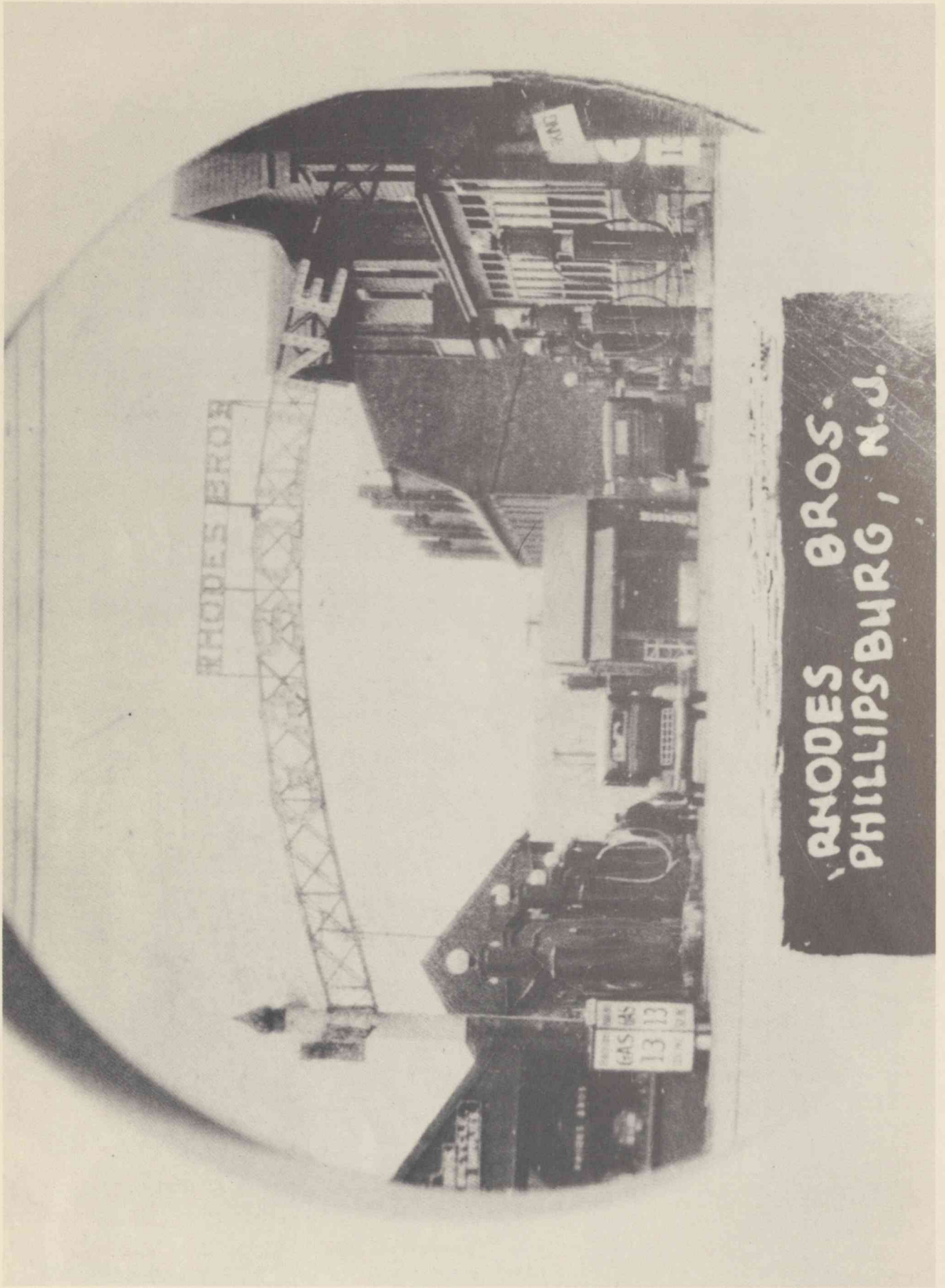
The demolition of the roundhouses of the Central Railroad of N. J., Phillipsburg, about 1938. Mt. Parnassus can be seen in the background.



Phillipsburg Horse Car Company, 20-24 No. Main St. about 1890. Wm. Stout — Blacksmith Apprentice, Milton Weidner — Hostler, boy — unknown, Hostler — unknown, Wm. Stocker — Prop. Blacksmith Shop, Blacksmith — unknown, John Houseman — Supt. of Horse Car Line.



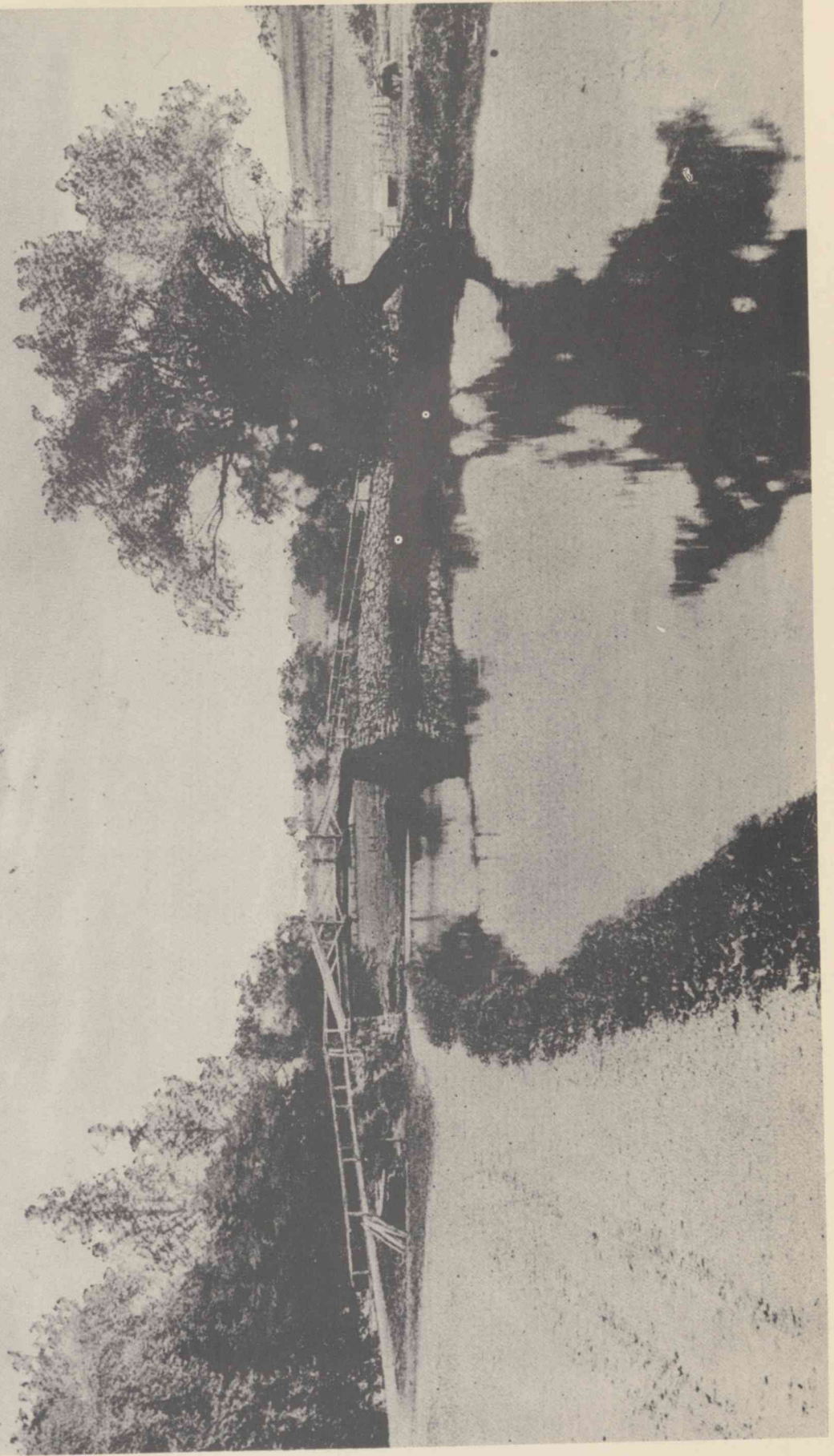
1895: #42 — former Phillipsburg Horse Car; #41 — former Easton Horse Car; #6 — Easton Transit Co. Car;
Taken in Union Square.



**RHODES BROS.
PHILLIPSBURG, N.J.**

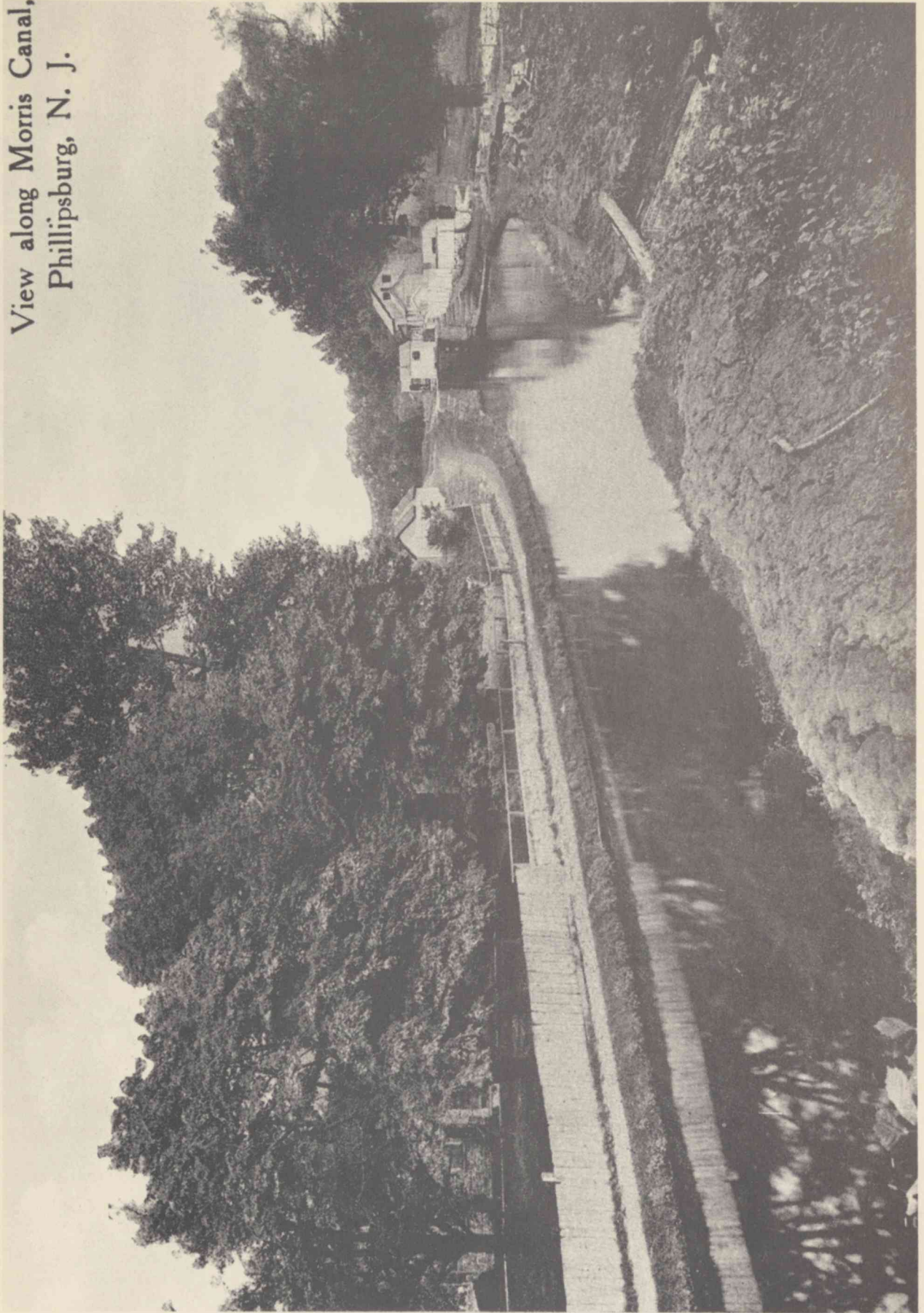
Rhodes Bros. Gasoline Station, So. Main and West Mercer Sts. about 1928. Now Frinzi's Service Station across from John F. O'Donnell Towers.

View along Morris Canal, Phillipsburg, N. J.



Morris Canal along Lock St. showing the bridge into Huntington, about 1910.

View along Morris Canal,
Phillipsburg, N. J.



Morris Canal along Lock St. near #10 Plane, about 1910.