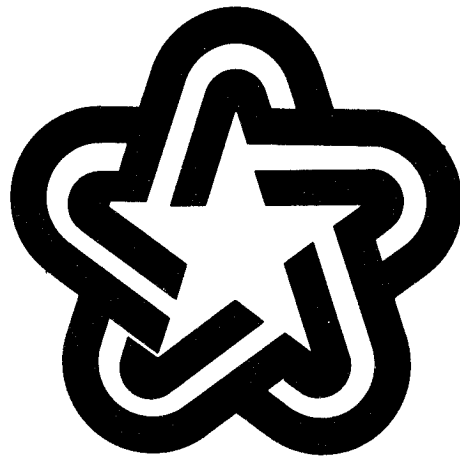


**TOWN OF  
GUILDERLAND**

**DRIVE IT YOURSELF TOUR  
of HISTORIC SITES and LANDMARKS**



**Sponsored by  
GUILDERLAND BICENTENNIAL  
COMMISSION**

**Prepared by  
GUILDERLAND HISTORICAL SOCIETY**

## P R E F A C E

Your brochure will guide you as you drive along. No matter which end of the Town is used as a starting point you may pick up the tour route at your nearest intersecting point with it.

It is suggested that you always read ahead so that you will know what to watch for and recognize the things you will see.

Except for existing State Historical Markers along the route, no other markers will be used. It is, therefore, important to read the descriptive material carefully.

It is further suggested that someone in the car be chosen to act as guide so that the driver will be free to devote most of his or her time to driving. Since there are few pulloffs available, and slowly moving vehicles can become a hazard, we cannot over-emphasize the use of extreme caution while driving, looking and/or parking or stopping.

This guide may be used at any time and no special services for food or comfort will be provided along the route.

The contents of this brochure have been prepared by the Guilderland Historical Society, Fred B. Abele, President. We trust your tour will be a PLEASANT, SAFE and EDUCATIONAL experience.

GUILDERLAND BICENTENNIAL COMMISSION

## I N T R O D U C T I O N

If you started your tour at the Eastern end of the Town or entered from Albany, you will no doubt, have traversed Western Avenue, Route US 20. This highway was, from 1800 to 1906, the Great Western Turnpike, also known as the Cherry Valley Turnpike.

The Great Western Turnpike began at the point in the City of Albany where Western and Washington Avenues meet in front of the Engine No. 1 firehouse - milepost 0.00.

The road was built and operated by a private company chartered in 1799 as the First Company of the Great Western Turnpike. Its revenue was derived from the tolls collected. Construction began in 1800 and the road was opened for most of its length in 1804. It was completed to Cherry Valley in 1805. It was planked in 1849 for 10.75 miles to Fullers in the Town of Guilderland.

Immediately east of Allen Street, in Albany, it was crossed at grade from 1831 to 1844 by the Mohawk & Hudson Railroad, first steam powered common carrier railroad in the State. A historical marker is located on the south side of Western Avenue at this point.

West of Manning Boulevard at the intersection with Winthrop Avenue stood Toll Gate No. 1. The residence portion of this gate was moved in 1907, when the Turnpike had closed, to a site at #1 Lehner Road in Guilderland, in the shadow of the riding academy west of Mc Kownville Methodist Church. It still faces the same points of the compass.

Immediately beyond the Toll Gate, west of Winthrop Avenue, on the North side of Western Avenue, stands the brick Buel Mansion, erected in 1829.

The Town of Guilderland line is presently crossed at the entrance to the State University, mile 3.2 on the Great Western Turnpike.

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If you started your tour from the Schenectady end of Town or entered from Rotterdam, you probably traveled State Route 146. Although this road is now known as Carman Road, it was originally known as the Fort Hunter Road. This road began at its intersection with the Old State Road, followed most of the present alignment through Guilderland and continued through South Schenectady and along the south side of the Mohawk River to Fort Hunter in Montgomery County, nearly 25 miles distant. It dates to the era of the French and Indian Wars.

The Old State Road from which the Fort Hunter Road diverged crosses present Route 146 south of Leiningers Cider Mill. East of Route 146 on the Old State Road, nestled against the hill on the North Side is the old Quackenbush Tavern, built before 1800.

Closer to Rotterdam, in the vicinity of Greulich's Market may be seen the roadbed of the Saratoga & Hudson River Railroad which crosses on a skew. A power pole line now occupies the roadbed.

\* \* \* \* \*

## THE TOUR ROUTE

BEGIN TOUR on WESTERN AVENUE, Route US 20, at ALBANY CITY LINE at  
ENTRANCE to STATE UNIVERSITY

You are now on the Great Western Turnpike. Prior to the opening of this road, a wandering trail through the Pine Plains, known as the "Kings Highway" was the only route through this area. At this point it passed a scant half mile to the northeast, running through the State University property behind the lake. This road was in use before the Schenectady Massacre took place in 1690. Beyond the hill on the far side of the lake stood the "Five Mile Tavern" on that road, "at the Kyl". That tavern was operated in the late 1700's, under lease, by the McKown Family.

PROCEED WEST ON ROUTE 20. - The Hamlet is McKownville

Immediately to the west of Hannan's Drug Store, on the same side (North), the old brick farmhouse at 1245 Western Avenue, built in the early 1840's was the home of James F. McKown, McKownville's first postmaster.

AT THE FIRST TRAFFIC LIGHT

The road left, McKown Road, beside the Huckleberry Finn Pottery lead to the home of John McKown which was built circa 1800 and demolished in 1970. John McKown, who died in 1809 owned a large tract of land which reached to the Norman's Kill. The victorian house behind the gas station was built by a descendent, also John Mc Kown in the 1880's.

AT THE SECOND TRAFFIC LIGHT

Opposite Fuller Road, on the southwest side of Route 20 stood the Tavern of William "Billy" McKown. It was built in 1796 and burned in 1917. It was later Witbecks. The site is now occupied by Kings Shell Station. In anticipation of the building of the Turnpike, William McKown erected this tavern and subsequently leased land to the Turnpike Company to pass before it. Around the tavern grew the Hamlet of McKownville. "Billy" McKown served as Town Supervisor from 1813 to 1824. He built a water system for the tavern and its buildings by damming the adjacent Krum Kill, using hollow logs for a distribution system. The Tavern served as the Post Office for McKownville which existed from 1862 to 1905.

AT THE ENTRANCE TO STUYVESANT PLAZA stood the four mile marker on the Great Western Turnpike, opposite present Christ Lutheran Church.

AT THE NEXT TRAFFIC LIGHT - Schoolhouse Road goes left

Its name stems from the fact that the southeast corner, now occupied by a drive in bank was the site of the McKownville Brick School - District School No. 11 built on land donated by John McKown.

## PASS 187, NORTHWAY - BEYOND ON YOUR RIGHT

The Church with the steeple is the McKownville Methodist, second structure, built 1896, superseding an 1866 building, now removed. A newer, modern structure has been erected, but hopefully the old one will survive. It too was built on land donated by John McKown. Next to the church stood a blacksmith shop, a hotel and several dwellings. Harringtons Ice House stood at the pond behind the church.

## AT LEHNER ROAD, ON THE RIGHT

The road is identified by the large stable and riding academy. The white frame house with red trim on the east of Lehner Road is the living quarters of former Toll Gate No. 1, moved here in 1907, using many teams of horses.

## CONTINUE WEST ON ROUTE 20

Pass through Guilderland's newest and fastest growing Hamlet, Westmere. Its Fire Department, on the right was organized in 1935.

Beyond Price Chopper and a dip in the road, on the left, at Mile 6.3 on the Turnpike, stood Toll Gate No. 2. Its site is now the entrance to the Turnpike Drive In Theatre. A State Historical marker indicates the site.

Near the northeast corner of State Farm Road stood a large tavern which ended its days as the Elmgrove Hotel, c1830. It burned in 1914.

## PASS THE TWENTY MALL

Climbing out of the dip on Route 20, on the left the large frame building in need of paint is the former Jackson Tavern. Built in the early 1800's. It is the largest remaining Tavern building along the pike in this Town and has four chimneys.

Beyond and on the right is a cobblestone vault, one of five known cobblestone masonry buildings which existed in the Town. Four are still standing, two schools, two vaults. This one was built in 1863.

Prospect Hill Cemetery on the right contains the graves and historical data of many early Guilderland families.

## ON THE RIGHT - Beyond the cemetery and Guilderland Elementary School

The majestic house on the hill was the home of J. P. Veeder, reputedly built 1842 and known as "Rose Hill" on maps as far back as 1854. It is now the residence of Dr. Miller Lee. The grassy mound on its left is said to house an old brick lined cistern.

#### ON THE LEFT

Just beyond, a marker indicates the site of Red Mens Hall, 1831-1967 which served over the years as a Baptist Church, Catholic Church, Temperance Hall, Red Mens Hall, etc.

#### ON THE RIGHT

Opposite, on the east bank of the stream, stands the original parsonage of the Hamilton Union Presbyterian Church, built 1857, now a private residence.

Along the bank of this stream are the remnants of an old road, believed to be the original road to Schoharie. The Palatines, in 1712, on their way to Schoharie, crossed here.

Beyond the stream is the ornate Schoolcraft Mansion of 1835. It was built by John Schoolcraft, uncle of Henry Rowe Schoolcraft, and owned by him until 1850.

Behind the mansion is the Hamilton Union Presbyterian Church. The present edifice was constructed in 1888 on the foundation of its predecessor.

Within the area of the Church's parking lot stood the original octagon shaped building which served as a church and school. It was constructed in 1797 by the Glass Factory as part of its planned village.

#### ON THE LEFT

Opposite the Mansion of John Schoolcraft stood the Sloan Hotel, built in the 1840's and burned in 1899. It was once a famous eating place.

#### ON THE RIGHT

The brick building on the corner of Schoolcraft Street, now Guilderland Radio and Television, built 1849, was the wagon and carriage shop owned by the Batterman's.

You are in the center of the planned village built by the Glass Works which was located in the Hungerkill Valley. It was called Hamilton, in honor of Alexander Hamilton.

#### AT THE TRAFFIC LIGHT

Foundry Road on the left and Willow Street on the right were the old Schoharie Road of the late 1700's and early 1800's, predating the Great Western Turnpike. The Schoharie Road diverged from the previously mentioned. "Kings Highway" about two miles northeast at the Widow Truax Tavern. It followed Willow Street and then Foundry Road to the bottom of the Hill then bore west up the hill on a right of way still discernible. It crossed the Hunger Kill at the bottom of the hill.

#### FOR SIDE TOUR NO. 1 - TURN LEFT ON FOUNDRY ROAD

Proceed to the bottom of the hill. On the right is a large house which appears on maps to the mid 1800's. It is suspected to have been built before 1800 and connected with the glass works. Immediately beyond on the right was the pond which supplied water for the Foundry which later existed here.

Across the Hunger Kill the Old Schoharie Road bore right up the Hill. The hill you have traversed was once known as Glass Street.

In this Valley of the Hunger Kill were located the several Glass Factories, beginning with DeNeufville in 1785 and ending with Hamilton Glass Mfg. Society in 1815, closed by lack of fuel.

#### TURN LEFT AT THE BRIDGE AND FOLLOW FOUNDRY ROAD

As you turn, the water wheel for the foundry was immediately on your left and its buildings stretched along the Hunger Kill. Just beyond a red barn close to the road on your left the Hamilton Glass Society plant was located across the creek. Here the archeological digs took place. It is believed the earlier sites were nearer to the foundry site.

#### TURN LEFT ON NOTT ROAD

On the left stands a white frame house trimmed in green which is known as the "Cooper House". It is said that James Fenimore Cooper stayed here while writing some of his novels.

#### ON THE RIGHT IN THE DISTANCE ALONG THE NORMAN'S KILL

Sharp eyes can detect the Gambrel roof brick house reputed to be the oldest in the Town in existence today. It was built 1700 but has been considerably altered.

#### ON THE LEFT

about half mile beyond, and beyond the Hunger Kill crossing, and on a sharp curve is the Nott family mansion "NORMANVALE", 1790. The Veeder family graveyard is on this property.

RETURN TO FOUNDRY ROAD AND US20 by retracing route or by routes 155 and US20.

#### FOR SIDE TRIP NO. 2 PROCEED NORTH ON WILLOW STREET

On the left is old District School No. 4, later Town Offices. On the site of its parking lot stood the First Methodist Church. Beyond, on the left, (see Historical Marker) is the house where Henry Rowe Schoolcraft was born in 1793. His father, Lawrence, was superintendent of the Glass Works. He left Guilderland at an early age and wrote many volumes about Indians.



Schoolcraft married an Indian girl and was technical advisor to Longfellow for his poem "Hiawatha". In that poem is mentioned the "Vale of Tawasentha" (Valley of the Norman's Kill.

TURN LEFT ON EDGEWOOD STREET AND LEFT ON HAMILTON, to Western

The brick house on your left at Western dates back to the early 1800's and was once owned by the Battermans who were active in the Glass Works.

TURN RIGHT ON WESTERN AVENUE, US20

On your left as you pass the mill pond stood Batterman's Mill built about 1800 and which stood into the 1900's

ON YOUR LEFT beyond the entrance to the Turnpike Golf Course stood the Case Homestead, built in the later 1700's and owned by previous generations of the Russell C. Case family. Its site is occupied by the M&M Motel.

TURN LEFT AT THE TRAFFIC LIGHT ON ROUTE 146 - HARTMANS CORNER

Route 146 was the third Schoharie Road, the Plank Road, built 1849. It closed as a toll road in 1867. Proceed along this route.

ON YOUR RIGHT ABOUT HALF MILE a historic marker directs attention to the farm of Evert Bancker. He was the third Mayor of Albany. His farm along the Norman's Kill was one of the first. He died there in 1734.

Just beyond near the florist shop of Inga Barth, the old Schoharie Road crossed present 146 on a skew and then dropped to the west bank of the Norman's Kill which it paralleled for a distance before climbing back to 146 at the intersection of French's Hollow Road.

Pass Tawasentha Park on the left and drop down to the Vale of Tawasentha as the historic marker proclaims. The stream is now called Norman's Kill after Albert Bradt, the Norseman who settled downstream in Bethlehem. The Indian name of "Tawasentha" refers to the burial ground, reported to have been located near its confluence with the Hudson and means "Place of the Dead".

This stream was the only artery of travel for both Indian and early settlers to reach points inland from the Hudson. Until 1875, when it was washed away, a covered bridge spanned the stream near the present bridge site. It was known as "Banckers Bridge" and the hill approaching it as "Bancker Hill".

Beyond the bridge and on the right stood Toll Gate No. 5 of the Plank Road.

Ascending the hill, to the right may be seen in the Creek flats, the site of the Battle of the Norman's Kill which

took place in 1777. Here Tories planned to intercept food supplies bound for the Colonial Army at Saratoga. They hid in a barn still standing, and were smoked out by the Militia from Schenectady and captured. Many Guilderland farmers fought in the Militia during the Revolution and many others provided food for the armies.

AT THE TOP OF THE HILL, TURN RIGHT ON FRENCH'S HOLLOW ROAD  
AND BEAR RIGHT ON FRENCH'S MILL ROAD

Proceed to the Norman's Kill gorge, one of Guilderland's scenic spots. Caution is urged on the steep winding road through the gorge. It is called French's Hollow and was the site of Guilderland's earliest industries. Here Peter K. Broeck built a cloth factory in 1795. Abel French built a knitting mill in 1800. There was also a button factory, a grist mill, a tavern and employee mill houses. These flourished until the advent of the railroads in the 1860's and were gradually abandoned. The last remnants disappeared when the pumping station for the Watervliet Reservoir was built, together with the dam, in 1915.

A covered highway bridge spanned the stream on the same location as the present bridge from 1869 to 1932. The gorge was spanned by the Saratoga & Hudson River RR in 1865. This railroad became part of the West Shore RR in 1883.

CROSS THE CREEK AND FOLLOW THE LEFT FORK UP THE HILL, FULLERS STATION ROAD.

At the top of the hill the now abandoned right of way of the Saratoga & Hudson River RR is crossed. It diverged at this point and was abandoned in 1903.

Approaching the intersection with Western Avenue, Route US20. the house on the left was the post office for the Hamlet of "Fullers". Across the intersection on the north side of Western Avenue stands the 1809 Tavern of Major John and Aaron Fuller, now the home of John Welsh. Across the fields on the left at the south abutment of the high railroad bridge stood "Fullers" rail station. Years ago many children of this area were sent to High School in Ravena on the West Shore Train. Carload hay shipments were dispatched from a large hay barn located here. The planked portion of the Great Western Turnpike ended here. Toll Gate No. 3 stood immediately east of the intersection.

TURN RIGHT HERE ON WESTERN OR USE EXTENSION No. 1 (page 14)

In about half a mile TURN RIGHT on FRENCH'S MILL ROAD. Return through French's Hollow, cross the bridge over the railroad, TURN LEFT at the end of the bridge and proceed past the Town Garage to the intersection with Route 146.

TURN RIGHT ON STATE RTE 146 - THIS IS GUILDERLAND CENTER

At the point where 146 crosses the railroad stood Hurst's Feed Mill, a hotel and the railroad station, all gone now.

Although the buildings along the railroad have been decimated, most of the Hamlet of Guilderland Center has remained nearly untouched. Here buildings range over a period of more than 200 years.

#### PROCEED WEST ON ROUTE 146 - Main Street of Guilderland Center

At the first turn ON THE RIGHT is the Freeman House, the oldest frame house in the Town. It was reputedly built 1734 and rebuilt 1755 and again in the 1850's. It is painted red. It was built by Robert Freeman and subsequently owned by the Mynderse and Crounse families. It has been beautifully restored inside and out by the Robert Davises, the present owners.

Beyond the Freeman house on the right side is Helderberg Reformed Church. The present structure, built 1896, is the fourth since 1750, the previous ones on another site.

Beyond the church, on the right, is the Mynderse-Frederick House of 1802. Built by Nicolas V. Mynderse who became first Supervisor when the Town was formed in 1803. It was sold to the Frederick Family who owned it for more than a century. It was a turnpike tavern and hotel and is now owned by the Town for Historical Purposes.

Next, on the right, where the entrance to Park Guilderland presently located stood the Centre House 1845-1971. On the opposite side on the site now occupied by the Gas Station stood the general store and post office. Beyond on both sides of the road are interesting houses from all eras.

#### ON THE RIGHT WATCH FOR

The old shoe shop now boarded up and not used Beyond is a cobblestone building that was District School No. 6. It was erected in 1860 and used as a school until 1941. It has been restored by the Guilderland Historical Society but is not yet furnished.

The tall spire of St. Marks Lutheran Church, opened in 1872 and closed in 1973. It is now leased to the Town.

Here the present route 146 is the long Main Street of Guilderland Center, with Black Creek (Schwartz Kill to early settlers) behind the houses on the south side. Old Schoharie Road followed the same route on a map of 1837. The Hamlet ends at Depot Road.

#### CONTINUE WEST ON 146 to the intersection with Hurst Road

ON THE LEFT beyond the intersection is located on the left, complete with historical marker, the Tavern of Henry Apple. The original portion of the building was built in 1765. It has been enlarged many times. Here in 1803 was held the first Town Board Meeting in Guilderland when it separated from the parent Town of Watervliet.

Here, under the Hellebergh, was the first settlement of the Town. Its remnant is now called Osborn Corners after a later owner of the old Apple Tavern.

Here, the Schoharie Road turned south to cross the Black Creek. It is presently called Weaver Road. On the right the old road to Schenectady is now called Osborn Road. Immediately beyond Osborn Road on the right stood the previous three structures of the Dutch Reformed Church of Hellebergh. The original structure of about 1750 was a log building. In 1787 it was replaced by the "Old Red Church" and in 1834 by the Gamble Church, a spectacular structure demolished in 1896 when the present church was built.

On the right side of Osborn Road stood the parsonage and behind on the hill is the old cemetery with its cobblestone vault to call attention to the pioneers who sleep there. Behind the church stood another Cobblestone School, District No. 9. You are now at the geographic center of the Town.

#### PROCEED WEST ACROSS BLACK CREEK ALONG ROUTE 146

At the top of the hill on the left is Fairview Cemetery. Here stood St. James Lutheran Church 1734-1872 when the congregation split forming St. Marks in Guilderland Center and St. John's in Altamont.

Immediately west where the power line crosses stood toll gate No. 4 on the Schoharie Plank Road.

About a mile beyond this point, before reaching Altamont is old Knowersville. On the right is the Inn of Jacob Crouse, later the Keenholts Hotel where the Schoharie Stage changed its horses. It was the post office 1840 to 1857.

Beyond the Inn, on the right, is the Knower House, a large Federal Period house of Benjamin Knower, built 1800. He ran a hat factory there.

Beyond Gun Club Road is the Village Line of Altamont and beyond the line the old Schoharie Plank Road veered off to the right. The original Schoharie Road followed Main Street

#### CONTINUE ALONG MAIN STREET TO THE RAILROAD CROSSING

Driving Main Street reveals a series of gracious homes dating mostly through the second half of the 19th century.

When the Albany & Susquehanna RR reached the area in 1863, a newer village grew around it. This was still called Knowersville until the Incorporation of the Village as Altamont in 1890, the only village in the Town of Guilderland.

The present Railroad station, no longer used by the Railroad was built in 1897. The original station of 1864 stands down the track on the left, used as a freight house for many years

The Albany & Susquehanna RR has become a part of the Delaware & Hudson Ry. Co. At one time Albany-Binghamton passenger trains passed through this station and locals from Albany terminated here.

Across the tracks on the left stood the Commercial House and on the right the Altamont Hotel, both large commodious structures whose sites are now occupied by the Altamont Food Market and the Shell service station.

#### TURN LEFT ON ROUTE 156 AND PROCEED TOWARD VOORHEESVILLE

As the turn is made a historic marker on the site of the Exxon Station indicates the site of the Severson Tavern, the Wayside Inn of Jurie Severson built in the 1760's. It served as the areas first post office known as "West Guilderland". It served as a post office until 1840 when the post office was moved to the old Inn in Knowersville.

Continuing about one and one half miles, opposite the intersection with Brandle Road, under the towering Hellebergh stands a majestic white Georgian house. This is the Crouse Homestead and the third building. The first, erected by Frederick Crouse in 1754 upon his arrival from Germany, was a log hut. The present house was built in 1803. The family burial plot contains the grave of the forefather of all the Crouse family members in America.

#### FOR SIDE TOUR NO. 2 TURN LEFT ON BRANDLE ROAD

Running due east from the Frederick Crouse homestead, this road once went straight through to the Homestead of his brother Philip Crouse who settled there in 1767. The present road turns sharply left toward Altamont. At the crossing of the Delaware & Hudson Ry tracks is the family burial plot of the Van Aernam's. Here is buried Capt. Jacob Van Aernam who served with the Third Regiment, Albany County Militia 1776-1778 and who was buried here in 1813. He was born 1723.

#### RETURN TO ROUTE 156 AND CONTINUE TOWARD VOORHEESVILLE.

A short distance beyond the Frederick Crouse farm is another white Georgian beneath the mountain, also once a Crouse home.

Continue along 156 beneath the Hellebergh. The Livingston homestead is passed and the Town Line of New Scotland is crossed. Beyond the curve after the sign indicating the Town Line is the bottom of the old Helderberg Road which climbed the mountain and passed through the Indian Ladder area on the Town Line of Guilderland.

#### CONTINUE ON 156 to VOORHEESVILLE in the TOWN OF NEW SCOTLAND

#### FOR SIDE TOUR NO. 3 TURN LEFT ON MEADOWDALE ROAD

On the left is the Fryer Homestead and near the railroad crossing is the Hamlet of Meadowdale which once boasted its own post office, rail station and general store.

The old Albany & Susquehanna station stood on the southwest side of the tracks from 1864 to 1931 after local service was discontinued.

CONTINUE ALONG MEADOWDALE ROAD TO THE JUNCTION WITH FREDERICK ROAD

At the intersection of Frederick Road with Gardner Road, straight ahead is the homestead of Philip Crouse and between Gardner and Meadowdale Roads is the private burial ground of Revolutionary War soldier Michael Frederick.

TURN LEFT ON GARDNER ROAD ACROSS THE RAILROAD AND RETURN TO ROUTE 156

Find old District School No. 8, now painted white. On the right side of the road is the Gardner homestead. Proceed to route 156 and continue to Voorheesville.

AT JUNCTION WITH 85A in Voorheesville turn left to Maple Avenue.  
AT THE AMERICAN LEGION HALL BEAR RIGHT

Cross the tracks of the West Shore RR and then the Delaware & Hudson. Continue to route 155 and cross it. This is the old Norman's Kill Road.

Beyond the intersection with Krum Kill Road across the field on the right stands LaGrange's Mill built 1831. The water wheel is long since gone.

Descend the grade to the valley floor. Shortly before crossing the Norman's Kill the Town of Guilderland is re-entered. Immediately to the right or south, at that point is the confluence of the Vly and Norman's Kill. It was from or through this point as it existed at the time of the original survey that an east-west line was struck that formed the east boundary of Guilderland.

This was the land of the Jan Hendrikse Van Baal Patent, a tract of land centered about the Norman's Kill, purchased in 1660 from the Indians. This tract, in the middle of the Manor of Rensselaerswyck, was the center of a lawsuit by the Van Rensselaers to recover the property. Van Rensselaer won the suit in 1789 to have the original 11 mile square reduced to 5½ miles square. A large portion of the plot was in the Town of Guilderland. The land was settled by Omie De LaGrange who purchased a portion of the tract. He was one of the first settlers along the Norman's Kill

CONTINUE EAST ALONG NORMAN'S KILL ROAD, now called JOHNSON ROAD IN  
GUILDERLAND

An old farmhouse on the left with a red barn on the right is indicated on the 1854 map as LaGrange. On the 1767 Bleecker map the area is indicated as the "Norman Kills People".

FOLLOW NORMAN'S KILL (JOHNSON ROAD)

The road rises sharply and passes through the vast holdings once of McKown. Opposite Veeder Road is the former McKownville District School annex, now a residence. Beyond the intersection with Church Road the road again rises sharply through a section once called "Wolf Hill" and reaches an intersection with WESTERN AVENUE - US ROUTE 20.

THIS IS THE END OF THE TOUR

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TOUR EXTENSION NO. 1

BEGIN AT INTERSECTION OF FULLERS STATION ROAD AND ROUTE 20

PROCEED WEST ON ROUTE US 20

Pass beneath the bridges of the Penn Central Railroad formerly the West Shore RR.

West of the bridge are markers for the farm of "A. Wemple" The Wemple and Vrooman homesteads were destroyed in 1915 to flood the Watervliet Reservoir. The Wemple home was built in 1760 from brick made along the NORMAN'S Kill.

Pass the expanse of the Watervliet Reservoir on the left. Shortly before reaching the intersection with 158 on the left is the burned out ruin of the original homestead of Gilbert Sharp dating pre 1800.

THIS INTERSECTION IS KNOWN AS SHARPS CORNERS  
CONTINUE WEST ON ROUTE US 20

The crossing of the Norman's Kill was a covered bridge from 1800 to about 1920. The large home on the left near the bridge belonged to Judge Clute.

CONTINUE WEST TO THE INTERSECTION WITH ROUTE 397 TURN LEFT ON 397

This intersection is Dunnsville, a once thriving crossroads community taking its name from Christopher Dunn. One of its Taverns survives as the Grange Hall. It had a school and a post office.

If one continued west about 1.25 miles the Schenectady County Line is reached. This was the west line of the Manor of Rensselaerswyck.

Proceeding west on Route 397 Dunnsville Road, on the left, indicated by a marker, is the homestead of George Wagner, a Lieutenant in the Albany County Militia. The original house is long gone and stood south of the present house.

PASS BECKER ROAD AND ALTAMONT ORCHARDS - SETTLES HILL IS ON THE RIGHT.

A sharp dip precedes the crossing with the Bozen Kill, (foaming or angry creek). It tumbles for several miles from Bozen Kill Falls to its confluence with the Norman's Kill which is now buried beneath the Watervliet Reservoir at the intersection.

#### PASS GUN CLUB ROAD

On the right is a marker indicating the burial place of John Groote, Revolutionary War Soldier.

Bear right at the Village of Altamont. You are now again on the Old Schoharie Plank Road. Continue to the intersection with Maple Avenue, named for the trees which once lined it until the street was widened.

#### TURN LEFT ON MAPLE AVENUE

The steeple of Altamont Reformed Church on the adjacent Street may be seen shortly on the left. Further on, also on the left stands the tall spired edifice of St. John's Lutheran Church (1872).

#### AT THE INTERSECTION WITH MAIN STREET TURN RIGHT

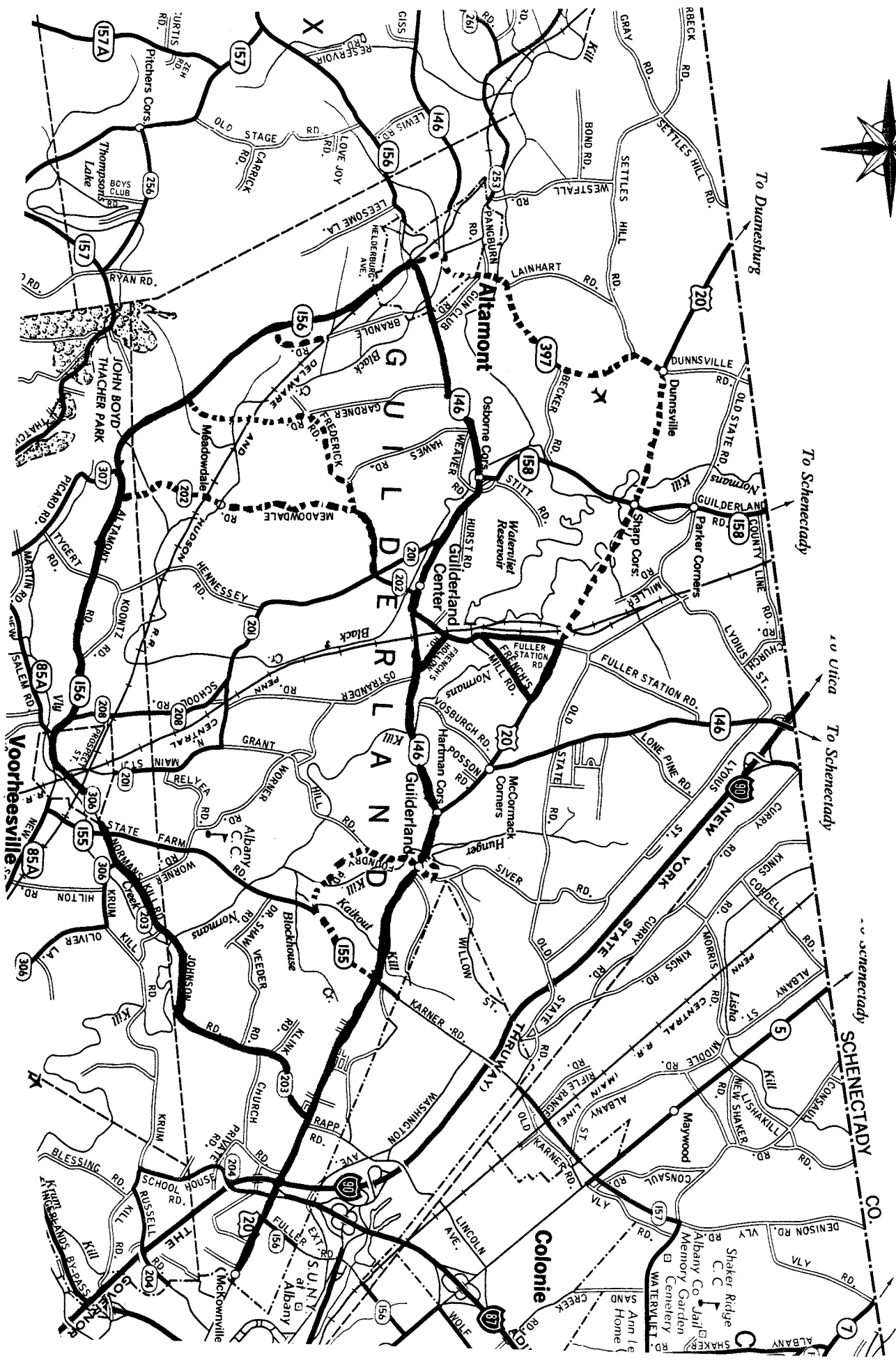
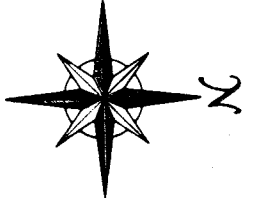
You have now rejoined the main tour route on page 11.

#### ADDITIONAL COMMENT:

#### ELIZABETHFIELD:

During the course of the tour and extensions you have passed through a tract of land called "Elizabathfield". This was a tract four miles long and about half mile wide, straddling the Norman's Kill. It was granted by lease in 1764 as a wedding present to General Abraham Ten Broeck and his bride, Elizabeth Van Rensselaer. Its western boundry is approximately at the point of crossing of the Great Western Turnpike, Route US 20, with the Norman's Kill near Sharps Corners. Its eastern boundry is somewhere near Hartman's Corner.





To Duaneburg

To Schenectady

To Utica

To Schenectady

Schenectady

SCHENECTADY

CO

Altamont

Guilderland Center

Colonie

Voorheesville

Thompsons Lake

Waterford Reservoir

Shaker Ridge Cemetery

Albany Co Jail

Ann Le Home

WATERWELL

CONSAIL RD

ALBANY

NEW SHAKILL

NEW SHAKILL

ALBANY

ALBANY

ST. CURRY

ST. CURRY

SHARP CORNERS

SHARP CORNERS

GUILDERLAND

GUILDERLAND

DUNNSVILLE

DUNNSVILLE

SETTLES HILL

SETTLES HILL

THE SUNNY

THE SUNNY

ALBANY

ALBANY

STATE FARM

STATE FARM

WORMAN

WORMAN

ALBANY

ALBANY

MEADOWDALE

MEADOWDALE

RYAN RD

RYAN RD

PITCHERS CORNERS

PITCHERS CORNERS

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157A

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