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THE TROY & NEW ENGLAND RAILWAY

THE TROY & NEW ENGLAND RAILWAY WAS CONSTRUCTED IN 1894-95 BETWEEN ALBIA (SUBURB OF TROY) AND AVERILL PARK WHERE A RESORT COMMUNITY WAS ESTABLISHED. JAMES K. AVERILL, A LARGE AREA LANDOWNER, WAS THE CHIEF PROMOTER ~~XXXXXXXXXX~~ AND FIRST PRESIDENT OF THE LINE. THE "NEW ENGLAND" PART OF ITS NAME CAME FROM THE PLAN TO EXTEND THE LINE ALL THE WAY TO PITTSFIELD, MASS., BUT THIS NEVER CAME ABOUT.

THE T&NE CONNECTED WITH THE TROY ALBIA LINE AT THE ALBIA STATION WHERE PASSENGERS COULD GET A TRANSFER AND CHANGE CARS TO CONTINUE THEIR JOURNEYS. AFTER CONSOLIDATION WITH THE UNITED TRACTION CO., T&NE TROLLEYS RAN ALL THE WAY DOWN TO FULTON STREET IN TROY. THE TRIP TOOK ONE HOUR EACH WAY, MAKING A TWO-HOUR ROUND TRIP.

THE T&NE TROLLEY BARN WAS LOCATED ON THE EAST SIDE OF PAWLING AVE., A SHORT DISTANCE FROM THE NORTH GREENBUSH/TROY CITY LINE. IT LATER BECAME HASTINGS ICE HOUSE WHICH WAS TORN DOWN, AND IS NOW THE SITE OF A MODERN BLDG. OCCUPIED BY HASTINGS & CO., DEALER IN FUEL OIL AND HEATING APPLIANCES. *East Side Video Center.*

THE ALBIA STATION WAS LOCATED IN THE TOWN OF NORTH GREENBUSH AT THE TROY CITY LINE BESIDE THE ALBIA POND WHERE PAWLING AVE., TROY, AND MAIN AVE., WYNANTSKILL MEET, ON ROUTE 66.

SOME OF THE STOPS ON THE RAILWAY WERE WYNANTSKILL, SNYDER'S LAKE, STOP 13, BROOKSIDE PARK, WEST SAND LAKE AND THE END OF THE LINE, AVERILL PARK. THE AVERILL PARK STATION STILL STANDS AND IS NOW IN USE BY KENNETH TREMONT'S LUMBER BUSINESS.

IN THE SUMMER, THE T&NE RAN OPEN CARS AND OFTEN HAD TO PUT ON EXTRA TROLLEY CARS, EACH ONE PULLING A "TRAILER" CAR, TO CARRY THE CROWDS WHO WANTED TO GO TO CLAMSTEAMS AND PICNICS AT BROOKSIDE PARK, *and to the lakes and hotels in the area.* TROLLEYS WERE MET AT THE AVERILL PARK STATION, BY TAXIS, HORSE DRAWN AND LATER BY DODGES AND

Model T Fords

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THE TROY & NEW ENGLAND RAILWAY

THE RED WOODEN BUILDING AT THE BOTTOM OF ORIENT AVENUE USED TO BE THE AVERILL PARK STATION FOR THE TROY & NEW ENGLAND RAILWAY COMPANY'S TROLLEY CARS. X

THE TROY & NEW ENGLAND ELECTRIC RAILWAY RAN BETWEEN ^{TROY AND} AVERILL PARK FROM 1895 TO 1925 WHEN BUSES, TRUCKS AND AUTOMOBILES TOOK OVER AS A MEANS OF TRANSPORTATION.

JAMES K. AVERILL, A LARGE LANDOWNER, WAS THE CHIEF PROMOTER AND THE FIRST PRESIDENT OF THE COMPANY. AVERILL PARK WAS NAMED FOR HIS FAMILY IN 1882. THE RAILWAY WAS NAMED ~~KORXEXXENXENDXORXTMEXKINE~~ "TROY & NEW ENGLAND" BECAUSE IT WAS PLANNED TO EXTEND THE LINE TO PITTSFIELD, MASS. IN NEW ENGLAND, BUT THAT NEVER CAME ABOUT.

THE TROLLEY CAR PROVIDED A CONVENIENT, INEXPENSIVE MENAS OF TRANSPORTATION TO THE LAKES, CAMPS, HOTELS AND MILLS OF THE AREA. HORSEDRAWN TAXIS, AND LATER MODEL T FORDS AND DODGE AUTOMOBILES WOULD MEET PASSENGERS AT THE STATION AND DRIVE THEM TO THE HOTELS AND BOARDING HOUSES OF THEIR CHOICE. TO MENTION JUST A FEW, THERE WAS BROWN'S HOTEL AT CROOKED LAKE, CRIST CRAPE'S HOTEL AT SAND LAKE CORNERS, CRYSTAL LAKE BEACH AND AMUSEMENT PARK AT AVERILL PARK, SUMMER HOMES AND CAMPS ON GLASS, REICHARD'S AND SNYDER'S LAKES, AND THE ARLINGTON HOTEL AT WEST SAND LAKE, FAMILIAR TO US AS THE OLD JOURNEY'S END RESTAURANT. BROOKSIDE PARK AT WEST SAND LAKE WAS FAMOUS FOR CLAMSTEAMS, OUTINGS AND PICNICS UNTIL A FEW YEARS AGO.

THERE WERE MANY MILLS IN THE AREA, UTILIZING THE WATERPOWER PROVIDED BY THE BURDEN DAM AND THE WYNANTSILL CREEK. THERE WAS THE FAITH KNITTING MILL ON THE BURDEN LAKE ROAD, WHOSE BUILDINGS ARE STILL STANDING, AND THE THERMO KNITTING MILL IN WEST SAND LAKE WHICH ^{IS} NOW BEING OCCUPIED BY BONDED CONCRETE, INC.

THIS LINE ALSO CARRIED FREIGHT. THEY HAD FREIGHT CARS AND "TRAILER" FLAT BED CARS. THEY CARRIED MILK, FARM PRODUCE, COAL AND MATERIALS AND SUPPLIES FOR THE KNITTING MILLS IN WEST SAND LAKE AND AVERILL PARK. *Also, the U.S. Map*

IN WINTER, OPERATION WAS SOMETIMES DIFFICULT BECAUSE OF A DEEP SNOW. THOSE WHO RODE THE TROLLEY TO TROY TO TROY HIGH SCHOOL SOMETIMES HAD TO STAY OVER WITH FRIENDS OR RELATIVES UNTIL THE TRACKS WERE SHOVELLED OUT AND THE CARS COULD RUN AGAIN. (THAT MUST HAVE BEEN FUN!)

CAR NO. 6 MADE THE INAUGURAL RUN ~~ON~~ OVER THE LINE ON SEPT. 30, 1895, AND IT WAS CAR NO. 6 WHICH MADE THE FINAL RUN ON MARCH 31, 1925.

THE END

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