



Troy & New England Railway

Powerpoint
Presentation

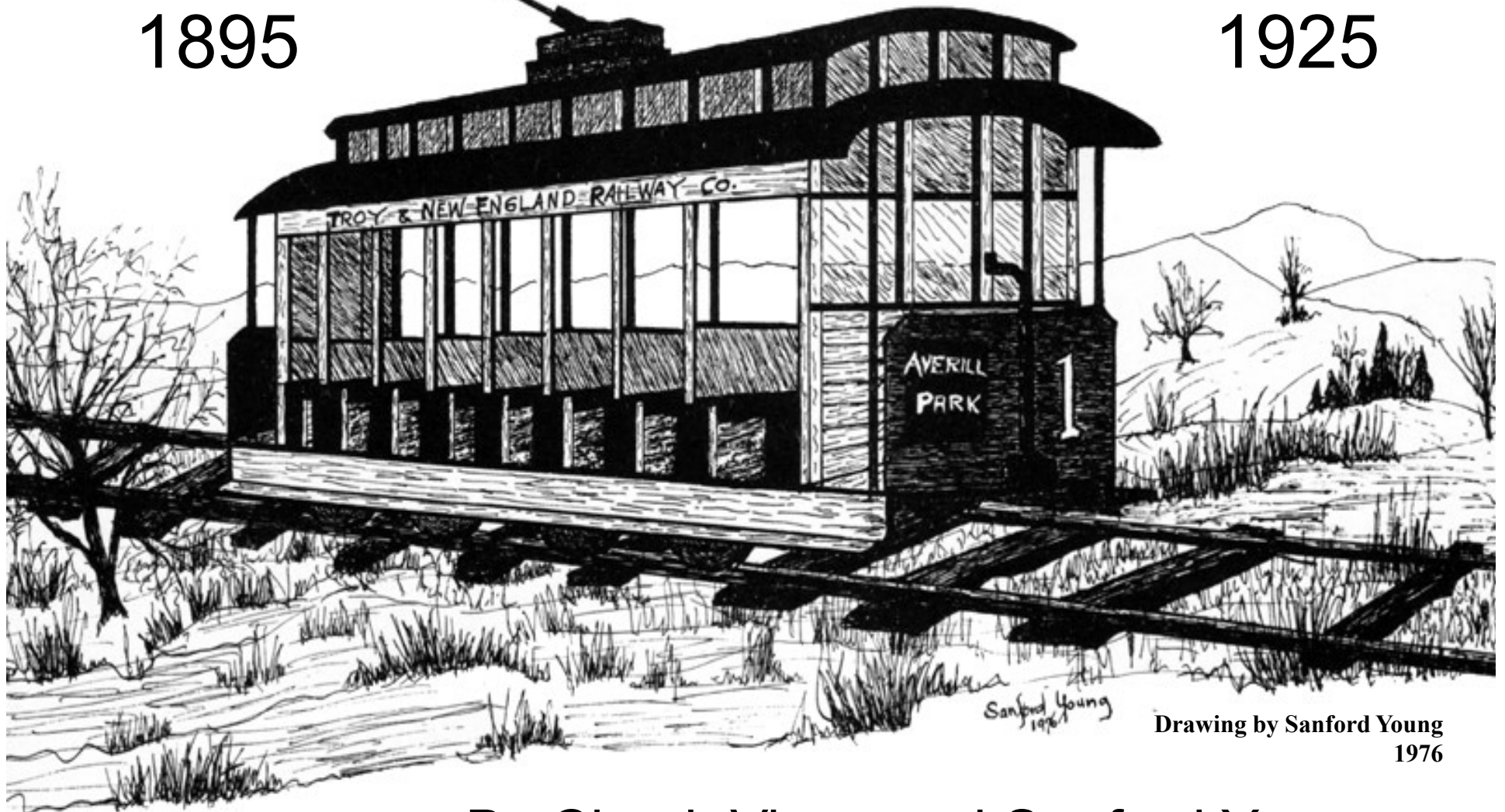
By Chuck Viens

September 2010

Troy & New England Railway

1895

1925



By Chuck Viens and Sanford Young

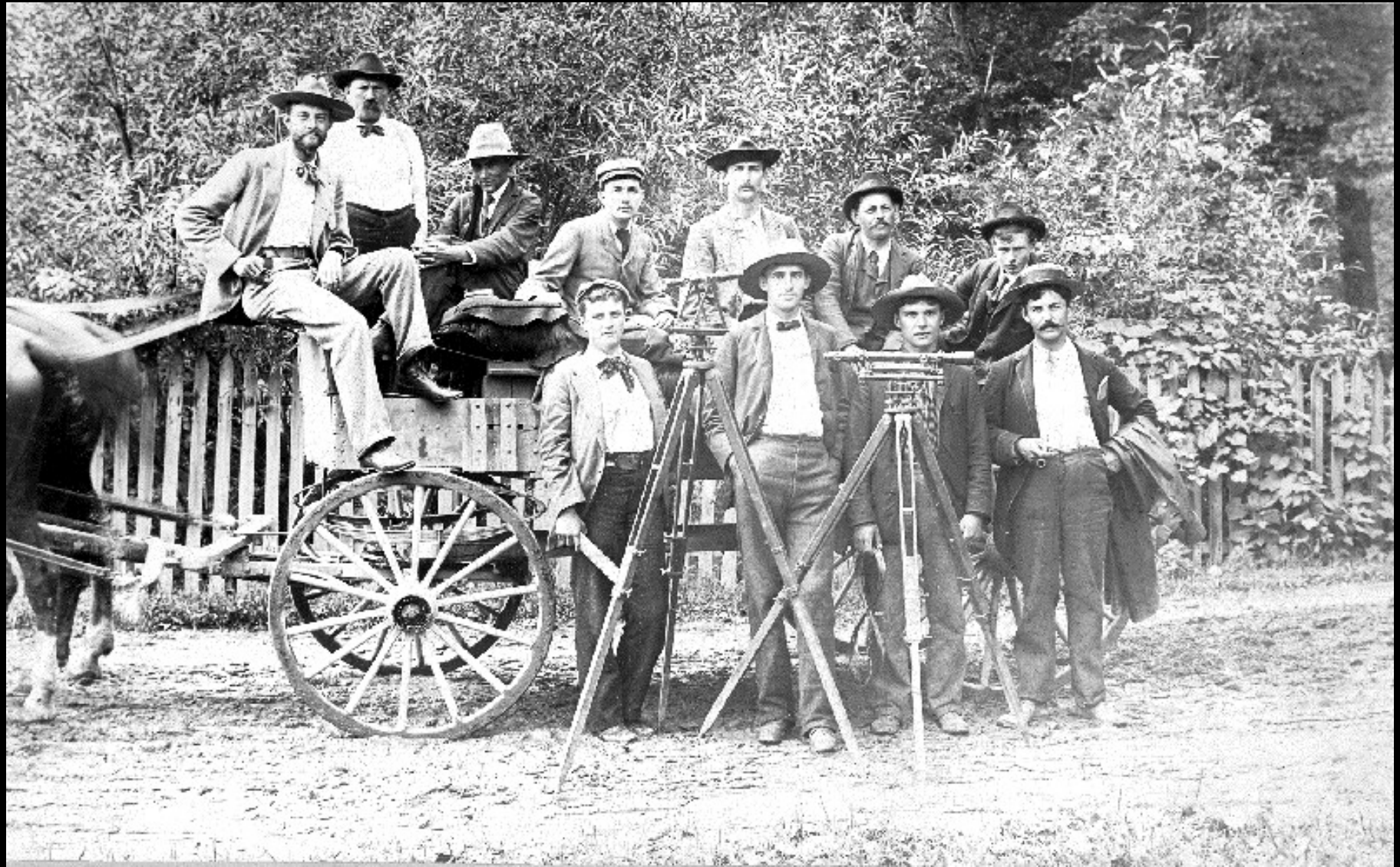
Building the Roadbed - 1892



Workers on the Trolley bed



Surveyors on the Trolley bed



Trestles and Switches

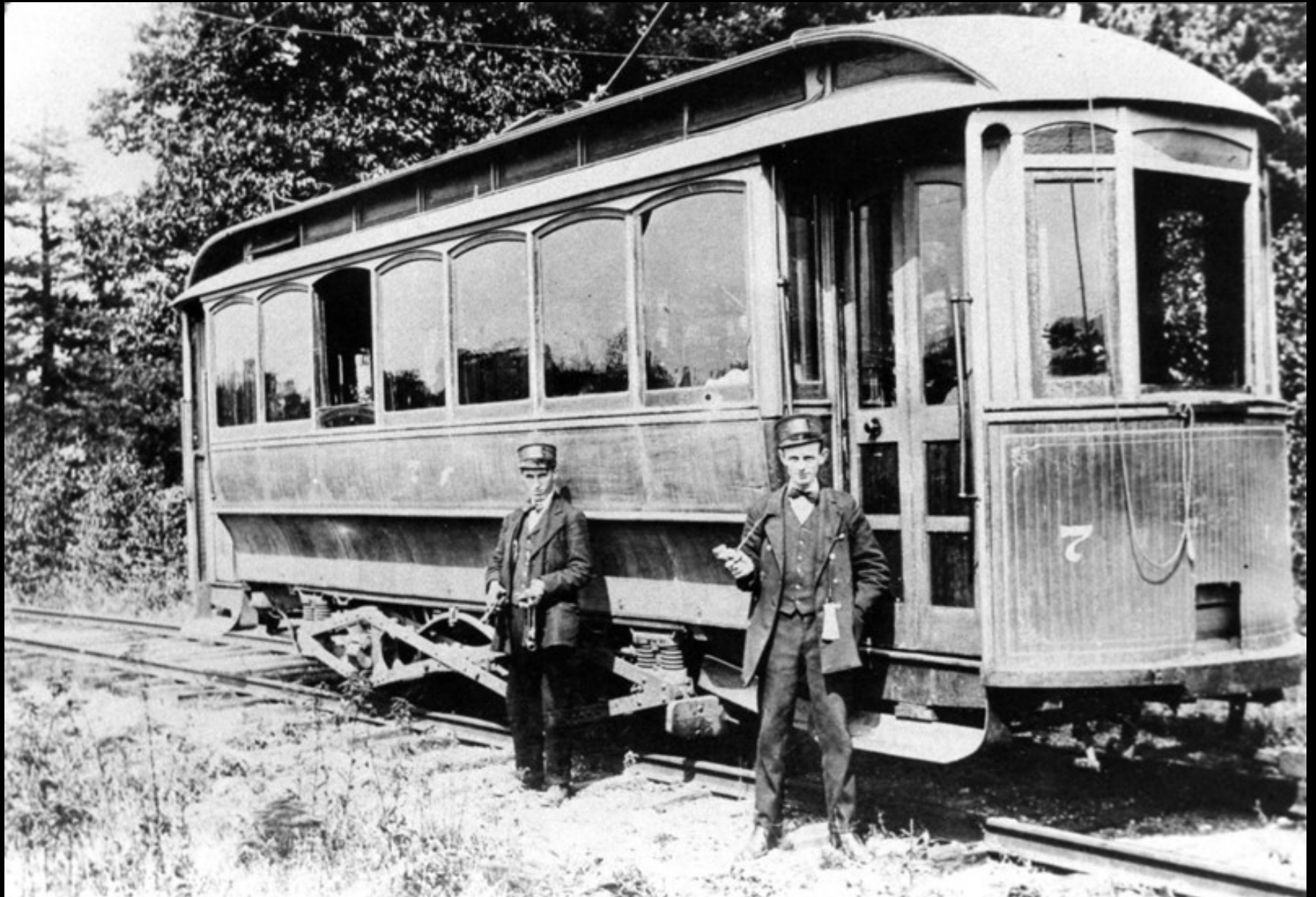
TRESTLES

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 ~ mile east of Millers

SWITCHES OR DOUBLE TRACK SIDINGS

1. Sharps switch between Albia & Wynantskill
2. Barringers Switch between Wynantskill & Worthington's
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.



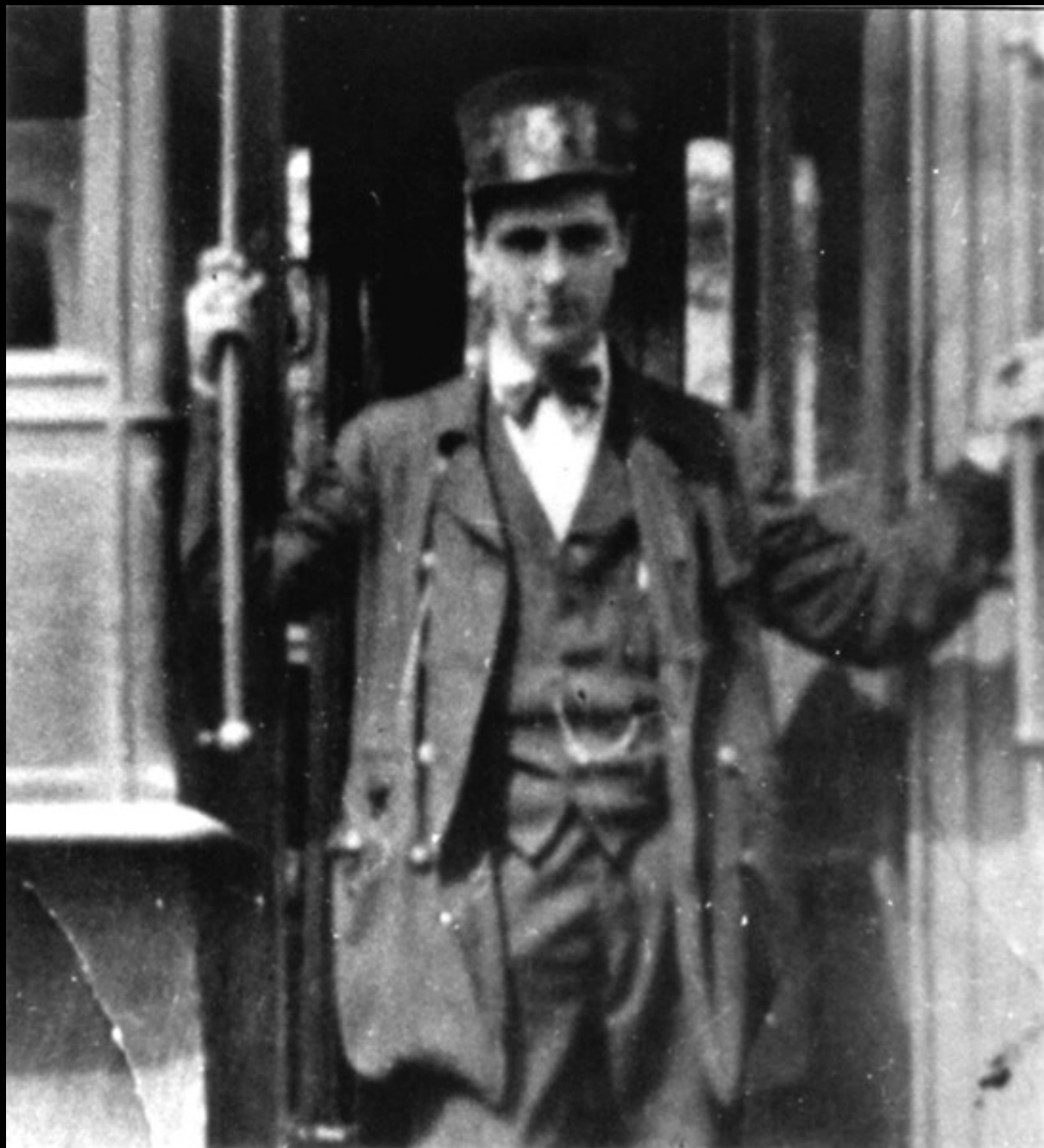
Winter Car with William Higgins + Fred Maguire

Rolling Stock

- 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 motormen necessary to the operation of the railway are included for your reminiscing.

Summer Car Along the Way





Earl
Bailey
of
Sand
Lake

Zone 1 Ticket

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

Station #1 - Albia to Station #11 - 5¢ fare limit.

Zone 2 Ticket

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

Chas. H. Hoag
TREASURER

Station #11 - 5¢ fare limit to Station #18 - West Sand Lake

T&NER Timetable

TROY AND NEW ENGLAND RAILWAY CO.

Albia to Averill Park

| | †2 | †4 | †6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 |
|---------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | 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. | 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 | 12 30 | 1 00 | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00 | 4 30 |
| 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 | 12 35 | 1 05 | 1 35 | 2 05 | 2 35 | 3 05 | 3 35 | 4 05 | 4 35 |
| 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 | 12 41 | 1 11 | 1 41 | 2 11 | 2 41 | 3 11 | 3 41 | 4 11 | 4 41 |
| 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 | 12 48 | 1 18 | 1 48 | 2 18 | 2 48 | 3 18 | 3 48 | 4 18 | 4 48 |
| 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 | 1 00 | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00 | 4 30 | 5 00 |

Continued from Table Above

| | 48 | 50 | 52 | 54 | 56 | 58 | 60 | 62 | 64 | 66 | *68 |
|---------------------|------|------|------|------|------|------|------|------|------|-------|-------|
| | P.M. | P.M. | 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 | 9 00 | 9 30 | 10 00 |
| Wynantskill..... | 5 05 | 5 35 | 6 05 | 6 35 | 7 05 | 7 35 | 8 05 | 8 35 | 9 05 | 9 35 | 10 05 |
| Snyders..... | 5 11 | 5 41 | 6 11 | 6 41 | 7 11 | 7 41 | 8 11 | 8 41 | 9 11 | 9 41 | 10 11 |
| West Sand Lake..... | 5 18 | 5 48 | 6 18 | 6 48 | 7 18 | 7 48 | 8 18 | 8 48 | 9 18 | 9 48 | 10 18 |
| Averill Park..... | 5 30 | 6 00 | 6 30 | 7 00 | 7 30 | 8 00 | 8 30 | 9 00 | 9 30 | 10 00 | 10 30 |

Averill Park to Albia

| | †3 | †5 | †7 | 9 | 11 | 13 | 15 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 |
|---------------------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| | A.M. | A.M. | A.M. | A.M. | 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. | P.M. | P.M. | A.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 | 1 00 | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00 | 4 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 | 1 12 | 1 42 | 2 12 | 2 42 | 3 12 | 3 42 | 4 12 | 4 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 | 1 20 | 1 50 | 2 20 | 2 50 | 3 20 | 3 50 | 4 20 | 4 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 | 1 25 | 1 55 | 2 25 | 2 55 | 3 25 | 3 55 | 4 25 | 4 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 | 1 00 | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00 | 4 30 | 5 00 |

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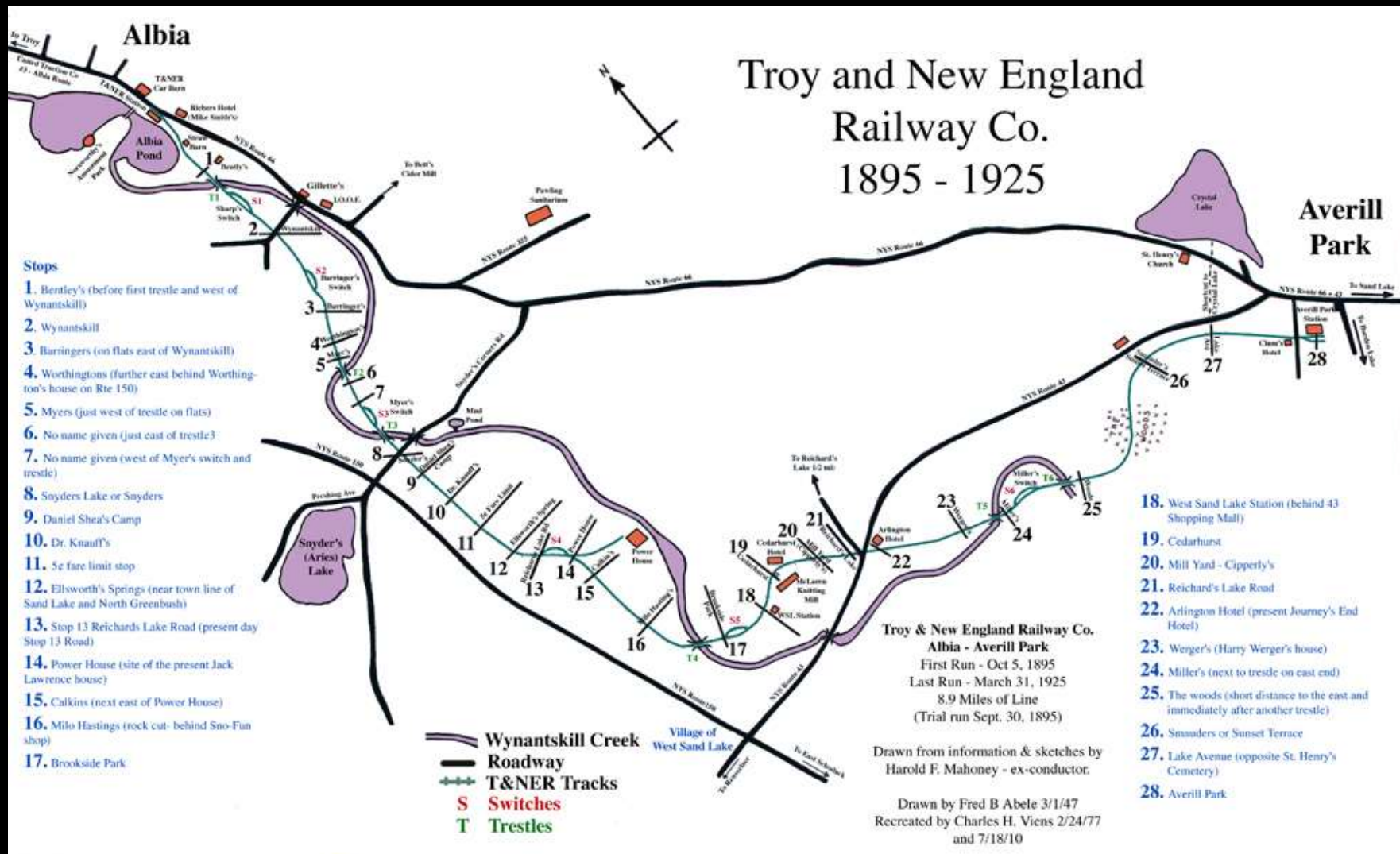
| | 47 | 49 | 51 | 53 | 55 | 57 | 59 | 61 | 63 | 65 | 67 | *39 |
|---------------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|
| | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| Averill Park..... | 5 00 | 5 30 | 6 00 | 6 30 | 7 00 | 7 30 | 8 00 | 8 30 | 9 00 | 9 30 | 10 00 | 10 30 |
| West Sand Lake..... | 5 12 | 5 42 | 6 12 | 6 42 | 7 12 | 7 42 | 8 12 | 8 42 | 9 12 | 9 42 | 10 12 | 10 42 |
| Snyders..... | 5 20 | 5 50 | 6 20 | 6 50 | 7 20 | 7 50 | 8 20 | 8 50 | 9 20 | 9 50 | 10 20 | 10 50 |
| Wynantskill..... | 5 25 | 5 55 | 6 25 | 6 55 | 7 25 | 7 55 | 8 25 | 8 55 | 9 25 | 9 55 | 10 25 | 10 55 |
| Albia..... | 5 30 | 6 00 | 6 30 | 7 00 | 7 30 | 8 00 | 8 30 | 9 00 | 9 30 | 10 00 | 10 30 | 11 00 |

†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.

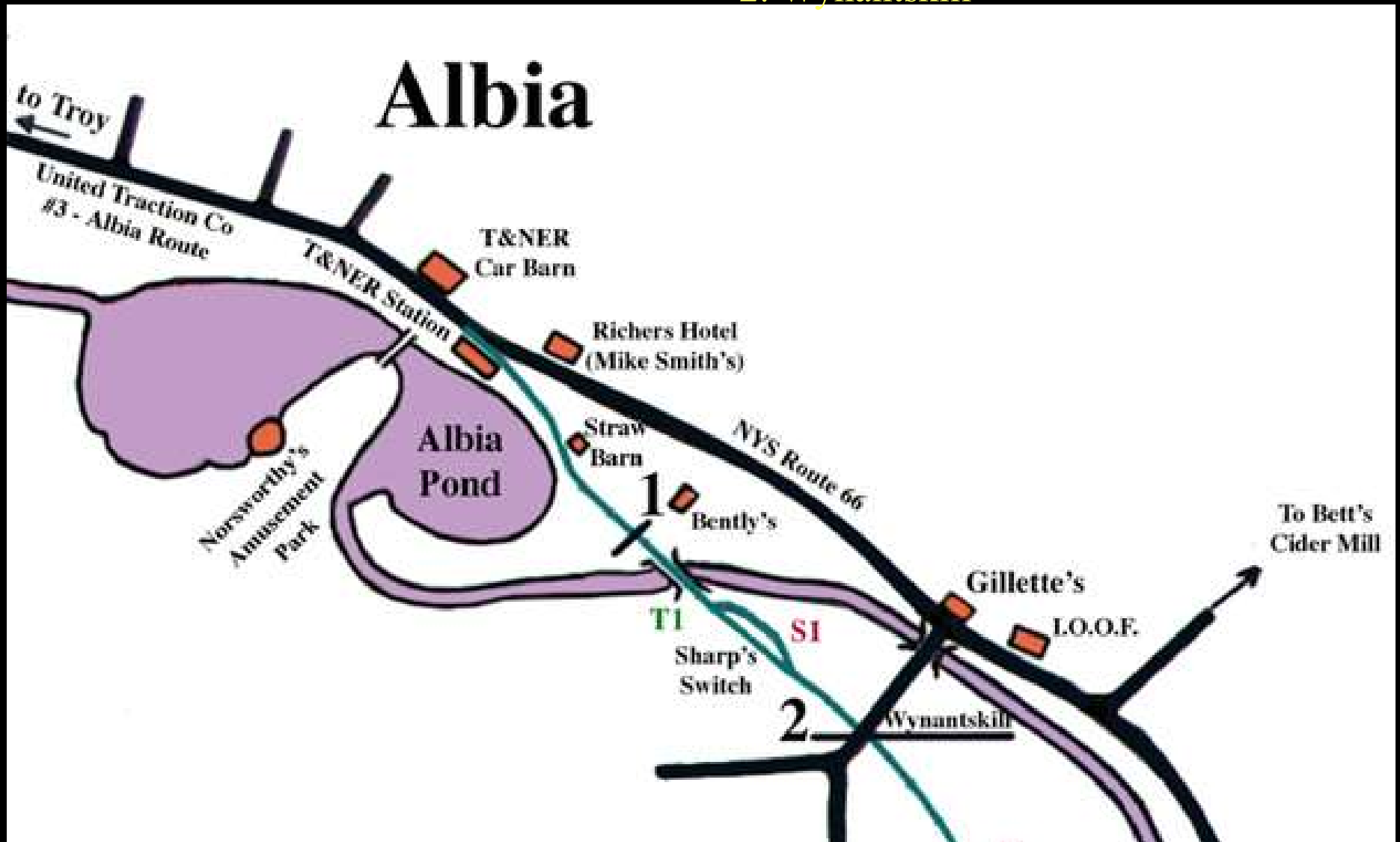
STOPS ALONG THE T&NER



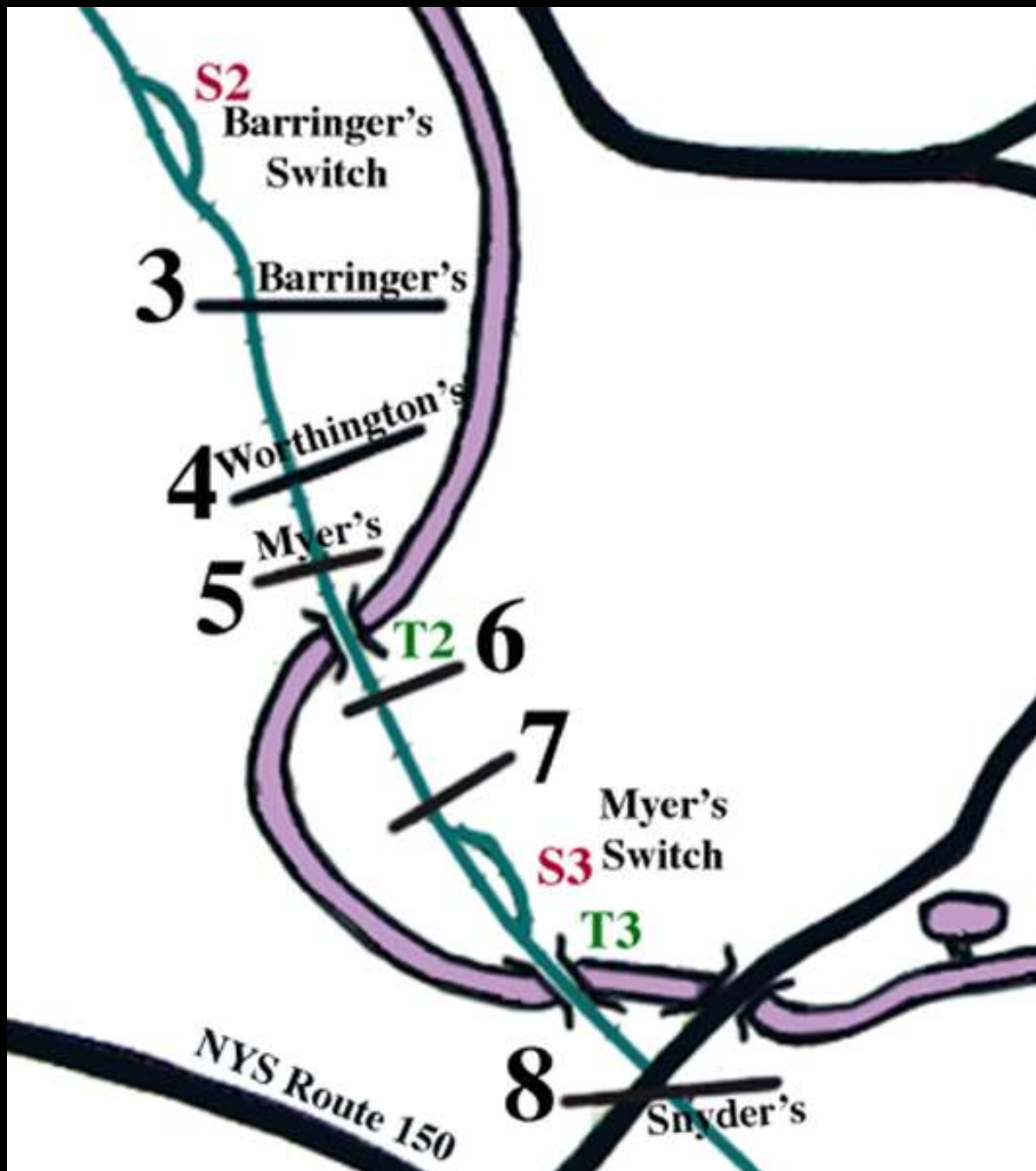
Albia Station

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

2. Wynantskill



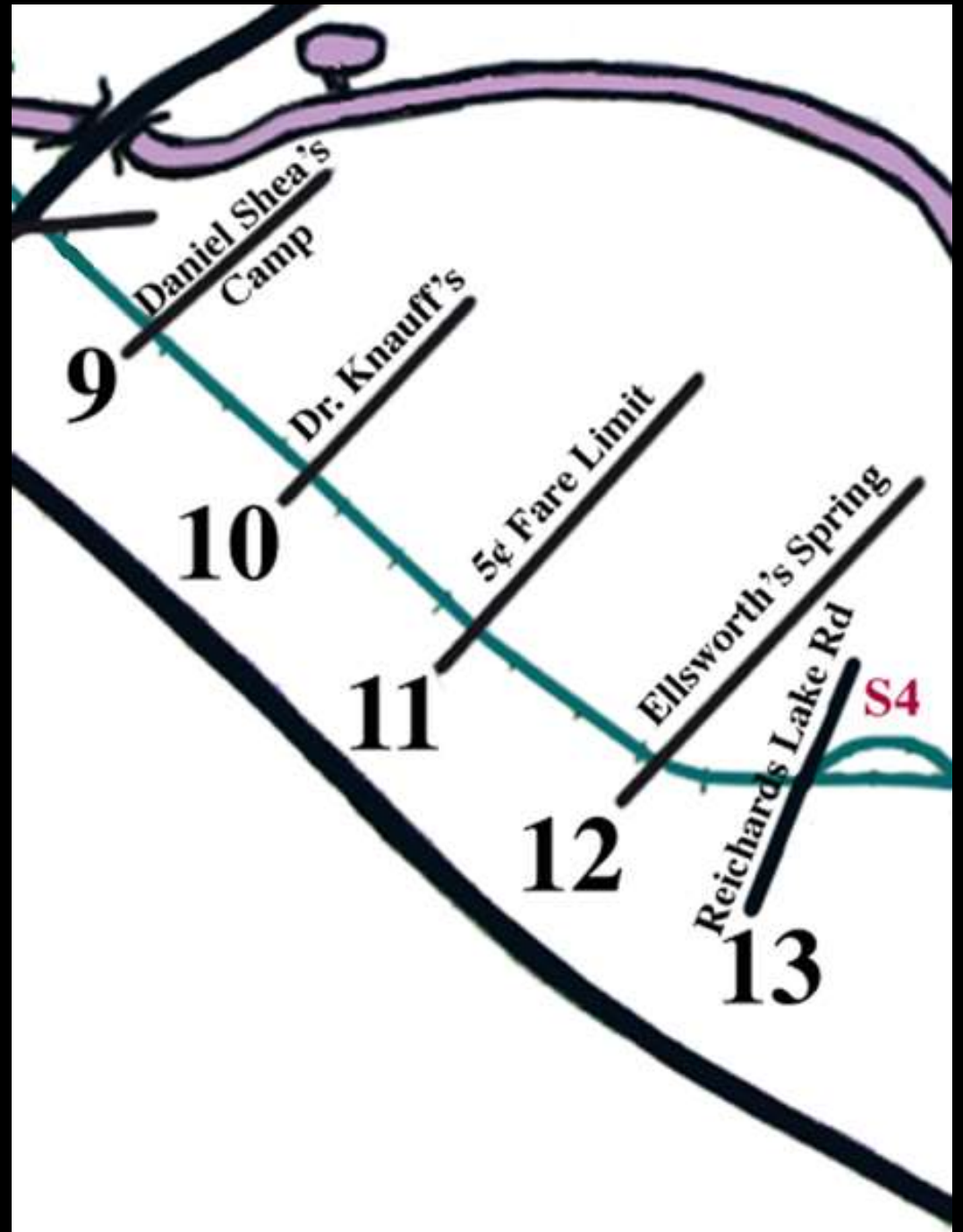
Between Wynantskill & Snyders Corners



3. Barringers (on flats east of Wynantskill)
4. Worthington's (further east behind Worthington's house on Rte 150)
5. Myers (just west of trestle on flats)
6. No name given (just east of trestle³)
7. No name given (west of Myer's switch and trestle)
8. Snyders Lake or Snyders

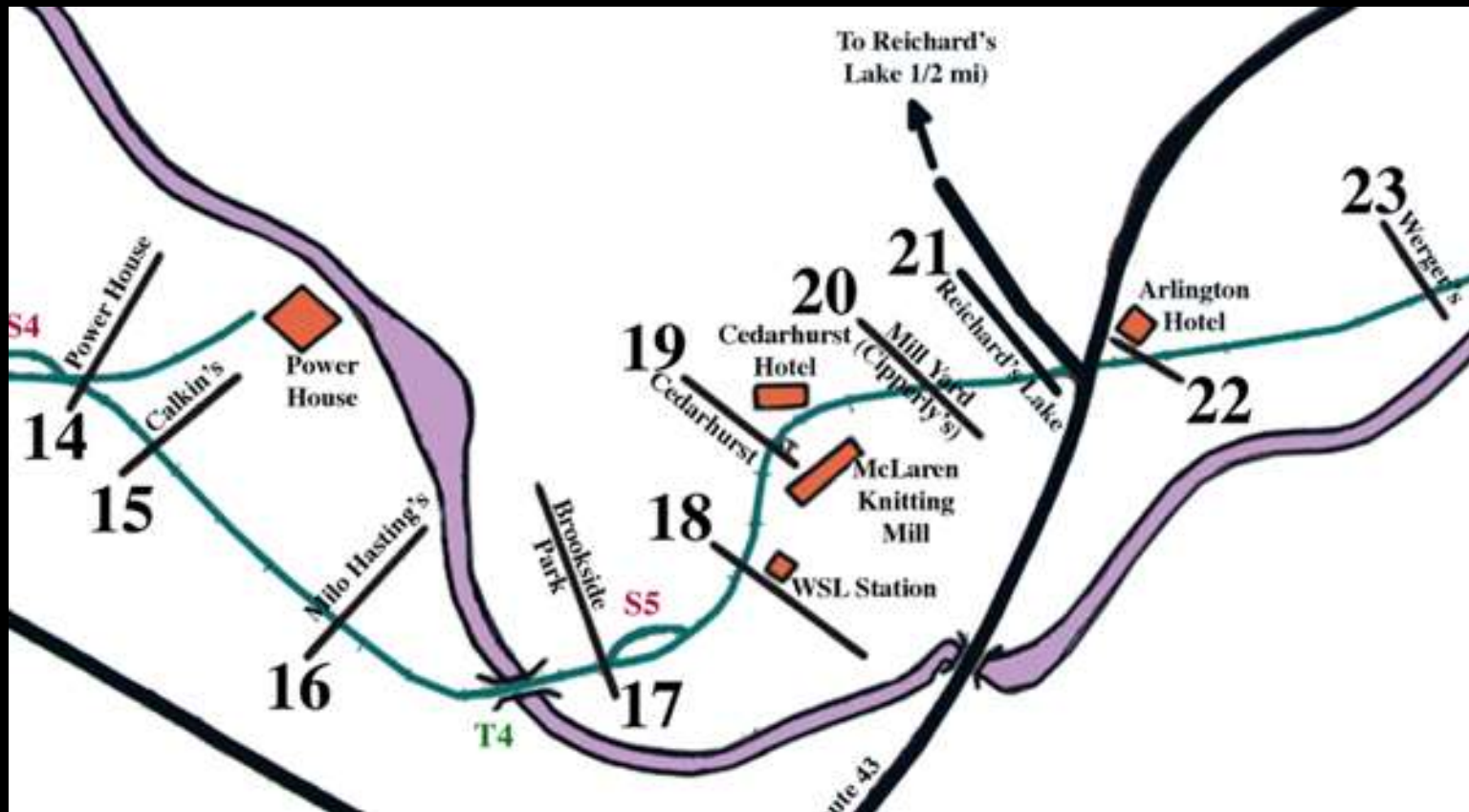
Between Snyders Lake and Stop 13

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)

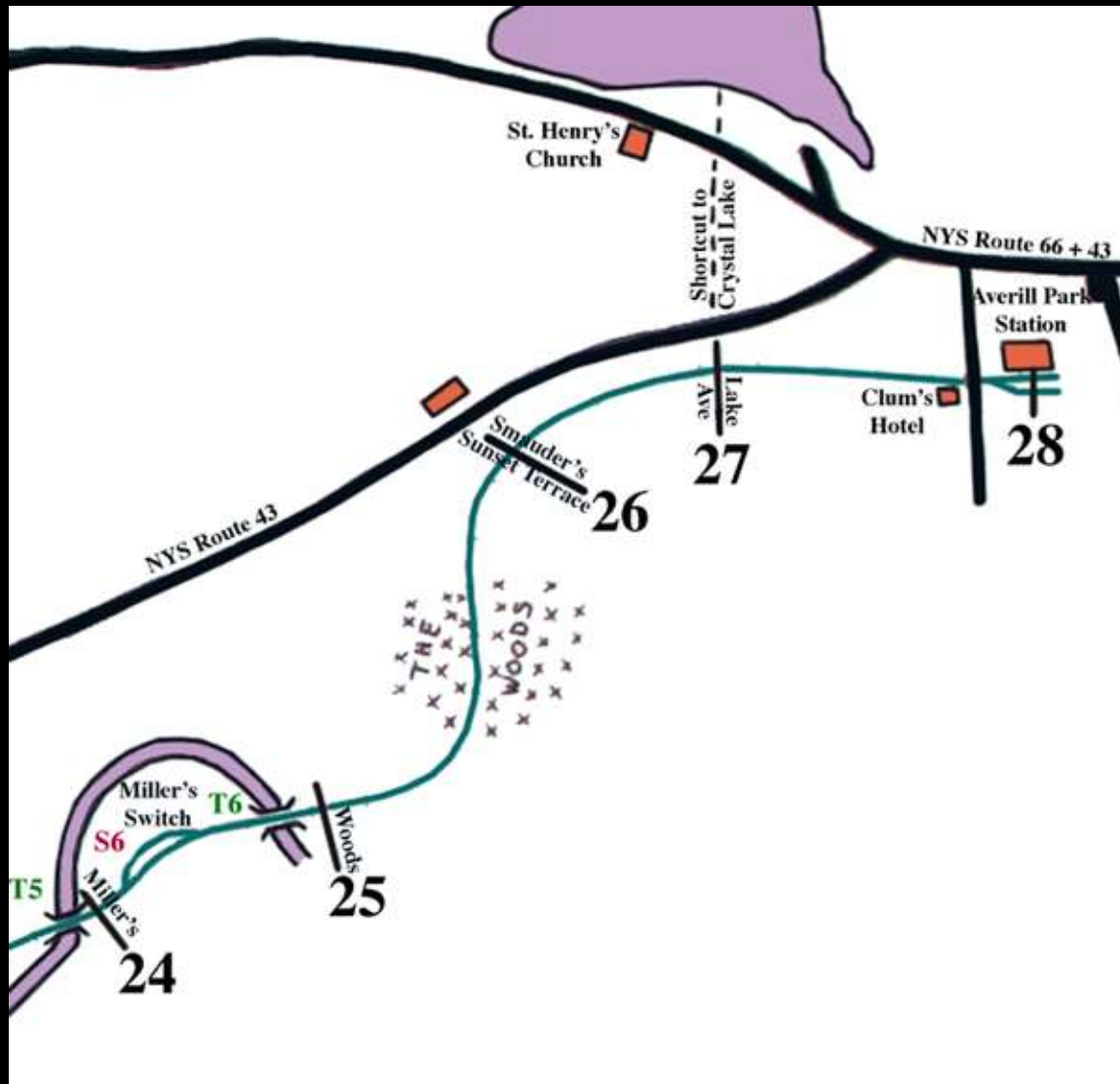


Between Stop 13 Reichards Lake Road and Werger's

- | | |
|---|---|
| 14. Power House (site of the present Jack Lawrence house) | 19. Cedarhurst |
| 15. Calkins (next east of Power House) | 20. Mill Yard - Cipperly's |
| 16. Milo Hastings (rock cut- behind Sno-Fun) | 21. Reichard's Lake Road |
| 17. Brookside Park | 22. Arlington Hotel (present Journey's End Hotel) |
| 18. West Sand Lake Station (behind 43 Mall) | 23. Werger's (Harry Werger's house) |

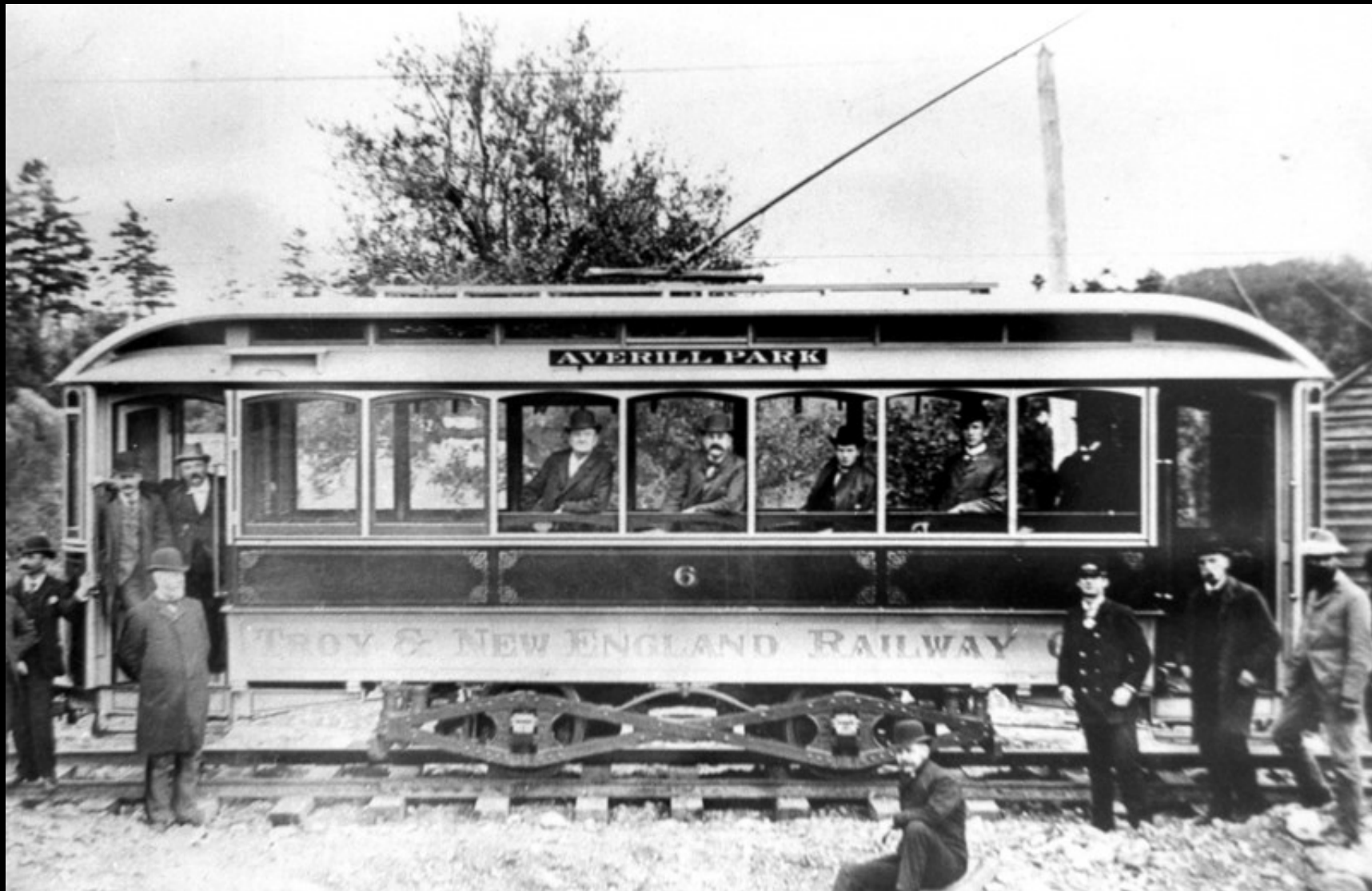


Between Werger's and Averill Park Terminal



- 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

First Car Over the Line



Initial Run September 30, 1895 (Diamond Truck)



Albia
Station

Same area in
1976.



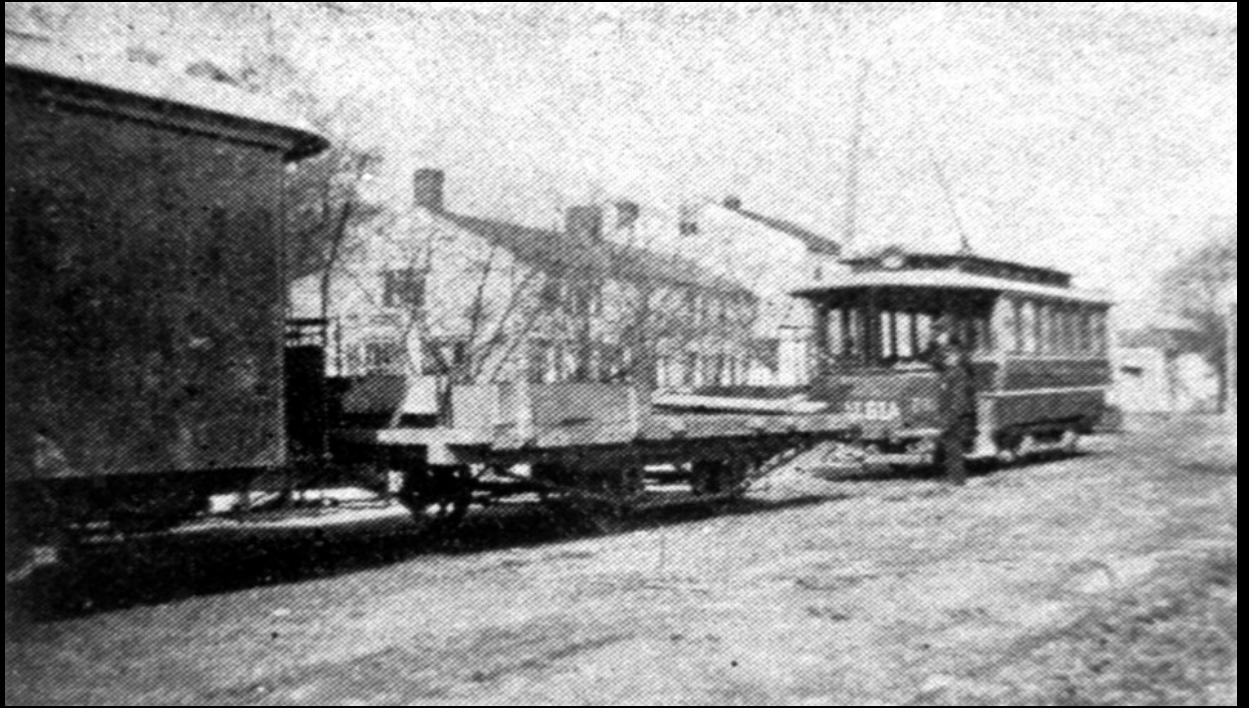


Freight
Car Barn -
Albia

Same area in
1976.



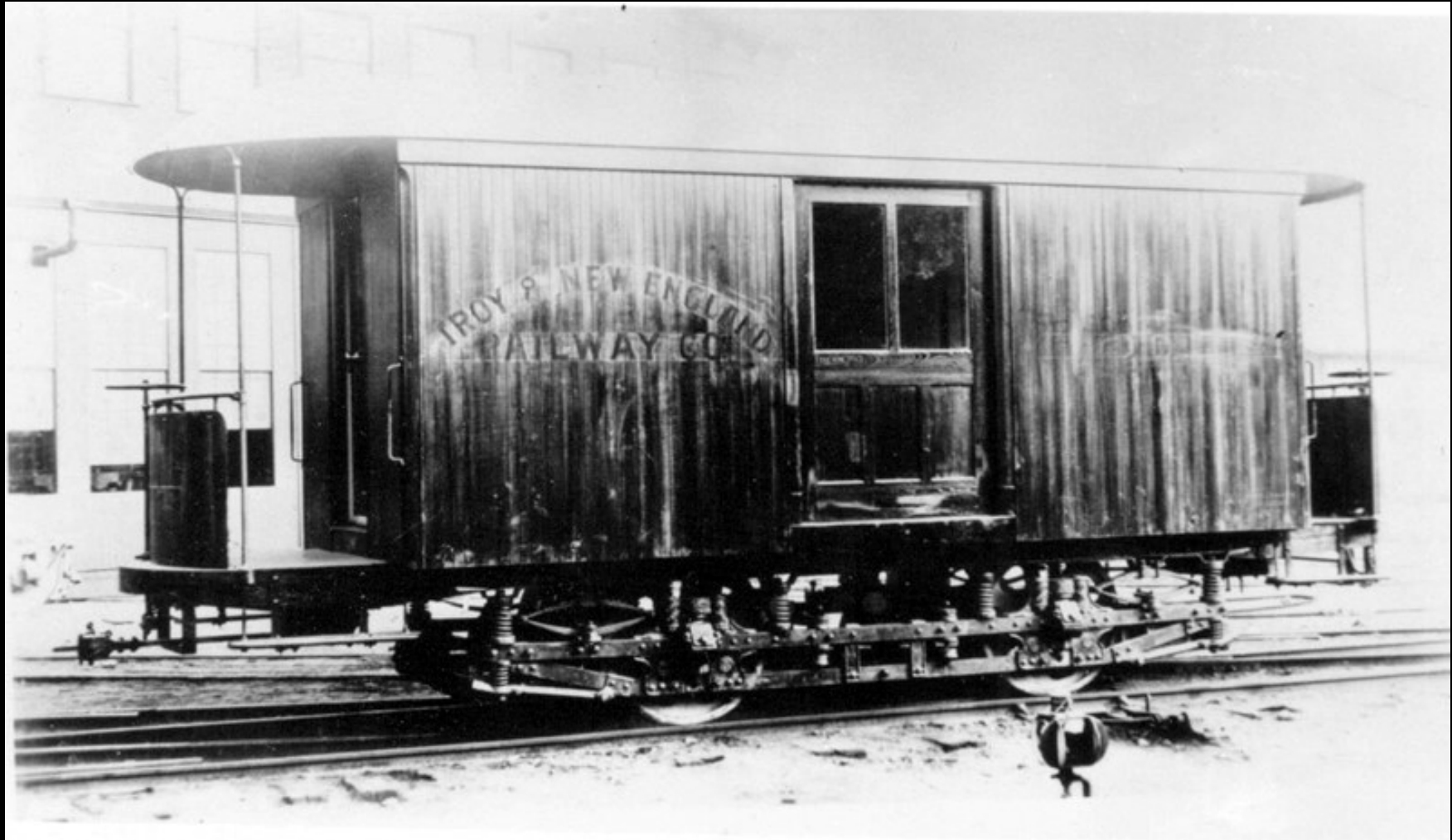
Cars and Freight



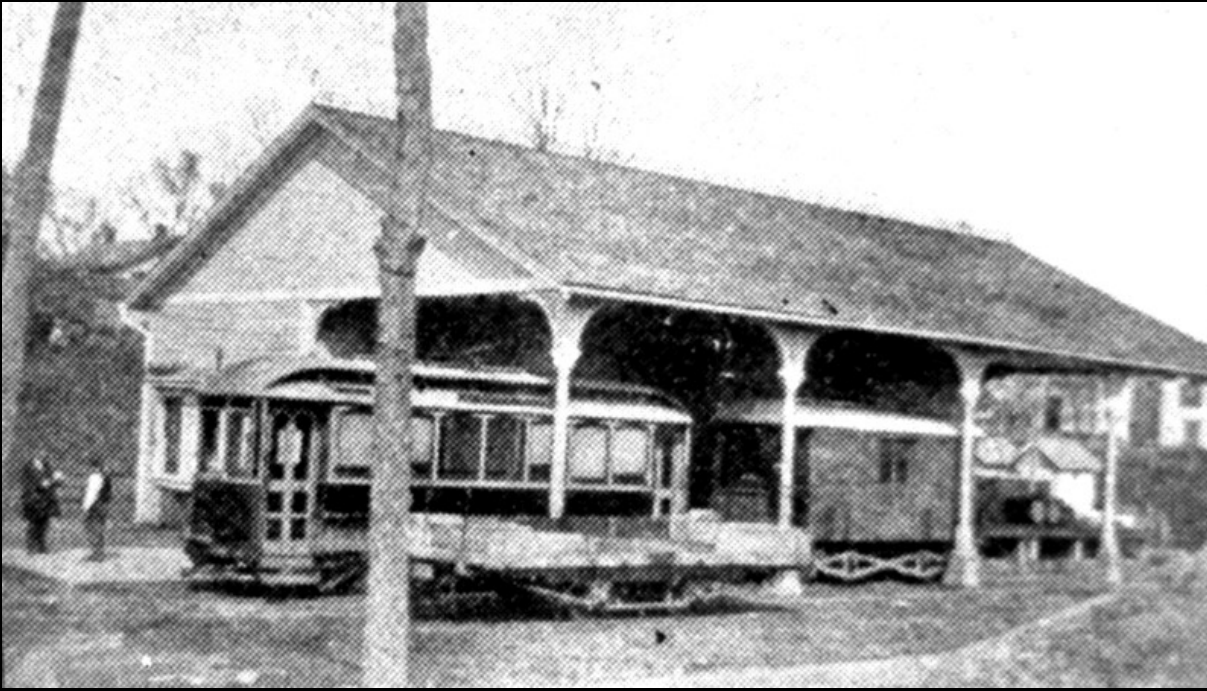
In
Albia

with reclaimed wool
for Sand Lake mills.

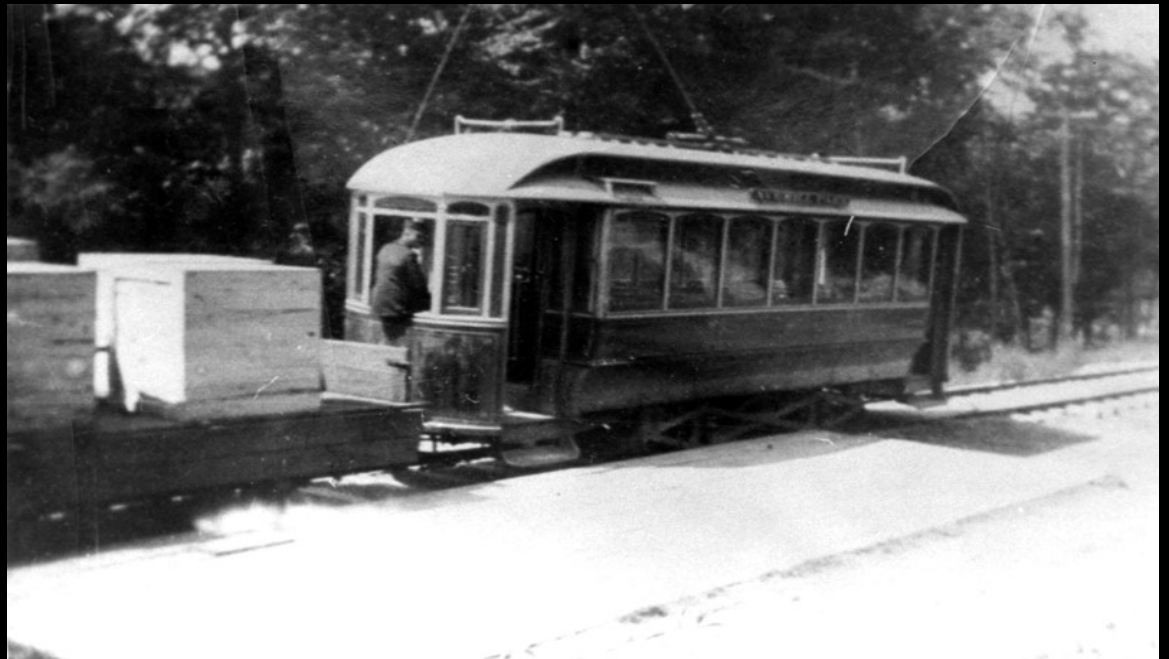
Another Freight Car



Cars and Freight in Averill Park

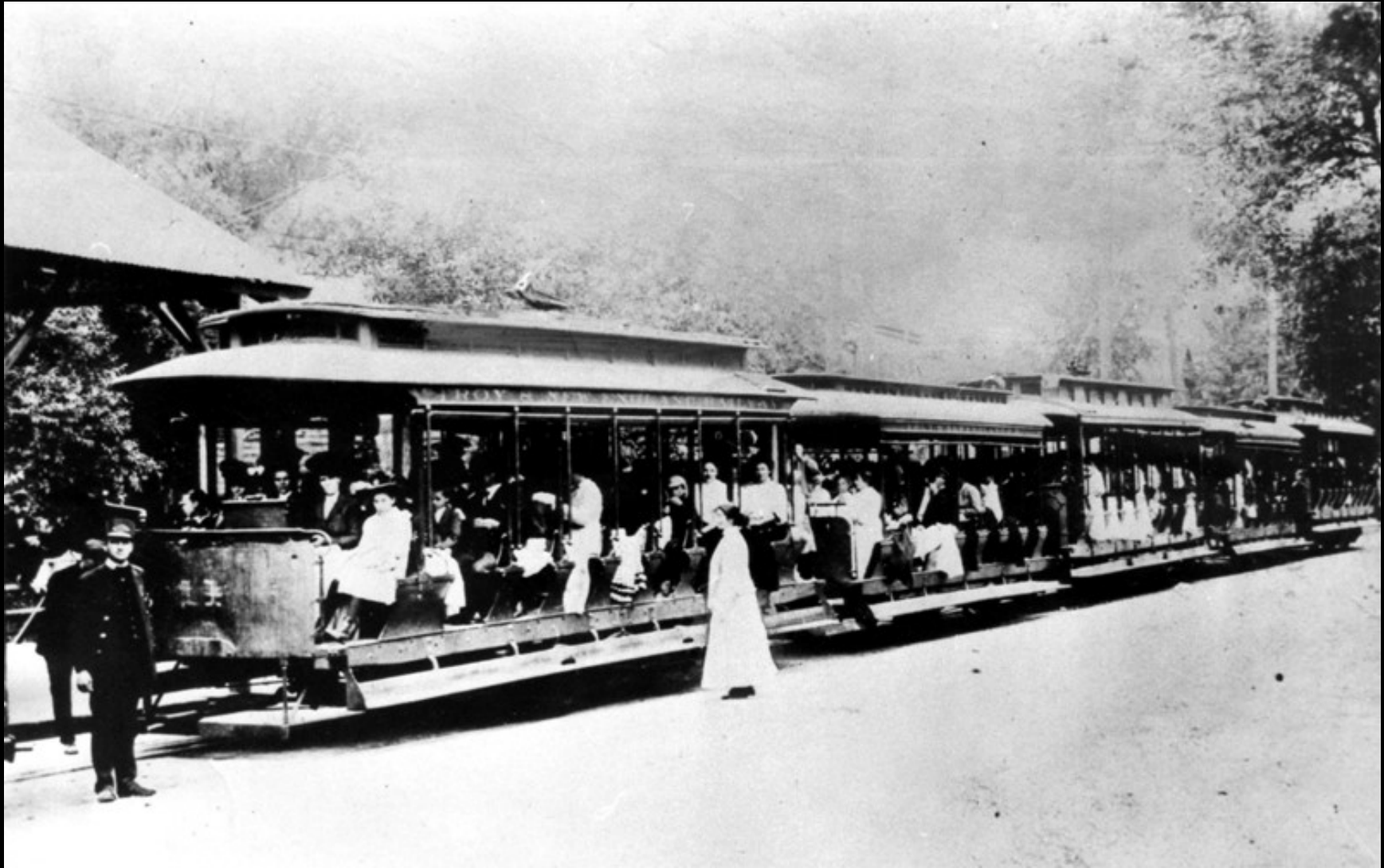


Car and Freight at Brookside Park





The Weekend Trip Begins in Albia



Charley Fettig - conductor (on left)

The Tracks near Albia Pond



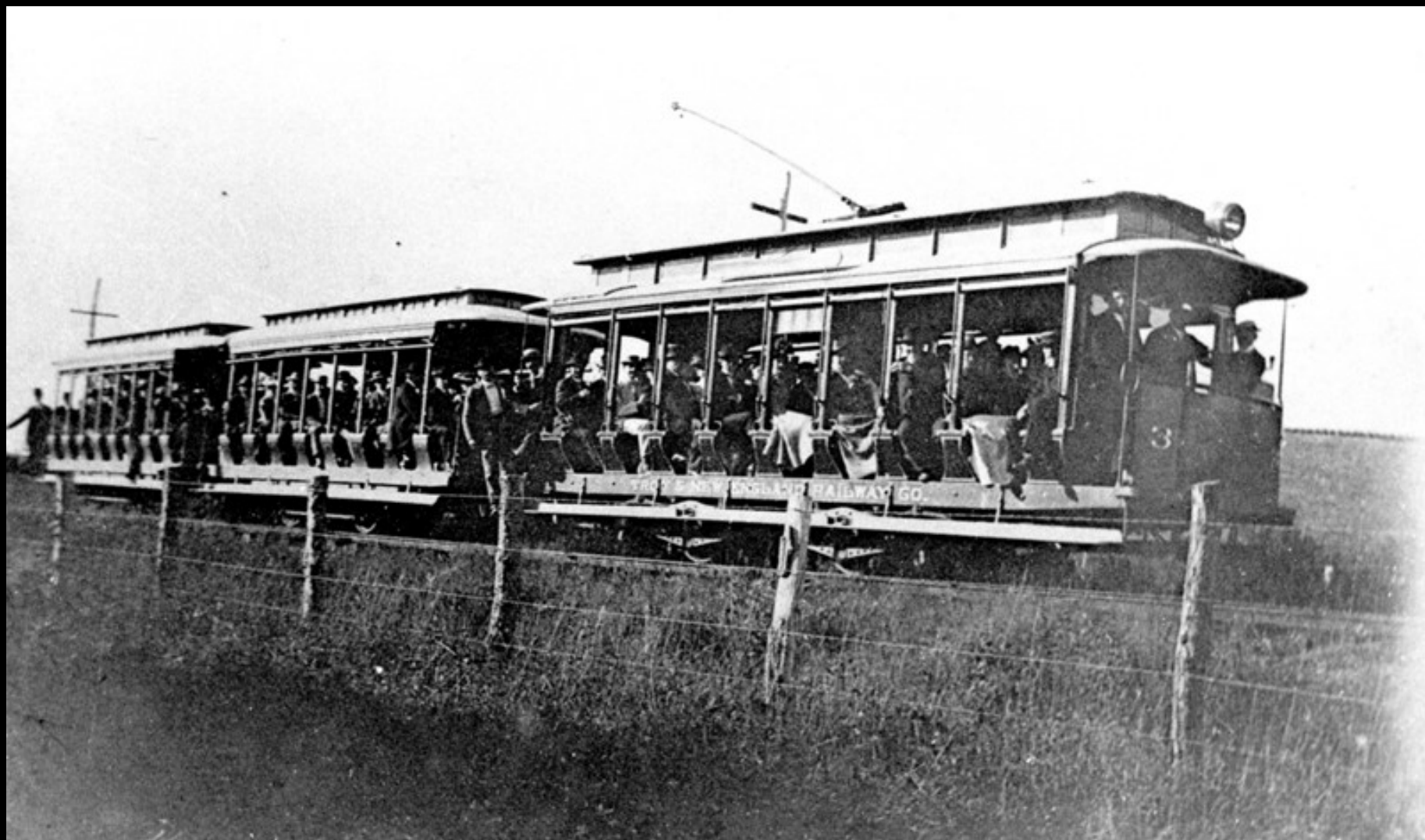
Crossing Trestle #1 - Wynantskill





View from Wynantskill Stop - 1976

On the Road between Wynantskill & West Sand Lake



Stop #8 - Snyder's Lake



View from Stop #8

George Robinson's Tavern on right. (Top of hill is present day Valenti's Restaurant)

Stop 13 - Reichard's Lake Road





Car #4 Beyond the Rock Cut

School - Student Ticket

TROY & NEW ENGLAND RAILWAY COMPANY

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



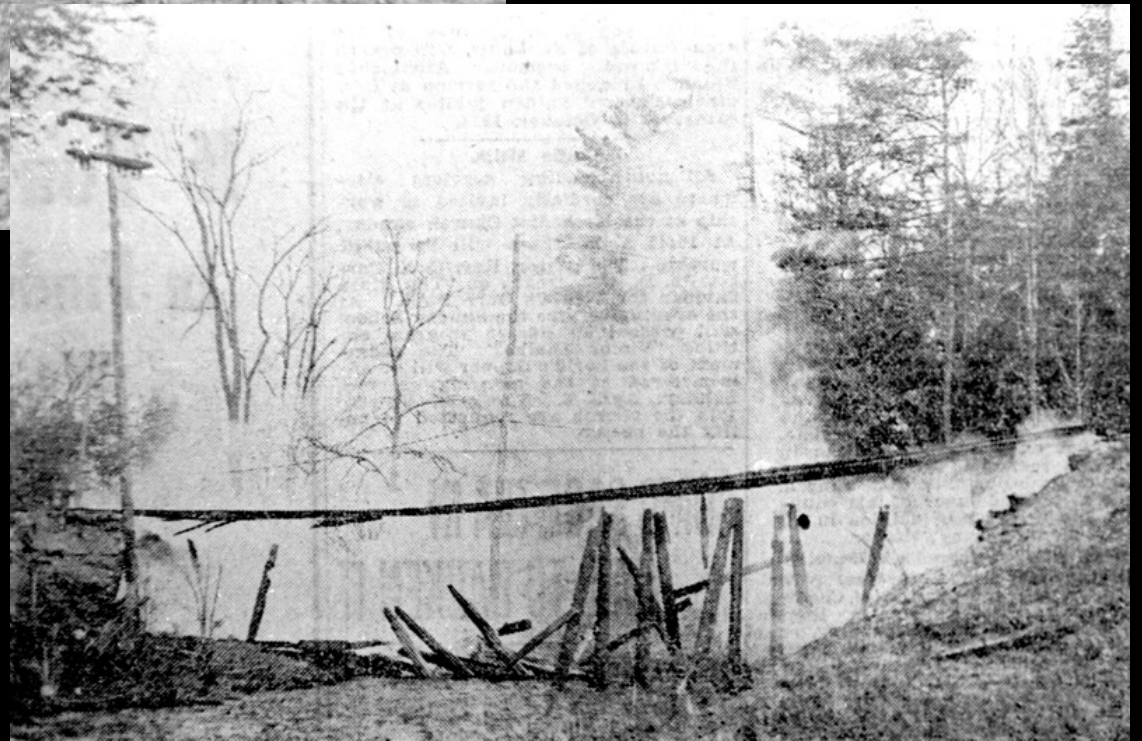
Acting General Manager

2523

Brookside Park Trestle



Brookside Park
Trestle Fire
1925

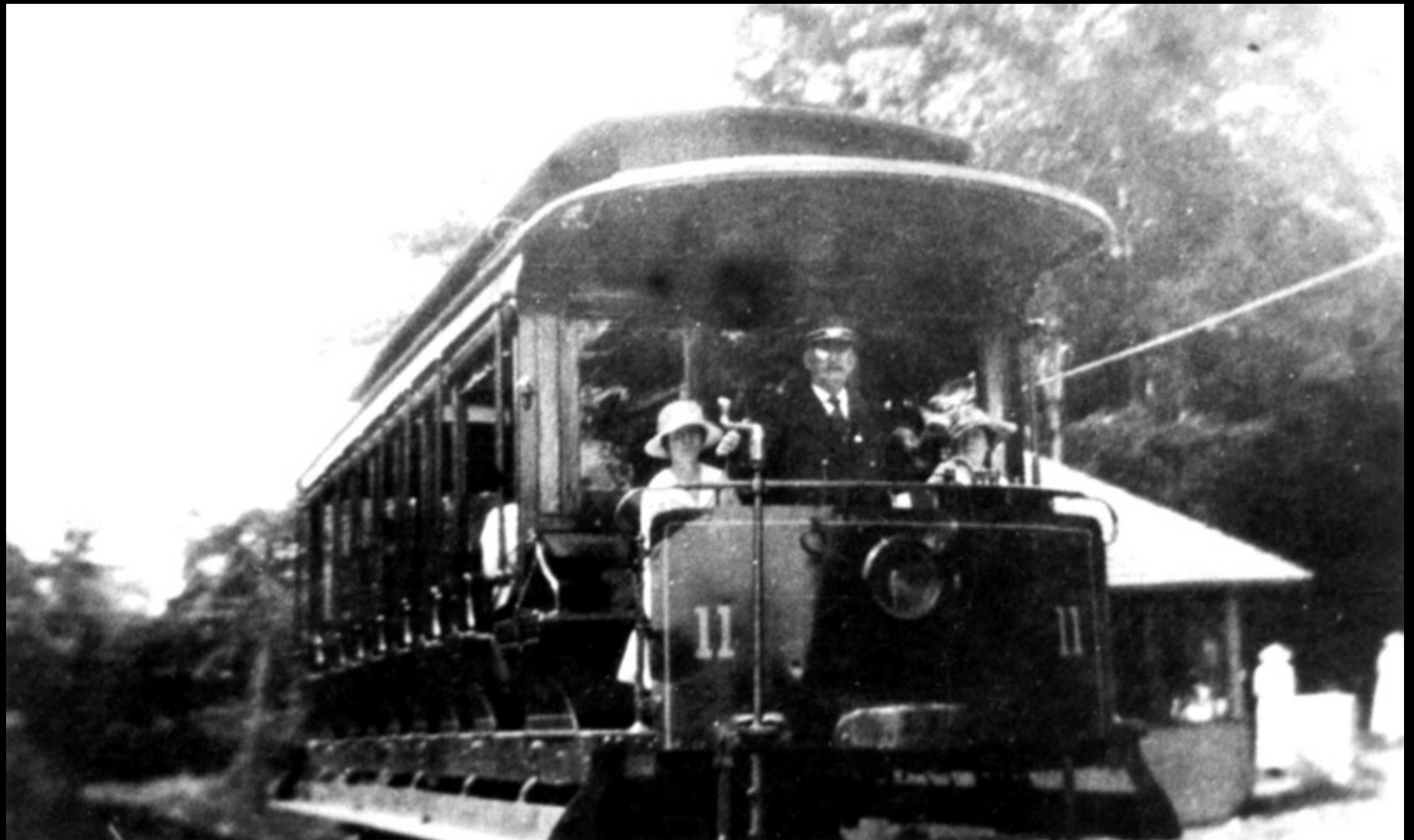


Trestle at Brookside Park



Another View of the Trestle at Brookside Park



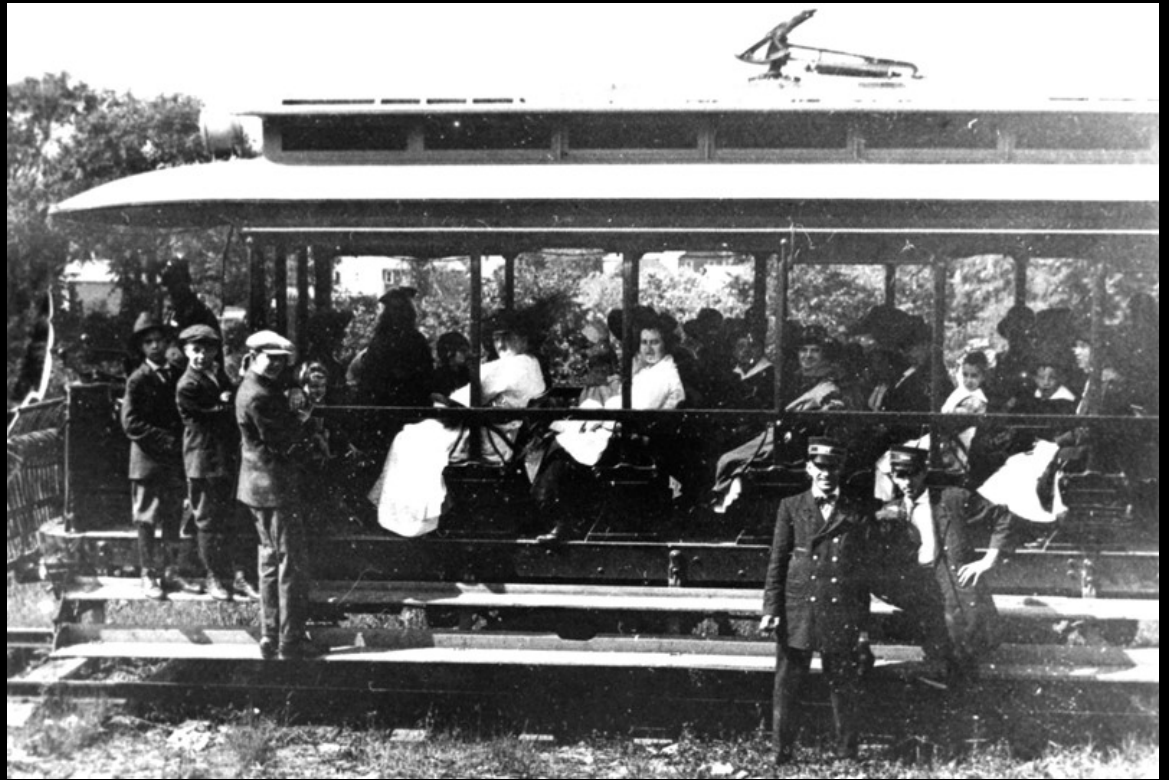


Car #11 at Brookside Park

United Traction Car #365 on the TNER filled with picnickers

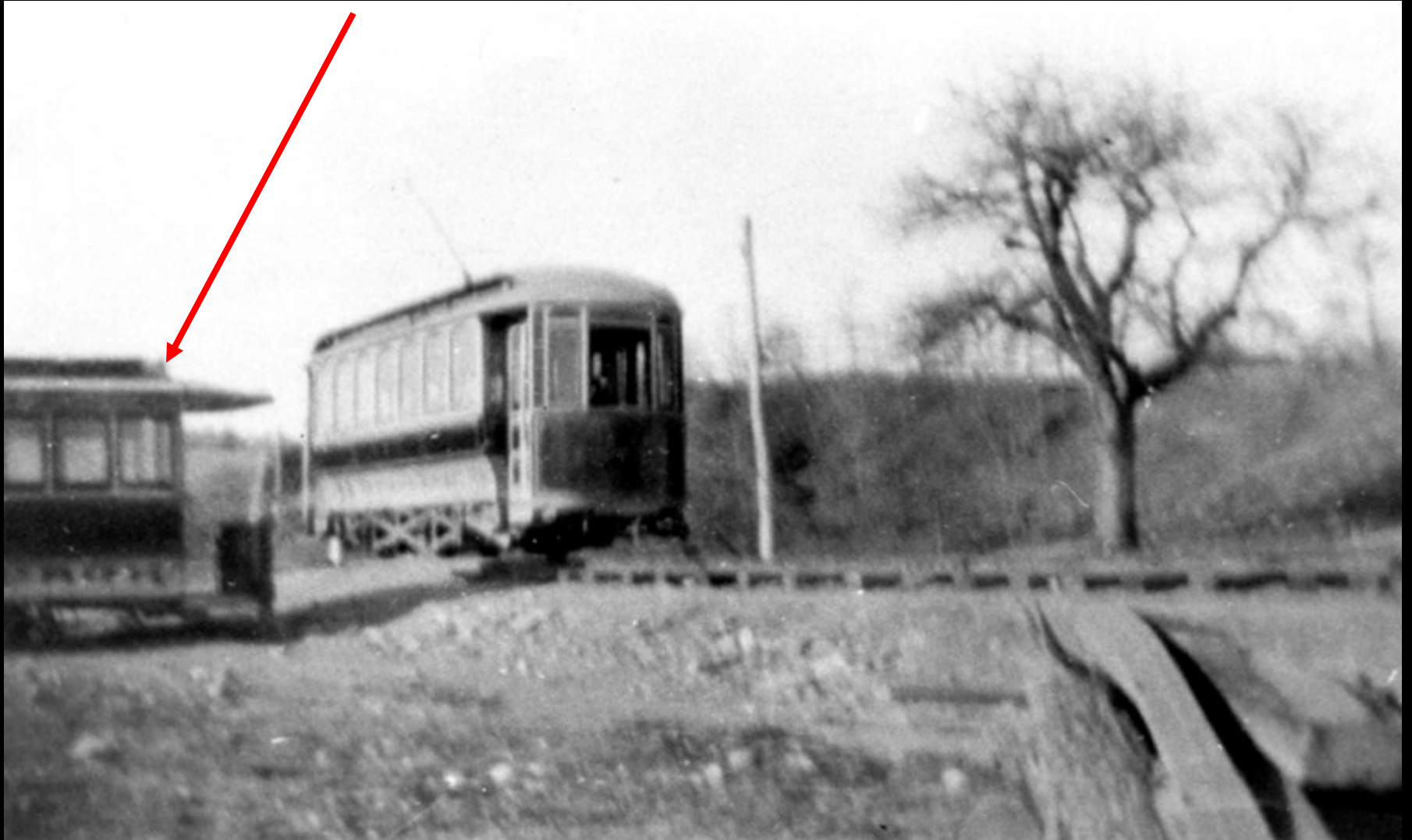


Front of Car



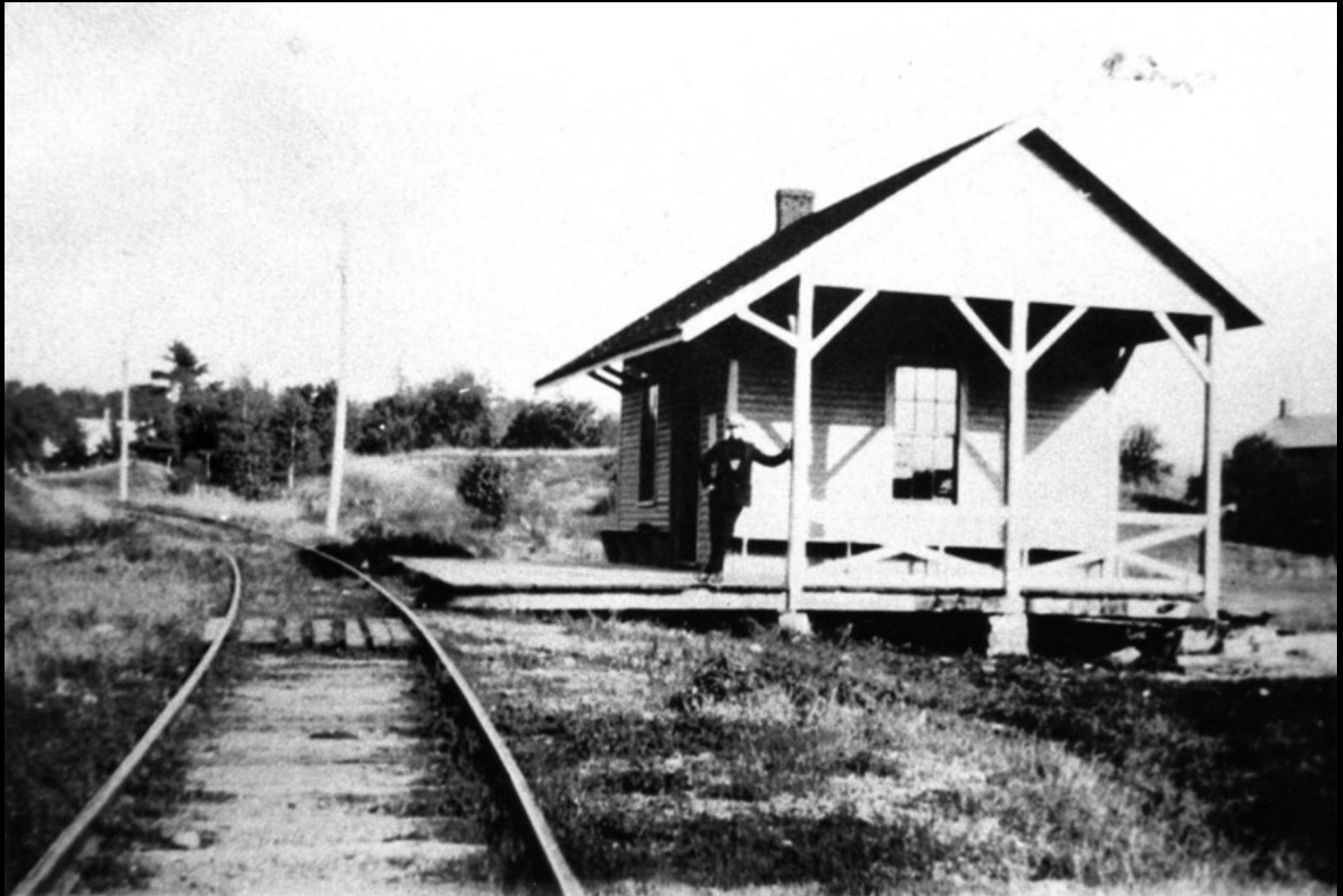
Side of Car

First West Sand Lake Station



It was the body of an old horse car.

Early West Sand Lake Station





Car #3-West Sand Lake Station

Car #5 at Cedarhurst Hotel



John Boyce at the controls.

Car at the Arlington Hotel



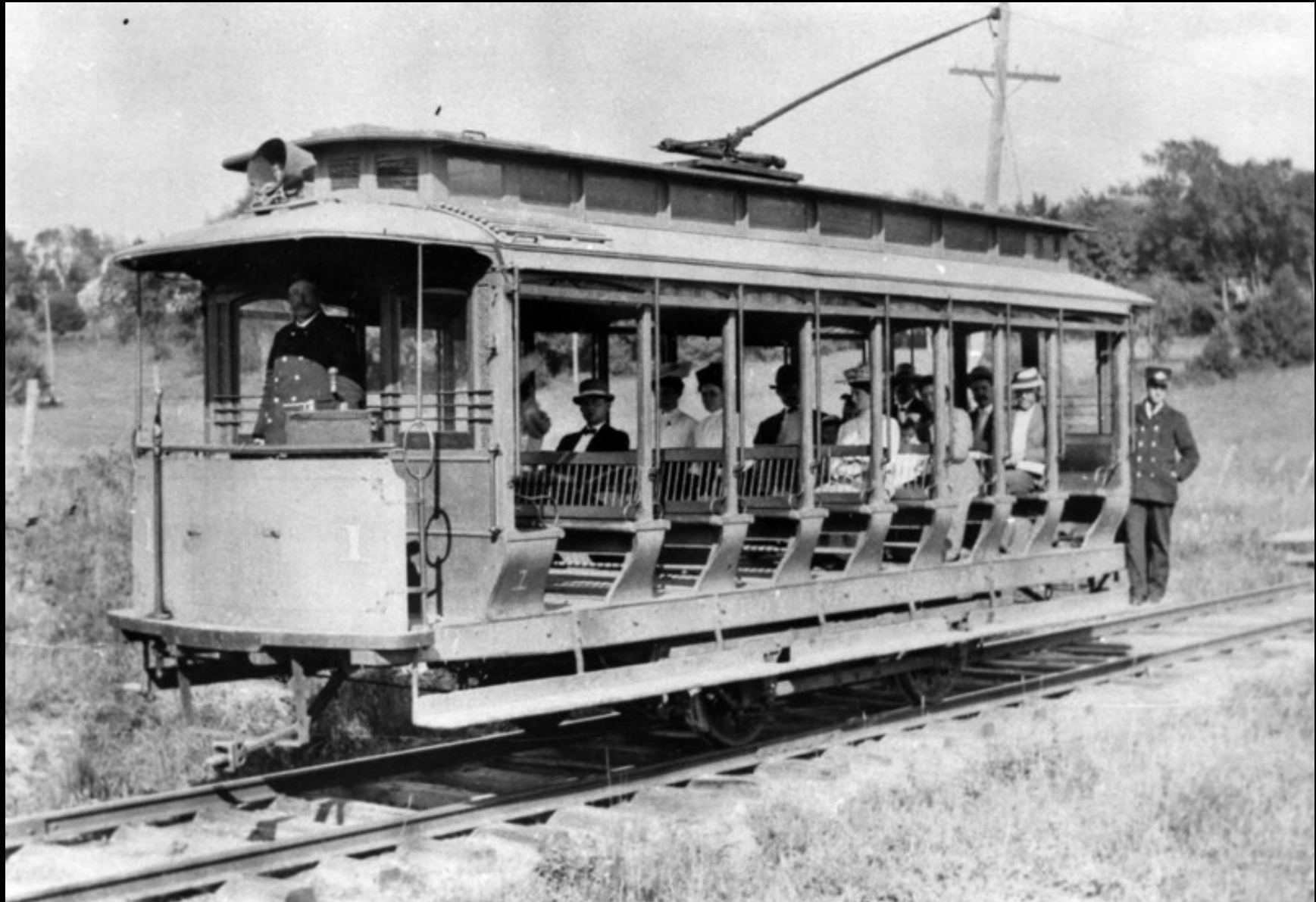
Passing the Harry Werger House





Moving Past Sunset Terrace

Car #1 at Lake Avenue - Stop #27



Clum's Hotel

across from Averill Park Station





Taxis waiting for the Trolley

Taxi Drivers



John
Mosher

William
Karl

Samuel
McNary

Edwin
Herrington

Edward
Knapp

John
Abel

Car #1 at the Averill Park Station



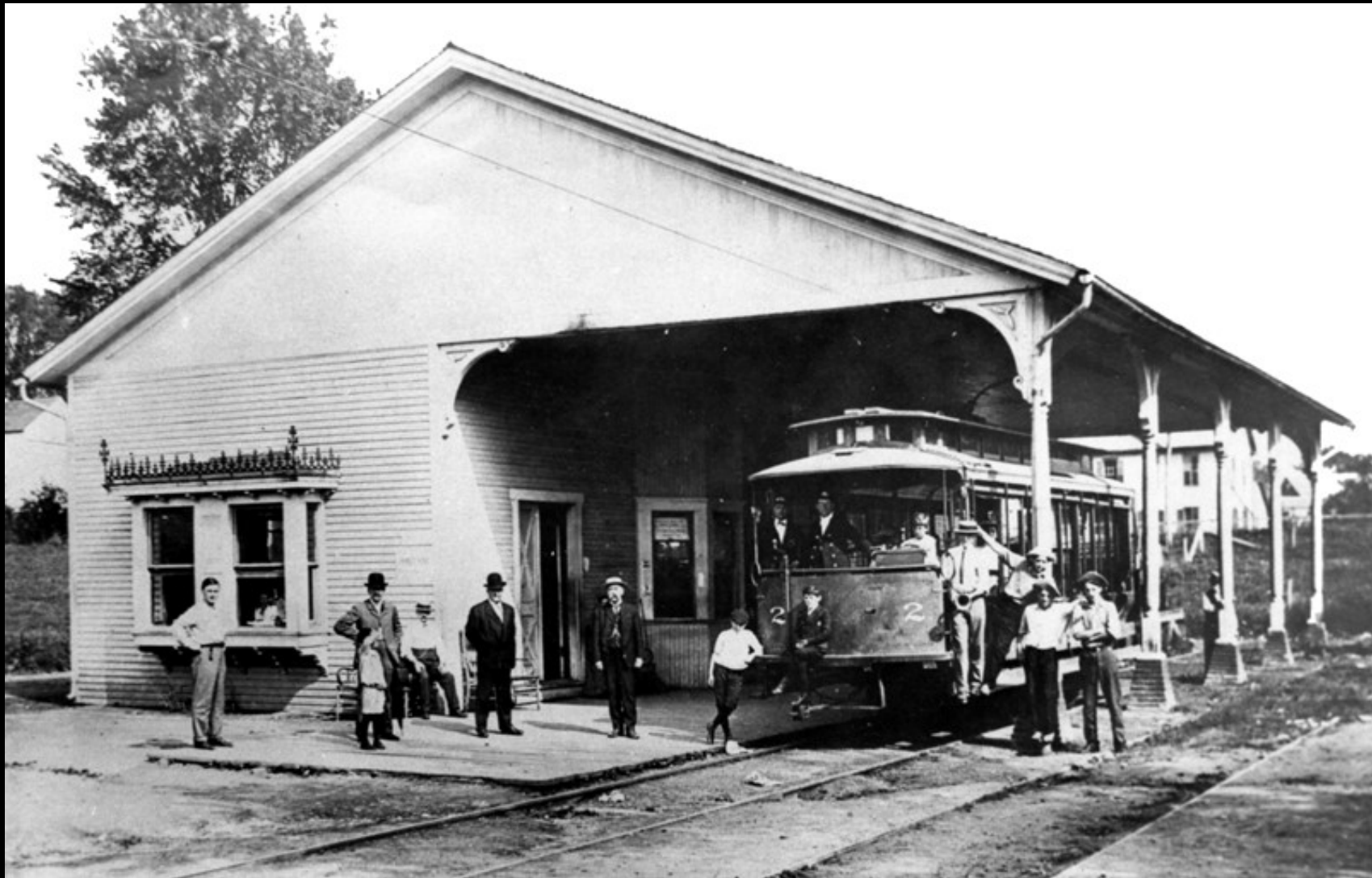
Awaiting the Next Trolley



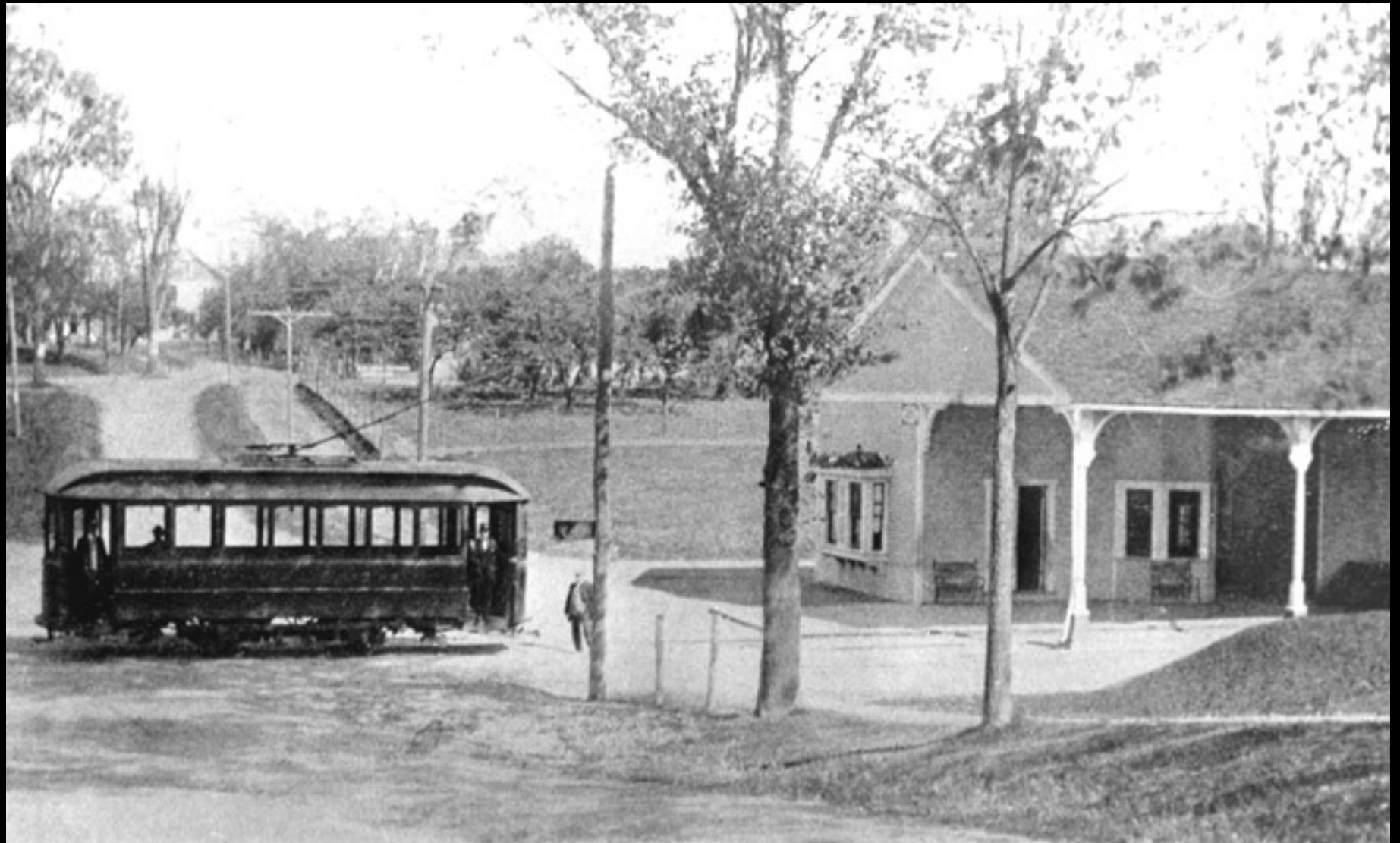
Wagon Awaiting Freight Car



Motormen and Passengers with Car #2



Car on Orient Avenue



Early 1900 View



Full Car Arriving in front of the Gabler House.



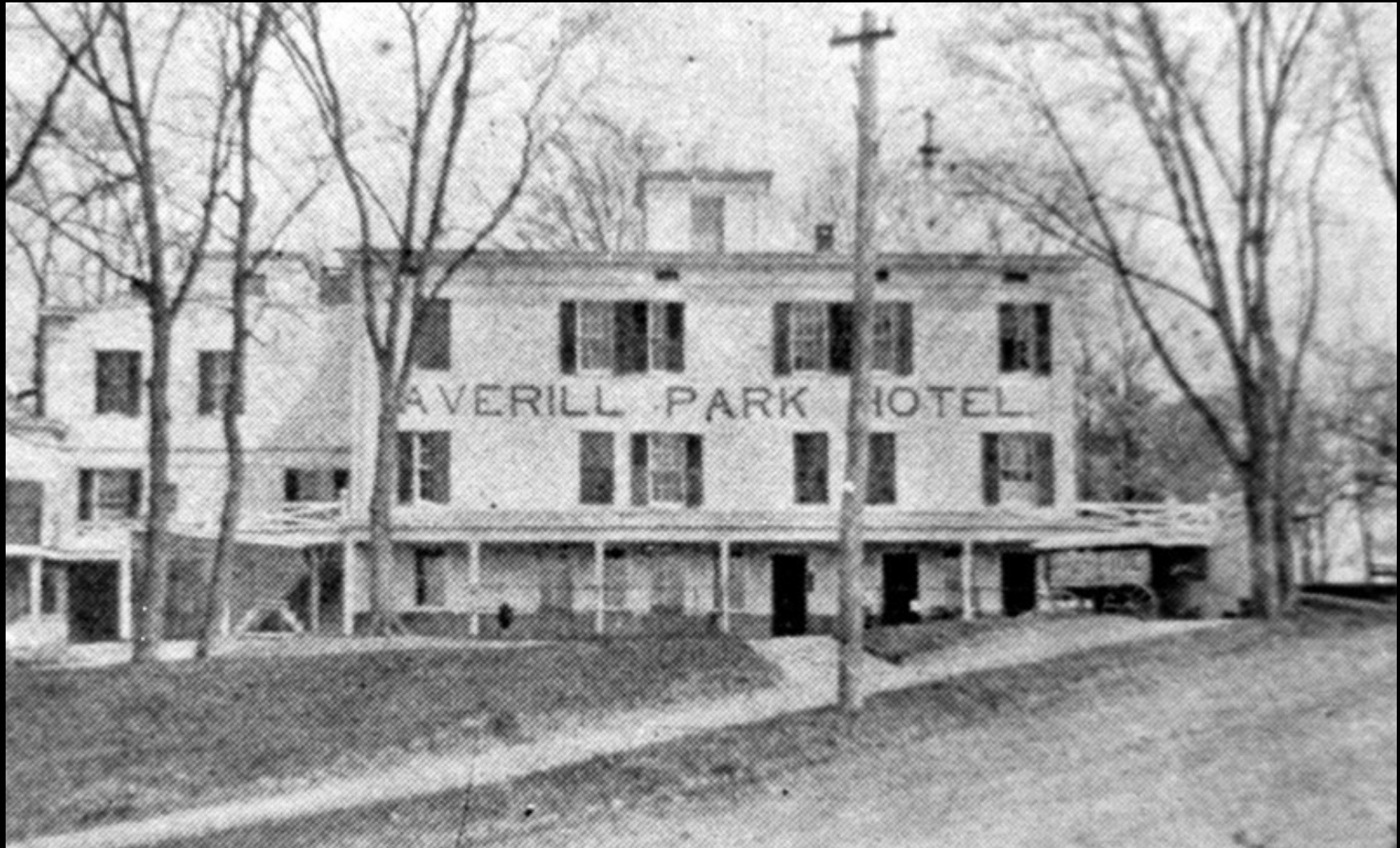
Averill Park Station 1900's



Averill Park Station 1976



Averill Park Hotel



Formerly Scram's Collegiate Institute

Early View of Averill Park “Depot”



The Station - Gabler House - Clum's Hotel - Park Hotel Barn



The Last Day



Joseph Tarpey - Car #6 - March 31, 1925 - at Brookside Park

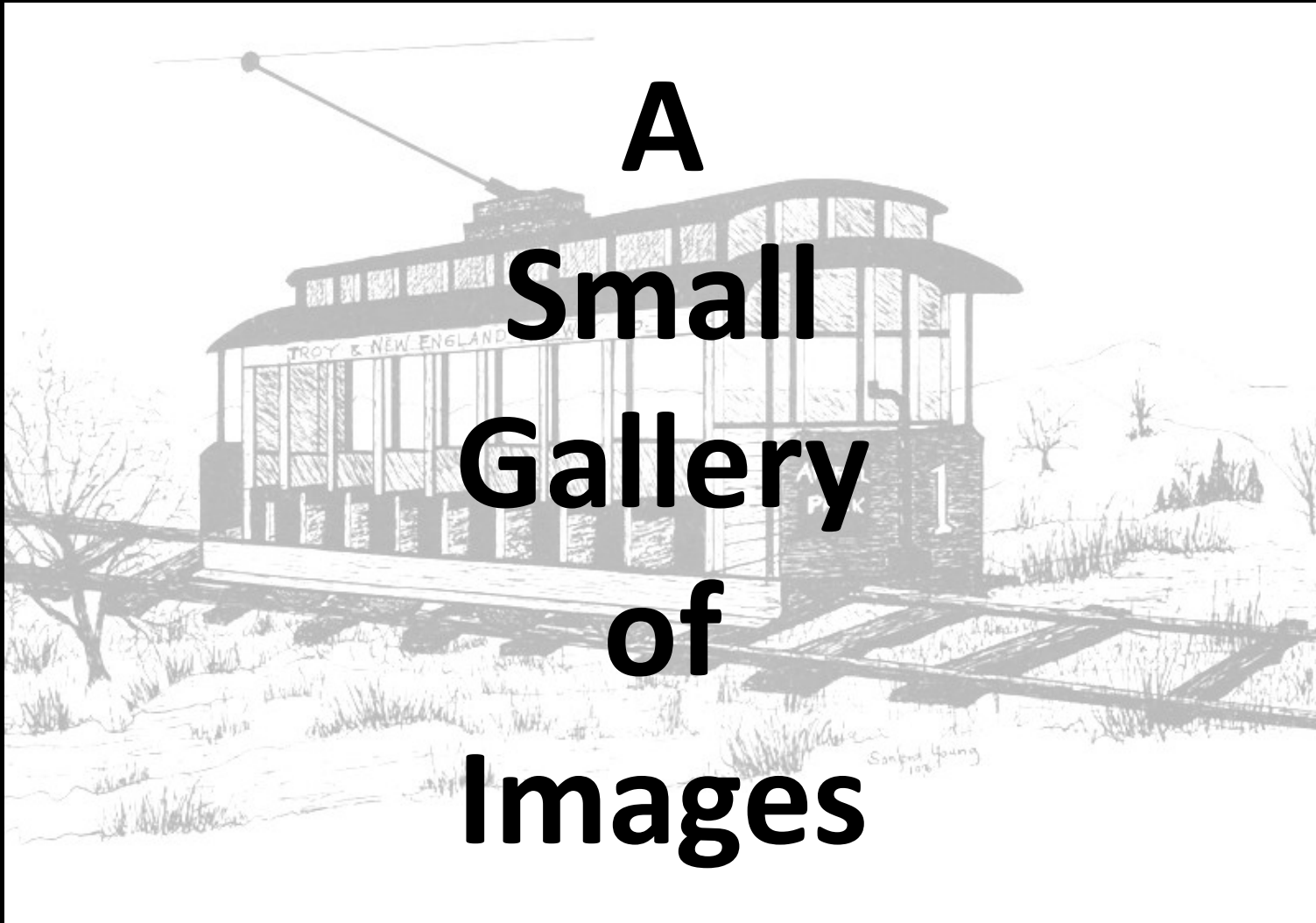
Another View of The Last Day



Joseph Tarpey - Car #6 - March 31, 1925 - at Brookside Park

#6 with Taylor Truck on last day. It had a Diamond Truck on the first day.

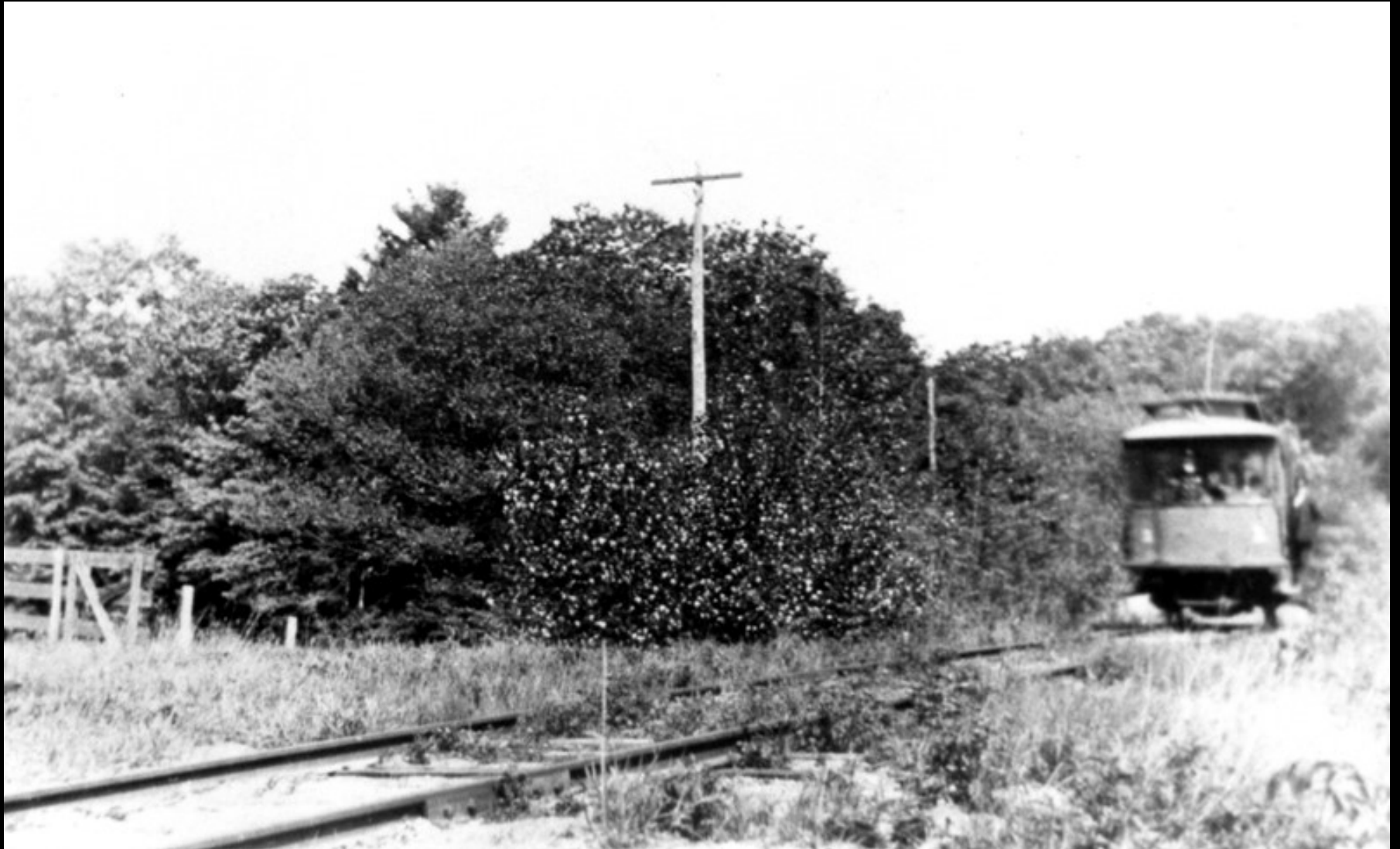
A Small Gallery of Images



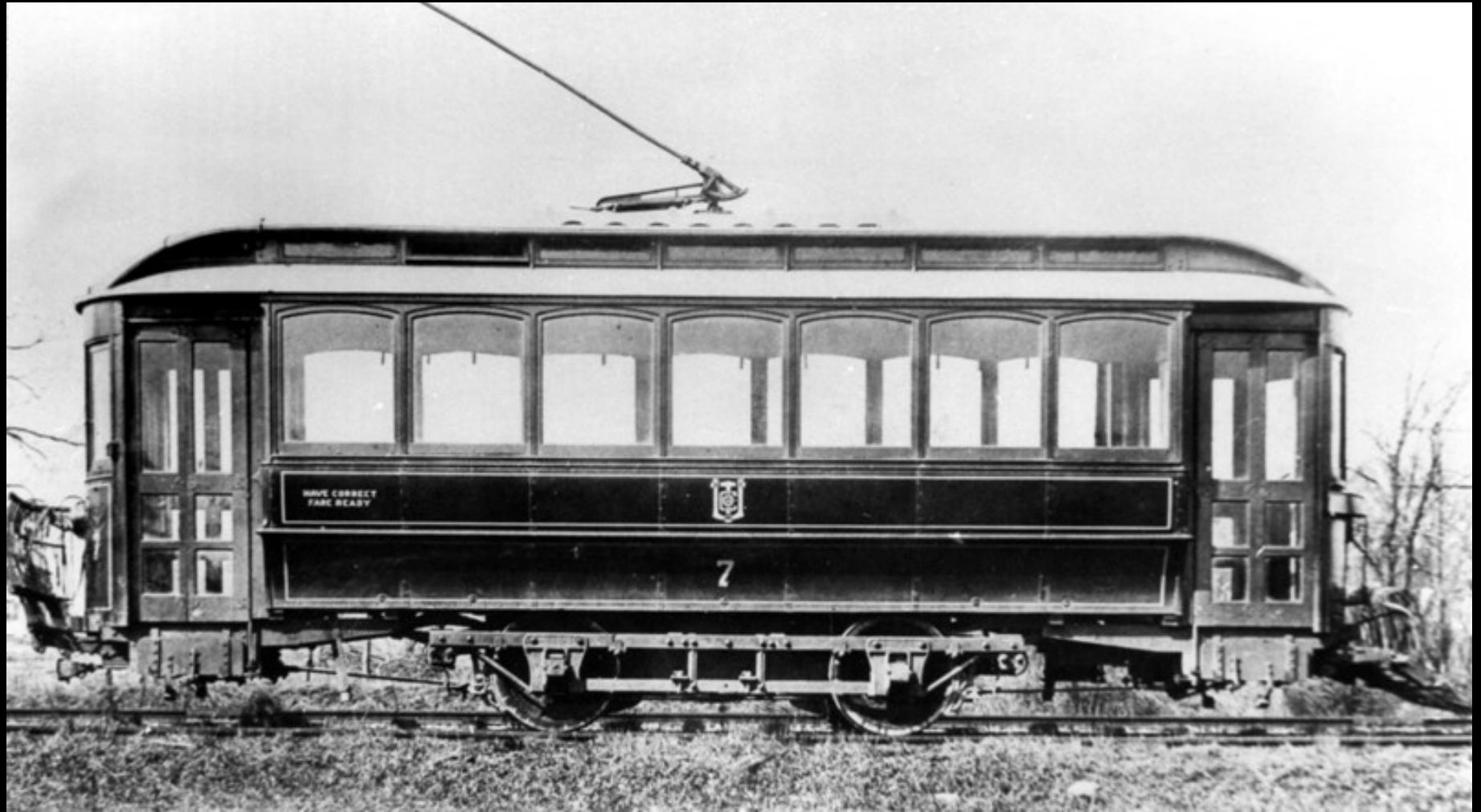
Cariote from Brown's Crooked Lake Hotel



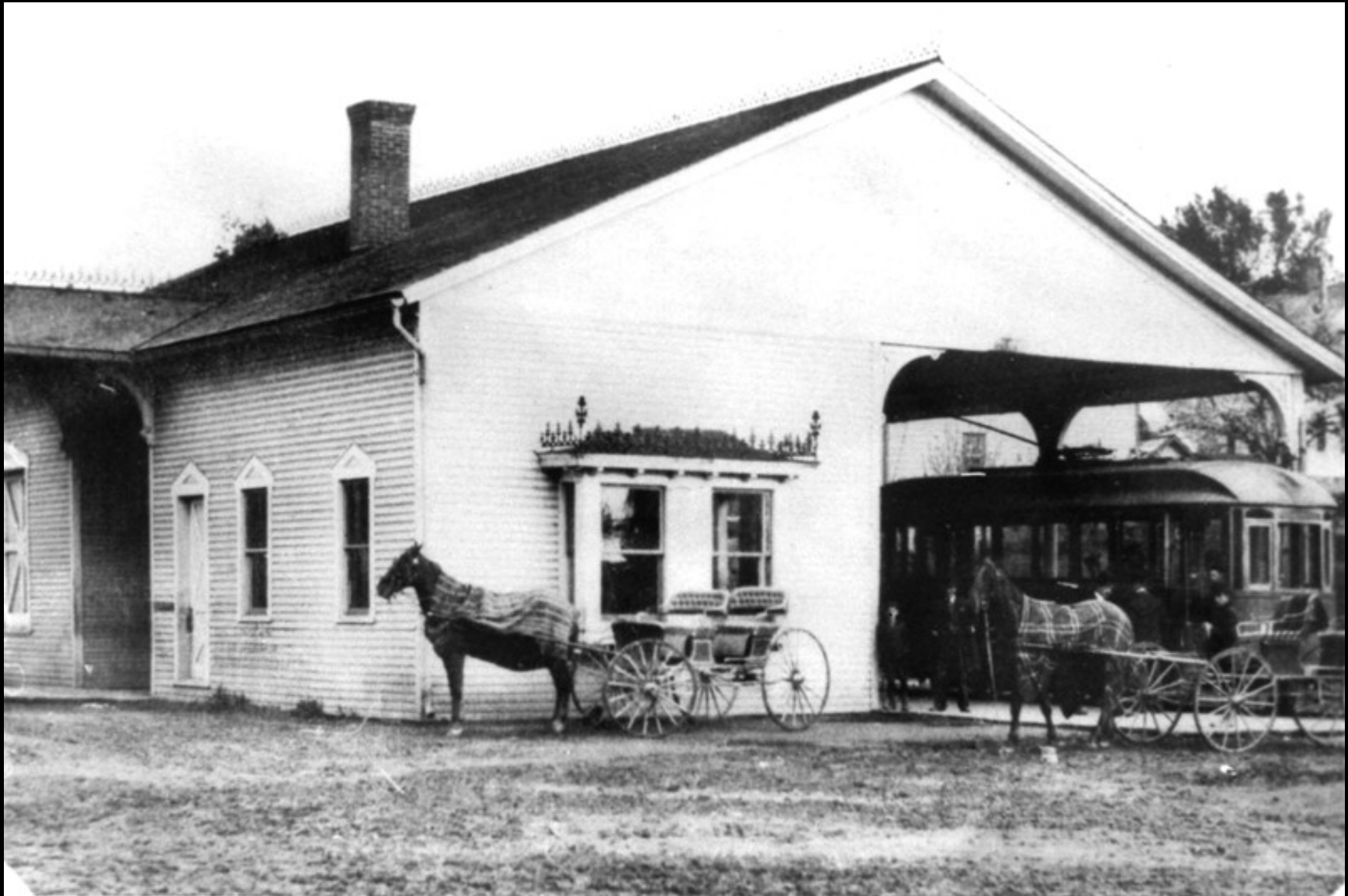
Car #1 West of Averill Park



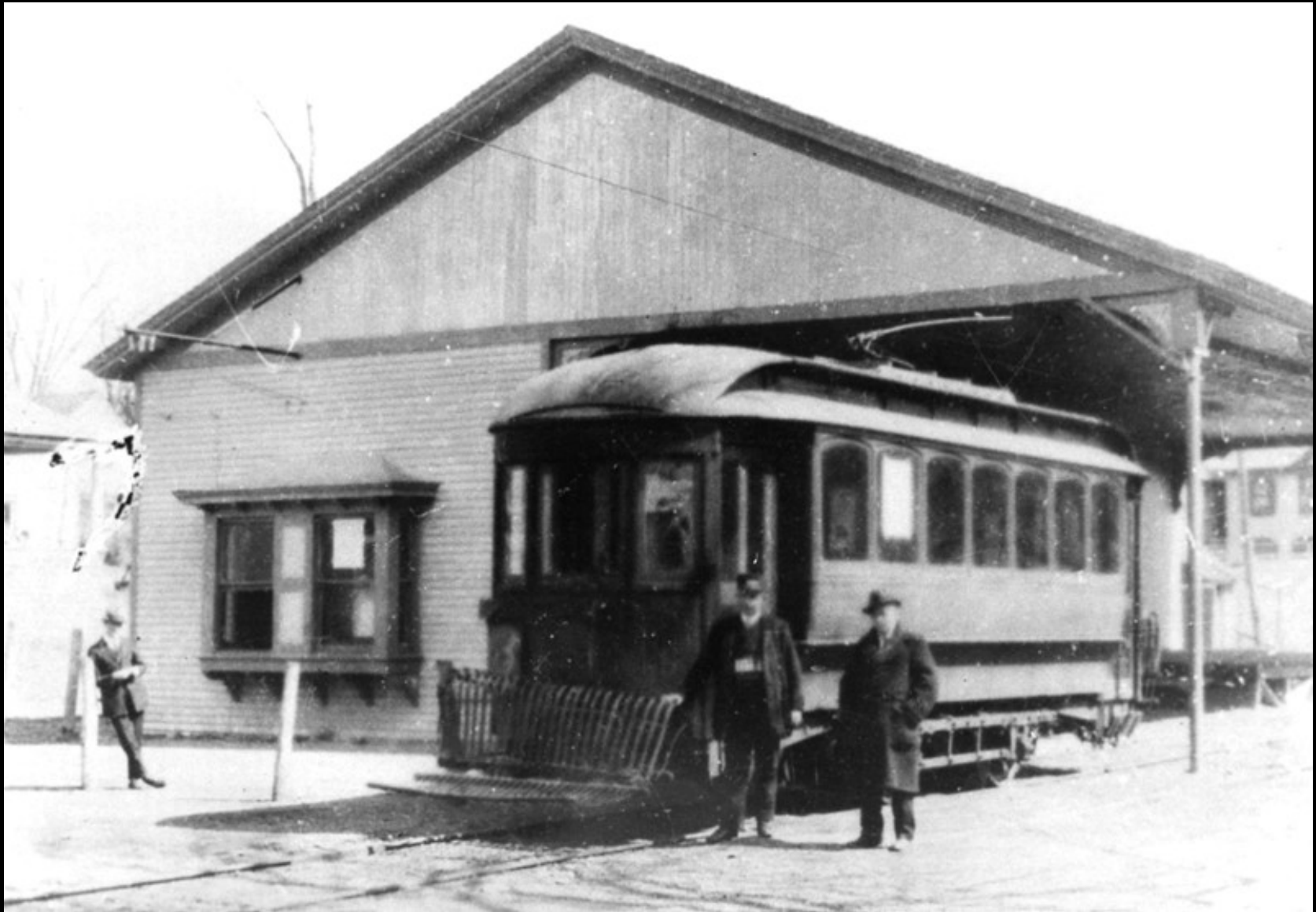
Car #7 Repainted and with Cow Catchers



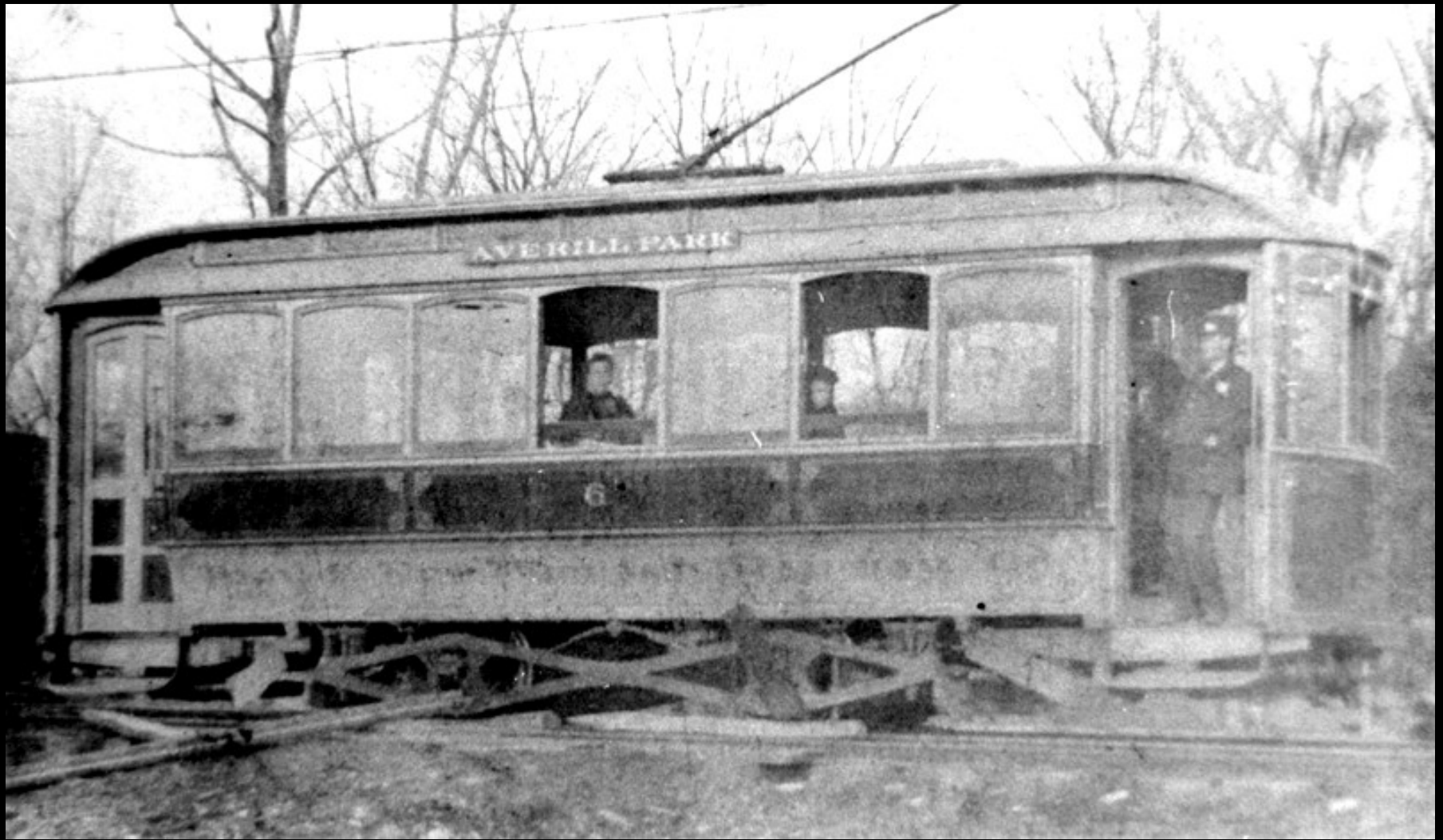
Early Taxis Await Passengers



Car #6 - March 1925



Car #6 Along the Way



Clearing the Tracks Between Power House + Rock Cut - WSL



Winter Scene - Averill Park Station



George Johnson between stops #24 + #25



Drawing by Marion Eaton '75



Troy-New England Railway

The Troy Times - March 9, 1925

Troy and New England Railway Property For Sale

Bids for the purchase of the property of this Company will be received at the office of the undersigned, D. & H. Building, Albany, N. Y., up to and including April 1st, 1925.

The Company reserves the right to reject any and all bids.

Particulars as to the property involved may be obtained at the Company's office.

THE TROY AND NEW ENGLAND RAILWAY COMPANY
H. B. WEATHERWAX, Vice President

**F
o
r

S
a
l
e**

Averill Park Station



1920



1976

Clum's Hotel

1900

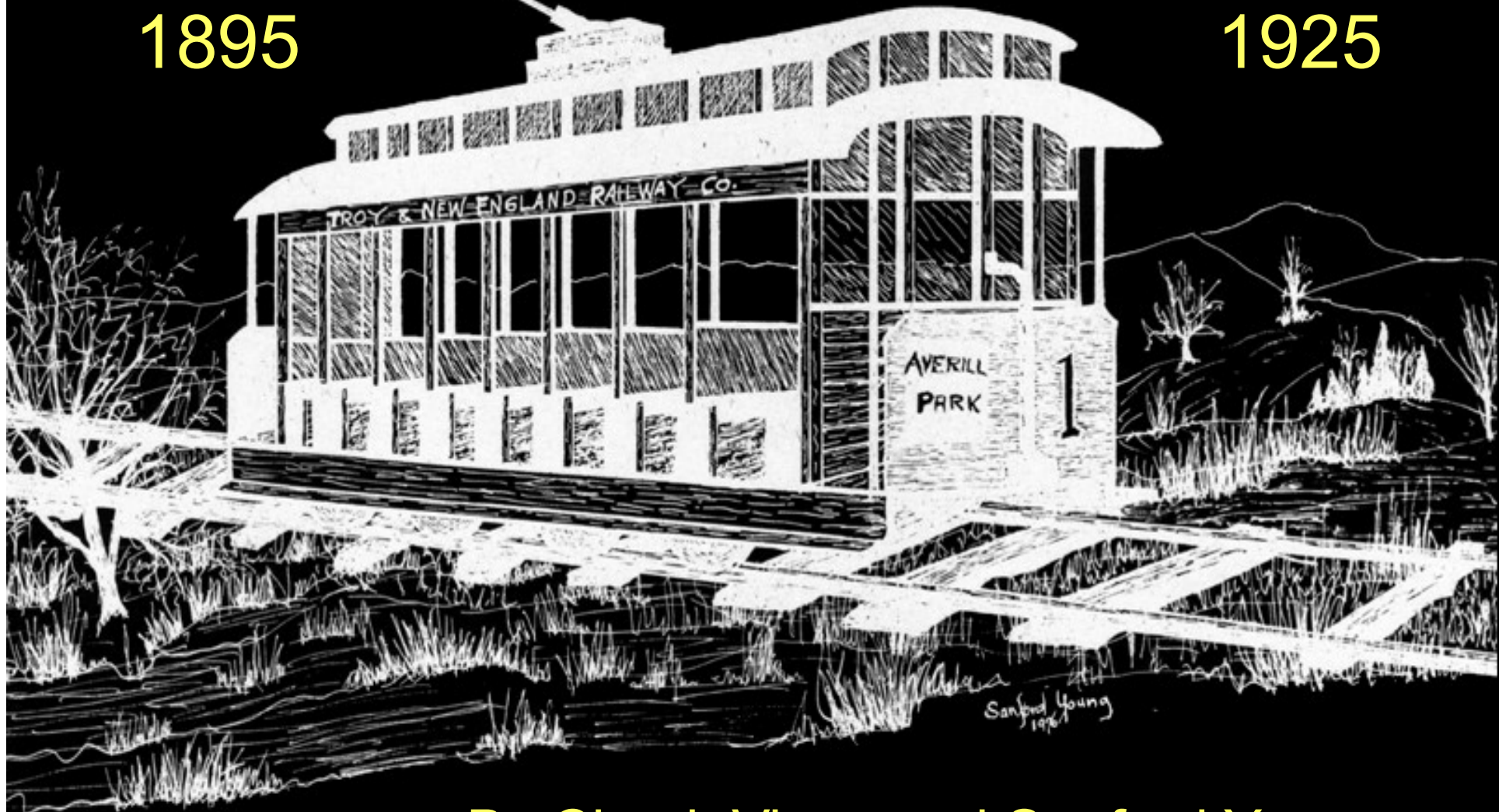
1976



Troy & New England Railway

1895

1925



By Chuck Viens and Sanford Young