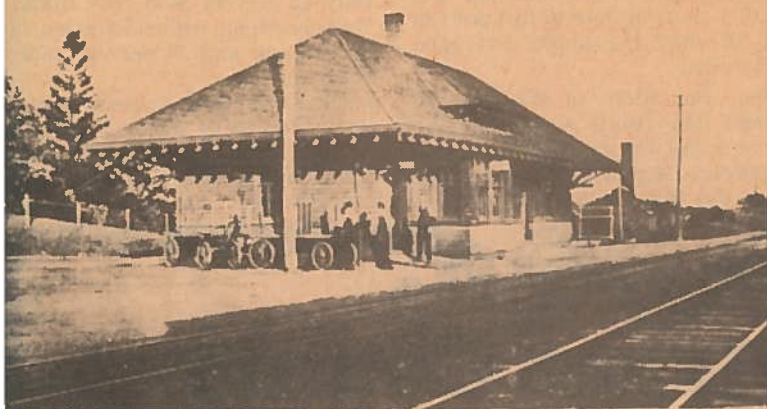


# Bethinking of Old Orleans

C.W.Lattin • County Historian

N. Y. Central R. R. Depot, Holley, N. Y.



## Save The Holley Depot Vol. IX 7-27-87 No. 28

The Murray-Holley Historical Society in cooperation with the Orleans/Genesee Rural Preservation Corporation has undertaken the massive Project of saving the old Holley Depot for a local history museum. Over \$25,000 must be raised locally to carry out this worthy project as the depot first must be moved from its original site. Its new location will be next to the Holley Super Duper store on an abandoned loop of the old Erie Canal. Once the structure is moved, restoration work will ensue. \$20,000 for this has already been received in the form of grants which are specified for certain things. These grants were received from Gannett Foundation, the Curtis Foundation and surplus funds of the N.Y.S. Legislature through Senator Daly and Assemblyman Hawley's offices. The \$25,000 is needed for things these grants will not cover. The depot was given to Murray-Holley Historical Society by Diaz Chemical Co. which owns the land it is now located on. Once moved, the building will greatly increase the existing Murray-Holley Museum which is currently housed in a room at the Jewell-Buckman Post in Holley.

Murray-Holley Historian Marsha DeFilipps has compiled a history of the depot which I am very pleased to present here.

## The Train Depot

By Marsha DeFilipps

The first train to pass through the Village of Holley was on June 25, 1852, when the "Engine Niagara" traveled over the Falls Branch of the New York Central Railroad. Traveling at 50 miles per hour, the train carried the directors of the company. Regular trains began running on June 30, 1852.

The embankment over which the New York Central Railroad crosses the gulf in Holley is one of the largest on the line of the road, being over 75 feet high. The Rochester, Lockport and Niagara Falls Railroad Company was organized December 10, 1850 and in 1851 was purchased by the Lockport and Niagara Falls line. May 7, 1853 this railroad consolidated to form the New York Central.

The present depot was the third one at the site. The first was removed, and the second one served until 1907, when it was removed to the south side of the tracks by being placed on timbers and moved between the 11:00 and 1:00 train on January 15th. An old emigrant car was used temporarily for a station while the new depot was built. On Jan. 21, 1907 the foundation of the new passenger station was begun. Bonfires were built over gravel heaps for mixing concrete. Feb. 21, 1907 progress had gone on steadily. The roof was on and the building was nearly enclosed. Both the roof and the sides of the building were covered with shingles stained green. The low, sloping hipped roof projected about 6 feet beyond the building, all around, forming an awning. The waiting room was to be well lighted with a group of three large windows at the east end and two windows at each side. The ticket office projected 2 to 3 feet towards the tracks beyond the main building, so that a clear view up and down the tracks was given. The building housed three sections — a passenger waiting room, a ticket booth, and a baggage area. The main waiting room had wainscoting on the walls and a restroom off it to the west. The ticket booth had a window with iron bars. Benches once were present for seating. The Holley Depot closed in 1954.

The last passenger train through Orleans County was in December of 1957. An era of memories had been created, served a wide purpose, and was then a memory.