

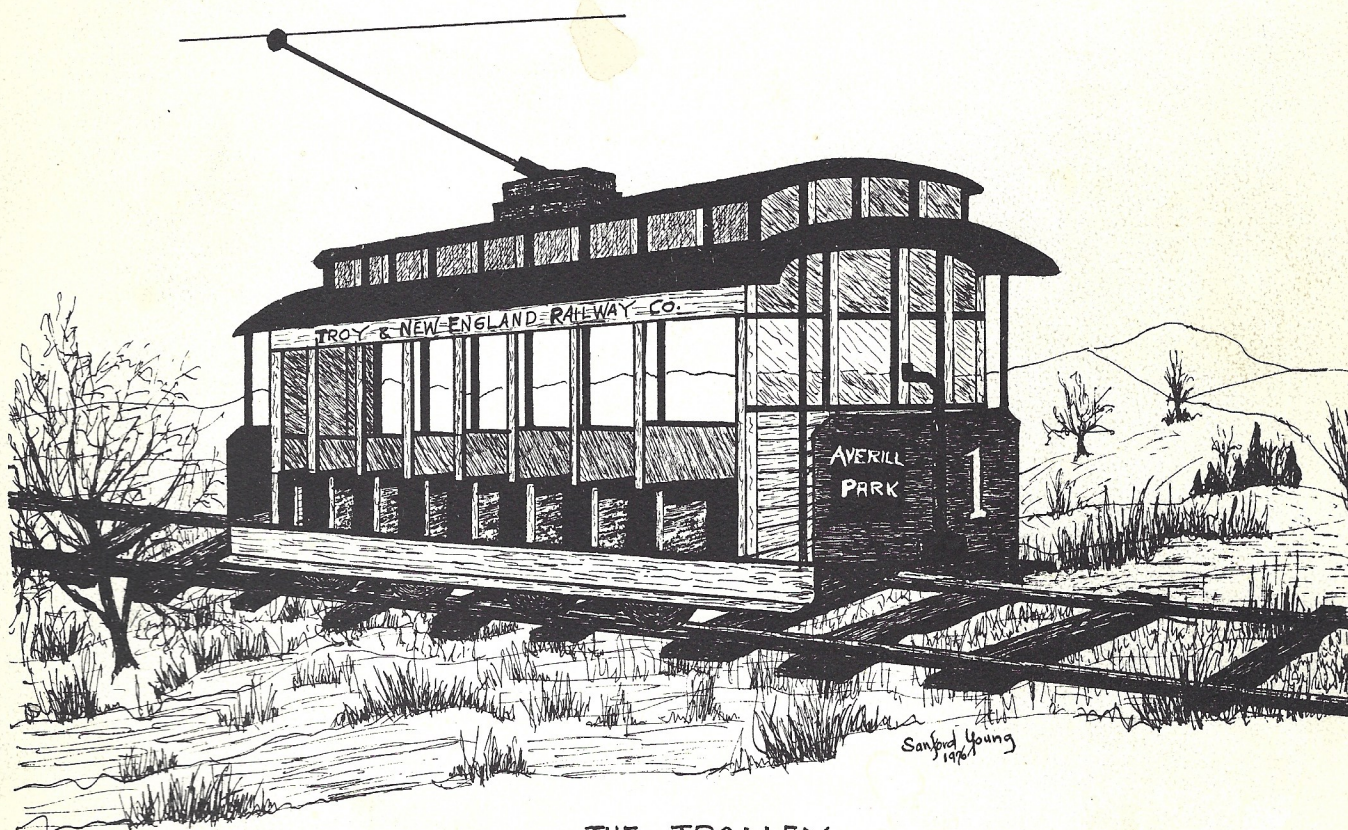
450

Clara Leavenworth

May - 16 - 76.

TROY & NEW ENGLAND RAILWAY CO. 1895 - 1925

\$4.50



THE TROLLEY

CHARLES VIENS & SANFORD YOUNG

TROY &

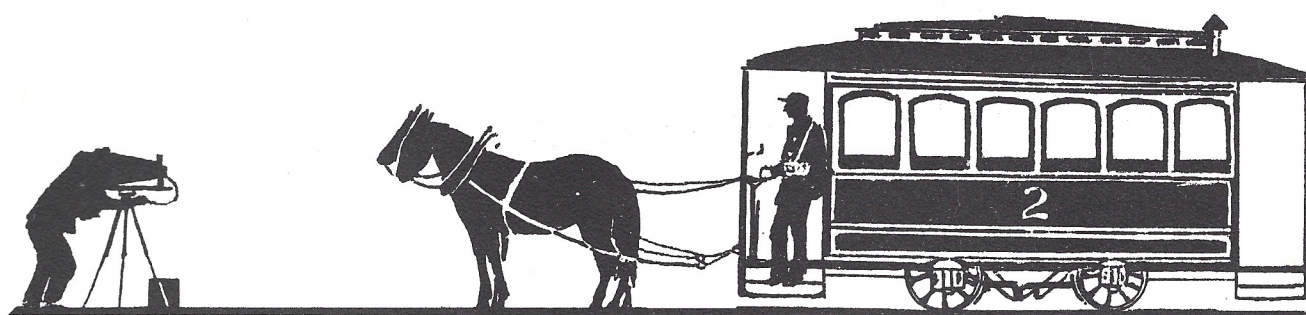
NEW

ENGLAND

1
8
9
5

1
9
2
5

RAILWAY



C. Viens

S. Young

To our general factotum

CAROL VIENS

Her sympathetic understanding of our many problems and her untold hours of devotion to the numerous tasks have made it all possible.

We dedicate this book to Carol with our grateful appreciation for her loyalty to our cause.

Dedication

STAFF

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PHOTOGRAPHIC EDITOR	Charles H. Viens
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TEXT, INTERVIEWS & HISTORICAL COMMENTARY	Sanford G. Young
LAYOUT & TYPING	Carol & Charles Viens
FINAL PHOTOGRAPHS FOR BOOK	Charles H. Viens
1976 PHOTOGRAPHS	Sanford G. Young
COVER "TROLLEY SKETCH"	Sanford G. Young

ACKNOWLEDGEMENTS

To John Dunn Murphy of Albany whose generosity in loaning many old photographs and newspapers have made this book possible.

To Louis and Dorothy Leitgeb for their kind consideration in providing old newspapers and a brochure which provided much of the historic background.

To our many friends who have championed our cause by providing many fine old photographs to copy.

Roy & Lucy Kehn
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George Karl
Beryl Vannier
Doris Gallant
Madolyn Carpenter
Charlotte Foster

Carol Parks
John Wilford
Clyde Rescott
Richard Hastings
Alice Tifft
Helen & Harold Foster
George Fellows

Sincere thanks is also extended to the following persons for their patience and forbearance in granting interviews.

Myra Wehnau
Jessie Link
Zella French
Rosetta Follett
Joseph Werger
Elmer McClellan
Ida Butler

Gretchen Perrault
William Healey
Pauline Symansky
Helen Kane
Mary O'Donnell
Ruth Thomas Miller
Jackson Lawrence

If in our enthusiasm we have omitted anyone, please accept our humblest apologies and a Special Thank You.

PREFACE

The story of the Troy & New England Railway Company (1895-1925) is a 30 year period in the heritage of the Town of Sand Lake. It is a story of early electric trolley service between Albia and Averill Park, its eastern terminal.

It combines nostalgia, history, hardships and even romance upon occasion. It was a way of life for city dwellers to spend a day at the beautiful lakes in Sand Lake and for country folks it provided a means of transportation to the then prosperous and bustling City of Troy.

The hands of time continue forward and with the years the memory of a ride on the "trolley" grows dim while for others of the younger generation it is only a story or an old photograph. It is the hope of the authors that this book will re-kindle the flames of yesteryear and bring back to the reader a renewed interest in an early mode of transportation that has disappeared from our lives.

The book takes the reader on an imaginary ride from Albia to Averill Park on a hot summer's day in the early 1900's. Starting at Albia the photographs and text are arranged in a south easterly order to coincide with the general direction of the tracks as they wind their way along the banks of the Wynantskill Creek towards Averill Park.

As you turn the pages allow yourself the luxury of a ride on an electric trolley that was a leader in the field of transportation in its day. The day is any day after September 30, 1895.

INTRODUCTION

In May of 1890 application was made to the Common Council of the City of Troy for permission to allow the Troy & New England Railway Company to enter the city below Adams Street and to use for a single track about 1,000 feet of 5th Avenue below Adams Street. After repeated surveys it was found that this was the only practical route by which the proposed Troy & New England Railway Company could enter the city.

The only opposition to the application came from a few property owners on 5th Avenue whose houses were on the two blocks on which it was proposed the tracks should be laid.

After nine months of waiting, no word was forthcoming.

In conclusion, the editorial further states . . .

If it be true that Troy is finished and that it not allow another railroad to come into the city then let its grave-stone be prepared and let there be engraved thereon

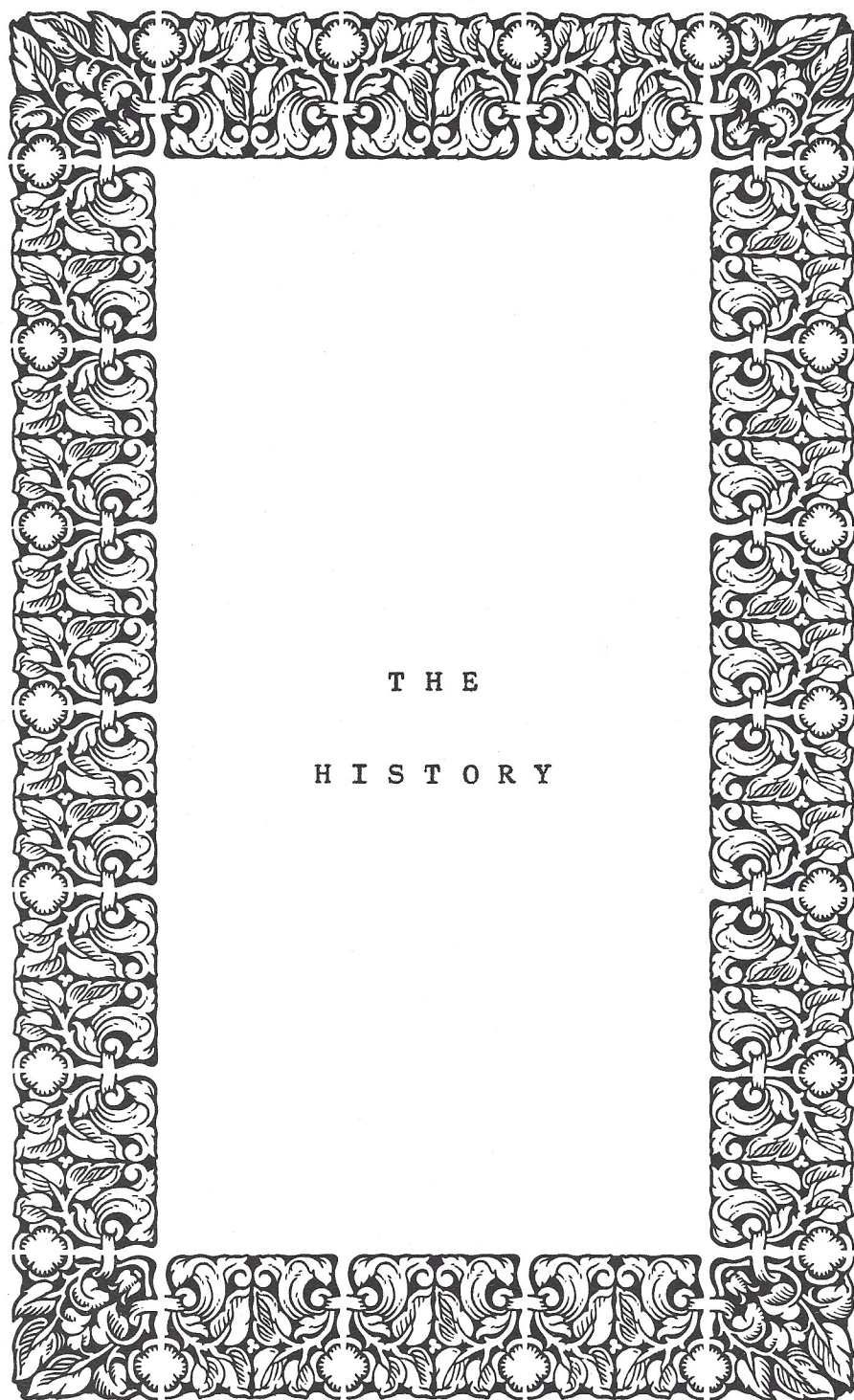
"TROY WAS BUT ISN'T, LET THE OLD CEMETERY
BE FENCED IN AND LET THE WEEDS GROW IN
THE PATHWAYS BETWEEN THE TOMBS . . ."

Thus the tracks of the Troy & New England Railway Company were terminated at the eastern end of Pawling Avenue in Troy at Albia. The original plans called for an extension of the railway as far east as Pittsfield, however, due to the death of James K. Averill in 1900 and a lack of sufficient investors, its eastern terminal was located in Averill Park.

(From an editorial in the Troy Northern Budget of Sunday, January 25, 1891)

A 1950 edition of The Knickerbocker News of Albany carries a column by Edgar S. Van Olinda in which he states that the Troy and New England Railway Company had a traffic arrangement with the United Traction Company by which it was permitted to enter the City of Troy.

This seemingly contradictory statement may possibly be explained by the fact that the United Traction Company, successor to the old Troy City Railway Company, eventually acquired the Troy & New England Railway Company, thereby controlling both railroad systems.



THE
HISTORY

EARLY SUBSCRIBERS TO THE NEWLY PROPOSED TROY & NEW ENGLAND RAILWAY COMPANY.

As early as January 1891 James Knox Averill, of the Town of Sand Lake, headed a group of Troy capitalists in an effort to construct a railroad line to Averill Park from Troy. His success in this venture is now a matter of history. The list of subscribers was long and room does not permit it to be reprinted here in its entirety, however, some well-known names along with the amount of their subscription are included for your information.

William A. Thompson (Troy)	\$2,000.00
Walter P. Warren (Troy).	5,000.00
Henry H. Darling (Troy).	1,000.00
Edgar Lynd (Troy & Poestenskill)	1,000.00
John & Robert McClaren (West Sand Lake).	1,000.00
J. J. Tillinghast (Troy)	2,000.00
James K. Averill (Sand Lake)	4,000.00
L. E. Gurley (Troy)	3,000.00
Andrew B. Knowlson (Sand Lake)	1,000.00
James H. Lloyd (Troy).	500.00
Pierce D. Kane (Averill Park)	4,000.00
William H. Frear (Troy).	1,000.00
Dr. Elias B. Boyce (Averill Park).	no amt. listed

\$150,000 was the ultimate goal sought to carry the line to Sand Lake. However, at the time of Incorporation in May of 1895, their capital stock was listed as \$75,000.

The following officers were elected for the first year:

James K. Averill, President
 Edward F. Murray, Vice President
 Rice C. Bull, Secretary & Treasurer

 Pierce D. Kane, Andrew B. Knowlson and Dr. Elias B. Boyce
 were elected directors for the first year.

After the death of Mr. Averill in 1900, Mr. Murray was elected president. James W. Donnelly was elected Vice President and they continued in office until the affairs of the original company were closed up in 1910 when the United Traction Company took control.



The railroad was completed in the summer of 1895 by J. Harris, a Pennsylvania contractor who was responsible for grading and laying of the tracks.

Overhead construction and electrical work were done by Berger & Rogers, one of the pioneer electrical contracting firms of Troy.

The entire construction of the railroad, complete in every detail, was supervised, planned and completed under the personal direction of Professor Raymond of Rensselaer Polytechnic Institute of Troy and was regarded by professional men of the time as a model of electric railway construction perfection.

The system operated on 550 volts D C with an AC-DC converter in the Albia Station and the main power house located on the banks of the Wynantskill Creek in West Sand Lake. (more information concerning W.S.L. power house is found elsewhere in this book)

Lights were maintained at each road crossing. These were five 110 volt lights in series and like many modern Christmas tree light sets, if one burned out, they all went out.

*Trolley Depot
1924*

*was
lost house*



James Knox Averill (1846-1900)

A descendent of Isaac Averill, a puritan emigrant who settled in Topsfield, Massachusetts. The Averill family settled in Sand Lake in the early 1800's. Members of the family were merchants, hotel keepers, lawyers and real estate promoters.



A 1976 view of the same house.



on Brent Ave

A 1976 view of the same house.

Early photo of Rice Bull residence from T.N.E.R. Co. brochure.

Rice Bull was elected to serve as secretary & treasurer of the Troy & New England Railway Co. at the initial meeting of the corporation and served in these two posts until the affairs of the original company were closed in 1910 when the United Traction Company took over control of the company.



*Brent Ave
The Ryden house*



A 1976 view of the same house.

Residence of the Superintendent from an early T.N.E.R. Co. brochure.

The first superintendent was Benjamin Singleton who served for two years. J. Frank Howard followed him and served another two years. Asa Bentley was then chosen as superintendent and served for ten years. The last superintendent was Charles McClellan and after his resignation, operation of the road was directed from the office of Albia Division of the United Traction Company.



Residence of Pierce D. Kane
Director and original stockholder.

Pierce D. Kane was associated with his brother Nicholas in knitting mills in Hudson, Troy and Sand Lake. He was influential in the industrial development of Averill Park.



*Shuman
Road*

*Mr Haske's
house
Glass Lake*

Residence of Andrew B. Knowlson
Director and original stockholder

The Knowlson family came to Sand Lake in the very early 1800's from Albany where they were in the dry goods business. In Sand Lake they were involved in the glass and lumber business. Mr. Knowlson also ran a knitting mill in Averill Park.



*Averill Park N.Y.
Route
43*

**Residence of Dr. Elias B. Boyce
Director and original stockholder**

Dr. Elias B. Boyce and his brother Dr. Arlington Boyce were both practicing in West Sand Lake during the mid 1800's. About 1875 Dr. Elias B. Boyce moved to Averill Park and his brother Dr. Arlington Boyce moved to Schodack.



*Harold
Harriman
West Sand*

**Residence of John H. McClaren
Original stockholder**

John H. McClaren of West Sand Lake was owner of the McClaren Knitting Mills for many years in that village.

TRESTLES

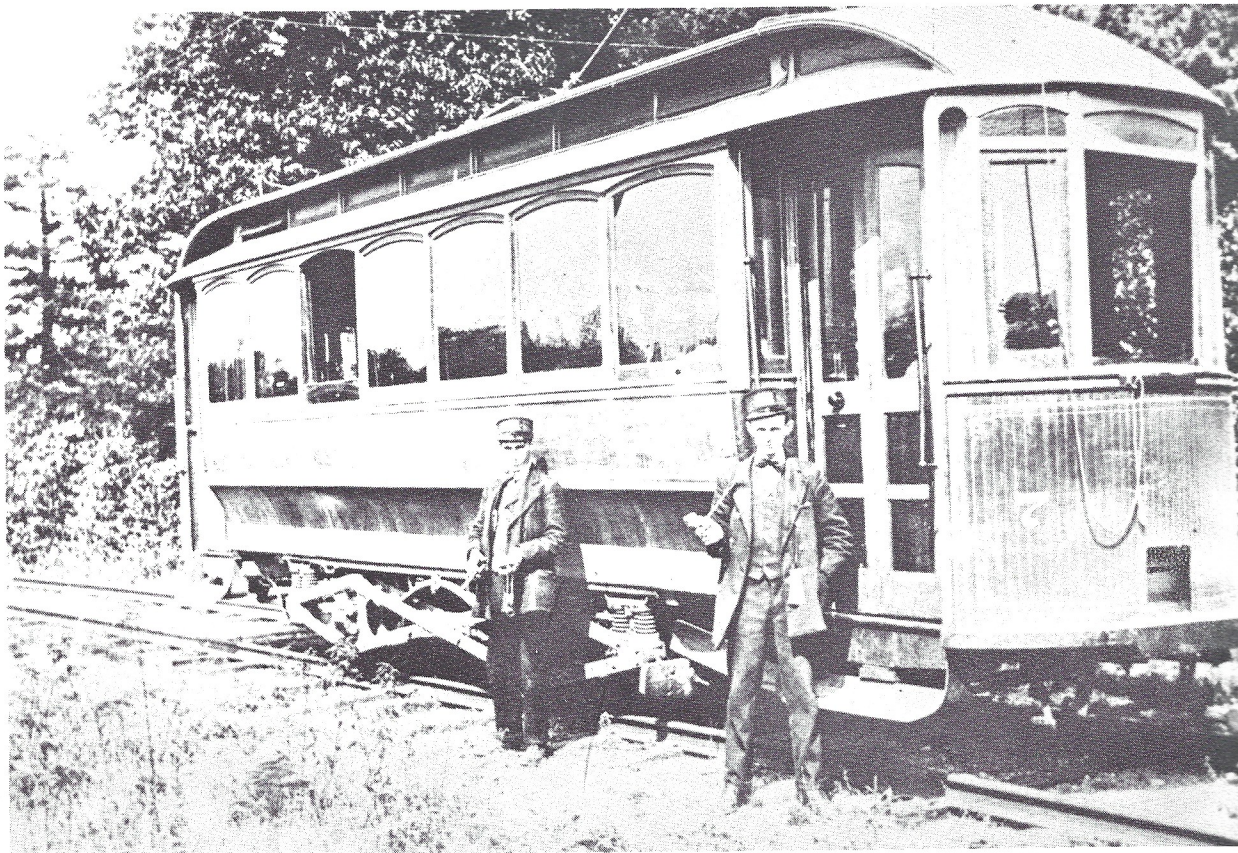
1. Between Albia and Wynantskill
2. Just east of Worthingtons Florist on Rte. 150
3. Immediately west of Snyders Lake stop
4. Brookside Park - West Sand Lake
5. Millers stop near Thais Road
6. A second trestle $\frac{1}{4}$ mile east of Millers

SWITCHES OR DOUBLE TRACK SIDINGS

1. Sharps switch between Albia & Wynantskill
2. Barringers Switch between Wynantskill & Worthingtons
3. Myers Switch west of trestle & Snyders Lake stop
4. Between 13 and power house (Jack Lawrence house)
5. Between the two trestles at Millers (Thais Road)

There was a total of 8.9 miles of track.

(From a map drawn by Fred B. Abele dated March 1, 1947, based on information and sketches furnished by Harold F. Mahoney, a former conductor on T N E R.)



A winter car along the way with William Higgins and Fred Maguire.

The original rolling stock, although not particularly impressive, did introduce a new era of modern transportation to the residents of Sand Lake and surrounding area.

It consisted of:

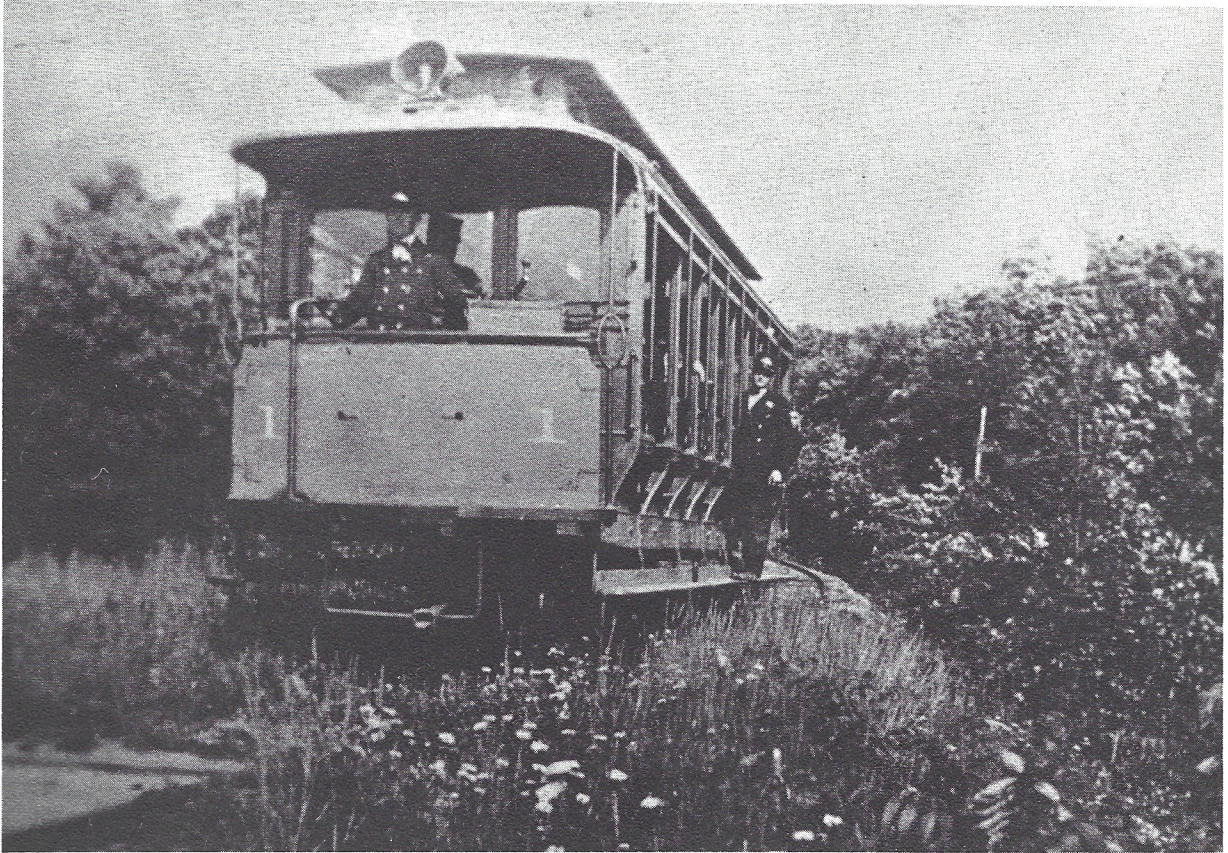
- 3 open type summer cars
- 4 closed type winter cars
- 3 box cars
- 6 flat type freight cars operated as trailers in connection with motor equipped box cars.

Cars manufactured by: J. M. Jones & Son, Watervliet, N.Y. and Jackson & Sharp, Wilmington, Delaware

Many familiar names are associated with the history of the Troy & New England Railway Co. A partial list of motormen, conductors, ticket agents, and others necessary to the operation of the railway are included for your reminiscing.

MOTORMEN & CONDUCTORS

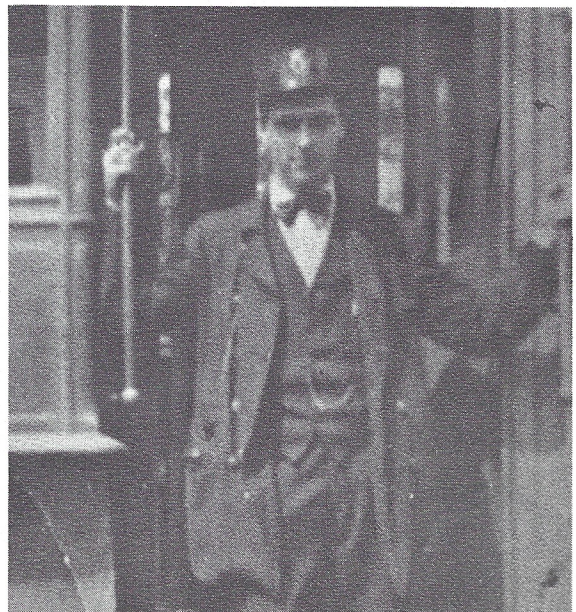
William Curtin, Frank O'Neill, Edward Norris, Asa Bentley, Albert E. Tilley, Kerwin C. Stone, James Weaver, James B. Hayner, Charles Kreidler, James McGuire, George McGuire, Perry Scriven, James Gowie, Charles Fetting, John Boyce, Robert Allen, John Lafferty, Edward Joyce, Neil Kennedy, Thomas McCune, Patrick Whelan, and Earl Bailey of Sand Lake.



A summer car along the way.

George McCune was the first master mechanic assisted by Barney Eccles of Averill Park. Harry Ibbott & Hank Keyes were successors as maintenance men.

Earl Bailey



46180

Troy & New England Ry. Co.

ZONE 2

Good for one continuous passage
between

Station No. 11 and West Sand Lake
(ARLINGTON)

Not good
if detached

Ed Hoag
TREASURER

A ticket from the 1910-
1920 years.

A round trip on the trolley according to the best of 1976 recollections, cost 25 cents. The railway was laid out in zones with different colored tickets for each zone. It was the conductor's job to punch the tickets and collect the cash in a small hand box with a bell that rang when the money was deposited in a slot in the top.

46180

Troy & New England Ry. Co.

ZONE 1

Good for one continuous passage
between

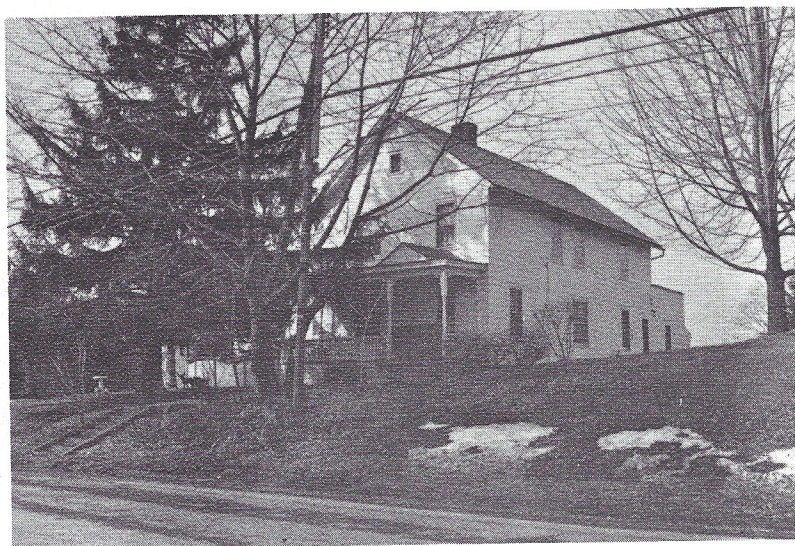
Albia and Station No. 11

Not good
if detached

Ed Hoag
TREASURER

TICKET AGENTS

The last remembered ticket agents are Willard F. Sliter, Henry Dorr and D. Aaron Hogeboom, a well known Averill Park resident. Mr. Hogeboom was ticket agent at the Albia Station for many years and later worked in the Albia division of United Traction Company located in the old car barns on Pawling Avenue. Mr. Hogeboom's family were early settlers in North Nassau.



*Burden
Lake
Road*

TROY AND NEW ENGLAND RAILWAY CO.

Albia to Averill Park

	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Albia.....	Lv	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00
Wynantskill.....		5 35	6 05	6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 05	10 35	11 05	11 35	12 05
Snyders.....		5 41	6 11	6 41	7 11	7 41	8 11	8 41	9 11	9 41	10 11	10 41	11 11	11 41	12 11
West Sand Lake.....		5 48	6 18	6 48	7 18	7 48	8 18	8 48	9 18	9 48	10 18	10 48	11 18	11 48	12 18
Averill Park.....	Ar	6 00	6 30	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30

Continued from Table Above

	48	50	52	54	56	58	60	62	64
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Albia.....		5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30
Wynantskill.....		5 05	5 35	6 05	6 35	7 05	7 35	8 05	8 35
Snyders.....		5 11	5 41	6 11	6 41	7 11	7 41	8 11	8 41
West Land Lage.....		5 18	5 48	6 18	6 48	7 18	7 48	8 18	8 48
Averill Park.....		5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00

Averill Park to Albia

	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Averill Park.....		6 00	6 30	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30
West Sand Lake.....		6 12	6 42	7 12	7 42	8 12	8 42	9 12	9 42	10 12	10 42	11 12	11 42	12 12	12 42
Snyders.....		6 20	6 50	7 20	7 50	8 20	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 20	12 50
Wynantskill.....		6 25	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 55
Albia.....		6 30	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	13 00

Continued from Table Above

	47	49	51	53	55	57	59	61	63	65
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Averill Park.....		5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00
West Sand Lake.....		5 12	5 42	6 12	6 42	7 12	7 42	8 12	8 42	9 12
Snyders.....		5 20	5 50	6 20	6 50	7 20	7 50	8 20	8 50	9 20
Wynantskill.....		5 25	5 55	6 25	6 55	7 25	7 55	8 25	8 55	9 25
Albia.....		5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	9 30

†Do not run Sundays. *Saturdays only.

CHAS. F. McCLELLAN, Superintendent

The timetable bears the name of Charles F. McClellan, Superintendent. Mr. McClellan was a life time resident of Glass Lake and a brother of Elmer McClellan who still lives in that village. He began his career with the railway at the age of 17 and after his resignation the operation of the road was handled by the Albia Division of the United Traction Company.

STOPS ALONG THE T.N.E.R. WITH THEIR RESPECTIVE NUMBERS

Albia Station

1. Bentley's (before first trestle and west of Wynantskill)
2. Wynantskill

Between Wynantskill & Snyders Corners were the following stops:

3. Barringers (on flats east of Wynantskill)
4. Worthingtons (further east behind Worthington's house on Rte 150)
5. Myers (just west of trestle on flats)
6. No name given (just east of trestle)
7. No name given (west of Myer's switch and trestle)
8. Snyders Lake or Snyders

Between Snyders Lake and Stop 13 - Reichard's Lake Road were the following stops:

9. Daniel Shea's Camp
10. Dr. Knauff's
11. 5¢ fare limit stop
12. Ellsworth's Springs (near town line of Sand Lake and North Greenbush)

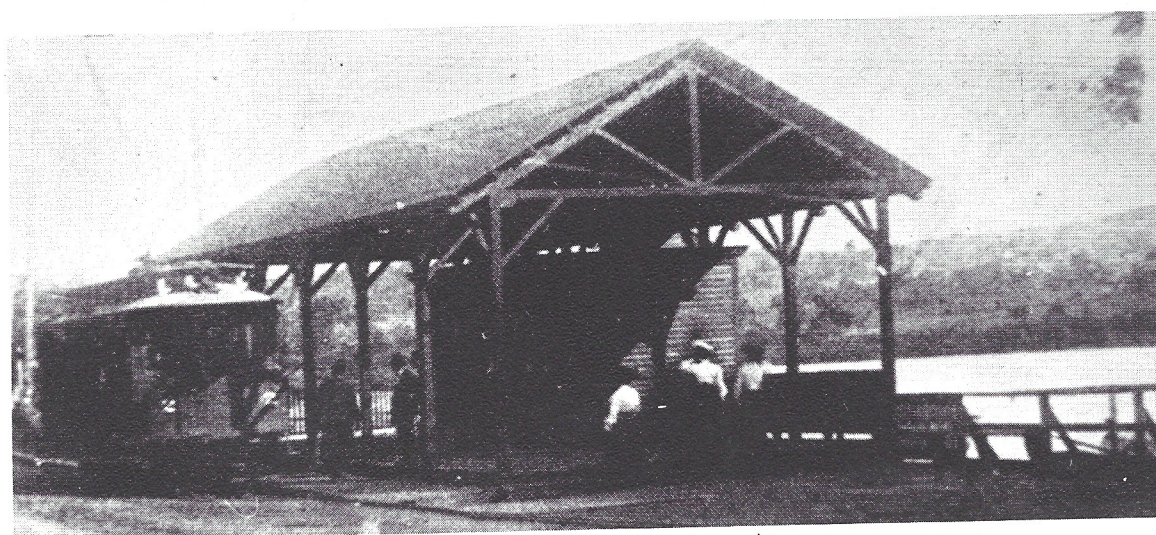
13. Stop 13 Reichards Lake Road (present day Stop 13 Road)

Between Stop 13 Reichards Lake Road and Averill Park Terminal were the following stops:

14. Power House (site of the present Jack Lawrence house)
15. Calkins (next east of Power House)
16. Milo Hastings (rock cut- behind Sno-Fun shop)
17. Brookside Park
18. West Sand Lake Station (behind 43 Shopping Mall)
19. Cedarhurst
20. Mill Yard - Cipperly's
21. Reichard's Lake Road
22. Arlington Hotel (present Journey's End Hotel)
23. Werger's (Harry Werger's house)
24. Miller's (next to trestle on east end)
25. The woods (short distance to the east and immediately after another trestle)
26. Smauders or Sunset Terrace
27. Lake Avenue (opposite St. Henry's Cemetery)
28. Averill Park

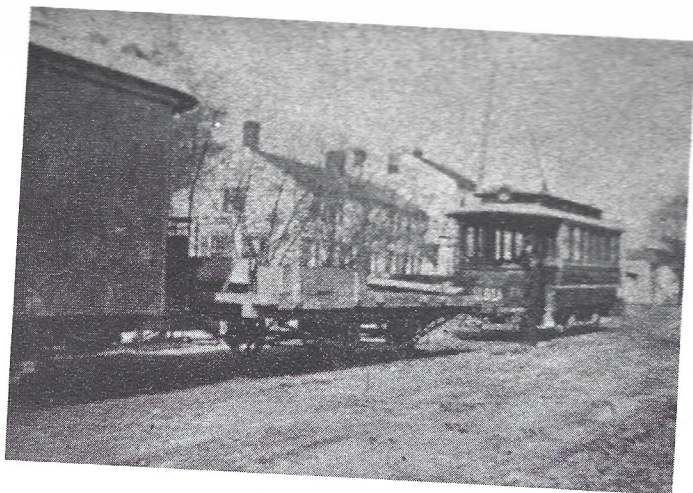


The Albia Station was situated on the edge of the Albia Pond as seen in this photo. Albia was the western terminal of the railway and it was at this point that passengers changed to the Troy Trolleys for the trip downtown.



A 1976 view of the same scene.

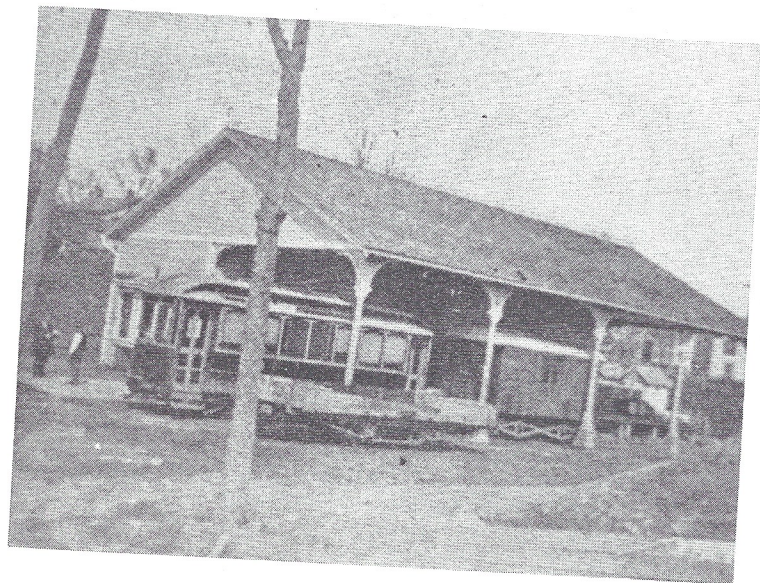




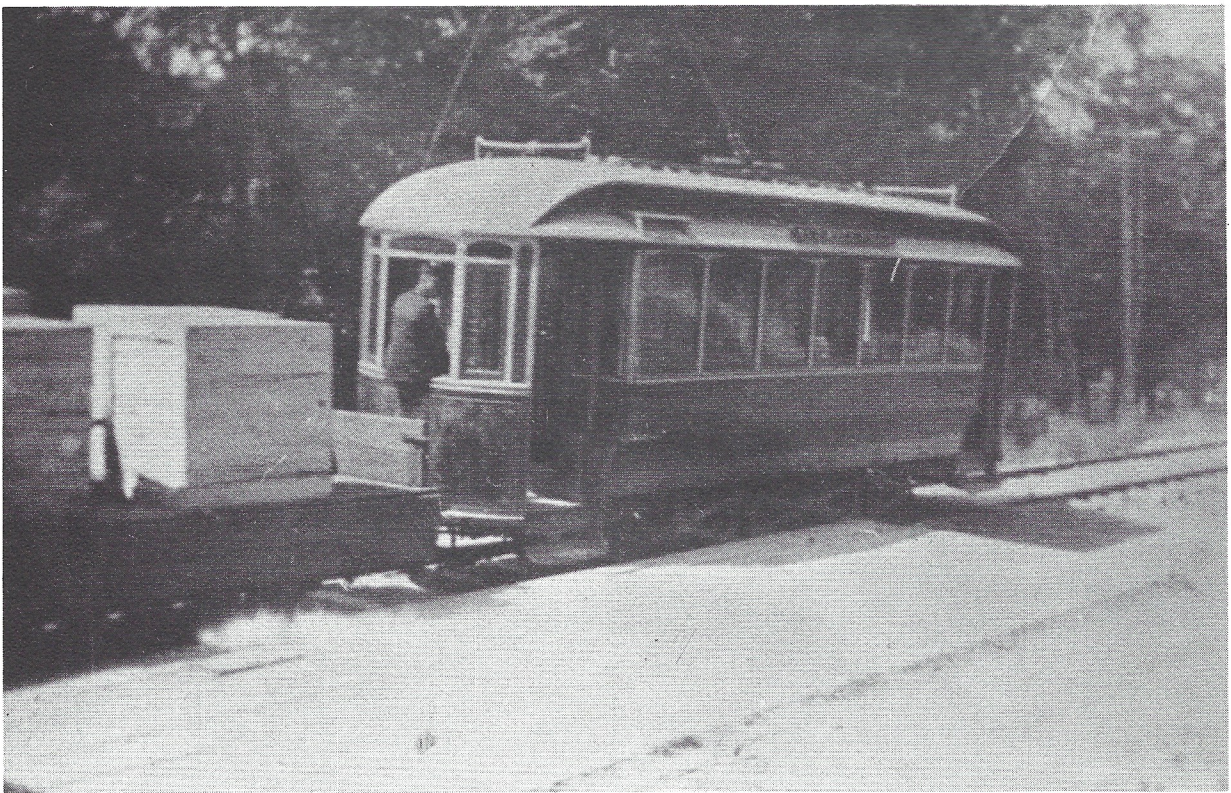
Another flat car with
box car near Albia
station.



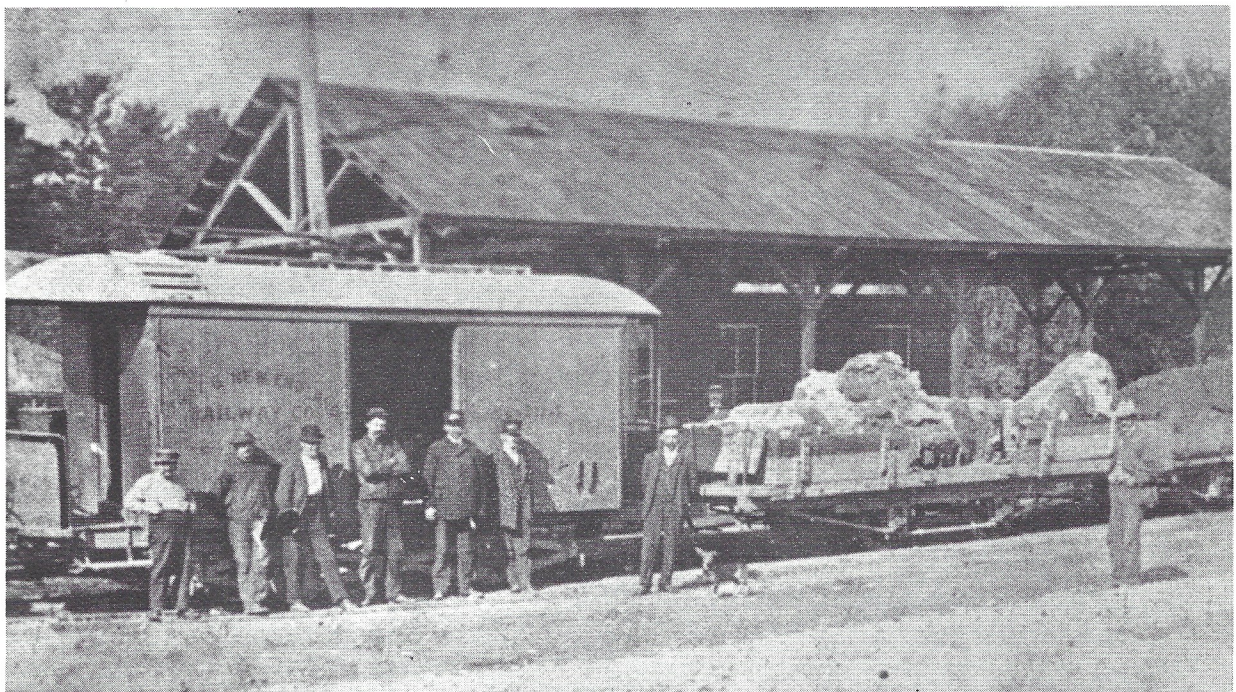
A 1976 view of the
same scene.



Car and freight trailer
at Averill Park Station.

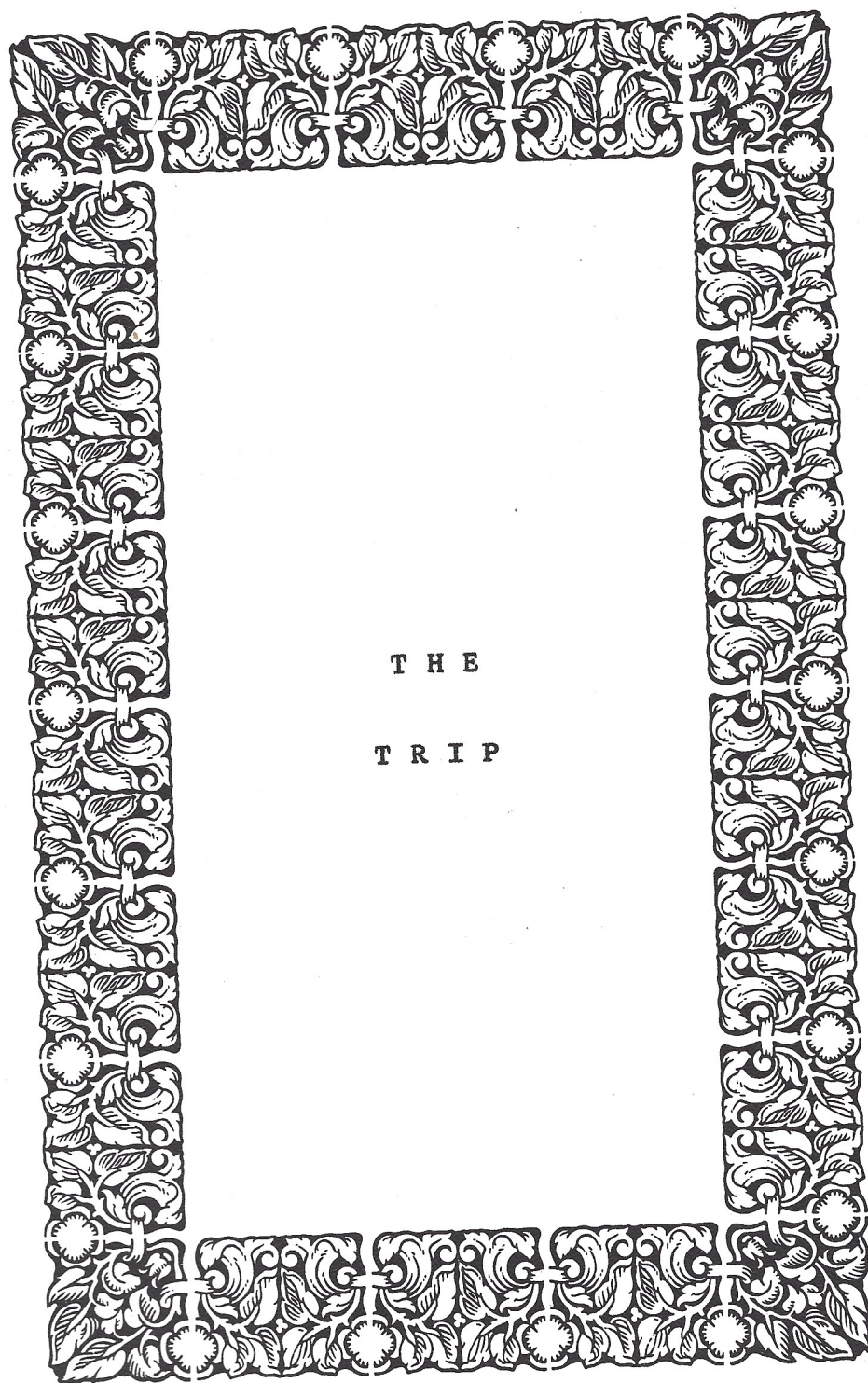


Car and freight trailer at Brookside Park, West Sand Lake.



Freight car at Albia Station loaded with "shoddy" (reclaimed wool) bound for the mills in Sand Lake.

Frank Keyes 4th from left
 Charles McClellan 5th from left
 Asa Bentley 7th from left



THE
TRIP

"Conductor Fetting has given the signal and we are on our way. HOLD ON ! ! !"

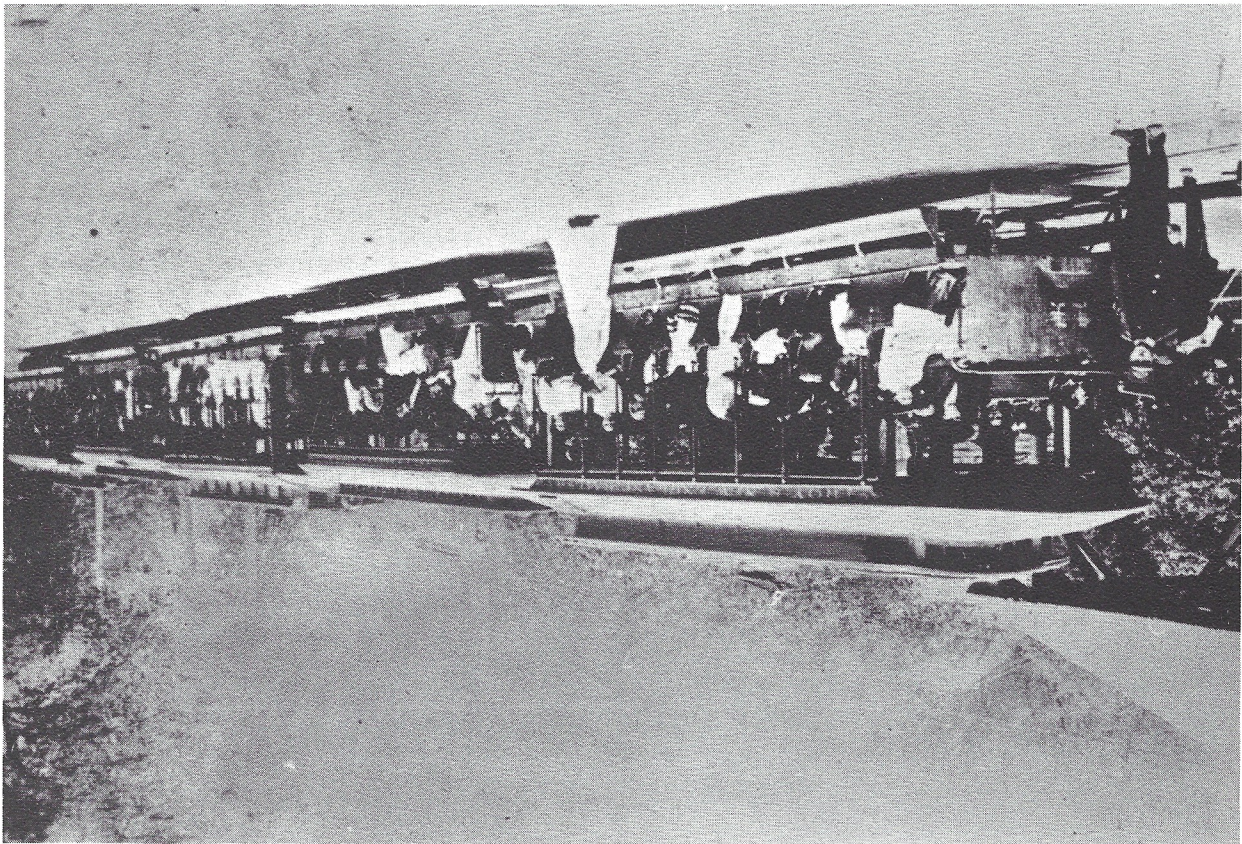
"Our guide for today's trip is the spirit of the Troy & New England Railway who is alive and well.

"All five cars are filled and everything seems to be in order for a pleasant trip. Every other car is a trailer and is pulled by the car in front. This is the way the Troy & New England Railway handles the large numbers country bound.

"Charley Fetting is the conductor and can be seen at left side of photo.

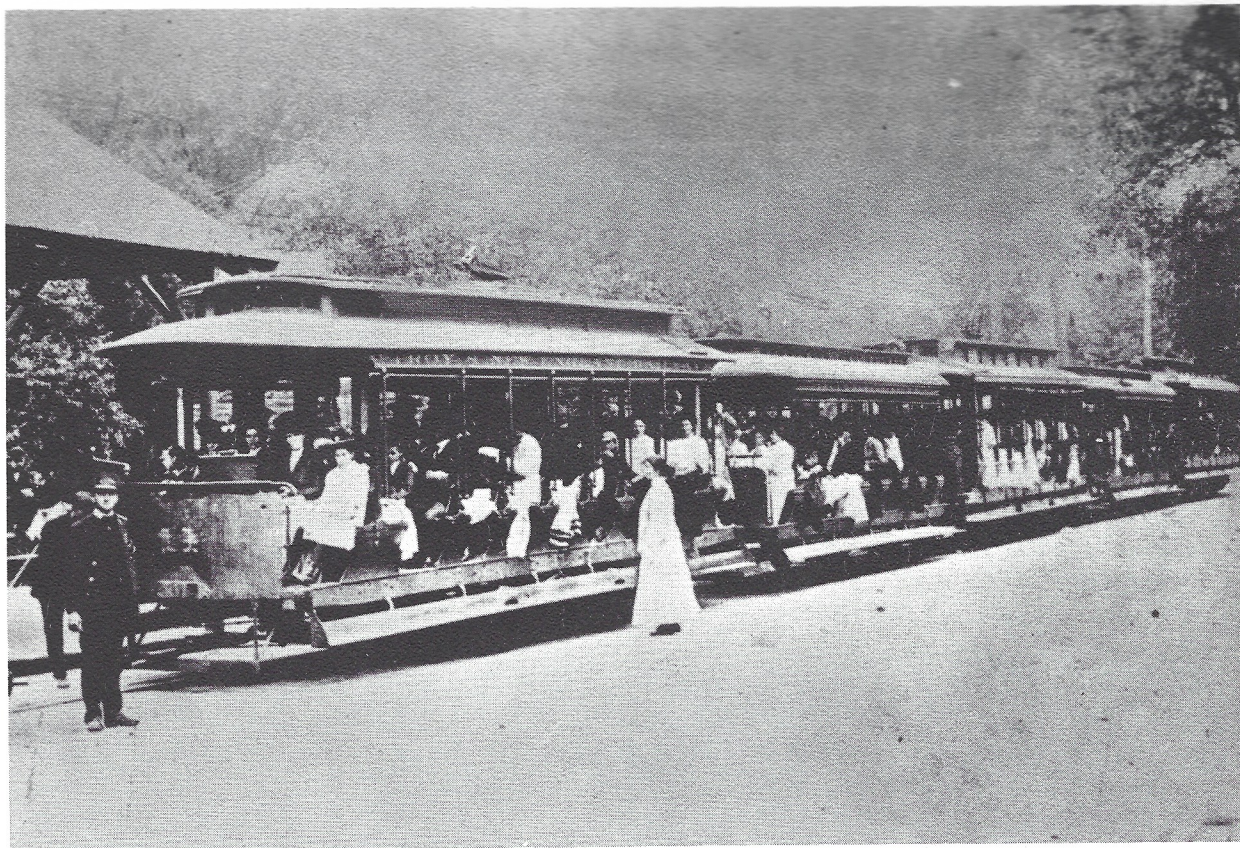
"It's a hot summer's day in the early 1900's. The crowd you see here today is typical of the weekend migrations away from the crowded city.

"Here we are at the Albion Station ready for a day in the country and most likely a picnic at one of the beautiful lakes along the way.



THE TRIP

THE TRIP



"Here we are at the Albia Station ready for a day in the country and most likely a picnic at one of the beautiful lakes along the way.

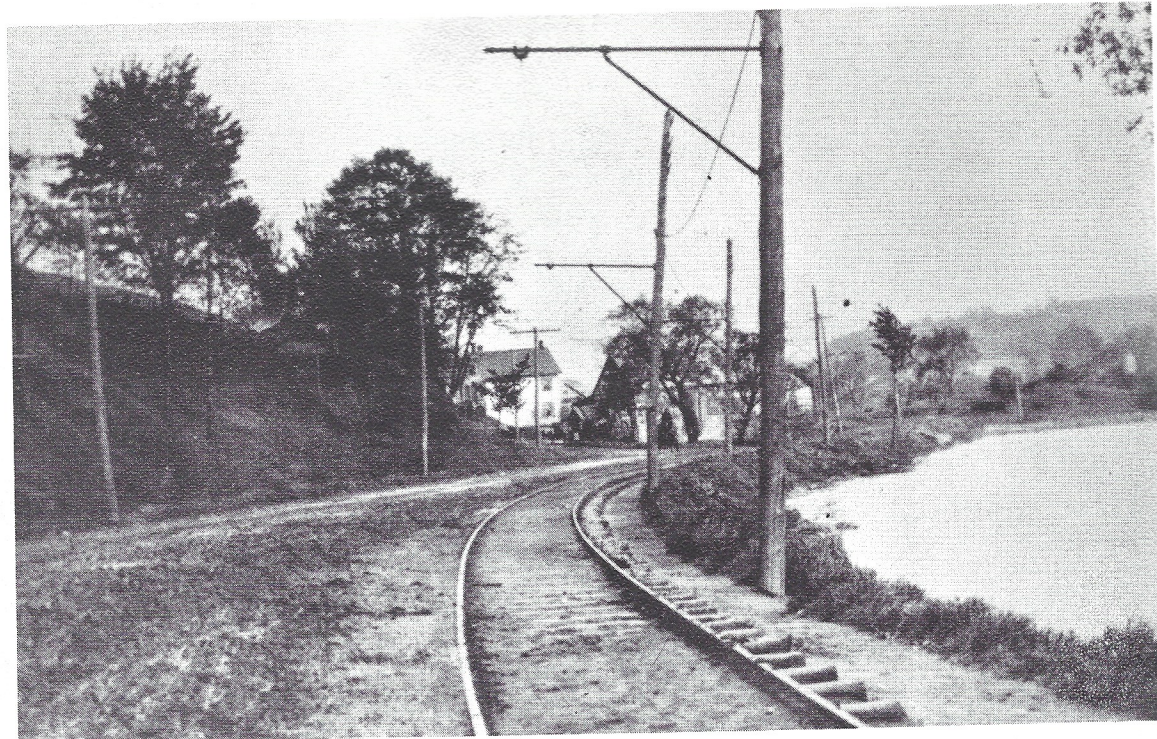
"It's a hot summer's day in the early 1900's. The crowd you see here today is typical of the weekend migrations away from the crowded city.

"Charley Fettig is the conductor and can be seen at left side of photo.

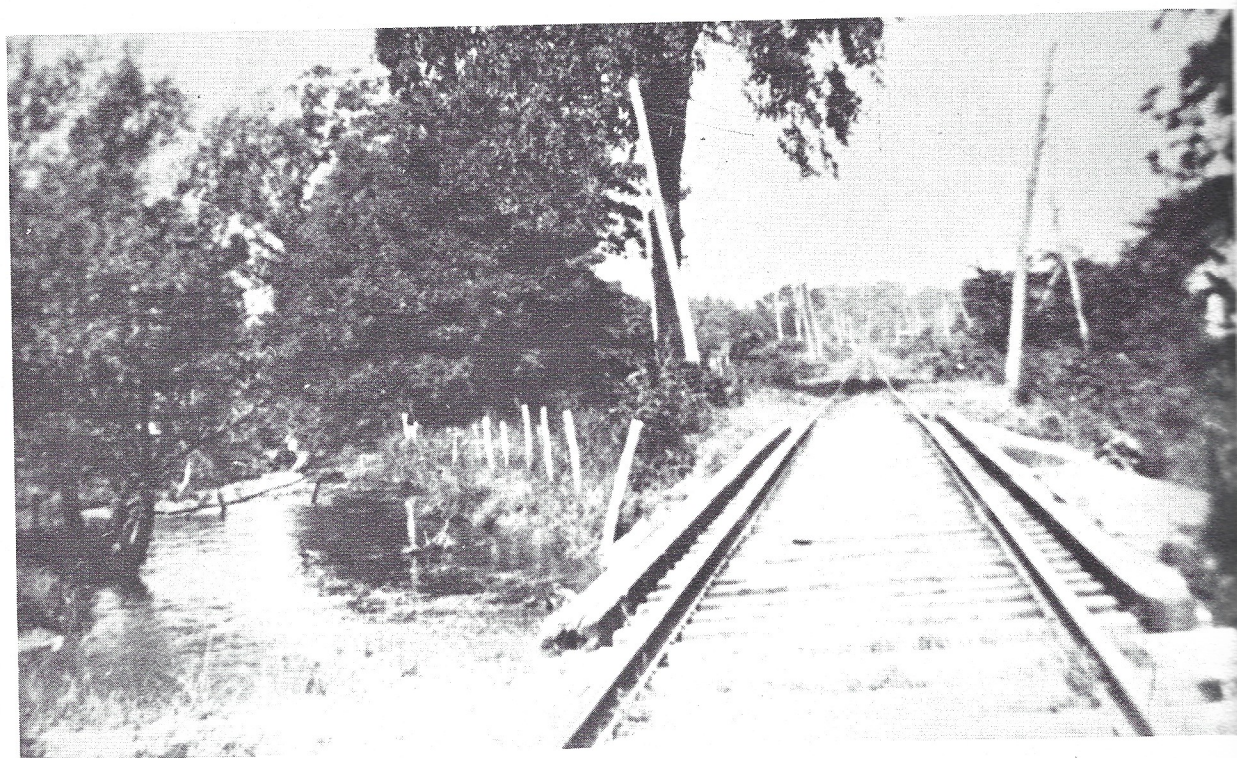
"All five cars are filled and everything seems to be in order for a pleasant trip. Every other car is a trailer and is pulled by the car in front. This is the way the Troy & New England Railway handles the large numbers country bound.

"Our guide for today's trip is the spirit of the Troy & New England Railway who is alive and well.

"Conductor Fettig has given the signal and we are on our way.
HOLD ON ! ! !"



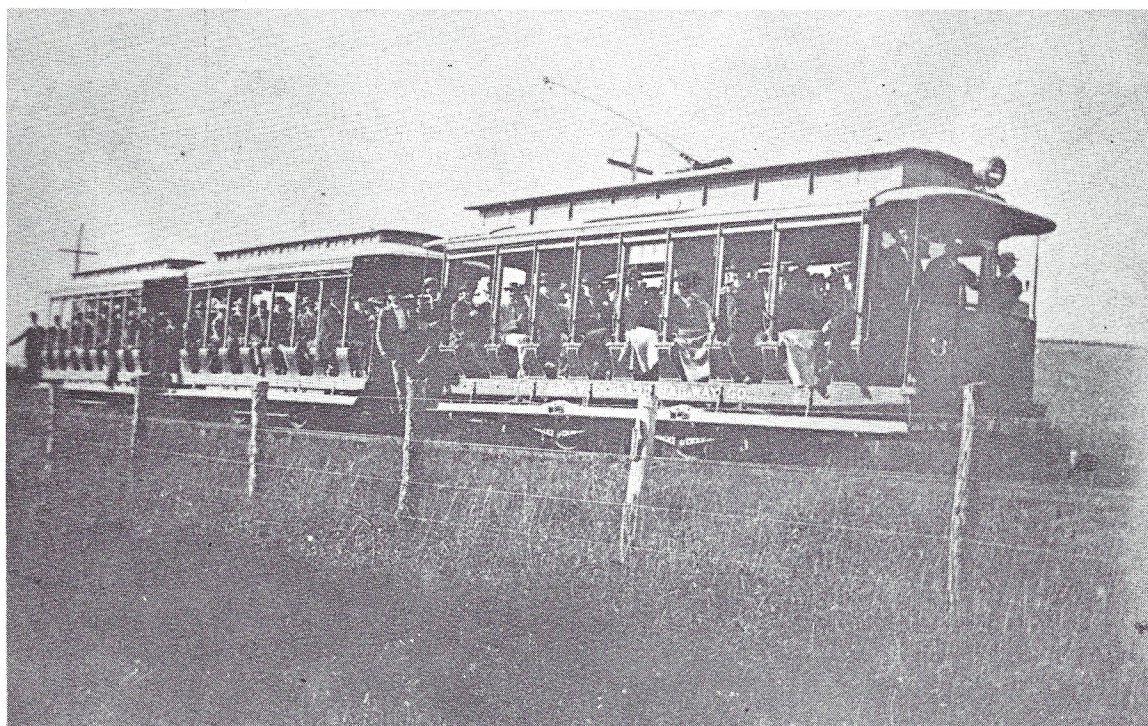
"While we're getting underway, the pond to our right is Albia Pond and over there on the island is Norsworthy's Amusement Park. The pond is the result of the dam across the Wynantskill Creek for the paper mill at Winter Street."



"As we journey eastward along the banks of the Wynantskill Creek we come upon our first wooden trestle as it carries us across the creek. This is only one of several that we will encounter on our trip. The trestles are made of wooden beams around eight inches square and well soaked with creosote to protect them from the ravages of the changing climate."



"We've made our first stop and it's Wynantskill. About six people got off. Across the bridge is the old Blacksmith shop."



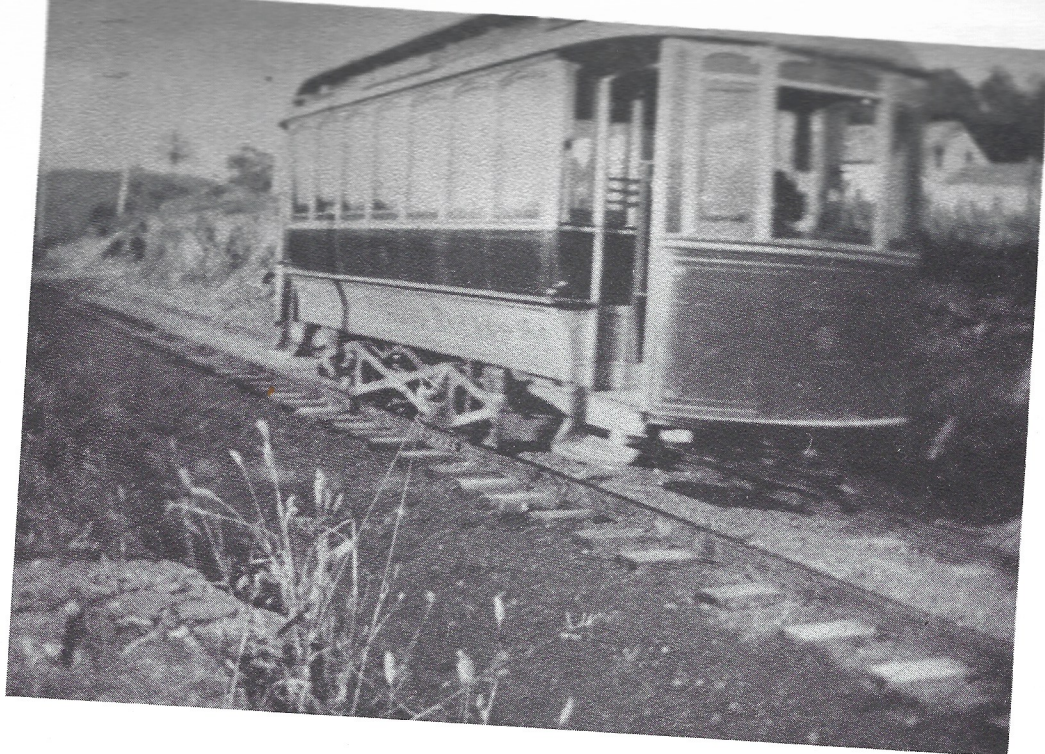
"We have finally reached our top speed of 35 miles per hour as we speed along the flats east of Wynantskill. Up there on the hill is the Worthington house, and last winter around Christmas the trolley jumped the tracks along here. I remember it well, and if I recall correctly Myra Holdridge, Pauline Hastings, Russell Green, Jessie Snyder and Elsie Clickner were in the group that treked through the snow up to Worthington's house. Edgar Worthington took them home. Also in that accident was an Averill Park girl who broke her leg in the upset. She was Gretchen Toole and they finally got her to Dr. Barnes on Pawling Avenue in Troy."



"The summer breezes are beautifully cool as we pull into Snyders Lake stop. George Robinson's Tavern is over there on the corner and in all probability some of the passengers will head for a cool drink before attempting to climb the hill to the lake. I notice that fat man and his wife got off here, and I'm wondering how the're ever going to make the hill with that big picnic basket."



"We're pretty close to schedule but we won't be if everybody takes as much time getting off as that last group did. I don't know them but they are probably looking for a nice cool shady spot."



"That road back there is what they call the rock cut. The trolley line is laid through solid rock at that point. Over on the left is the Douglas Hastings' house and up ahead on the right is the Clifford Hastings' house. Clifford's daughter, Pauline, attends Troy High School and she and some other West Sand Lake girls who also go to Troy High got stuck on the trolley last winter during a heavy snow storm and didn't get home until midnight. Lucky for them that Elmer Hempstead was also aboard and had a bag of cakes and cookies from his bakery in Troy."

TROY & NEW ENGLAND RAILWAY COMPANY
THE TRIP COMMUTATION SCHOOL TICKET
 Good for One Ride in Either Direction Between
ZONE 15
and ALBIA 3

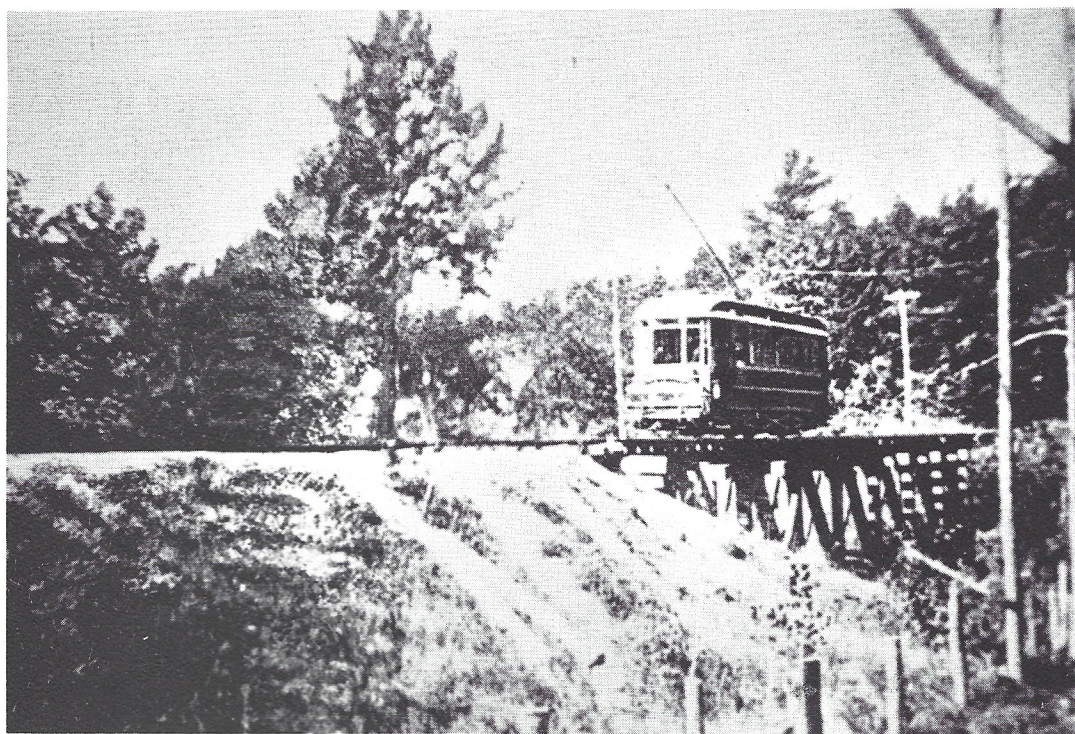
On Any Regular Public School Day, between the hours of
 7 A.M. and 9 A.M.; 2 P.M. and 6 P.M.
 Not Good on Saturday, Sunday, Holidays or During
 Vacation Period

SUBJECT TO THE RULES OF
THE COMPANY
NOT TRANSFERABLE

H. Reynolds
 Acting General Manager



"Once again our trip brings us to the crossing of another trestle and this one is at Brookside Park, at West Sand Lake. Over the years this trestle was burned twice. Once about 1922 and again around 1925. It is rumored that both fires were the result of strike action against the Troy & New England Railway."





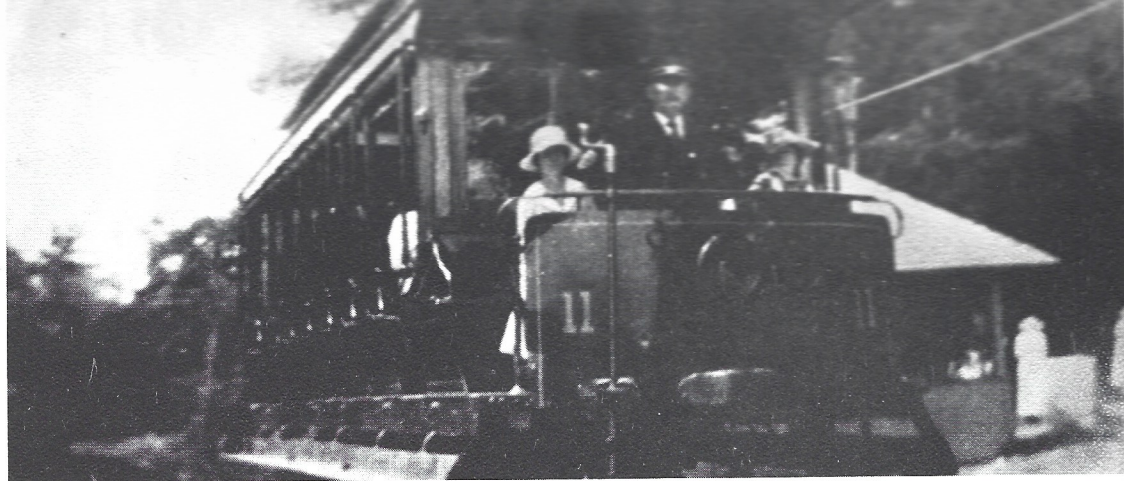
Residence of Clifford Hastings

"Clifford and Douglas Hastings were descendants of Rozel S. Hastings who settled in West Sand Lake sometime during the mid 1800's. Clifford Hastings later entered politics and became supervisor of the Town of Sand Lake and still later he became state senator at Albany, New York."



Residence of Douglas Hastings

"Douglas Hastings formed the Sand Lake Springs, Inc. which bottled spring water and many flavors of soda which were well known to area residents."



"We are getting out in the country now. The trolley is slowing down for Brookside Park. George Fredenburgh has been running it since 1894. Great place for picnics and clam steams. Lot of passengers are getting off. Must be something big is taking place today. Last fall that trestle we just went over was in bad shape and a group of Averill Park folks going to Troy had to get out of the car and walk across it as the railroad officials didn't think it was safe. After they had walked across, the car went over it and picked them up on the other side. I remember Jessie & Carrie Gabler were on the car with their sick neice Ida. By the time they got to Troy, Ida had broken out with the chicken pox."

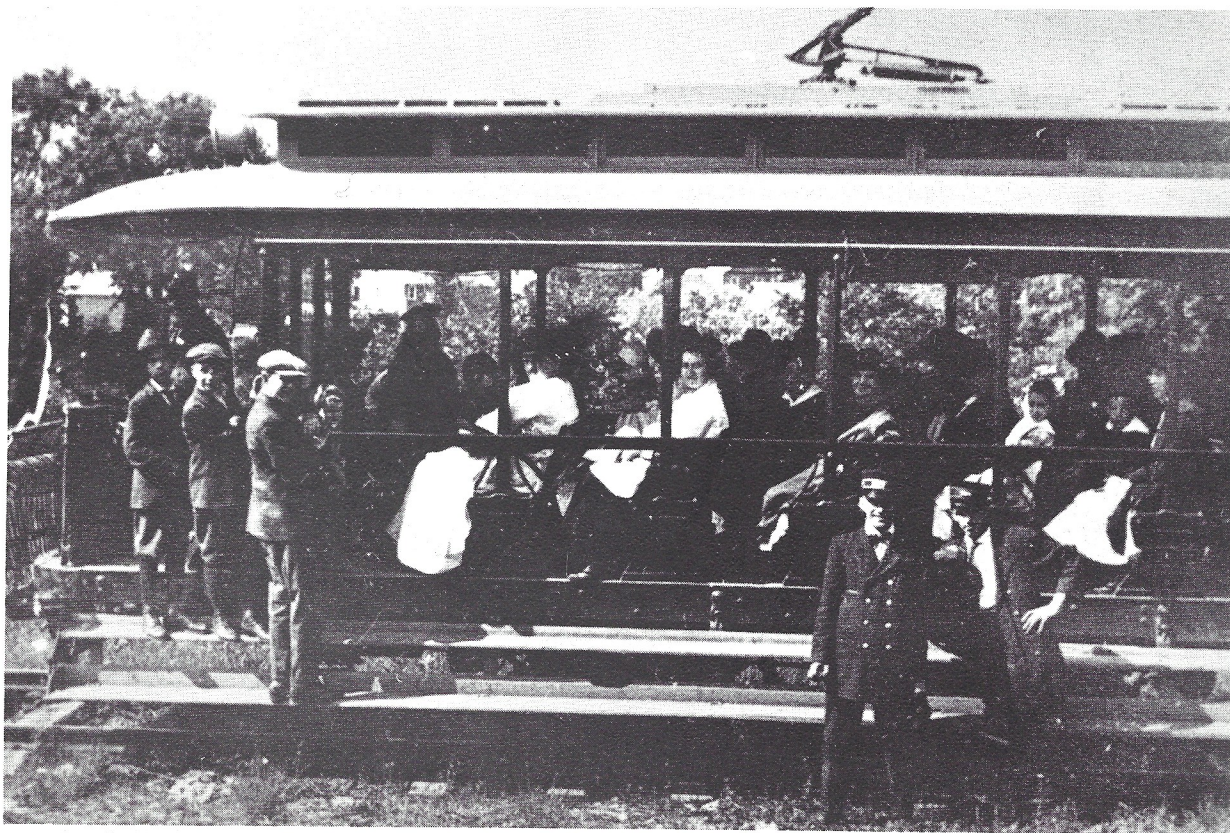


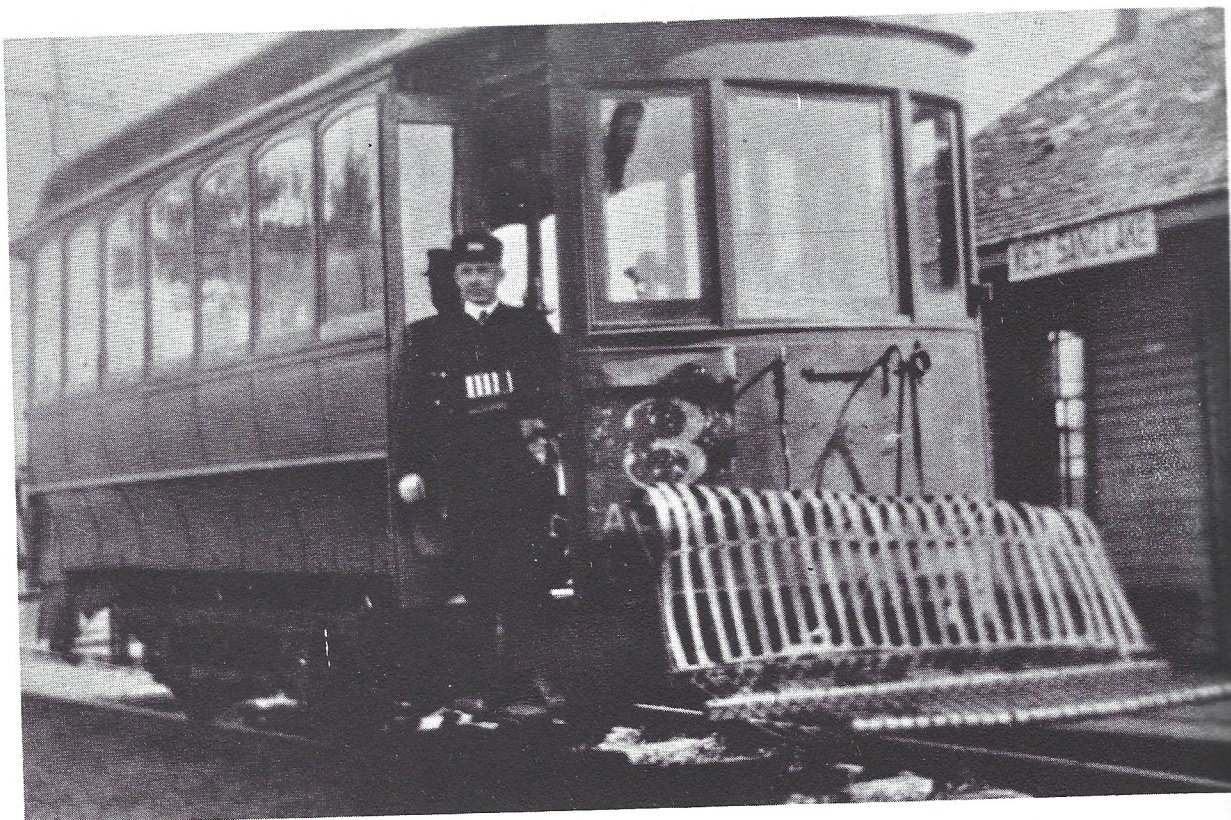


Front View

"Over there on the Brookside Park siding is a United Traction car 365 full of more picnickers."

Side View



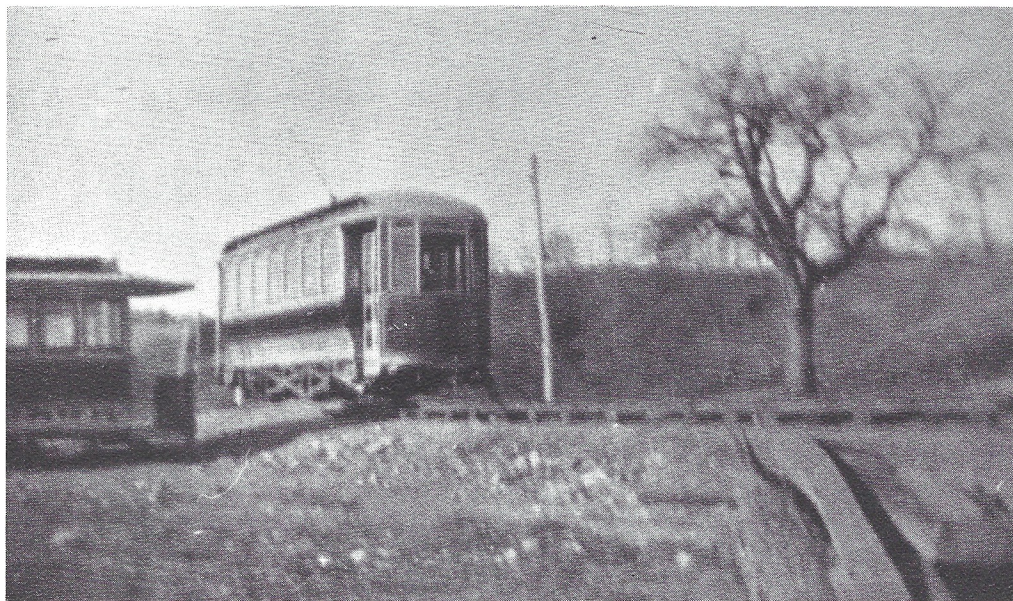


"Here's West Sand Lake and we're ten minutes late according to the timetable. Not bad considering the crowd we started with. You know, West Sand Lake used to be called Ulinesville in honor of Barent Uline. He owned over 300 acres of land around the village. Over there to the right is an old Uline house and across the road is the old Uline Grist Mill built in 1762. The old stove is over there in the station along with the coal bin. Reminds me of the winter days when they would take the door off the stove so the fire would last longer and the whole station would be filled with coal gas. If you look out the back you can see Chris Smauder loading the mail bags into his cart which he pushes down to the Post Office."

"Over there by the station is Rossetti Greenman and Ruth Thomas. Ruth and her mother must be going into Troy. They go once a week to see the plays at Rand's Opera House. Rossetti is Schuyler Greenman's daughter and she goes to Troy High School. They live across the road from the firehouse."



An early view of the West Sand Lake Station.

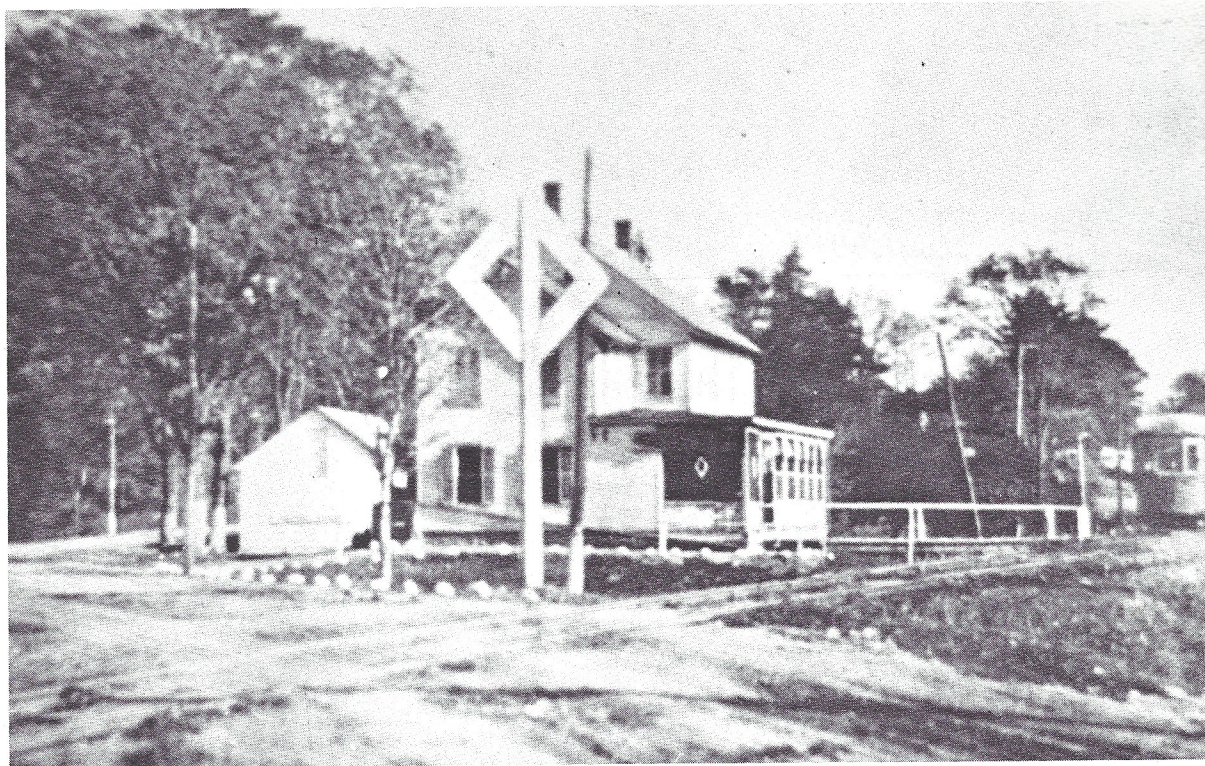


"Let me show you a picture of the first station at West Sand Lake. It was the body of an old horse car and can be seen on the left side of photo."



Car #5 passing Cedarhurst and John Boyce, a civil war vet is at the controls.

"We have a lot of stops to make in West Sand Lake and that big house over there is called Cedarhurst. It's a boarding house and was enlarged to its present size in the latter half of the 19th Century. The original part is brick and was built as a private home in 1833. Delia Cipperly runs it now and lots of folks recommend it highly."



"This is the Arlington Hotel and it looks as if we are going to let off some passengers. They'll have a couple drinks and then probably go up the hill to Reichard's Lake. I never go by here but that I think of the time one winter, about three years ago when the trolley got stuck in a snow storm out front and couldn't make it to Averill Park. There were a few of us stranded here for over an hour. Sanford and Stanley Young and their mother Mattie were in the group. Finally some taxi cabs from Averill Park came and rescued us. Steve McCauley runs it now. He's the fat fellow on the porch."



"I forgot to tell you that the white house back there on the left is where the Harry Werger family lives. Harry runs Sharp's gove north of Defreestville."

"Further up the tracks we will come to Miller's stop and siding. The Miller family have owned property in that area since the early 1800's. Albert and his brother Seymour live there now. From the tracks you can see the Holdridge farm up on the left. Myra, their daughter, goes to Troy High. The extra cars we have used today will be parked on the siding all day until we need them tonight for our return trip."

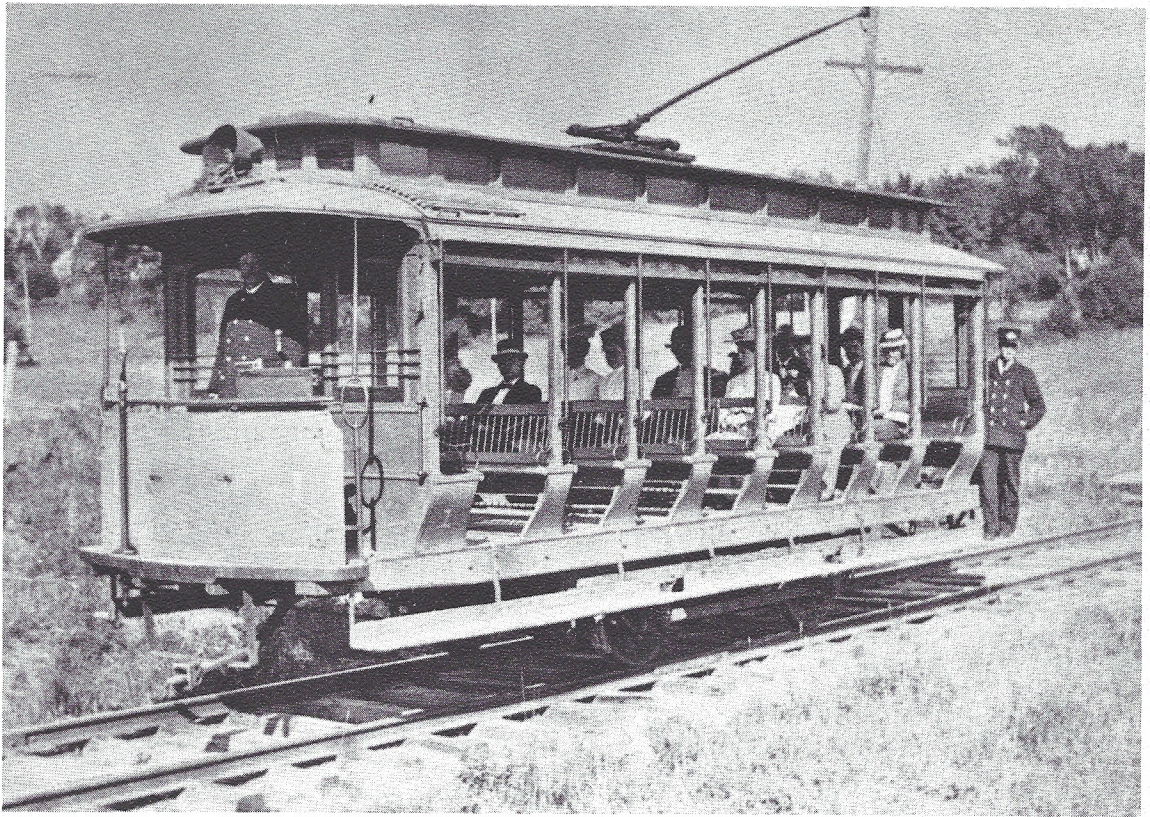


"It's been slow going up through the woods from Millers stop but up ahead on the right is Sunset Terrace. It's a summer place where city folks spend the season.

"You should be here in the winter during an ice storm when the trolley comes up. It makes a big arc on the overhead wires and you can see it for quite a distance. The winds of winter and the drifting snow makes it hard going for the old car. We've got several young people that take the trolley to Troy for high school and they have some long waiting in the cold for a car to come along.

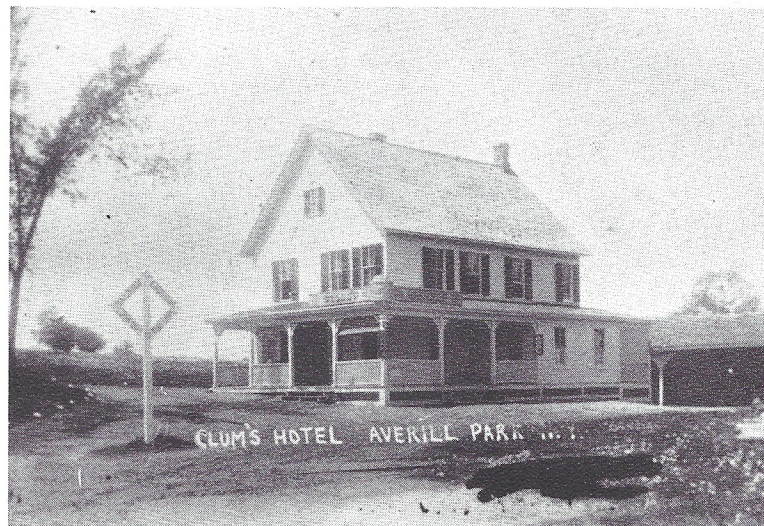
"Jessie Snyder and Zella Shoemaker live over there to the left on the road and they both go to Troy High. One time Jessie couldn't get home at all and had to stay at Edna Koon's house in Wynantskill. Another time she had to stay in Troy at a cousin's house. Zella was snowbound in Troy for three days with her cousin during another hard storm. Last winter one day the trolley couldn't get any further than Wynantskill and finally one of Arthur Larkin's drivers came along and brought the bunch home on a bob sled. Will Deckett was also on the car that day and he stayed with friends."

"Our last stop before we reach Averill Park is Lake Avenue.
This is a short cut to Crystal Lake."

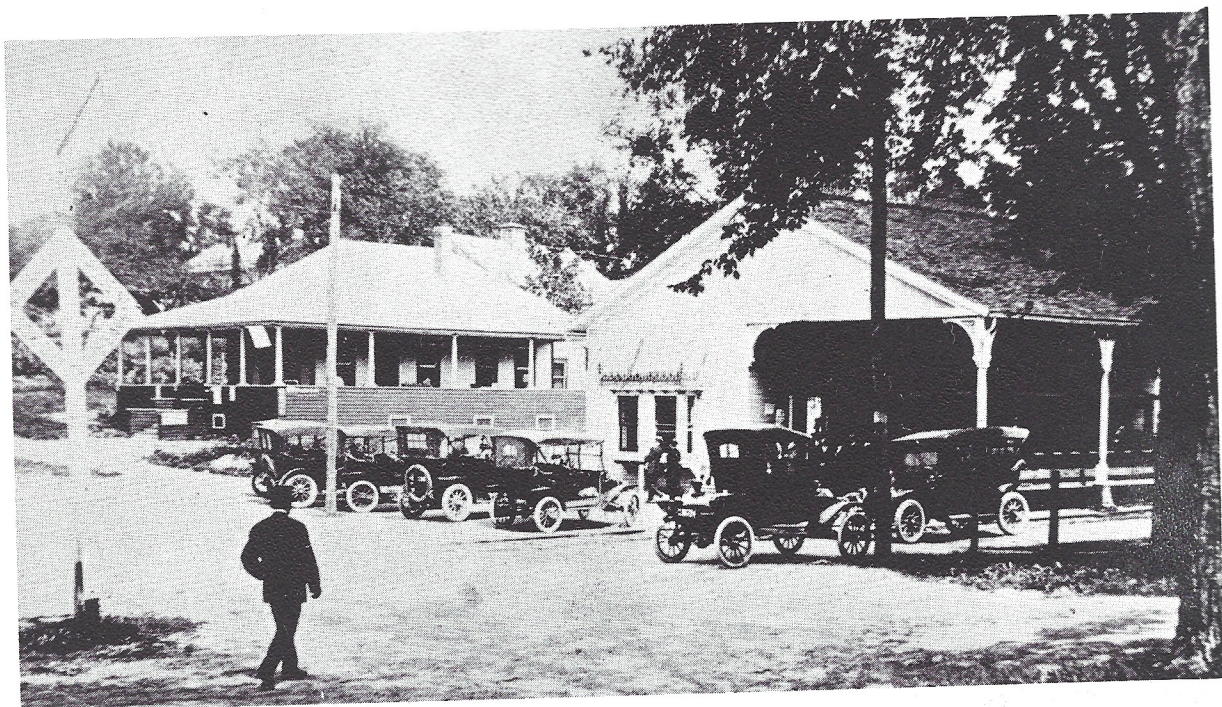


Car #1 at Lake Avenue with Charles McClellan at the controls.

"Averill Park at last and only 15 minutes late. That's Clum's Hotel on the right. We'll go over later and I'll introduce you to Ben Clum the owner."



*Orient Ave
Times W...
Inland*



"The taxis are all lined up waiting for passengers to Crooked Lake, Glass Lake, Burden Lake and any other place too far to walk. The drivers are all there. I can see John Abel and Henry Filkins, they're the last of the horse drivers. All the rest drive Dodges and Model T Fords. There's Bill and Henry Karl by their new Dodges. Gus Myers and John Mosher are just coming out of the station. Over in that group on Gabler's lawn is George Clum, Everett Williams and Fred Horton. The cariole from Brown's Crooked Lake Hotel should be there, but I don't see it.

"Seeing this station again reminds me of the time during the flu epidemic Dr. Fisk of West Sand Lake was called up to Averill Park to help with all the sick. The roads were so bad that he walked up the car tracks from West Sand Lake on snow shoes. There were so many sick people to see that he had to stay all night and slept here in the station for a couple of nights.

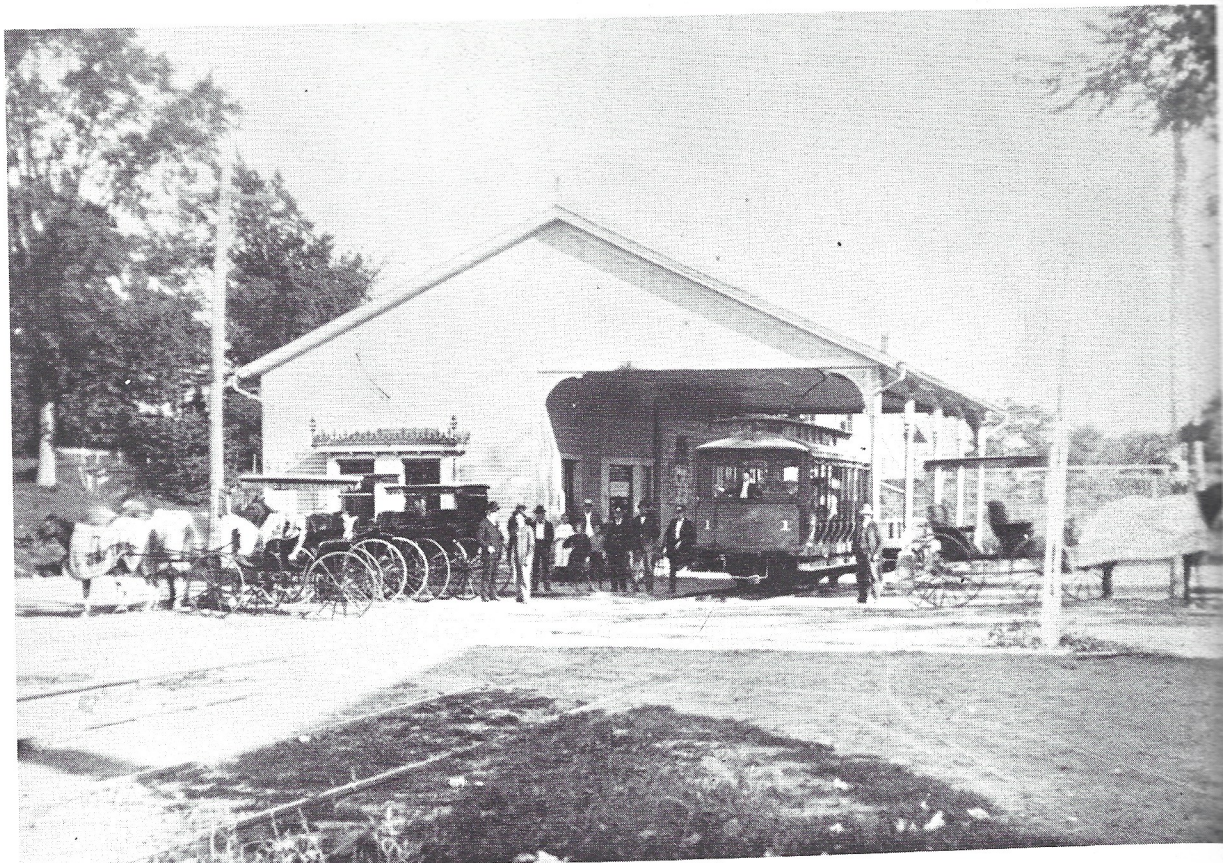
"That's Charley Herzog over there loading the mail in his cart which he will push up the hill to the post office."

"Let me introduce you to some friends of mine. They drive taxi and take people all over the country side to the lakes."



Left to Right - John Mosher, William Karl, Samuel McNary, Edwin Herrington, Edward Knapp and John Abel.

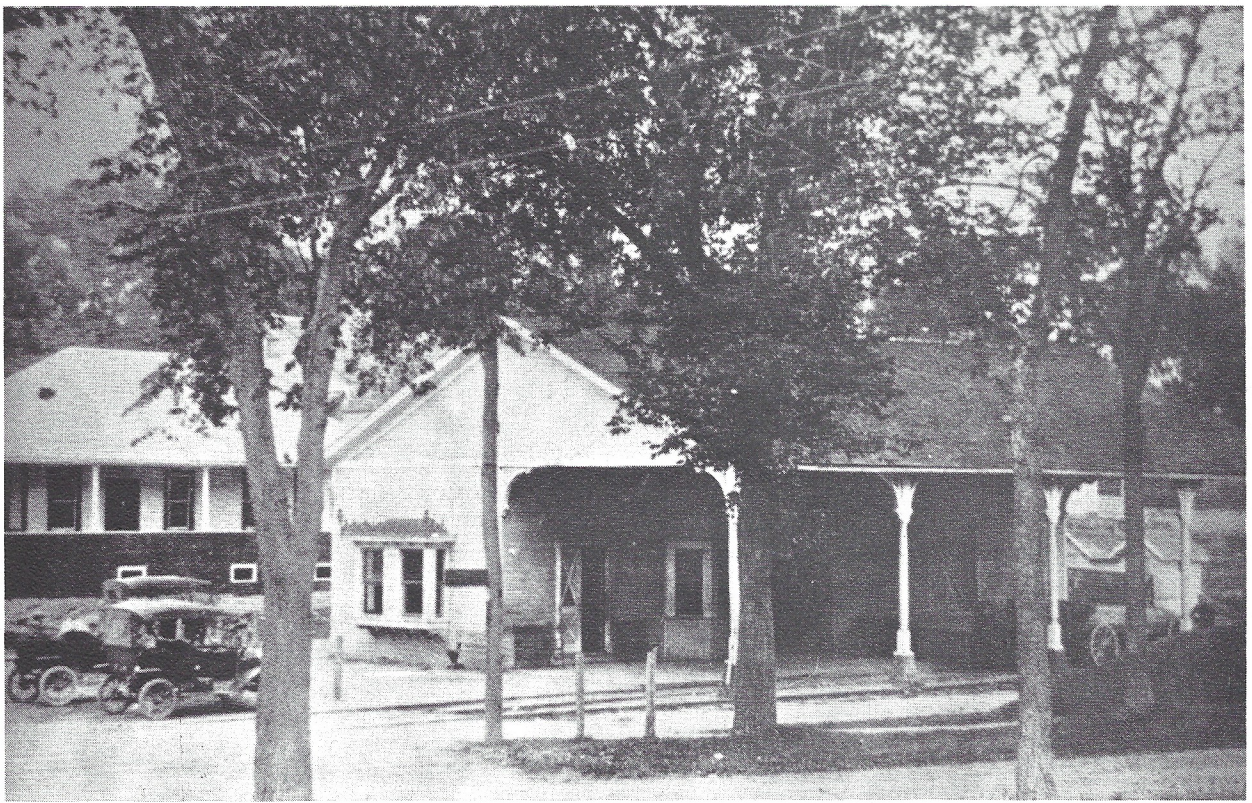
"While were setting here on Clum's Hotel porch let me show you a few snapshots of the station."



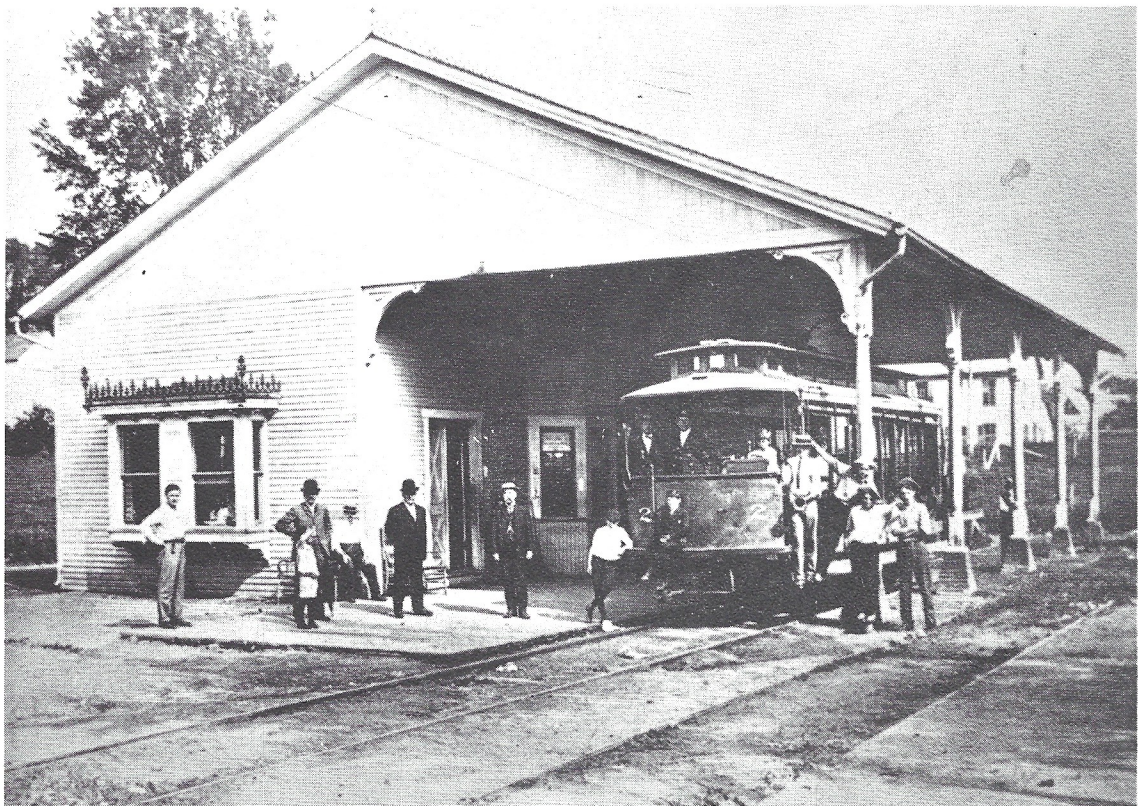
"Horse and Buggy days. An early photo before Model T's were invented."



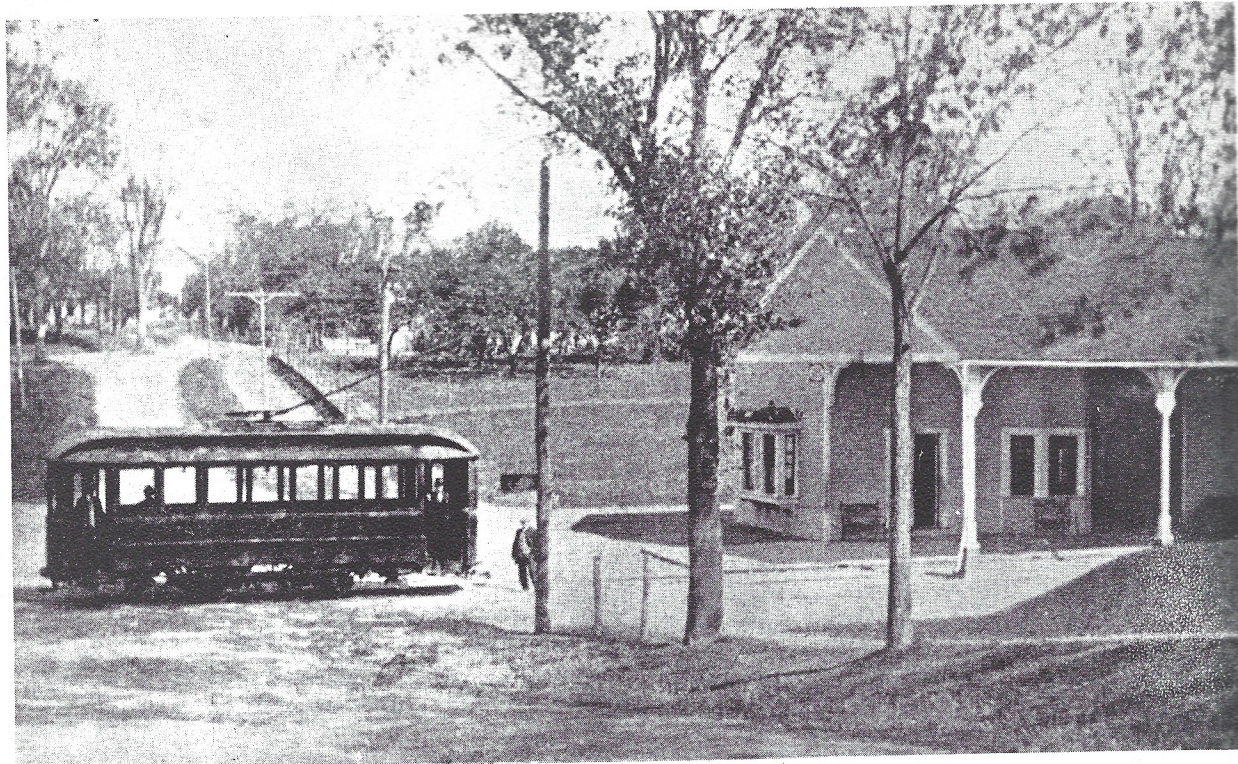
"Another early photo with a 1910-13 car but the horse and buggy are still hanging on."



"Horse and wagon backed up to freight platform at Averill Park."



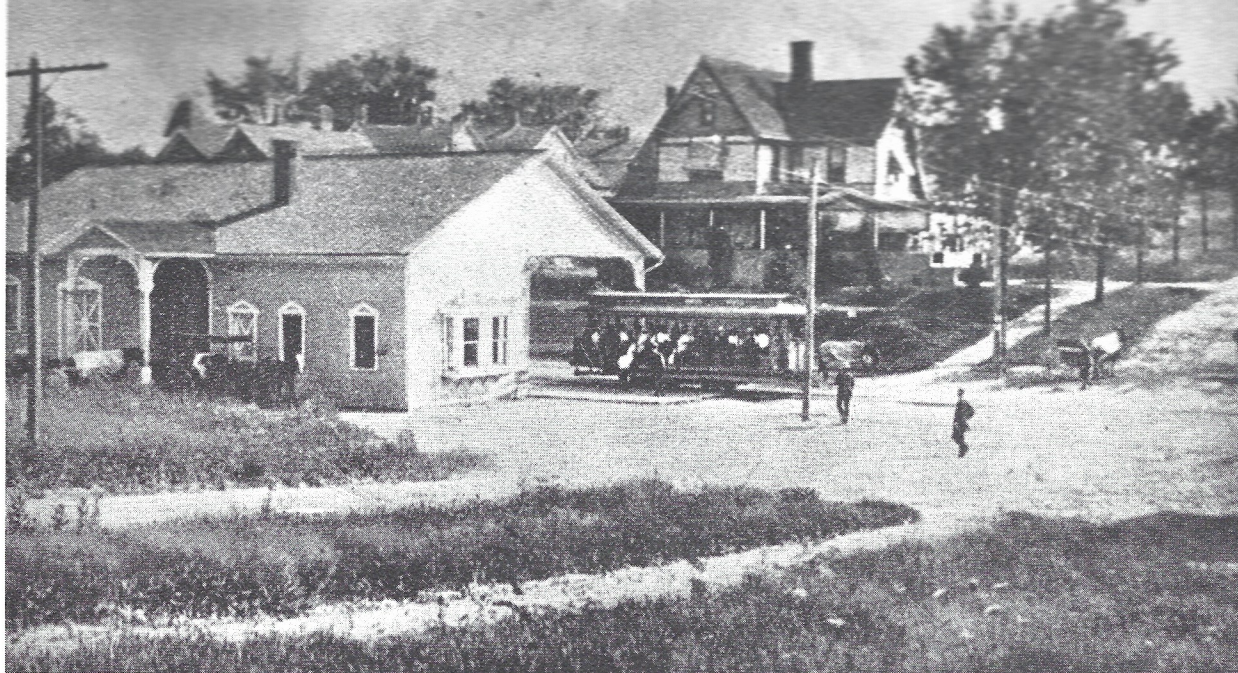
"It was a sunny day and some guy had a camera so, here we are with car #2 at the Averill Park Station."



"Here's one with the car in the middle of Orient Avenue looking north towards the village."



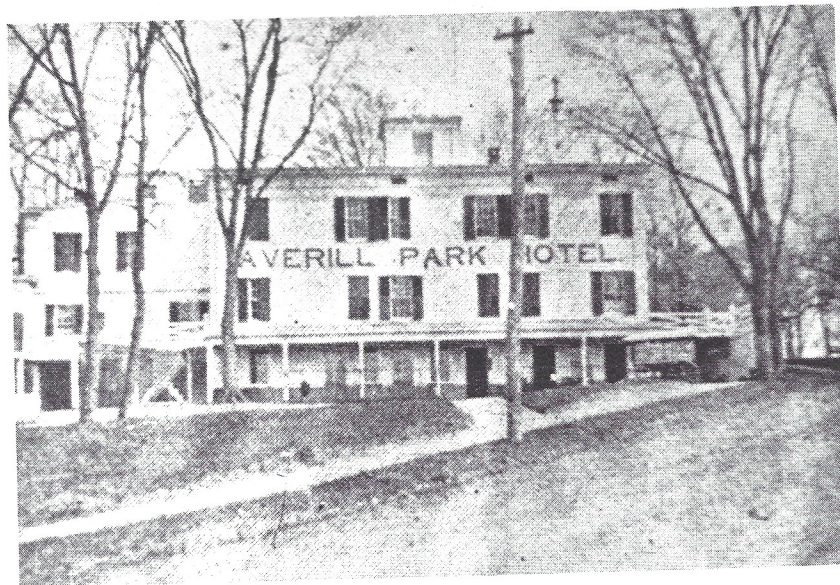
"As we head up the hill for the grove at Crystal Lake, let's take another look around."



"That big house next to the station is the Gabler house. Jessie and Carrie Gabler own it. Their father Joseph Gabler bought it a few years ago and when he died he left it to the two girls. Their neice Ida lives with them now and she goes to Troy High. Last winter the trolley got bogged down in a snow storm west of Sunset Terrace and Ida had to walk all the way home in the deep snow."

*Ida
Kilmer*

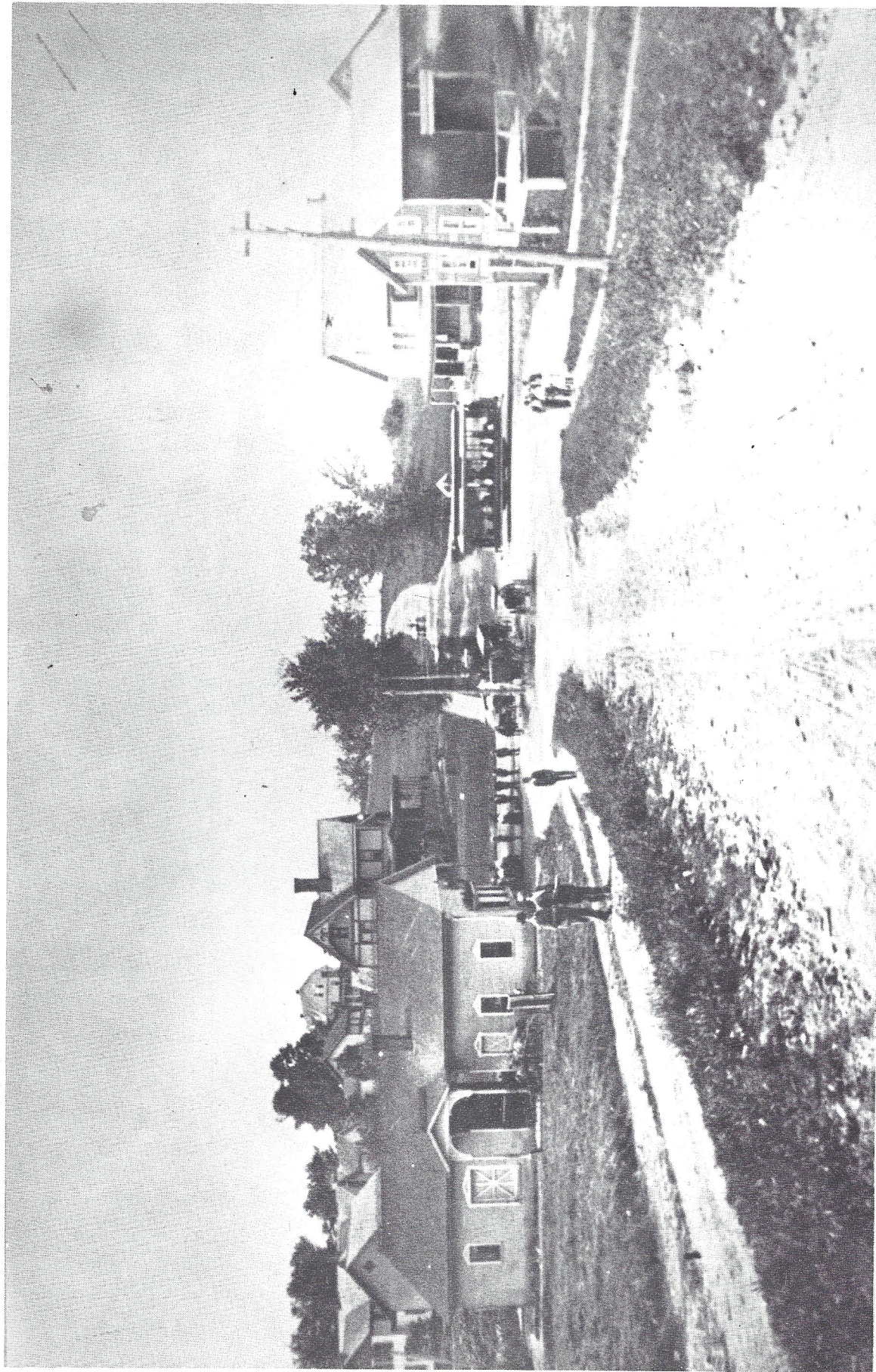




*where
Rural
Church
is now*

"Up there on the left is the Averill Park Hotel. It used to be Schram's Collegiate Institute and Horatio Averill converted it into a hotel in 1880. It's quite a place."





"As we continue our hike over to Crystal Lake let's take one last look.

"There it is . . . The Station, Gabler House, Trolley Car, Clum's Hotel and Park Hotel Barn.

"See you all tonight on the return trip."

THE LAST DAY



"It is March 31, 1925, the last day of operation.

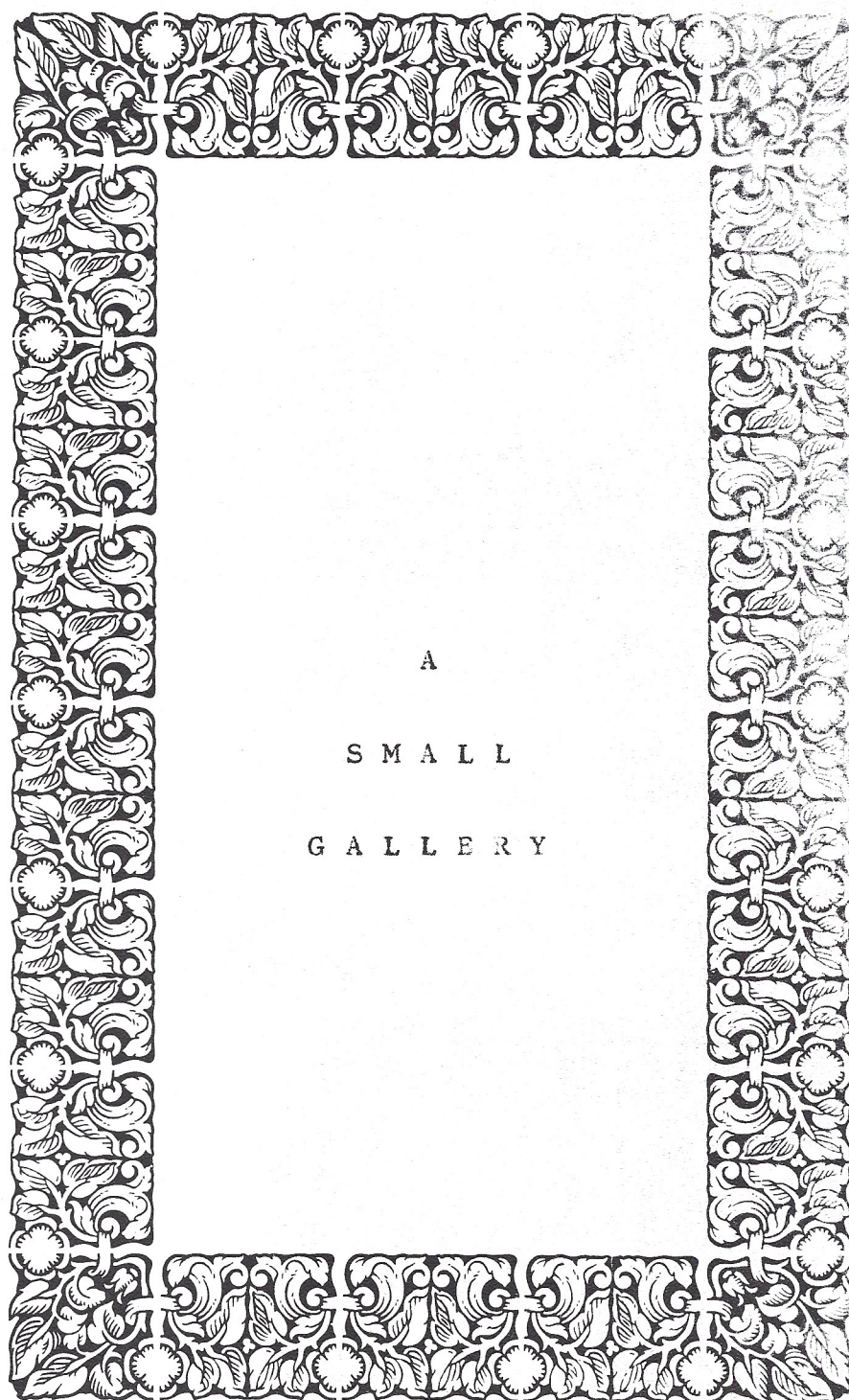
It is car #6, the same one that made the initial trip on September 30, 1895.

The motorman is Joseph Tarpey.

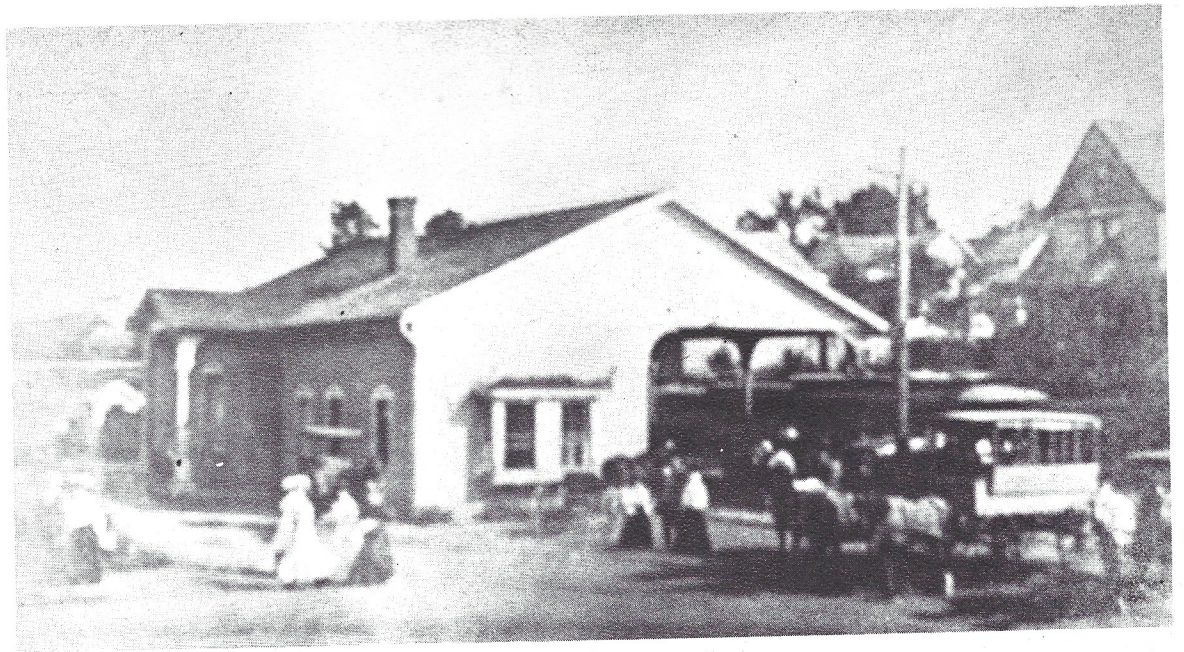
The place is Brookside Park, West Sand Lake, New York."

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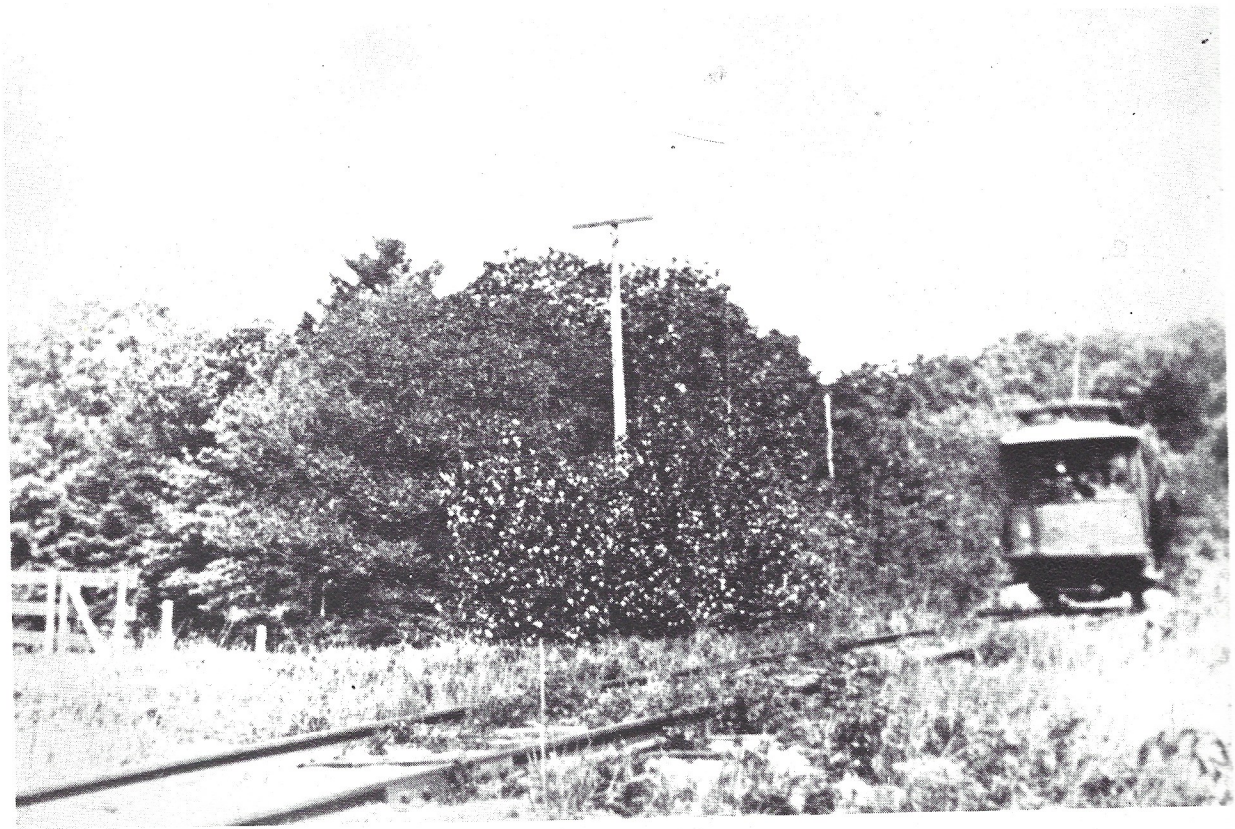
This is the end of a life style in which many of us were fortunate to live. Today, it is only a memory. A memory that we hope will last forever.



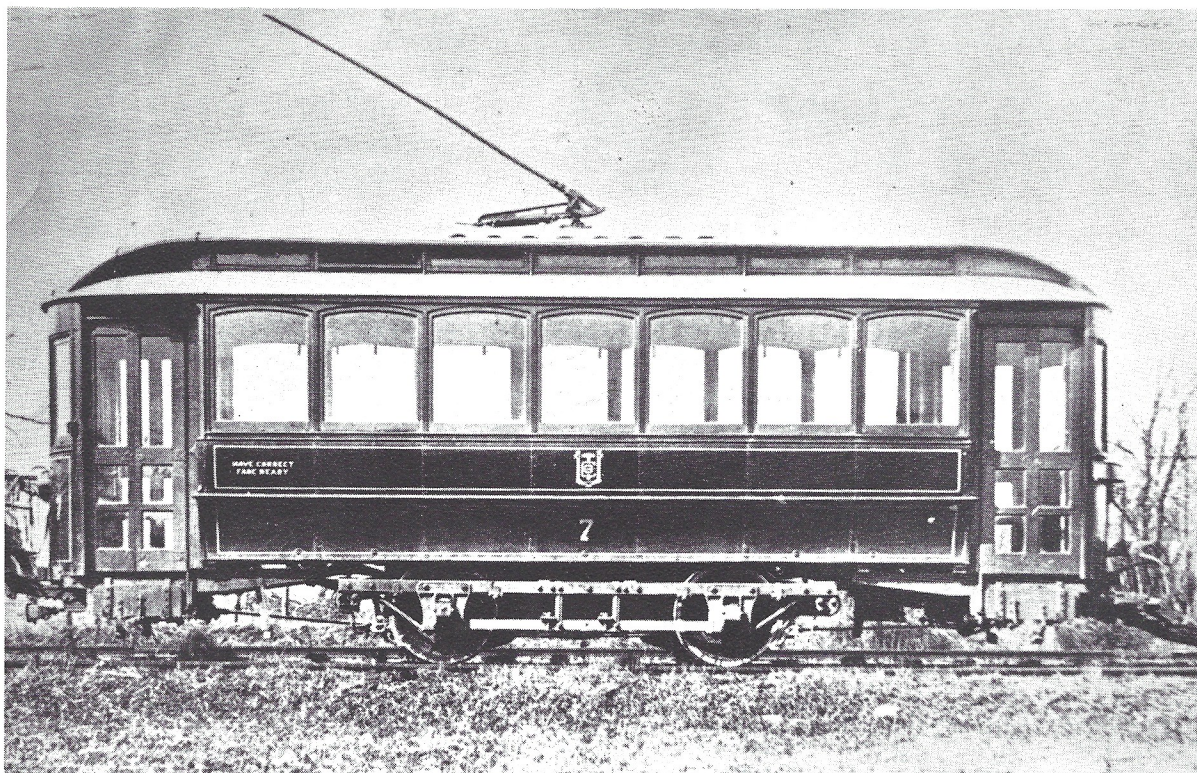
A
S M A L L
G A L L E R Y



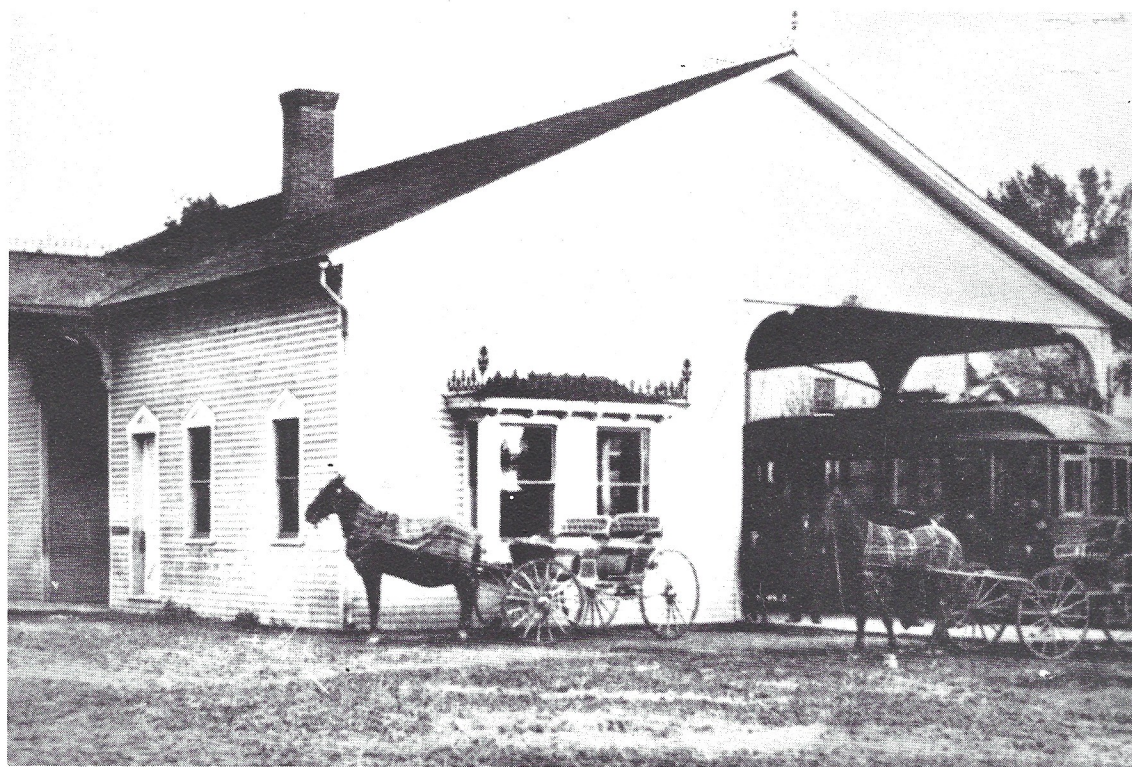
Averill Park Station with cariole from Brown's Crooked Lake Hotel.



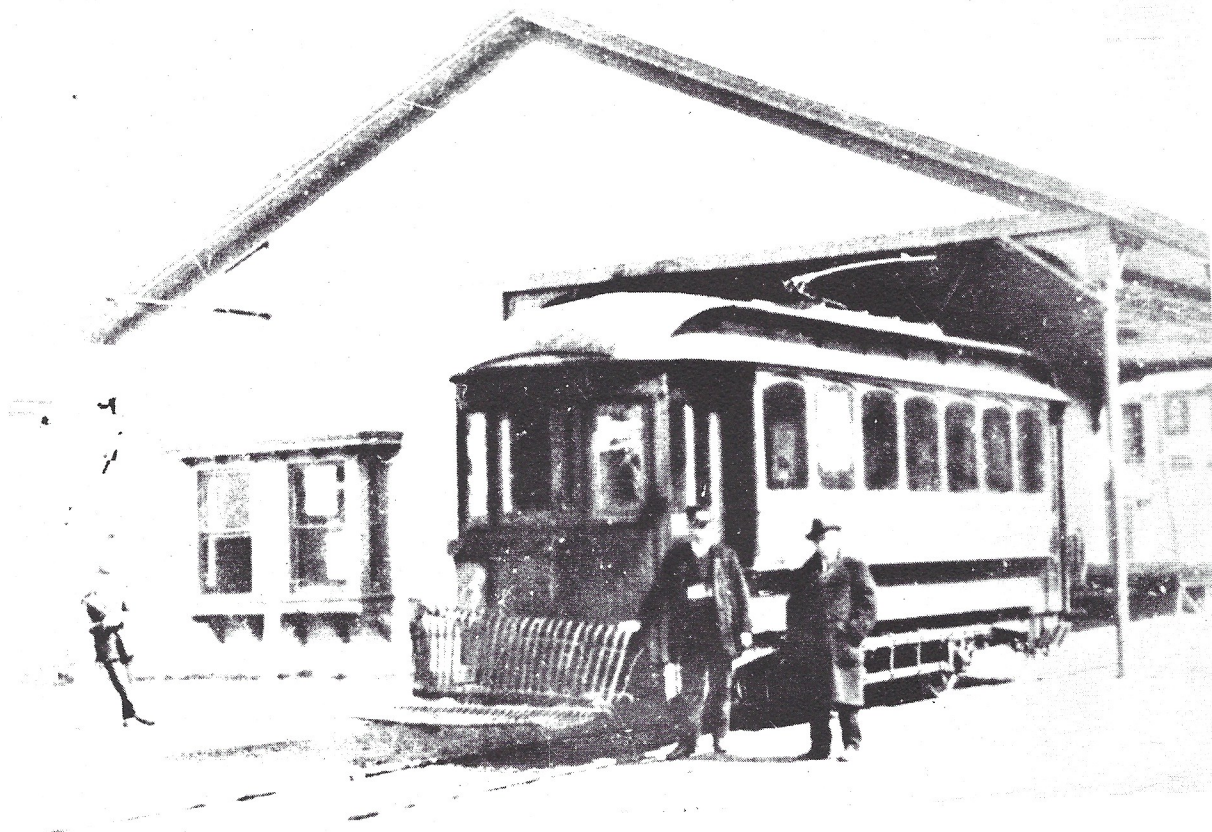
Around the bend comes car #1 just west of Averill Park.



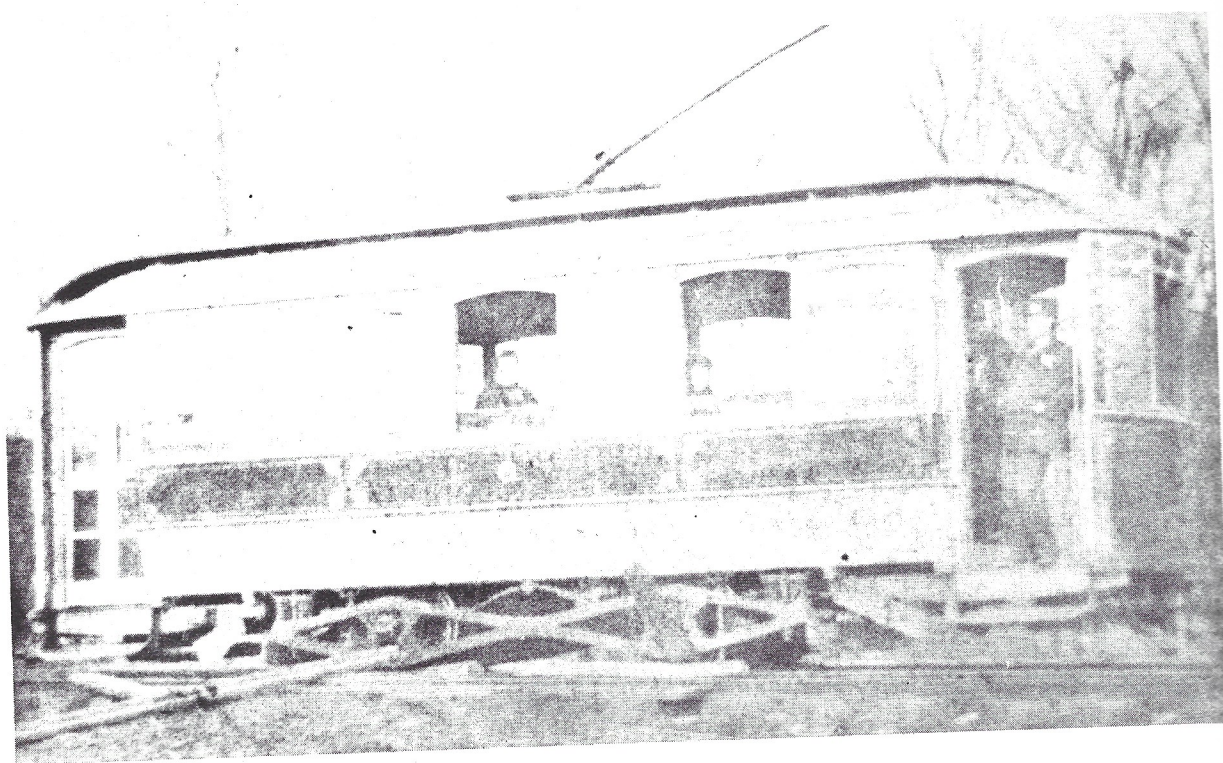
Car #7 after repainting and the installation of Providence Fenders (Cow Catchers).



TAXI SIR! Before the days of gas buggies.



Car #6 at Averill Park Station in March 1925.



Car #6 along the way.

The winter with its snow drifts and bitter cold winds meant long periods of waiting for the passengers and endless hours of plowing and shoveling by the maintenance crews.

Timetables were forgotten as the delays in arrival became longer.

Included are three winter reminders of those days.



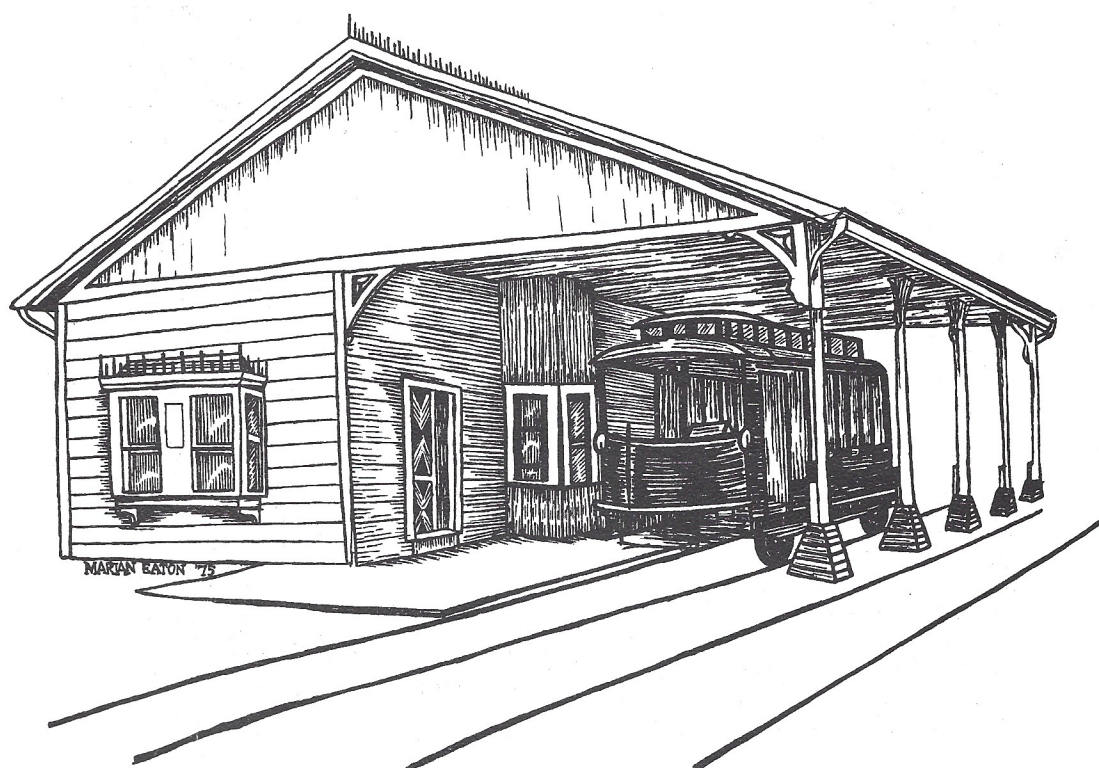
Man your shovels seems to be the order of the day as crews clear the track between the rock cut and power house in West Sand Lake.



Old Dobbin' and cutter along with children and sleighs are making the most of this winter scene at Averill Park Station.

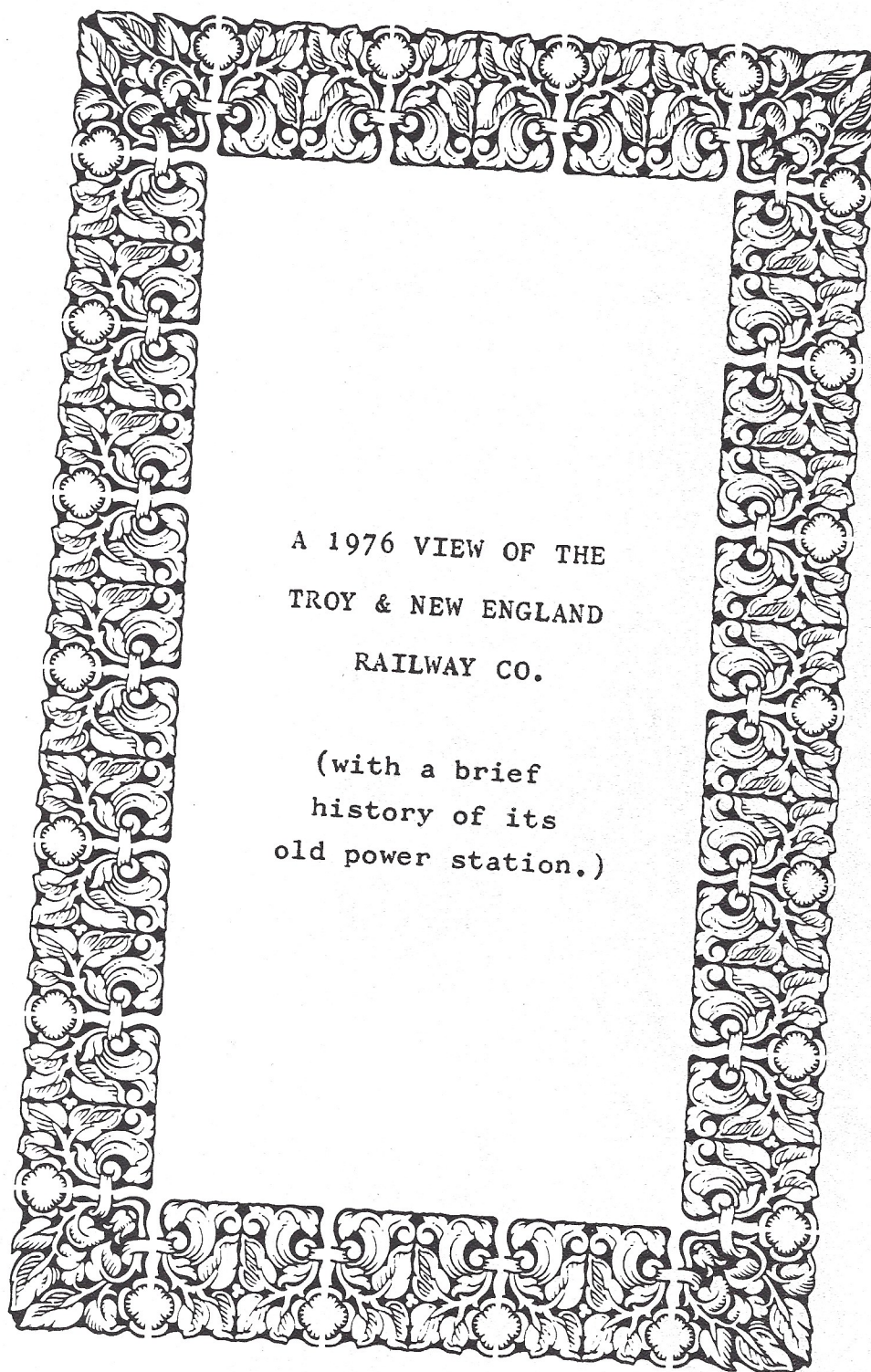


George Johnson on a winter day after getting the track cleared out. West of Averill Park in the area of Miller's stop #24 or #25.



Troy-New England Railway

56 Recent pen and ink sketch of Averill Park Station by Marian Eaton of Averill Park.



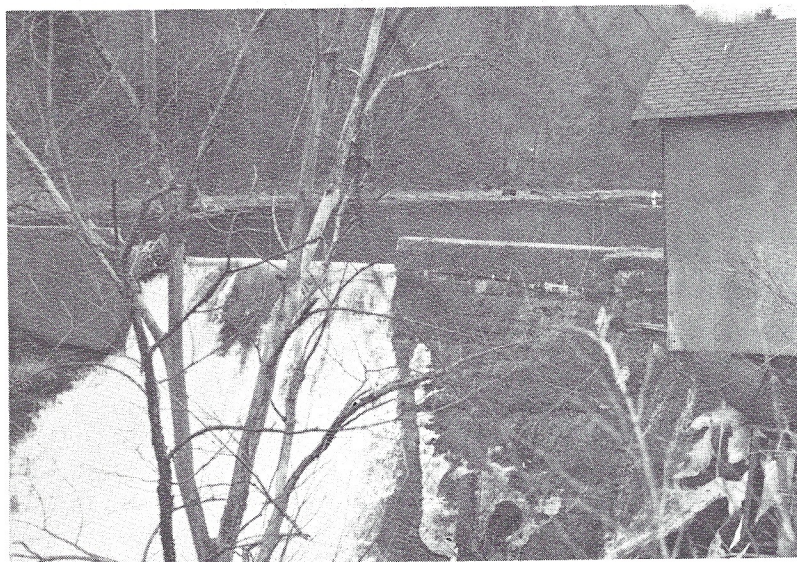
A 1976 VIEW OF THE
TROY & NEW ENGLAND
RAILWAY CO.

(with a brief
history of its
old power station.)

The power station building at West Sand Lake was erected by Thomas Campaign of Troy, New York. It was constructed of brick on land purchased from Ephraim Hastings. The present home of Jack Lawrence is on the same site. It was a steam generating plant with a siding from the railway so that coal could be delivered. This was the main station of the line in the begining with an AC-DC converter in the Albia Station. After 1910 when the United Traction Company gained control of the line it was used as a booster station on weekends or other busy days.

The power generating equipment was installed by Westinghouse, Church Kerr & Co. of New York. Engineers in charge of the plant included Cyrus F. Richmond, Percy Streeter, Orville J. Van Zandt, Elbert Knapp, Harry J. Spelker and Clifford and Douglas Hastings of Wynantskill Hydro Electric Co. of West Sand Lake.

Sometime after 1925 the power plant was torn down and the materials donated to the Town of Sand Lake for their town garage on Eastern Turnpike. The original town garage was an almost exact replica of the old power house.



The Dam



The Old Cider Mill



The Jack Lawrence House



The Town Garage

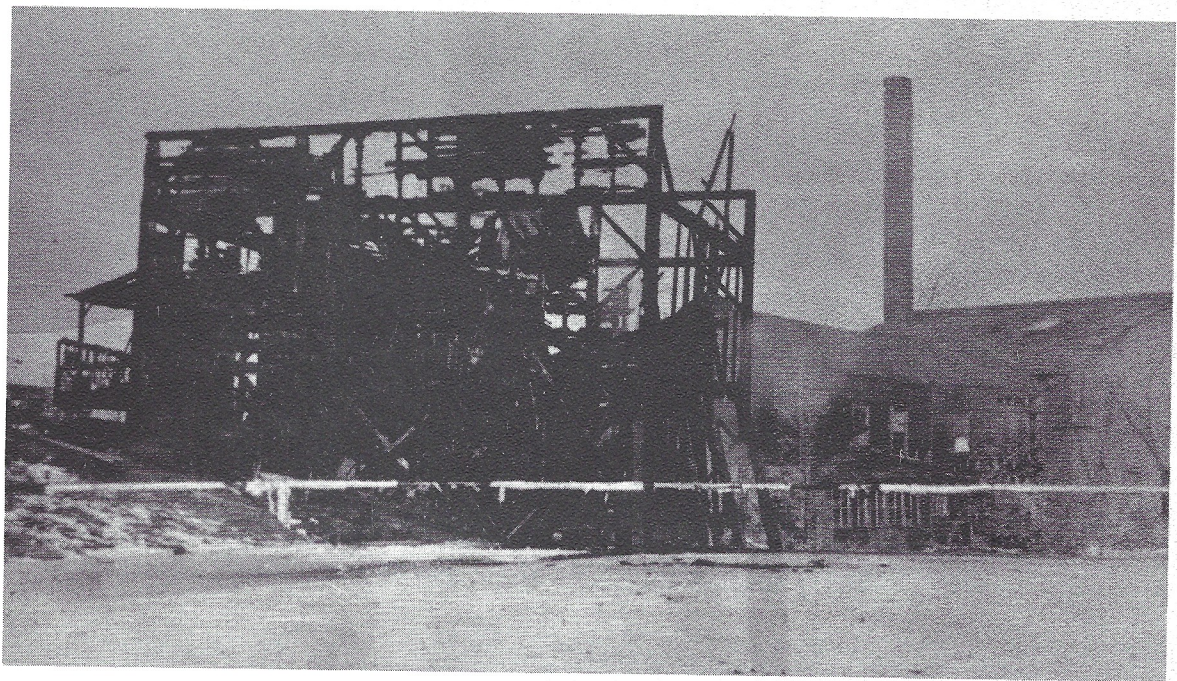


Part of the old roadbed
is still visible just
east of Bradley Park,
West Sand Lake.

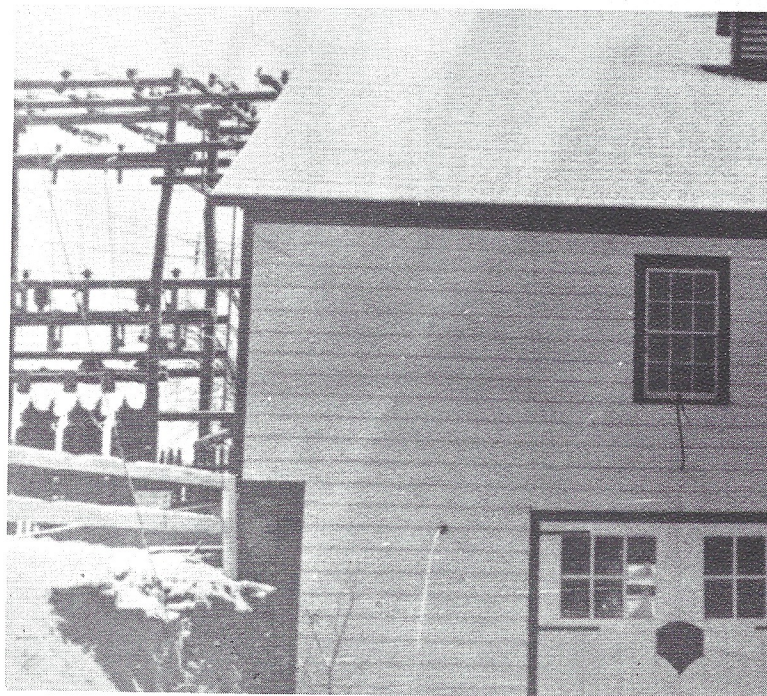


Metal building that replaced old grist mill that burned in 1927-28.

About 1912-1914 Clifford and Douglas Hastings formed the Wynantskill Hydro Electric Co. An old grist mill building on the banks of the Wynantskill Creek was first used to house their equipment which was run by water power in the beginning. This building burned in 1927-28 and was replaced by the present metal building. Later a steam generating plant was developed and housed in an old cider mill still standing. The Wynantskill Hydro Electric Co. continued to furnish power to the area until 1926 when it was sold to the New York State Gas & Electric Corporation.



- Left - Original grist mill which housed water driven generators.
- Center - Old cider mill which later housed the steam driven generators.
- Right - Power house for the Troy & New England Railway.



Part of transformer bank for the Wynantsill Hydro Electric Co.

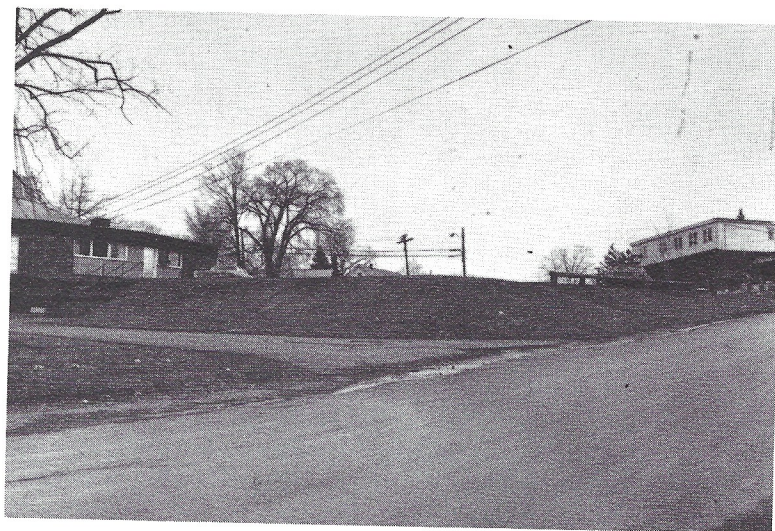
View looking north on
Orient Avenue towards
the village of Averill
Park.



The old T N E R station
now houses the Tremont
Lumber Company.

The old T N E R station
as it looks from the old
roadbed west of the
station.





The Church of the Covenant, Post Office and Bank are now on the site of the former Averill Park Hotel.



View from the top of the hill looking south on Orient Avenue reveals many changes since the "Old Trolley" was in its heyday.

IN SUMMARY . . .

We hope you have enjoyed our imaginary ride from Albia to Averill Park and perhaps the old scenes of our countryside were new to some while to others they revived some pleasant memories. It wasn't a fast ride compared to today's speeds, but hopefully it was a pleasant experience. To the younger generation we hope it was a whole new "happening". To the older generation who rode the "trolley" in those days, we can only presume that you wished for a ride in one of today's air conditioned automobiles.

Whatever your reaction, it is hoped our book has provided some moments of relaxation while indulging in some nostalgic memories of the past.

Charles H. Fiene

Samuel H. Young.

\$4.50