

**THE ALBANY RAILWAY:
HISTORY FROM DATE OF
ITS ORGANIZATION;
PP. 1-34 (INCOMPLETE)**

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The Albany Railway: History from Date of Its Organization; pp. 1-34 (Incomplete) by James H. Manning

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JAMES H. MANNING

**THE ALBANY RAILWAY:
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JAMES KIDD
FIRST PRESIDENT.

THE ALBANY RAILWAY.

HISTORY

From Date of its Organization.

Compiled by

JAMES H. MANNING.

By-Laws, Directors and Officers.

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THIRTY-FOUR YEARS.

PRIOR to 1836 there were no public conveyances for the transportation of Albany's citizens about the streets. In that year one Josiah Webster, with commendable enterprise, undertook the running of a stage line on Broadway. This proved a failure, and was soon abandoned. The old Watervliet Turnpike Co., more recently known as the Watervliet Turnpike and Railroad Co., which had long been an institution of the city and county, on September 3, 1863, decided to lay tracks and operate a horse railway along its turnpike route from South Ferry street, Albany, to the northern boundary of the village of West Troy, practically the line of the railway as it exists to-day.

Fourteen days later, September 17, 1863, in the Mayor's office at the City Hall, the directors, of The Albany Railway, a corporation that was in

another twenty-six years to absorb its predecessor, held their first meeting. There were present Eli Perry, John K. Porter, George Dawson, John Tracey, Hugh J. Hastings, Gilbert C. Davidson, Henry Crandell, Michael Delehanty, Theodore Amsdell, Cornelius W. Armstrong, Calvert Comstock and Thomas Kearney. The only absentee, James Kidd, was elected President, and George Dawson, Vice-President. At a subsequent meeting, September 23, 1863, the by-laws were adopted. L. D. Holstein was elected Secretary, and Cornelius W. Armstrong, Treasurer. Contract specifications were at once prepared for laying about three and one-half miles of track from Broadway, through State street to Congress Hall, and from Broadway, through Steuben street and North Pearl street and along North and South Pearl streets. October 16, 1863, the contract for laying tracks was awarded to James Brady, John Phelan and W. H. Phelan, at \$8,500 per mile of single track. This firm failed, however, to furnish satisfactory security, and the contract was, at a later date, given to N. H. Decker, at \$9,500 per mile. It had been decided by this time to

construct a track from Clinton avenue to the south bounds of the city on Pearl street, and up State street from the Exchange to the Capitol.

The original shareholders were Peter Cagger, Lucie R. Cassidy, James Kidd, Eli Perry, John K. Porter, George Dawson, John Tracey, Hugh J. Hastings, Gilbert C. Davidson, Henry Crandell, Michael Delehanty, C. W. Armstrong, Thomas Kearney, Calvert Comstock, Amsdell Brothers, Frances L. Cassidy, L. D. Holstein, John McB. Davidson, Abraham Van Vechten, Lemuel M. Rogers, Thomas McCarty, James I. Johnson, Joseph H. Bullock, Martin V. B. Wiene, Ira Shafer, Charles E. Bleecker, John R. McCollom, James Quinn, Edward Mulcahy, Francis N. Sill, Alanson A. Sumner, Robert Harper, Joseph T. Rice, Henry Lansing, William G. Weed, John J. Olcott, J. Howard King, Bernard Reynolds, James C. Nolan, Richard Barhydt, Thomas Cowell, George W. Luther, John J. Gallup, William S. Paddock, Harriet A. Weed, Hiram Perry, Edward Leslie, Thomas Farrell, D. S. Wood, Edward S. Jones, James B. Sanders, Thomas Gregan and Philip Ten Eyck.

WHEN THE FIRST CAR RAN.

According to one authority, cars began running on the Broadway tracks of the Watervliet Turnpike and Railroad Co., as early as June 22, 1863. According to another, the auspicious advent of the street-car horse was July 4th, 1863. The Albany Railway's cars were first run February 22, 1864. Little or nothing of special interest occurred from 1864 to 1872. However, the business of the company was increasing all the time, and the public wanted more tracks put down. At a special meeting of the directors, February 25, 1873, it was resolved to build a branch road from the corner of Washington avenue and Lark street through Lark street to State street, up State street to Knox street, and across Knox street to join tracks on Central avenue. At another special meeting, held April 5, 1873, a resolution was adopted appropriating \$20,000 for the purpose of building a line from North Pearl street, up Clinton avenue to Snipe street, now Lexington avenue, and over Snipe street, to connect with the Central avenue tracks. On June

