On October 31, 1940 the operation of interurban passenger cars over about 15 miles of line between Trenton and Princeton, New Jersey came to an end after almost 40 years of service. This line, the Trenton-Princeton Traction Company, a subsidiary of the Reading Company, began service in 1901 as the New Jersey & Pennsylvania Traction Company, a consolidation of the Trenton Lawrenceville & Princeton R. R. and other small properties.

Shortly after the line opened Tom Johnson, later prominent in traction activity at Cleveland, came to the helm and it was during his regime that the line became known as the "Johnson" line to distinguish it from the Princeton line of the Trenton & Mercer County Traction Company. At this time the company operated, in addition to the 4'-8½" gage T-P line, 5'-3½" gage lines from Trenton across the Delaware River into Pennsylvania, reaching Morrisstown, Newton, Yardley, Taylorsville and New Hope. The car shops were in Trenton and a generating station of 1400 kw. capacity at Yardley once fed into the traction lines at 13,200 v. 25 cycles, which was stepped down to 575 v. DC for the trolley, but in later days energy was purchased from the Public Service Company.

A period of financial strife in 1912-1913 resulted in the separation of operation of the broad gage lines from the standard, altho ownership remained affiliated until 1930 when the Reading Company acquired the property.

During the prosperous days 15 minute headway was maintained by the interurban cars between Trenton and Princeton; about 1930 the headway was widened to 20 minutes and in 1932 to 45 minutes except during the rush hours, when the 20 minute interval prevailed. The final timecard, reproduced above, had 13 daily round-trips, all leaving at odd and irregular times.
Except for several blocks in Trenton and 2 in Princeton the line was entirely on private right-of-way and wound thru the gently rolling countryside in a picturesque manner. In addition to the town of Lawrenceville, about half-way on the line, the railroad served a number of country homes on estates scattered along its route. In the last days of its operation the wires were removed from the street in Princeton and all but the last 300 ft. of street in Trenton and cars operated only between these points, both well shy of the downtown areas of the terminals, a condition which handicapped the line considerably. The line was divided into zones with an $6 rate in each zone and thru round-trips were sold at 50¢. Commutation tickets were also sold.

THREE TYPES OF TRENTO-PRINCETON TR. CO. ROLLING STOCK ON DUTY (Photos, C M G Johnson)

Line construction was direct suspension single trolley with bracket arms except for a stretch of 200 ft. of light catenary over Stony Brook.

Rolling stock in recent years comprised 4 Cincinnati built steel cars #19-22, new in 1914; #2, a monitor-roof suburban type said to have come from the Lehigh Valley Transit lines; #4, a railroad-roof Brill suburban type built 1905; and #50 express car locomotive built by Brill in 1914. Earlier cars included #3 like #4; #9, 11 and 12 similar; #100-101 Brill Naragansett type; and #01 express car. The steel cars gave the normal service, and while not in good paint condition they were kept clean inside and in good running order. They were capable of a maximum speed of about 40 mph.

The company developed some freight switching traffic feeding to the Reading from industries at Trenton and Lawrenceville. At present this freight operation is retained as the only remaining T-PTCo activity.