

October 1979

The October 25th meeting of the Lonsingburgh Historical Society was held at the society's headquarters with President Kathleen Tirnan presiding.

The Secretary's minutes of the September 27th meeting were read and approved.

In the absence of the Treasurer, Virginia Greenwood, President Tirnan read the treasurer's report for the period September 27th - October 23rd. The Check Book Balance as of October 23rd was \$193.98. The Combined Savings Account and Checking Account was \$3,937.29. The total membership of 75 includes 71 paid members and 4 sustaining members. For the 2nd printing of John Waite's Architecture of Lonsingburgh, 333 books have been sold.

There was no correspondence reported.

Don Eldridge, House Chairman, is working on the Society's refrigerator. He is concerned about the cost of patching the Melville House's roof.

President Tirnan expressed her thanks for the many ^{condolence} cards received upon the death of her father.

Historian Francis Broderick gave her report on ^{the} latest society acquisitions & they included

- a) 2 antique inkwells from Agnes Hoffman
- b) 1 majolica pitcher from J. Luke
- c) A gift in money to buy a high chair for the doll house from Phoebe Anderson.
- d) 4 new items of furniture made for doll house made by Francis Broderick.

e) Purchased for the library - an Atlas of the Hudson River Valley (1891) which shows Lansingburgh.

Francis also said ^{she} would like ^{to see} a Thanksgiving dinner for the doll house family, such as a turkey. Why not - they should have a stuffed - feeling like everyone else. Maybe Roloids comes in miniature sizes too!
(doll house)

Vice-President Warren Brodwick announced that the speaker for the November program would be John Burridge - Superintendent of the Oakwood Cemetery who would show slides on the "History of the Oakwood Cemetery."

Warren then introduced the speaker for the October meeting - Fred Abele of Guildenland who showed slides on the Electric Street car better known to many of us as the trolley. The name is derived from the method of receiving its current. Originally it was horse-drawn. The first trolley car was the N. Y. + Harlem line in 1831.

The trolley - was the metal arm that connected to the wires and this gave the electric street car its nickname "trolley car."

The last horse drawn car in the area was discontinued in 1921. The first electric car in Albany began operation in 1890. The last trolley car preserved by the United Traction Company was donated in 1928 to Henry Ford's Museum in Dearborn, Michigan.

Early trolley cars were heated in winter by

stones, later a car heater developed. The motormen wore ^a bear skin coat to keep warm. An open-benched car was used in the summer.

The first electric cars were reconverted horse cars. The area trolley building companies were the J. M. Jones Company in Waterliet and the Gilbert company.

Trolley cars used about 600 volts of electricity. Some trolley cars were used as ~~sewage~~ ^{sawed} cars when the weather was slipping because of leaves and snow.

There were a couple of trolley strikes in the area - one in 1901 and the other in 1921.

The hostesses for the October meeting were Lucille Hall and Dorothy Goodwin.

Respectfully submitted,
Byron D. Moak
Recording Secretary