



Sheldon Schoolhouse
Museum

Sheldon Historical Society Schoolhouse Museum Newsletter



Public Burying
Ground

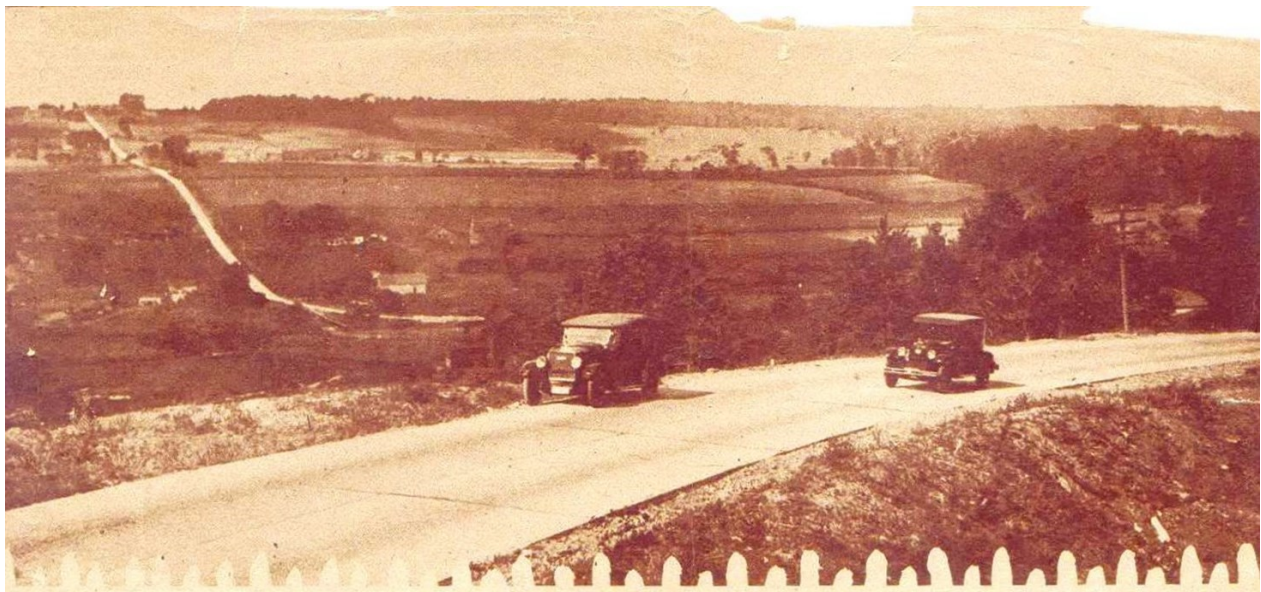
An update on our progress as a Society and a Chartered Museum "A New Look at Old News From our Town"

Welcome to the April Newsletter of the Sheldon Historical Society and Schoolhouse Museum. Meetings have resumed, on the 3rd Thursday each month, at 7:00 pm at the Schoolhouse Museum. We are delighted to have some active new members. Our next meeting dates are May 18, June 15 & July 20. We plan to feature something different at each meeting, possibly speakers or guests, to make it even more fun.

On Saturday, May 20, at 1:00 pm, we will unveil and dedicate the new historic markers. Starting at the Pioneer Cemetery, we will move to the Schoolhouse, and then enjoy some refreshments and Open House. Then on June 3-4, we hope to see you at the 32nd Annual Strykersville Townwide Yard Sale. Following the Yard Sale, we will be open on Tuesday afternoons from June to October. For up-to-date information, please see our Facebook page or website: <https://www.sheldonhistoricalsociety.com>

The Famous Buffalo Hill

by Scott Barvian, Mesa, AZ



The Famous Buffalo Hill.

An old scrapbook had this newspaper clipping of two 1920's vintage cars climbing Buffalo Hill. Judging by the lack of trees, the road may have opened to traffic recently, and there is a sweeping view across the valley looking west. This prompted me to look into the history of Route 20A, which was paved and improved exactly 100 years ago, in 1923.

The "Big Tree Road" was first described in F.W. Beers' "History of Wyoming County, N.Y." (1880, p. 263)

The first road was laid out in 1803. It ran from Big Tree (Geneseo) through the north part of the town to Lake Erie, about eight miles above Buffalo, and was called the Big Tree road. It was an old Indian trail, running from the Gardeau to the Buffalo reservation. Every stream west of and including the Genesee had to be forded. The early settlers used to cut a sapling and tie the top to the hind end of their wagons for a brake in going down hill, and piles of these accumulated at the foot of the steep hills.

The earliest maps of Sheldon show all the roads that still exist today, but as cars and trucks became more common, the demand for paved roads grew, in the form of a national "good roads" movement. A highway across Sheldon and up Buffalo Hill was advocated:

IT SHOULD BE BUILT

Supervisor S.T. Lewis, as chairman of the good roads committee, left here Monday night with others interested, for Albany, to work in the interest of the east and west roads across the country. This road above all others, should be commenced this summer. It would not only give the people of the whole western part of the county a good road to the county seat, but also makes a continuous improved highway from Buffalo to Rochester. It will also make an easy grade on the famous Buffalo Hill, which has caused so many accidents and some deaths.

Perry Herald, June 4, 1919, p. 1

For a while, the route of this highway was debated. A "Hermitage Correspondent" wrote several letters to the Perry Herald, warning about "the awful Buffalo Hill" and promoting a route through Hermitage and Java Center.

The route that Perry and Warsaw have laid out through Varysburg to Wales Center is chock full of heavy grades. Let us follow a heavy car from Perry on the connecting point at Wales Center. Down the steep East Hill into Warsaw we dive only to ascend the equally high West Hill and climb to the top of the pinnacle at Orangeville Center. By descending several hundred feet into Varysburg we have the exquisite pleasure of chugging up several more hundred feet to get out of that pleasant vale. Intent upon reaching the city at any cost we are obliged now to make the steepest grade of all-known the country over as that awful Buffalo Hill and at last we break down another grade into Wales Center. Ten to one the people who are

rooting most loudly for this route have never been to Buffalo that way. It is too frightfully hilly. It would be really better to build a road from Hall's Corners to Attica and Buffalo than to build the seven steep grades we have mentioned.

Both Warsaw and Perry people would find easier traveling via Gainesville Center, Hermitage and Java Center to reach Buffalo and almost as direct a route. We will venture the statement that if the ten routes were finished, that a car would make the run from Perry to Buffalo more quickly through Hermitage than it could through Warsaw. We believe also that Buffalonians would prefer the southern route if they wished to ride to Perry, Letchworth Park and on to Elmira and on into Pennsylvania.

"Wants Route of Road Changed," Perry Herald, Jan. 5, 1921, p. 1

But contracts were awarded to pave the Big Tree Road and construction began.

Our friend Celia Firestine McCoy (1923-2020) wrote about the roads that she remembered: "Our Route 20A was paved in 1923. I have a picture of a cousin holding me by the steam shovel."

The road from Varysburg west to Wales Center in Erie County is not progressing as fast as could be desired, still they are making some head way. From Varysburg to the station, the road is completed, full width, a distance of a half mile, and is now being used, and for a mile west of the station, one half the width of cement is laid. The grading on the Buffalo Hill is completed and the steam shovel is working west of that point. There is little chance of the road being finisher this season. While the grade on Buffalo Hill will be an easy one the route forms a letter "S" and one will have to drive carefully to avoid running off the road at the turns.

Wyoming County Times, July 26, 1923, page 1

The Varysburg-Wales Center road is nearly completed as far as the foot of Buffalo Hill. The cement is laid on one side of the road clear through to the bridge, and at the end of this week, if the weather permits, it will be finished on the other side, and will soon be opened to the public, as far as that point. The contractors have made good progress on this road for the last six weeks, laying as high as 1200 feet of cement some days. This is a good record, with the amount of help they have had, and the other disadvantages they have had to contend with. This section of the road which is nearing completion was one of the worst roads to build in the state of New York. The excavations, and fills that had to be made at Buffalo Hill to get the present grade, which does not exceed 8 per cent at any point, was a masterpiece of ingenuity. As it stands today "Old Buffalo Hill" that has stood so long as a terror to the automobilists, and the heavy truckmen is now nothing but a grade, that can be easily made on high gear. This road which will be completed early next year, as the rough grading is already done, will connect up the missing links. It will be one of the heavy traffic roads going east, and west through the state, as it will shorten the distance between Buffalo and New York, by about 40 miles as well as afford the tourist the pleasure of passing through one of the most scenic sections of the state. The towns and villages located along this route will be greatly benefited by the completion of this road as it will increase business, and as well as making property so located more desirable for the home builder as well as the farming industry.

Western New Yorker, Oct. 25, 1923

By 1924, the "Varysburg - East Aurora road" was ready.

OLD STAGE LINE ROUTE IMPROVED

Road From West Will Appeal To All
For Its Scenic Beauty

With the completion of the Varysburg-East Aurora road will come a new through route from the extreme western part of the state over one of the most beautiful sections of hill country ever seen not even excepting the famous Adirondack Mountain routes, to the eastern or south-eastern routes that traverse the state. Tourists from the west will not be obliged to drive through Buffalo as now, and over the congested routes through Batavia, LeRoy and Caledonia to the east, but they can leave the Cleveland-Buffalo road near a place called Big Tree and come directly east through East Aurora, Varysburg, Warsaw to Geneseo, or over what was known in stage coach days as the "Big Tree Road", the road that lead from Buffalo to Geneseo. The present route is almost identical with the old road, except some parts of it are a little to the south of the old route in order to improve the grades.

After leaving the Erie County line one dips into the valley of Dutch Hollow Creek, then comes the valley of the Cayuga Creek, out of which one climbs the famous "Buffalo Hill" formerly a terror to automobile drivers, but which has lost its terrors by a change in grade, and then down into the Tonawanda Valley at Varysburg. From there it is over the hills to Warsaw and the Oatka Valley. Four miles west of Warsaw one reaches the highest point of the road between Geneseo and Buffalo 1800 feet above sea level. In the four miles to Main street of Warsaw one drops down 800 feet, the sharpest descent in the same distance of an improved road in the state. Main street of Warsaw is 1000 feet above sea level. Three miles farther east one has climbed 562 feet, and from that point to Cuylerville and the Genesee river one drops down about 1000 feet or 570 feet above sea level.

At Leicester, a few miles before reaching Cuylerville one turns right for Mount Morris, Dansville, Bath, Elmira, Binghamton and New York. Once the tourists have the privilege of this route it will become as famous as the Bear Mountain route along the Hudson river.

Wyoming County Times, July 17, 1924

When highways were numbered for the first time in 1926, it became part of US Route 20, shown in this 1930 road map. The present-day US Route 20 was known then as NY Route 35, and was unpaved east of Alexander.



Despite the improved roads, auto travel in the 1920's was still not safe by modern standards. Accidents were common and the country doctors were kept busy.

A 1926 article in the Buffalo Courier Express looked into the question of whether motorists were paying their doctor bills, and again our "famous Buffalo Hill" earned a mention:

"Ninety per cent of the cases I have handled in the last few years have settled up in full before they left my office," reports Dr. George A. McQuilkin of Varysburg, Wyoming county, whose home is near that fatal spot, the famous Buffalo Hill, between Warsaw and Wales, where even the best car is liable to skid in wet weather.

"I have found the motoring public not only scrupulously honest in the settlement of emergency debts, but grateful and generous too. These tourists have their pockets lined with money as a rule, and they are ready in practically all cases to pay the fee readily, and even over pay in some cases."

Some Send Cash Later

"Sometimes they haven't the extra cash in their clothes," he continued, "but that doesn't worry me, for I am certain in most cases to get it later."

"Motorists not dead beats in this vicinity", Buffalo Courier Express, 11/28/1926, p. 15

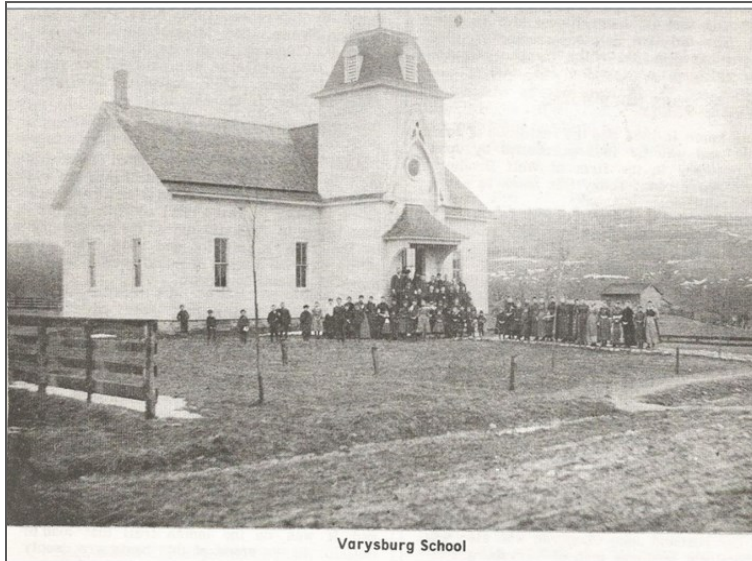
After paving was completed from Alexander to Avon, along a much safer and less hilly path, Route 20 was re-routed in 1938 and the original route from Hamburg to Avon was renamed Route 20A, and has been thus ever since.

References:

https://historicroute20.org/original_1926_alignments
fultonhistory.com

Life Along The Highway (from Celia McCoy's memoirs)

Trucks had hard tires, I don't know if they were solid rubber but didn't have inner tubes, I am quite sure of that. I can remember my Uncle Lawrence Logel drove truck for someone and he used to come down the hill kinda fast and it would rattle the dishes in the pantry and my Mother always fussed THERE GOES THAT LAWRENCE, HE DOES THAT ON PURPOSE. They did make a louder noise and knowing my Uncle and my Mother I think he probably did go faster on purpose.



Varysburg School

(Facebook



Comment)

Robert C Wheeler

It didn't look quite like this when Pat Ackler and I where in Sophie Zwetch's first grade class in about 1947! No trees or swings. Mom was teaching the higher grades on the left of the building. Sophie taught grades 1-5 on the right, one row for each grade. Mothers brought hot soup in for lunch each day. We had a boxing ring in the cellar, and made forts in the wood pile in the furnace room. Great times, wonderful friends!

HISTORY RESEARCH ON FACEBOOK

There are several Facebook pages with historic photos, where people can ask questions, identify locations and people, and they often come up with the most interesting comments. But when posting, please try to cite the name of the original source, if known.

Some of our local Facebook pages are: **"Varysburg NY History", "Java Historical Society" & "Sheldon Historical Society"**. Be sure to check them out. But don't forget, there are also many historians and volunteers at these historical societies who can help you find information that you might not find anywhere else.

Dennis Daniel has been sharing photos and videos on the Sheldon Historical Society Facebook page and has promised to come see us at the Schoolhouse Museum soon and share more of his photos, which we can scan into our files. This is one of the ways we can gather historical information to share with our visitors and researchers.

Every year spring rains and melting snow turned roads in Wyoming County into a sea of mud. Transportation was nearly impossible. Before the twentieth century, each person paid a highway tax in terms of days of labor for working on roads. About 1905, this system was changed to a monetary tax. The additional revenue was used to purchase highway equipment and pay for the maintenance of public roads.
(Courtesy of Wyoming County Historian's Office)

GREEN MEADOW STOCK AND DAIRY FARM consists of ninety-five acres, and is one of the best potato, hay, dairying and stock raising farms in Sheldon. Its home market is North Java, three miles south-east on the B. A. and A. R. R. There is also a market four miles distant on the electric railroad. The buildings consist of a two-story frame residence, with wing; the upright is 18 by 26, and the wing 18 by 22; main barn 40 by 97; tool house 20 by 32, and granary 16 by 28. The buildings are located on the Cattaraugus Road, one mile south of Sheldon Center.

The farm is watered by a creek, fed by springs located on the west side of the farm. The residence and barns receive their supply from wells conveniently located. There are eight acres of timber and a sugar maple grove.

The farm record is as follows: Original owner, K. Warren; from him to a Mr. Kibler, followed by John N. Kirsch; from Kirsch to John Dominesey, Sr., and thence to the present owner, John Dominesey, who was born at Sheldon, 1857. He married Miss Louise Stricker in 1880. They have six children, four girls and two boys. He is the son of John Dominesey, Sr., who was born in Belgium and settled in Sheldon, 1844, deceased 1897. John Dominesey, his son, has made farming his occupation. He is a liberal Democrat, and has held different town offices during the past twenty years. He is at present (1902) Town Clerk, which office he has held for the past eight years. He is a member of the Catholic Church, and manifests the same liberal spirit in religion as in politics.



Steam tractor grading the road in front of the John Dominesey homestead, on Route 77, between Perry Rd. and Sheldon Center, about 1910.

1908 Bell Telephone Co. Varysburg,
New York Photo Antique Postcard
Courtesy of Adam Karas-Vetter



(Excerpt from) A Brief History of Varysburg

By 1870 the community grew to include a hotel, two dry goods stores, a tin shop, two blacksmith shops, a cheese box factory, a carding machine, cabinet shop, two shoe shops, a tailor shop, a wagon shop, cheese factory and about 200 inhabitants. A Methodist and Baptist Church, district and a select school were also added to the thriving community. Since 20A was the main road of convenience from Warsaw to Buffalo, this valley prospered well and thrived with plenty of trade. Varysburg also had the merit of having the first telephone line erected in the town around 1885.

"Across the street in the small framed telephone office, the operator William Salisbury and his wife, nee Carrie Conant, were awakened. Salisbury immediately went to the switchboard, sending out the alarm for help for the little village, then, without fire protections."

From A Village in the Valley, The Great Fire of 1908, By Anita Ripstein Hayes, Historical Wyoming, October 1979

The Bell Telephone Co. escaped the Fire of 1908, but not in 1922.

THE DAILY NEWS, BATAVIA, N. Y., SATURDAY, MAY 6, 1950.

PAST AND PRESENT

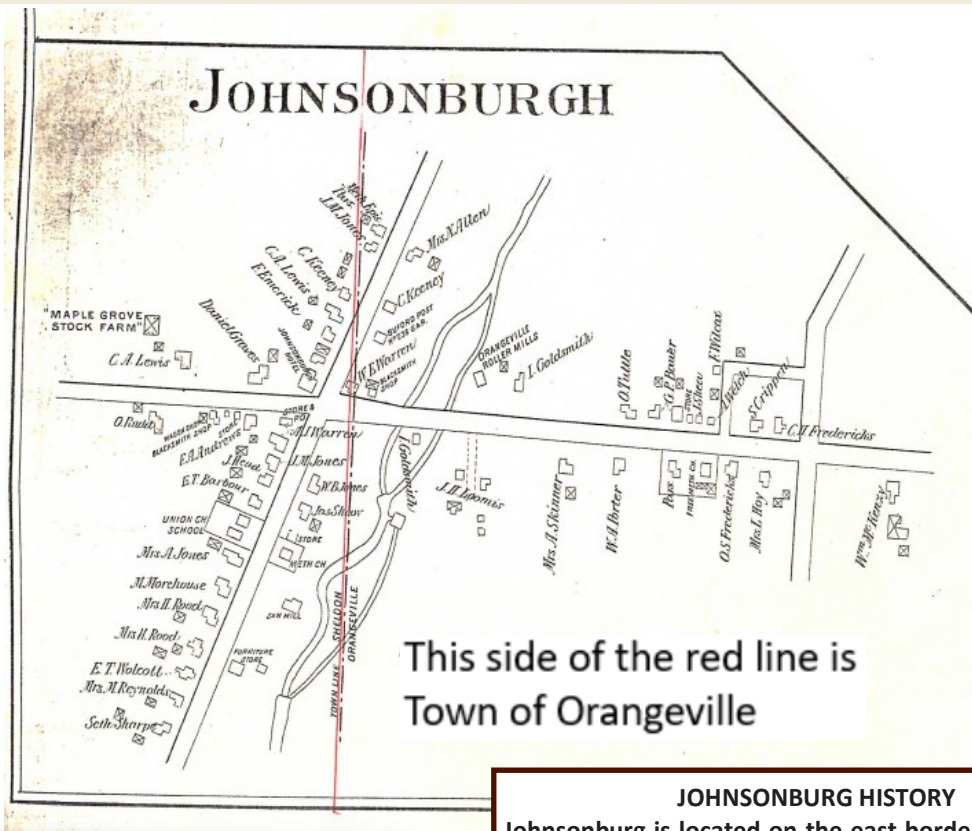
Passing of the crank type telephones in the Varysburg area last month and the installation of dial type devices brought to old residents reminders of the first telephone service.

About 1885, the first telephone line was put through Varysburg from Attica to Warsaw. It was a one-wire "ground circuit line" and there was a desk telephone installed at the Dexter Davis General Store. At this time, it was the only place a person could telephone in the territory bounded by Warsaw and East Aurora, east and west, and Attica and perhaps, Olean, north and south.

In the 1900s, the telephone was moved to the Watson house and was operated by Margaret Parker, who was assisted by Blanche Davis. The office was then moved across the road to the C. N. Davis house. About 1905, Mr. and Mrs. Salisbury came as manager and chief operator, followed by Charles Wilcox and his sister, Alice, for the same positions. When Miss Wilcox left, Mrs. Ethel Hollenbeck came as chief operator with Gladys Godfrey and Stella Warner as main operators.

On March 17, 1922, a disastrous fire at Varysburg destroyed the telephone office but Miss Godfrey stayed at her post until the building was in flames and the wires melted off the outside of the structure. The service, however, was re-established after 24 hours. The next morning, new equipment arrived and a new central office was established in the Watson-Scoville house. In the Fall of 1922, Mrs. Sadie Horton and her family came to live in the Watson house, Mrs. Horton as chief operator and her two daughters, Bertha and Perle, assisting. Perle worked for about ten years and Bertha stayed with the company for 27 years and was at the switchboard the final evening of operation.

Mrs. Horton was pensioned in 1945 and a year later Beatrice Keenan became chief operator, remaining in that position to the end of the service. During her 23 years as chief operator, Mrs. Horton employed 18 different operators.



Mr. & Mrs. George Bauer

Johnsonburg has been referred to as the twin of Varysburg, and lies in the same valley, two miles upstream. It is on the east border of the Town of Sheldon. The red line above shows where Sheldon ends and Orangeville begins, right in the middle of Johnsonburg.

At the Schoolhouse Museum, we have a large collection of ledgers from George Bauer's store and a book from the Ladies Aid of Tonawanda Valley Congregational Church. In our Orangeville Room, their Historian Laury Lakas has records from Johnsonburg, many that were saved by her grandmother, former Historian Mabel Spink.

In 1890, the U.S. Board of Geographic Names decided that the "h" should be dropped from names ending in "burgh", so it is likely that was when the names of Johnsonburg and Varysburg were changed to their present form.

JOHNSONBURG HISTORY

Johnsonburg is located on the east border of the Town of Sheldon, partly in Orangeville. It was named after George Johnson, who began the first post office and opened the first store. Among the first settlers here was Lyman Tuttle, who came here in 1814 when there were only 5 log cabins and a shanty. In 1821, the first school was taught in a log house by Trumbell Hurlbut, and the first framed schoolhouse was built in 1824. The 1870 Directory states that at that time, Johnsonburg contained a Methodist Church, a hotel, two carriage shops, a grocery, a harness shop, a blacksmith shop and about 30 dwellings.

An import industry became the manufacturing of corn and bean planters. In 1886, Ethan S. Benham patented his invention of a corn and bean planter and went on to invent several other farm implements.

In an early day, there was a public burying ground in Orangeville, near Johnsonburg. There was no deed given, the farm changed hands and the ground was not preserved. In 1830, Isaac Lamb opened a half acre of land southwest of the village to the public for burial purposes. Most of the bodies interred in the old Orangeville graveyard were transferred there and in 1879 the land was deeded to the Johnsonburg Cemetery Association.

Source: History of Wyoming Co., NY, by F.W. Beers, p. 664



*Johnsonburg Presbyterian Church
Erected in 1858*

There have been many inquiries on FB about Johnsonburg history, so we wanted to highlight that hamlet in this issue. "The Johnsonburg Story", by Mrs. George Reynolds, appeared in the Nov. 1951 issue of Historical Wyoming. She describes the early settlers, businesses such as a cloth dressing shop, then a cooper shop where butter firkins were made; wagon and carriage shops, a tin shop and finally the big hotel and livery stable owned by Newell Dodge.

The Methodist Episcopal Church was formed in 1823, and along with the Presbyterian, or Congregational Society, they jointly erected a building in 1858 where they could each hold services, on land donated by Jonathan Head, Sr. The Methodist Church erected a building just opposite in 1901.

Mr. Head also donated land for a school; an up-to-date



(above) The Johnsonburg Store around 1910 before it was renovated and enlarged.



Around 1916, after the store was enlarged (right).

The history of the house is tied to that of the general store next door to 2647. The building was built by George Johnson in 1827 or '28. It passed to his son, Charles Johnson, I believe. Our grandfather George came to work for Mr. Johnson around 1888. He was about 24 at the time. In 1892, at age 28, he formed a partnership with his brother Will. They bought the store from Johnson. Tradition is that M. Trauscht was also a partner; he was listed as a partner in 1905. Old records list the store as Bauer Brothers.

building with a boys' and a girls' entry at the front. The church bell rang for years, to call people to worship, tolling in the early years when someone passed away, ringing fast and strong when there was a fire, and pealing with gladness when some national victory was proclaimed. When the news of Lee's surrender came at the end of the Civil War, it rang all night, and always rang at midnight on the 4th of July.

Johnsonburg was a mail transfer point from almost the beginning, when Levi Street rode horseback and carried mail from Moscow (Leicester), Warsaw, Johnsonburg, Sheldon Center, Wales and Willink (East Aurora) over the Center Line Road.

A railroad, the Tonawanda Valley and Cuba Railroad, was completed in 1881 and the telegraph office in 1886.

The first postmaster George Johnson erected the first store and post office in 1828. The original name of the hamlet, Johnsonburgh, was changed to its present spelling in 1893. Ethan Benham was a successful inventor and George Hoy, the Cheese King.

Mrs. Reynolds went into much detail about the Civil War soldiers from Johnsonburg, especially in the 9th Regt. NY Cavalry, in which she had two uncles who served. She was the great granddaughter Reuben Stone and John Tilton, Orangeville Pioneers.

Source: Historical Wyoming, Nov. 1951

Source: Julia Sikes-Povey, Facebook "Varysburg NY History"

THE 32ND ANNUAL STRYKERSVILLE TOWNWIDE YARD SALE - JUNE 3 & 4, 2023

When we start putting out signs and passing out flyers for the Town-Wide Yard Sale, sometimes people don't realize this is a fund raiser that is held by the Sheldon Historical Society. They wonder why people would pay to put up tables and tents, often in their own yards, but those who do realize that our Historical Society depends on the funds from this weekend, from rentals and our basket sale, dues and the generous donations we receive throughout the year. This helps with the cost of printing and mailing of our newsletters, office and museum supplies, website and our scholarships.

I wish more people knew that we give a \$500 Scholarship to a student at each of the schools in our district; Holland, Pioneer and Attica. We feel this \$1,500 is money well spent, as it helps our young people and gives us a chance to give something back to the community that is so supportive of us.

We truly appreciate everyone's efforts to help us keep the history of our town alive.

This Town-Wide Sale is just plain fun!

Our museum will be open Saturday and Sunday, a perfect time to come in and meet us and see our exhibits, maps, scrapbooks, research materials and 1890 Classroom, where you can show your children and grandchildren how school used to be.

Many of our visitors are former students or they remember that their parents were. Often they find an ancestor in the Sheldon Band exhibit or the photos on exhibit, and if not, we will look them up in our records and files and try to find them for you.

32nd Annual Townwide **YARD SALE**
STRYKERSVILLE, NY
Sponsored by the SHELDON HISTORICAL SOCIETY
JUNE 3 & 4 2023

Saturday & Sunday from 9am to 3pm
Vendors & Inquiries, call Barb @ 716-863-1474 or Judy @ 585-457-3444

At the SCHOOLHOUSE

Restored 1890 Classroom
World War I & II

Arts and Crafts of the Past
Historian available for Information
Sheldon & Orangeville History Display

Theme Baskets Plus
flower & plant sales
BoyScouts HOTDOG Stand

Limited Flea spaces available

Antiques..Bargains..Prime Junque
Good Food..Great Fun

I will participate in the Townwide yard sale. I am enclosing \$10.00 per set-up. Please make check payable to the Sheldon Historical Society. Mail to Barb Logel, POBox 190, Strykersville, NY 14145. Non-Resident Lawn spaces @ \$25.00. Call Barb@ 716-863-1474 or Judy @ 585-457-3444 to reserve a spot. Commercial vendor spaces available. Call for prices.

Name _____ Phone _____

Address _____ Location of sale _____

Help keep the town clean. Have a trash bin at your location.

Around the Town:

Kiwanis Roast Beef Stand
(Saturday only)

Mason's Sausage Stand
Charlotte House

Ice Cream Stand- Stryk. Fire Co

Local Restaurant Specials

Elm Side: Breakfast served 8-11. PIG Roast,
wings & brisket from 11 AM.
Music 11:30-? Two Bands
Rt. 78 Pub: Lunch specials

Scratch & Dent SALE @ Logel Appliance

Town of Java Historical Museum OPEN

Sunday Only: American Legion
Chicken Bar-B-Q 11:30-??

FROM THE SHELDON SCHOOLHOUSE MUSEUM AND HISTORIAN, JEANNE MEST:

Welcome to our new members, Michael Carlson, Madeleine Weisenburg, Linda Schiltz and Lifetime Member Renee Darling. We have some special events coming up, but first I would like to say thank you to a few people.

First, thank you to Scott Barvian for his article about the history of Route 20A. Scott grew up in Sheldon and although his work took him to Arizona many years ago, he stays in touch and keeps us supplied with local history and stories, along with helping to edit this newsletter. I wish I could thank Ceal McCoy again; her descriptive writings really brought to life much of the history of this area. Ceal also grew up in Sheldon and after moving to Ohio, she wrote numerous letters to friends back home with such interesting details.

Also, a special thank you to Russ Reisdorf, who is retiring from his position at St. John Neumann's church office. I'm so grateful to Russ for helping me locate church records and cemetery plots. With his help, we were able to scan many of the church records for our files. Thank you, Russ, and we wish you a wonderful retirement!



Pioneer Cemetery Cleanup Crew: Paul, Jeanne, Steve, Taina, Laury, Paul, Bob, Cheryl, Joe, Barb, Tony, Judie, Clarence, Jim, Reed, Kate, Josh, Wayne, Mike.

We must also thank everyone who worked so hard helping to clean up the Pioneer Cemetery on April 15, to prepare for our dedication program next month. Special thanks to Jim Fontaine for cutting down the dead, dangerous trees; the Varysburg Lions and the American Legion.

We are working on some displays and could use some input. If anyone has any WWI artifacts, photos or stories that we could borrow or copy, please let us know. We are also looking for items used to process flax, for our exhibit at the Wyoming County Fair.

Coming Soon:

April 29 - The Spring Workshop of the Wyo. Co. Federation of Historical Societies will be hosted by the Attica Historical Society. If anyone needs a registration form, please let us know ASAP.

May 20 - 10:00 am We will have a special program to unveil and dedicate our two new Historical signs from the Pomeroy Foundation. We will begin at the Strykersville Pioneer Cemetery to dedicate the marker to all those early settlers and patriots there. Then we will move down the street to the Schoolhouse Museum, and unveil that sign, in honor of all those who have made it, and continue to make it possible for us to preserve so much of our town's history in this beautifully restored schoolhouse.

June 3 - 4 Strykersville Townwide Yard Sale, where our museum will be open both days. Please come in and see us, enjoy our the history of our town and let us know how we can be of help to you. Thereafter, we are open on Tuesday afternoons from 1:00-4:00, June-October. See you this summer!

*Thank you to everyone for supporting
us with your donations and dues;
they are much appreciated.*

Memberships, Memorials and Donations to the
Sheldon Historical Society may be sent to :

Michelle Fontaine, 770 Armbrust Rd.,

Strykersville, NY 14145

Sheldon Historical Society
Schoolhouse Museum
3859 Main Street, PO Box 122
Strykersville, NY 14145

In This Issue:

Buffalo Hill	1
Varysburg History	7
Johnsonburg	8
Townwide Sale	10
Historian	11
Membership	12

Newsletter printed by:
ARC Hilltop Printshop
Mount Morris, NY 14510
(585)658-3311

The Schoolhouse Museum will be open on Tuesday afternoons from June to October, or upon request.

To visit museum at other times, call Barb Logel (716)863-1474, Jeanne Mest (716)474-3156 or Judie Coffee (585)457-3444. Research inquiries: townofsheldonhistorian@gmail.com, or mail: 470 Rt. 20A, Strykersville, NY 14145.

Newsletter compiled and edited by Jeanne Mest, with the assistance of creator/consultant Mary Ann Metzger, Scott Barvian and many volunteers. Submissions welcome; please send articles or questions to Historian. Large print versions are available. For previous newsletters, see website or contact Historian.

Sheldon Historical Society Officers:

President - Laury Lakas

Vice President - Carol Felski

Secretary - Kate Meyer

Treasurer - Michelle Fontaine

Archival Curator - Jeanne Mest

Board Members:

P.J. Almeter, Chairman;

Janet Kirsch, Barbara Logel,

Elaine Almeter, Judie Coffey, Steve Lakas

Museum Curator - Barbara Logel

Classroom Curator & Town of

Orangeville Historian - Laury Lakas

laurylakas@gmail.com

Town of Sheldon Historian and

Newsletter Editor - Jeanne Mest

townofsheldonhistorian@gmail.com

Sheldon Historical Society Membership

Being a member of the Sheldon Historical Society means being part of preserving history. Dues and donations support the maintenance of our museum and historical artifacts. As a member you have voting privileges, and newsletters are sent to you at no cost.

The membership year is from July 1 through the following June 30. Current membership status is shown on your mailing label. Please remember to renew yearly, and let us know of any address changes. If you are currently a member, thank you for your support!

2023-2024 Membership Application or Renewal

Please send a check payable to the Sheldon Historical Society
To Michelle Fontaine, Treasurer, 770 Armbrust Rd., Strykersville, NY 14145

Name _____

Address _____

Email _____ Phone _____

_____ New Member _____ Membership Renewal

_____ \$12 Annual Membership July 1, 2023 to June 30, 2024

_____ \$75 Lifetime Membership

_____ Would like to make a Donation In Memory/Honor of _____

_____ Complimentary - Current Members Only 80+