



Carriage House Crier

WOLCOTT HISTORICAL SOCIETY • P.O. Box 51, Wolcott, NY 14590

Summer 2016

www.wolcottny.org

FREE

To sponsor a newsletter, contact Norma Stewart at rhstewart@mail.com or Mary Ann Ryan at tommaryryan1@gmail.com.

How did the **RAILROAD** contribute to **WOLCOTT'S PROSPERITY?**

Jonathan Melvin had the opportunity and foresight to buy 500 acres of upland swamp with a waterfall on it. Melvin came to Wolcott and by 1809 had built a grist mill and a saw mill by the falls. They utilized the falls to turn the turbines for both businesses.

During the 1860's land was surveyed in preparation to build a railroad through Wolcott. The grading began in the fall of 1871 and finished in the summer of 1872. The tracks began being laid in October of 1872. This railroad line was called Lake Ontario Shore Railroad and made its debut in Wolcott November 5, 1872. Train was mainly to move freight, but shortly after that on November (Monday) 25, 1872 the first passenger train arrived at Wolcott. The conductor on the train was a Mr. Mooney. These dates were reported in J.O. Wadsworth's book, Wolcott, New York: Old and New.



Circa early 1900s. Two railroad station men waiting for the train to arrive? One looks to be the station master (on left).

This train ran from Niagara Falls to Oswego. In 1875, the Ontario Shore Railroad was sold at a court sale to the Rome,

Watertown & Ogdensburg Railroad (R.W.&O), which now made it possible to run freight to the Atlantic ocean via rail.



Passenger coaches, last 2 cars, & a coach is waiting on the right. Freight train either being loaded or unloaded. Circa early 1900s.

Wolcott now had the opportunity to move goods manufactured here, west or east quickly. Before that wagons had to take the goods to Clyde, NY, to be loaded on the Erie Canal barges or to Lake Ontario to be freighted to different ports.

Continued on next page

Children set fire to the station in October of 1976. The part where the passengers would have waited and also where the station master was, had smoke damage. However, where the baggage & freight were kept, the room was fire damaged. In this room the old Way-Bills were stored and I believe that storage was in the rafters. Many were partially burned, but still readable.



This picture shows the repairs and painting the building after the fire.

The following is a newspaper article about the train wreck on January 20, 1920: "The Storm effects caused a terrible accident two miles West of Wolcott at 7 o'clock Tuesday morning at what is called Paddock Crossing of the New York Central Railroad.

A snow plow pushed by 2 locomotives left Charlotte at 4 a.m. All was well until the crossing was reached; when in a large drift the plow buckled from pressure behind and landed across the track, the forepart smashed into almost kindling wood.

The front locomotive went down the bank, changing ends, landing in the ditch on its side, facing in the opposite direction from which it started.

The rear locomotive went off the bank but stood upright. The caboose did not leave the rails.

The pilot in the plow does not know how he got out. When he came to himself he was walking about the wreck not much the worse off. The

Form A. F. A. 83.

Record of Way-Bills Received at *W*

NOTE.—Agents will enter in this book all Way-Bills

CAR No.	DATE OF WAY-BILL	NUMBER OF WAY-BILL	STATION FROM	CONSIGNEE	PRO. NUMBER
0283	9/21	958	Wallington	Reed & C	20
13703	20	116	Wester	Agg	20
	18	7133	Carrac Dr	A. Weiss	20
				H. O. Keely & S	
				W. W. Paddock	
		7263		Berier & A	20
44439		4287	Parclay	B. J. Johnson	
				Bros & Co	
	17	3761		A. Sherwood	20
				L. W. Whizard	
3210	18	296	Syans	A. H. Whitebeck	20
	20	1814	Syracuse	Berier & A	20
44439		1179	Derry	A. Sherwood	20
				W. B. Brewster	
4481	21	962	Wallington	Reed & C	21
1114	19	1714	Syracuse	Halpraves	21
				B. J. Johnson	
				A. Sherwood	
				H. W. Marshall	

This is a copy of the railroad Way-Bill from goods freight received at Wolcott September 21, 1901. This record would have been meticulously kept. 1st column was the car number it was shipped in; 2nd column date of action; 3rd column Way-Bill number; 4th column station it was shipped from; 5th column who it was for; 6th column was the pro number; 7th column local charges; 8th column advanced charges; 9th column prepaid charges; 10th column total to collect; 11th & 12th columns prepaid local & foreign charges; 13th total to collect; 14th & 15th columns under & over charges; 16th column date paid; 17th column unpaid bills. This Way-bill is partially missing because of a fire at the station.

hole in the top of the plow is only large enough to admit a man's body, and he knows he did not crawl through the hole.

James Carroll, of Charlotte, engineer of the first locomotive was held under the engine and while helpless was deluged with hot water and live steam from the boiler. He was finally rescued and taken into the caboose.

Dr. Roney of North Rose got to the scene first. Dr. Houston of Wolcott soon appeared on snowshoes, while Dr. J.J. Tilla-paugh drove there with horse and sleigh. The physicians did not have any too much material to work with but they fixed engineer Carroll up as best they could. He was scalded his whole

length and on some parts of the body the skin was caked and peeling off. They bound him in cotton upon which they poured oil.

At 8 o'clock the passenger train from the West appeared and Carroll was placed in the baggage car and started back to Charlotte where the injured man died at 1 o'clock. Engineer Carroll's wife came from Charlotte to Webster to meet her husband. He died as the train was entering the Rochester station. Surviving besides his wife, he leaves four children, two of the children being twins, 2 years old.

Fireman H.V. McFarland who was on the engine with Carroll received a cut on his chin, several teeth knocked out with slight cuts and bruises on his head." (I was not able to find what newspaper this was printed in.)

The railroad was sold to The New York Central who planned to make some improvements to the station. For the inside the ceiling was raised and narrow tongue & groove board placed on the ceiling and walls. New waiting benches placed and a larger office for the station master. At this time the outside was painted. The costs for these renovations were about \$4,000.00. They made plans to make the station bigger and re-structure the outside, but found a large waterhole under the station with stagnant water. Rotten timbers and varmints inhabited this space. They drained and then replaced the rotted timbers, fixed the inside and called it quits.

The railroad became known as the Hojack line. The story behind that name goes like this. The engineer, Jack Welch, was a farmer and used to saying to his horses "whoa jack". Those that heard him saying this thought he



This was a snapshot of that tragic day. Paddock's Crossing is on Stone Road, between Wilson Street and the New 104.

was saying "Ho Jack". Thus the name has stuck. Someone wrote to the *Oswego Bulletin*, signed the article as an "old engineer", saying that he knew the exact circumstances as to why railroad lined was named Hojack. In the early 1870's a man named Royal and John Tobin were hired to run the R.W.&O. Railroad between Lewiston and Suspension Bridge (Niagara Falls.) When it was time for the return trip Royal would call out "Ho, Jack, time to be going back." When the train would return the railroad men would shout "Here comes the Hojack."

The RW&O was nicknamed "Rotten Wood & Old Rusty Rails" due to its crumbling infrastructure. The R.W. & O. railroad in 1891 was taken over by the NY Central. By 1913 the RW&O was formally merged with the New York Central.

The Ontario Midland Railroad (OMID) was created in 1979 to save the Rome, Watertown & Ogdensburg rail line which at that time ran from Oswego to Niagara Falls. However, it only gained operation from Hannibal to Webster. For a number of years, until 2004, OMID operated Fall foliage excursions.

By 1958 the New York Central was no longer carrying passengers into Wolcott, but continued to deliver freight. One of the items that was delivered was the oil for the fryers at Reckitt Benckiser. Oil used for Potato Sticks & French Fried Onions.

In 2007 Reckitt Benckiser closed so they no longer needed the service of the railroad.

A note of interest: At one time Harold "Doc" Reynolds delivered packages for the railroad.



In 1955 the New York Central freight train looked like this.

This was what was called a railroad lantern. It was used for signaling and quite visible in the darkness. This is owned by Jim & Ruth Chatfield and Jim was kind enough to put his photographic skills to work for this picture. Thank you.



I know that there must be many Wolcott railroad pictures and stories about. If you'd like to share them, we can publish them in the next newsletter. Contact someone on the Board of Trustees.



Look for Dick Camp's book signing date in October 3, at 1:00 p.m., at the Carriage House Museum, Wolcott.

MEMBERSHIP

\$10.00 — Individual Membership

\$15.00 — Family Membership

\$20.00 — Group Membership

\$100.00 — Contributing & Sustaining Membership

\$500.00 - \$999.00 — Life Membership

\$1000.00 — Endowment Membership

A 2-year complimentary membership will be offered to students 6 grade through high school seniors. Thereafter, a membership of \$7.00 will be charged annually.

Send to:

**Wolcott Historical Society
P.O. Box 51, Wolcott, NY 14590**

An excellent way to help secure the future of the Wolcott Historical Society is to designate the WHS as a beneficiary of your will, foundation, or trust. We are a non-profit 501-(c)-(3) corporation. Donations are tax deductible to the maximum extent allowed by law.

Want to share your love of history with others?
Sign up to be a docent when the museum is open. Training is available.

COMMEMORATIVE BRICK-ORDER

We will continue to take brick orders and place when we have received a minimum. If you would like information or to place an order please call Bob Stell 315-594-9065 or Linda Shippers 315-594-2765. Be sure to stop and view the many bricks that have already been placed in front of the museum.



In our last *Carriage House Crier*, Winter issue, we published an article on the Highways Inn at 22 West Main Street owned by the Harders. We received a letter from Midge Jordan whose grandparents, Lincoln and Elizabeth Harder, ran the Highways Inn for a number of years. Midge remembers going to the house as a youngster.

Joe Wilkinson says that when he was 11 years old, 1946, when his family moved to Wolcott. They purchased this house from a family named Harder. They continued to run it as a tourist business, but only for a few years. Joe's mother did not like the business with people arriving at all times of the day and night. They sold the house to some people by the name of Prynne. They did not run it as a tourist home, but did have a hair salon in the back of the house. That would have been Lucy Prynne, sister Margaret and husband, plus Lucy's father and mother.

Thank you Midge & Joe for sharing this with us.

Wolcott Historical Society

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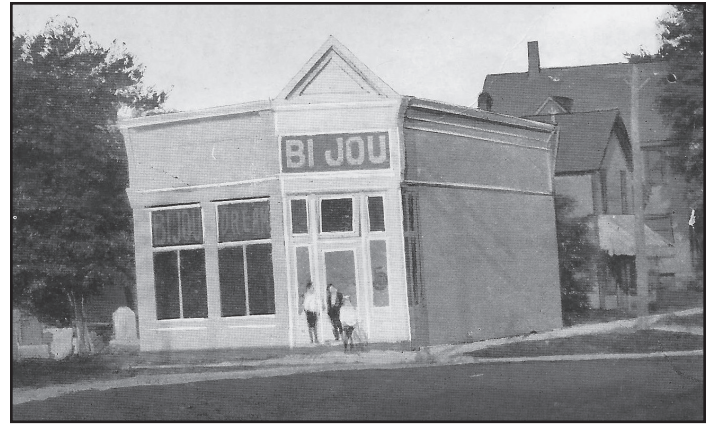
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The Bijou Theater



The Texaco Station

The Bijou Theater was expanded into the Texaco Station circa 1927. The Theater shows were silent movies and the sound was played by Mrs. Buckminster and others on the piano. You'll notice the building behind the theater and that became Dr. Single's office and then part of the Galaxy Shop. The space was remodeled in 1984 by the Galaxy Shop and in 1999 a Radio Shack dealership opened. At some point Dr. Single's office was added to the complex. The buildings have stood vacant for some time.

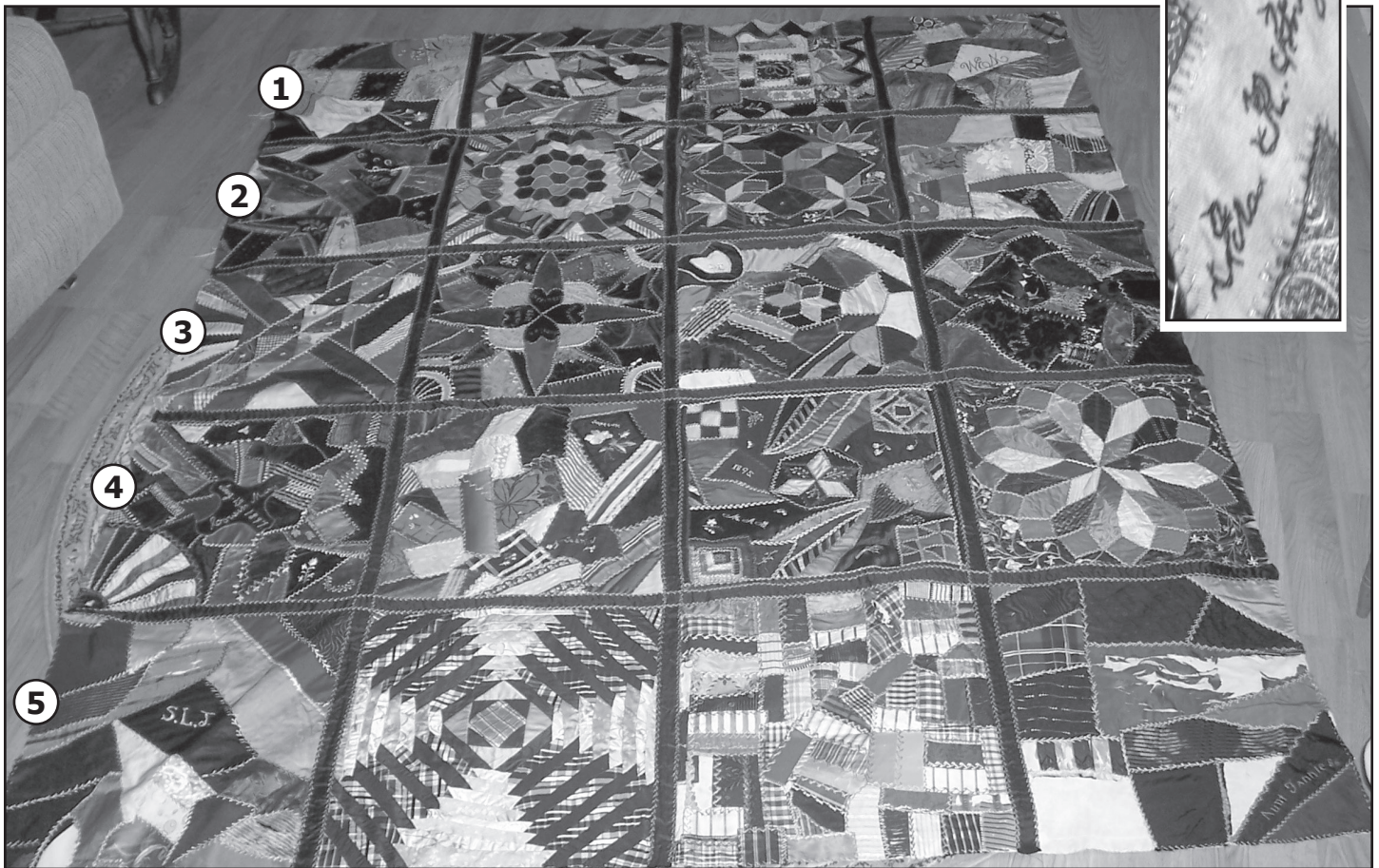


**BIJOU
THEATER,
DR. SINGLE'S
OFFICE &
THE BLAKE
TEXACO
STATION,
GALAXY
SHOP ARE NO
LONGER!**

There will be a parking place and some green space in this empty spot at the corner of Mill Street and East Main Street.

*Photo by Kyle D. Meddaugh
onephotophoto.com*

The Carriage House Museum was gifted a beautiful crazy quilt bought at an auction by Sharon Ann Lord. Pictured here are 20 blocks. I've listed the names that are on it and if anyone recognizes and can connect the relationship, would you please contact us. (This is only the top of the quilt, a backing was never put on.)



- 1** First row, top: Ira R. Kovey; Grandma; Aunt Sila; WEK Cousin Celia 2/12/04
- 2** Second row: Aunt Clara; Cousin Em; Florence A. Knapp; no signature
- 3** Third row: Della Fern, Wolcott N.Y. 1911; (Embroidered around the center) To my dear boy whose happiness is a joy, and whose presence is a sweet benediction to his mother age 51 yrs. Dec. 9, 1898 (part of the writing is in the yellow velvet around the center hearts); Cousin Gussie; Aunt Joan H. Collins
- 4** Fourth row: Cousin Mary Aug. 13, 1897; Jeanie June 20, 1891; M.A.B. 1895; Mary E. Knapp
- 5** Fifth row: S.L.J.; no signature; Nettie Hibbard; Aunt Fannie '86
- 6** Top right, inset: The signature on block #1. Not sure if it was a "K" or "R". It may be unreadable in this print.

The ladies that made this quilt top were very talented. The quilt top is in good shape except for the Aunt Fannie '86 block as part of the silk has shattered and is missing. This work of art will be displayed at the museum next month.



President's Message



At the annual meeting in April I was installed as the new President of the Wolcott Historical Society. Renee' Steves was voted in as the Vice-President. Linda Shippers will continue as our treasurer. As the date of this writing Henrietta Trine has resigned as our secretary. We are seeking a replacement. The duties would involve taking minutes once a month and getting a copy to the board members.

As President I'll do my best to continue with the goals set by our outgoing President, Pastor Jake Denny. Pastor Jake did a won-derful job of leading our society for the past 2 years. Many thanks to him.

We have had a busy year to date with a Wine Taster's Dinner at Captain Jack's in March, our Annual Dinner in April, and a Mother's Day Tea Party in May. In June we had a children's' game booth at the Strawberry Festival, October we'll again host a book signing by Dick Camp, November a Bake Sale at Bob's Supermarket, December is the open house at the Museum and the Festival of Trees in the Park. These fundraisers plus membership dues and donations have thus far been able to cover our monthly expenses, but each year we have a small shortfall. This is something I hope to address.

Our Society meets the first Tuesday of each month at 7:00 p.m. at the Carriage House and we invite you to join us to observe and add your input. We are always looking for fresh ideas. Note: there are times during the winter that we meet in the Community Room at the Lions National Bank.

For the months of June, July and August, we open the museum on Wednesdays and Saturdays from 10:00-2:00p.m. In order to be open these days we need people to docent. If you have a couple of hours you could volunteer on these days, please contact me at (315) 594-2689 or Bob Stell at (315)594-9065. You can also email me at:tommaryryan1@gmail.com.

If you have any concerns, suggestions or comments, please let me know. I look forward to hearing from you.

Mary Anne Ryan

New Members

Susan Gateley
Nannette Granrath
Evelyn Nielsen
JoAnn Steves

Tom Stoughtenger
Donna Graham
James & Donna Gordon

Thank you for becoming members.



1858 MAPS

The Wayne County township colored maps remain available at the Carriage House Museum. These were successfully reproduced from the original 1858 Gillette's Wayne County Wall

Map. The sizes are 12"x12" or 11"x14". Included are Wolcott, Village of Wolcott, Huron, Butler, Rose, Sodus, Savannah, and Galen. These include an index of the 1858 property owners' location. The cost is \$9.75 each if picked up at the Museum, plus postage if mailed.

We also have for sale the 1874 Town of Wolcott map. For restoration purposes we had the entire 1858 Gillette map reproduced and now have it framed. It is for sale or can be used for display purposes at various functions.

Donations

Lyons National Bank

Valerie Cahoon

Linda LaGasse

Sandra Reiss

Nannette Granrath

Carolyn Waterman

Cheryl Longyear

Anne Sapp

Evelyn Knox Nielsen

Deborah Allen

Harlow Everett

Pam & Rich Lee

Benevity Community
Impact Fund

Pat Moehl for Monson
family

Visitors from
Pennsylvania

Thank you!



Wolcott Historical Society
P.O. Box 51
Wolcott, NY 14590

Mural Mania has struck many places in the United State and perhaps the world. Well Wolcott, now has its mural artistically and beautifully rendered by Carly Trine and Brenda Spencer. It is mounted on the west wall of the Palace Theatre, with the space graciously donated by the owners Amber & Dan Hall.

The scenes of Wolcott in the early 1990's are depicted on 4' x 8' sheets of a special plywood. Each of the scenes have a special meaning to the growth of Wolcott. The Falls was the reason that Wolcott was settled; Port Bay was key to goods being shipped on Lake Ontario; the railroad was instrumental in shipping merchandise and products to and from Wolcott; the Venus fountain was shipped from the foundry in New York City to Wolcott by train and has always been a subject for pictures; Wolcott was and is a great place to grow apples.

A dedication is planned for September 3, at 11:00 a.m.

Thanks to the Wolcott Historical Society for providing scenes of the past. Thanks to Otto & Phoebe Meijer for putting their organizing skills to work for this mural. A special thanks to Carly & Brenda, Dan & Amber Hall, and those that installed the mural. There were a great many hands that helped.

Thank you.

MURALMANIA!



Photo by Kyle D. Meddaugh onephoto.com