
Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment



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Regional Planning Council

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Mission Statement

The Genesee/Finger Lakes Regional Planning Council (G/FLRPC) will identify, define, and inform its member counties of issues and opportunities critical to the physical, economic, and social health of the region. G/FLRPC provides forums for discussion, debate, and consensus building, and develops and implements a focused action plan with clearly defined outcomes, which include programs, personnel, and funding.

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EXECUTIVE SUMMARY

Using the guidelines for survey and documentation established by the U.S. Department of the Interior, National Park Service, the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is a thematic historic resource survey that identifies and evaluates properties in the Genesee-Finger Lakes Region as they relate to transportation, such as railroad depots and stations, interurban and trolley stations, industrial buildings, and automobile facilities. A reconnaissance-level survey has been conducted within the boundary of the Genesee-Finger Lakes Region, which includes: Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties. The survey data identifies historic properties suitable for specific transportation improvements in the region, such as rehabilitation and adaptive reuse for welcome centers and/or pedestrian, bicycle, boater, mass transit, and/or motor vehicle facilities. Survey data will assist in future transportation-related projects that may include acquisition of scenic easements and scenic or historic sites, historic preservation, and the rehabilitation and operation of historic transportation buildings, structures, or facilities.

Chapter 1: Introduction addresses the rationale to conduct this thematic historic resource survey and identifies the project's field survey team and how the public was involved in planning the survey.

Chapter 2: Conducting the Survey provides the kinds of information gathered for the inventory and documentation, explanation of the criteria used in evaluating the properties, general description of the survey area, and a description of the historic contexts and methodology used in selecting the identified sites.

Chapter 3: Organization of Survey Data features the New York State Office of Parks, Recreation and Historic Preservation (NYS OPRHP) Historic Resource Inventory Forms completed for select transportation-related buildings located in all nine counties of the Genesee-Finger Lakes Region. Each form provides a brief architectural description of the property, historic research and statement of significance, one or two digital photographs (existing condition and/or historic), and a map showing the location of the property.

Chapter 4: Use of Survey Data summarizes the inventory and provides recommendations based on the field survey and historical research. Recommendations include ways the data can be used in regional and local planning efforts, how the existing survey can be improved upon, and identifies potential funding sources for the preservation, restoration, and rehabilitation of historic transportation-related buildings.

Overall, sixty-six buildings were identified by the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* including two air-related, 45 rail-related, 14 road-related (vehicular), and five water-related buildings.

A tabular list of transportation-related resources that are listed on the New York State and National Register of Historic Places and criteria used to evaluate properties listed on the National Register can be found in the report's appendices. Two regional maps are also provided at the end of this report: one portrays the major historic transportation systems of the Genesee-Finger Lakes Region and the other depicts historic transportation-related buildings identified by this survey.

1. INTRODUCTION

The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is a reconnaissance-level survey based on the historic context of “transportation.” A reconnaissance survey generally involves concise background research and general inspection of an area. Usually, it is the basis for planning an intensive survey. As defined by the National Park Service, historic resources fall into five broad categories: building, site, structure, object, and district. To help guide development of the actual survey design, a broad historic context was developed. The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* concentrated on historic transportation buildings in the Genesee-Finger Lakes Region largely related to surface transportation, such as highway, transit/train, and waterborne, from the mid-nineteenth to the mid-twentieth century. The publication, National Register Bulletin No. 24, *Guidelines for Local Surveys: A Basis for Preservation Planning*, has been used as the principal reference for this historic resources survey and should be consulted if questions arise.

The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* has been funded by the Unified Planning Work Program (UPWP) of the Genesee Transportation Council, the designated Metropolitan Planning Organization (MPO) for the Genesee-Finger Lakes Region. As represented by the goals and objectives of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update (LRTP: 2007-2027 Update)*, the UPWP provides federal funds for concept-level transportation planning projects to be undertaken annually in the region. The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* meets several goals of the *LRTP: 2007-2027 Update*. Most specifically to, “protect and enhance the natural environment, cultural heritage and community appearance, and promote energy conservation.” This project also meets one of the priority areas of the *LRTP: 2007-2027 Update*: to enhance community character. By gathering information about historic transportation buildings in the region, the basis for making decisions on how to best use the historic resource can occur; one of which can be to serve as “gateways” to enhance the perception of the region to residents and visitors.

Another reason to undertake this survey is that outside the New York State Department of Transportation’s (NYSDOT) *Contextual Study of New York State's Pre-1961 Bridges* (November 1999), there is no comprehensive inventory of historic transportation buildings for the Genesee-Finger Lakes Region. The goal of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is to provide this initial inventory for increased awareness and understanding and to serve as the basis for integrating survey information with other planning data to meet both local and regional planning priorities.

1.1 Survey Team

The field survey and historical research was conducted in the summer of 2008 by Katelin Olson, a graduate student intern attending Cornell University’s Historic Preservation Planning Program. She was overseen by Jayme Breschard, Senior Planner at Genesee/Finger Lakes Regional Planning Council, who also reviewed the survey data and conducted the analysis. Planners Razy Kased and Timothy Sullivan at Genesee/Finger Lakes Regional Planning Council created the GIS maps.

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Historians representing all nine counties in the Genesee-Finger Lakes Region were asked to participate in identifying and locating historic transportation-related resources in their communities. Appointments were scheduled at their offices when needed. Informational letters about the project were also mailed to municipal historians from all cities, towns, and villages in the region. Lastly, a description of the project is posted on the Genesee/Finger Lakes Regional Planning Council website and articles published in the summer 2008 and winter 2008 Council newsletters.

2. CONDUCTING THE SURVEY

2.1 Elements of the Survey

The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is a comprehensive, thematic survey with an architectural component. The inventoried sites reflect the region's transportation history between the mid-nineteenth and mid-twentieth century—from trolley passenger stations to automobile service stations to agricultural warehouses located along railroad beds. With a regional outlook, the documented sites were recorded based on criteria designed to guide evaluation of potential entries for the National Register of Historic Places. The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The criteria is best described as, “the quality of significance in American history, architecture, archaeology, engineering, and culture that's present in districts, sites, buildings, structures, and objects and possesses integrity of location, design, setting, materials, workmanship, feeling, and association.” There are four criteria to also consider: Criterion A is association to events that have made a significant contribution to the broad patterns of our history; Criterion B is association with the lives of persons significant in our past; Criterion C is the embodiment of distinct characteristics of a type, period, or method of construction or that presents the work of a master, or that possesses high artistic values, or that presents a significant and distinguishable entity whose components may lack individual distinction; and Criterion D is the ability to yield, or may be likely to yield, information important in prehistory or history.¹ Therefore, the inventoried sites are a diverse sampling of transportation-related buildings representative of the Genesee-Finger Lakes Region that have not been adequately documented using this criteria.

For each historic transportation-related building surveyed, a New York State Office of Parks, Recreation, and Historic Preservation (NYS OPRHP) Historic Resource Inventory Form was completed. The information recorded on each property identified provides an adequate data base for making accurate decisions about its significance and is organized and recorded in a manner that is compatible with National Register Bulletin No.16 (Part A), *How to Complete the National Register Registration Form*. However, as this survey was reconnaissance-level, the kinds of information collected is not in sufficient detail to permit each property's evaluation and registration in the National Register. For example, the statement of significance does not classify or fully evaluate applicable National Register criteria. Statement of significance will be explained later in this section.

Instead, the information provided on the NYS OPRHP Historic Resource Inventory Form will serve as sufficient overview in the development of both regional and local transportation and land-use plans, in the early planning of projects, and in making decisions on where to direct future intensive survey efforts with the potential of nomination to the National Register.

The first item requested in the Identification section of the NYS OPRHP Historic Resource Inventory Form is the property name. The historic name is most often used, as it will remain constant regardless of how the property changes in function or ownership. For the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment*, the names selected generally refer to the original

¹ U.S. Department of the Interior, National Park Service, “National Register Bulletin No. 16 (Part A): How to Complete the National Register Registration Form,” 37.

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owner or builder or to significant persons or events associated with the property. Other items in the Identification section of the form include address or street location of the property, county that the property is located in addition to the town/city and/or village/hamlet, property owner and address of property owner, original and current use of the property, architect/builder (if known), and date of construction (if known).

The Description section of the form has two components: 1. a narrative that provides the physical appearance of the property and its condition and 2. a narrative that discusses the area of significance and the historic context, based on the criteria of the National Register program. The narrative description of the property usually includes architectural information, such as: number of stories, structural system, construction materials and wall finish, roof shape, specific features including location, number, and appearance of porches, windows, doors, chimneys, and dormers, important decorative elements, and important features in the immediate environment such as landscaping and roadways. Alterations are noted, if observed.

The narrative statement of significance is the information about historic trends and properties grouped by an important theme in the prehistory or history of a community, state, or the nation during a particular period of time. Facts, such as early owners and functions or activities, not only verify the property's history but also place the property in a particular time or course of events. *Section 2.4 Historic Context* will discuss in more detail this framework for determining significance.

Lastly, a “sketch” map and one or two digital photographs accompany each NYS OPRHP Historic Resource Inventory Form. All maps have been created utilizing GIS data for consistency and ability for future surveyors to relocate the identified property. The photographs are in digital format due to ease in transferring the data to survey forms for use in this report. In order for the identified sites to be eligible for registration in the National Register, a United States Geological Survey map will need to be used in addition to a detailed map such as a plat book, insurance map, or district highway map. Unmounted black and white prints labeled with pencil will also need to accompany a National Register nomination. Guidelines for sketch maps, geographical maps, and photographic coverage are provided in National Register Bulletin No.16 (Part A), *How to Complete the National Register Registration Form*.

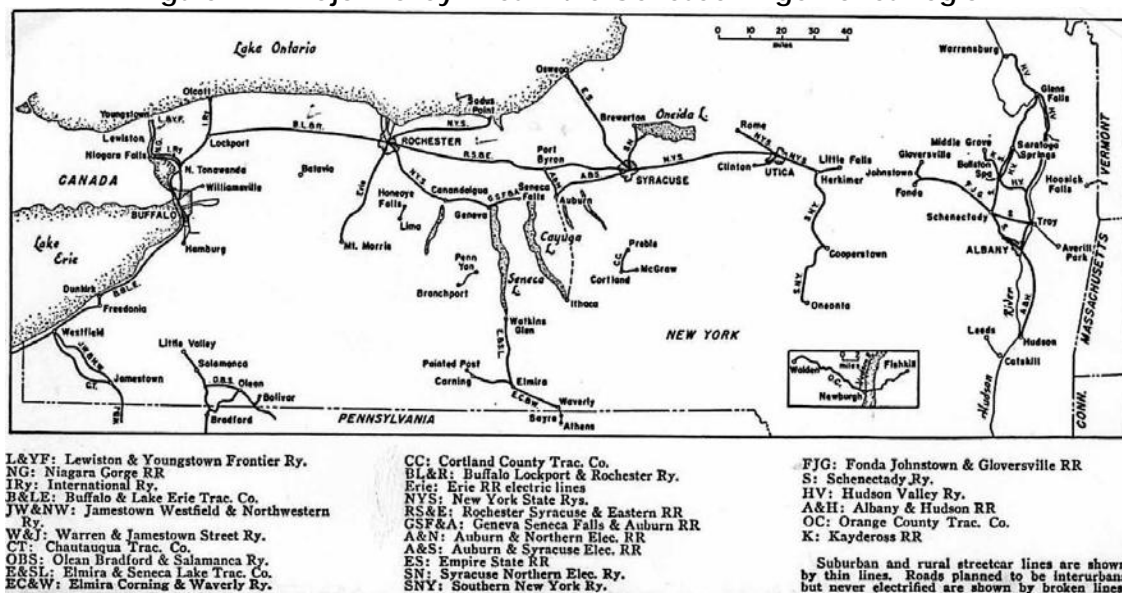
2.2 Study Area Delineation

The boundaries of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* are geographically defined by the Genesee-Finger Lakes Region, which includes: Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties. The Genesee-Finger Lakes Region is located in west-central New York State and is bordered by Lake Ontario to the north, the Southern Tier Region and foothills of the Appalachian Mountains to the south, Syracuse and the Central New York Region to the east, and the Buffalo-Niagara metropolitan area to the west. The area of the Genesee-Finger Lakes Region is approximately 4,700 square miles.

When delineating the boundaries of this survey, it was also imperative to sketch out the major transportation routes (see Figures 2-1 and 2-2, next page). Over the past century, numerous rights-of-way in the region have come and gone. Where various transportation systems once crisscrossed the region, there are now homes, businesses, farms, roads, trails, and vacant land. The number of active rail-related networks remaining in the region has been greatly diminished. Approximately 200 miles of active

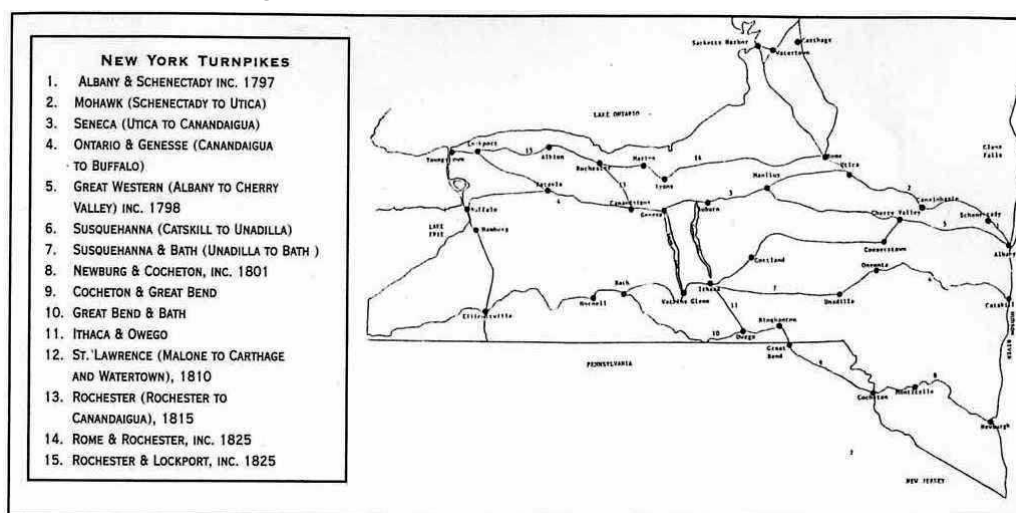
railroad have been abandoned. Although a large number of known rail rights-of-way in the region have been lost to development or sold off to private landowners, a large number of corridors remain feasible for preservation.² Also considered are vehicular roadways that cut across the region before the establishment of the New York State Thruway System in the 1950s and historic waterways such as the Erie Canal and the Cayuga and Seneca Canal. A map of major historic transportation networks in the Genesee-Finger Lakes Region can be found at the end of this report.

Figure 2-1: Major Trolley Lines in the Genesee-Finger Lakes Region



Source: George W. Hilton and John F. Due, *The Electric Interurban Railways in America*, 30.

Figure 2-2: New York Turnpikes (circa 1830)



Source: Edward T. Dunn, *A History of Railroads in Western New York*, 17.

² Genesee Transportation Council, "Regional Rights-of-Way Preservation Action Plan: Abandoned Railroads," 3 and 4.

2.3 Survey Methodology

The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is an inventory of historic transportation-related properties suitable for specific transportation improvements in the region, such as rehabilitation for welcome centers and other types of “gateways.” Criteria were defined when planning for the kinds of historic resources the survey would identify. First, the resource had to be a building. Second, an effort was made to not identify buildings already listed on the New York State and/or National Register of Historic Places. Finally, the resource had to be related to surface transportation, such as highway, transit/train, waterborne, bicycle and/or pedestrian. As discussed in the *Section 2.2: Study Area Delineation*, the geographic boundaries of the survey are defined by the counties in the Genesee-Finger Lakes Region. Lastly, the period of significance was determined from about the mid-nineteenth to the mid-twentieth century in order for a broad representation of historic transportation contexts to be identified and documented throughout region—from the development of waterways to railroads and mass transit to highways.

The National Park Service defines historic resource into five broad categories: buildings, districts, objects, sites, and structures. A building creates shelter for any form of human activity, such as a house, barn, church, or hotel. A structure is distinguished from a building in that it serves a functional purpose other than shelter. Districts are a collection of buildings and/or structures and sites are usually associated with the location of a significant event or where buildings and/or structures were once situated. Objects are relatively small in scale and simply constructed, such as a fountain or sculpture. Since one of the goals of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* was to identify potential adaptive reuse projects for welcome centers, buildings were decided to be the most appropriate resource to identify.

In order to avoid replication, buildings listed on the New York State and/or National Register of Historic Places were not included in this survey. For example, buildings associated with the Erie and Cayuga-Seneca Canal—although considered surface transportation—were not included. The Erie Canalway National Heritage Corridor (ECNHC), along with representatives from the New York State Canal Corporation, New York State Office of Parks, Recreation, and Historic Preservation, and the New York State Museum, are listing the Barge Canal System on the National Register of Historic Places. According to the ECNHC, designation of the Barge Canal as a Historic District will be pursued first. Consideration of preparing a Multiple Property Listing for the historic canal eras will then follow. The scope of the listing will include the 524 miles of navigational channels and canal system structures of the four active branches of the New York State Canal System.³ However, some waterway buildings—especially those with an industrial or commercial significance associated with a transportation network—were documented for this project.

Lastly, the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* sought buildings that were related to surface transportation. The rationale for this requirement is discussed at length in *Chapter 4: Use of Survey Data*. Nevertheless, the project was designed to be in keeping with the U.S. Department of Transportation’s transportation enhancements programs that have historically been a funding source for the preservation of historic transportation-related resources.

³ Erie Canalway National Heritage Corridor, “Historic Preservation;” available <http://www.eriecanalway.org/get-involved/hist-pres.htm>; Internet; accessed 22 July 2009.

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The first phase of information gathering for the project involved the study and organization of transportation history and historic resources within the Genesee-Finger Lakes Region. This work included contacting all known public historians in the region, preparing a bibliography of archives, books, and internet sources of information, and determining which transportation-related buildings were listed on the New York State and/or National Register of Historic Places.

A letter of introduction about the project was mailed first to the county historians. Meetings and research opportunities were then scheduled with seven of the nine county historians. Additionally, informational letters were mailed to approximately 140 municipal historians requesting help in identifying transportation-related buildings located in their communities. Ten municipal historians responded to our request for assistance.

The second phase was to compile a list of potential transportation-related buildings with their exact or approximate location. Invaluable sources included county and municipal historical societies, Sanborn Fire Insurance Maps, and two websites: “Western New York Railroad Archive” and “Existing Railroad Stations in New York State.” Interviews were also conducted with various nonprofit organizations and knowledgeable private citizens. Major transportation corridors in the region were also identified using various local and regional reports.

The third phase of the project was to verify the existence of each transportation-related building. Priority was given to buildings that are currently vacant, have the ability for adaptive reuse, and/or situated in a place that would make them suitable to serve as a welcome center or a “gateway.” Therefore, many transportation-related buildings that house museums, businesses, and other civic or municipal purposes were not recorded simply because they’ve already been rehabbed or are being used. Identification was accomplished by driving the major roads within the region and making notes on the buildings and landscape characteristics and on the general character of the areas driven through. The information was recorded photographically and data gathered and reported in tabular format. Additional buildings, especially automobile-related, were added when discovered during the windshield surveys. The rationale for inclusion of an automobile service station was based on its proximity to a community.

The fourth and final phase of the project was to identify buildings worthy of documentation using a NYS OPRHP Historic Resource Inventory Form. Criteria used to identify and evaluate the historic significance of the property are based on those used by the National Register. The National Register criteria for evaluation is provided in Appendix B.

Overall, sixty-six buildings were identified by the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment*. Table 2-1 on the following page provides the number of buildings documented by county and by transportation category:

Table 2-1: Historic Transportation-Related Building Survey Data

County	Documented Historic Buildings	Air-related	Rail-related	Road-related (vehicular)	Water-related
Genesee	6	0	3	3	0
Livingston	7	1	5	1	0
Monroe	9	0	6	2	1
Ontario	9	0	7	2	0
Orleans	5	0	3	1	1
Seneca	5	0	4	1	0
Wayne	9	0	7	2	0
Wyoming	8	1	5	2	0
Yates	8	0	5	0	3
Total	66	2	45	14	5

2.4 Historic Context

Historic context is defined by the National Park Service as, “a broad pattern of historical development in a community or its region that may be represented by historic resources.”⁴ Developing a survey’s historic context guides the development of the actual survey design by targeting survey work and effectively working with personnel and volunteers. When the process is organized, survey methods are more cost-effective and deviation from the goals of the survey are better controlled. The following historic themes have been described in broad, general terms to allow sufficient flexibility should intensive surveys follow.

Airports

Aviation in the United States has progressed slowly from experimental and demonstration activities of the early twentieth century to civil, commercial, and military operations within the last few decades. In the early twentieth century, any level field or pasture was looked upon as a potential landing strip. It was generally believed that merely installing a gas pump made such “airports” ready for operation. More elaborate airports of the period had wooden loading ramps and cleared runways for aircraft takeoffs and landings. Although the physical facilities of airports have changed considerably during the past fifty years, their basic function remains the same—to furnish aircraft with an adequate surface for takeoff and landing.⁵

The two air-related buildings documented in this survey are representative of the 1920s through 1940s Moderne Style. The style’s smooth-surfaced, flat-roofed elements expressed the acceleration of industrial technology in addition to the public’s romance with aerodynamics and simplicity. The use of concrete

⁴ U.S. Department of the Interior, National Park Service, “National Register Bulletin No. 24: Guidelines for Local Surveys: A Basis for Preservation Planning,” 14.

⁵ American Public Works Association, *History of Public Works in the United States: 1776-1976* (Chicago, IL: The Association, 1976), 188.

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and steel as structural elements made the load-bearing walls of the nineteenth century obsolete and encouraged the use of large expanses of glass to fill the interiors with light.⁶

Automobile Service Stations

Gasoline stations are roadside facilities designed particularly to sell gasoline and other closely related products, such as lubricants, tires, and batteries for the automobile. Many gasoline stations also offer minor repair services, such as motor tuning and tire alignment. The focus of this historic resources survey has been the “traditional” gasoline station (circa 1910 to 1950), now numbering fewer than 100,000 in the United States—down from 236,000 as late as 1969.⁷

Gas stations appeared in the first decade of the twentieth century as makeshift solutions to the problem of gasoline distribution. With large-scale car manufacturing beginning in 1901 in Detroit, Michigan and Henry Ford’s introduction of the low-priced Model T in 1908, increasing numbers of drivers became aware of rural road improvement. Most existing roads connected farms with towns and railroad stations. The Good Roads Movement, started in the nineteenth century, led to many new organizations that promoted the development of roads as a federal and state concern rather than just a local problem. As the relationship of vehicles to population combined with the increasing amount of gasoline consumed, the gasoline station evolved as a physical form on American roadsides and became the primary device for corporate identities.⁸

Various kinds of “stations” appeared on the American scene between 1907 and 1913. By 1920, there were approximately 15,000 service stations in the United States. Standard Oil Trust, created by John D. Rockefeller and his associates in 1863, had been divided into separate companies in 1911. With the trust owning some 90 percent of the nation’s refinery capacity and some 85 percent of the total petroleum market, the Standard Oil companies found it difficult to expand rapidly enough to serve the new gasoline market. Other independent oil producers made substantial gains by orienting initial refinery and marketing facility toward fueling America’s new motorcars. The gasoline station became the prime advertising device by which companies sought to develop sales territories.⁹

Based on the National Register’s standards for evaluating the significance of properties and the structural types identified by *National Petroleum News* (1909 through today), the historic context applied to the gasoline station by way of this survey ranges between “curbside” stations (circa 1910) and the “oblong box” (circa 1950). The curbside station came about in 1915, normally installed in front of grocery, hardware, and other stores that expanded from carrying household petroleum products. The curbside pumps featured underground storage tanks, which greatly reduced the threat from fire that occurred with

⁶ Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (New York, NY: Henry Holt and Company, 1994), 222-226.

⁷ John A. Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore, MD: The John Hopkins University Press, 1994), 131.

⁸ Mead & Hunt, “Contextual Study of New York State’s Pre-1961 Bridges: Prepared for New York State Department of Transportation,” 101 and 102.

⁹ John A. Jakle and Keith A. Sculle, 131.

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horse-drawn tank wagons. Later on, when the automobile became enclosed, small sheds were built to house lubricating oils, grease, and equipment and to protect the station operator and its customers.¹⁰ By 1920, oil companies sought to build stations that blended into residential neighborhoods with the “house” form (with or without the canopy). Stations eventually became equipped with grease pits and car-washing floors, so the house form added covered bays. Before 1935, building additions usually adopted the architecture of the original structure.¹¹

The “oblong box” form dominated from 1940 to 1950. As opposed to the 1920s, where oil companies wanted to soften the intrusion of the gasoline station in the American landscape, by the 1930s they desired maximum visibility. The glistening porcelain and glass façades contrasted with their surroundings and facilitated selling through point of purchase display.¹²

A national highway system for defense was initiated in 1956 by the Federal Aid Highway Act, known commonly as the interstate highway program. The Highway Revenue Act provided the funding for the program. With initial funding authorized for 12 years (1957 to 1969), the acts required that the interstate system be designed for traffic projected for 1975. The federal government would pay 90 percent of the cost from an increased gasoline tax and other highway user tax changes and states would pay 10 percent.¹³

A local example of the modern era of the expressway is the New York State Thruway, constructed in the region in the 1950s. The first 115-mile section of the New York State Thruway opened between Lowell (Onondaga County) and Rochester in June of 1954. By August 1954, the Thruway reached Buffalo; in December 1955 it was to Yonkers; and in August 1956 it reached New York City. These and other extensions throughout the 1950s increased the Thruway’s total mileage to 559 by the end of 1960, when the original Thruway was completed.¹⁴

As the old roads could not deliver the efficiency, high-speed, and safety of the New York State Thruway, early gas stations along those routes were torn down or significantly remodeled. For instance, the oblong boxes were converted into the Ranch Style, updated through resurfacing with used red brick, “top-hatting” with a front-gable roof, and by extending the eave of one end of the building to form a porch. Many new stations were little more than canopies with a small booth located on the side of a pump island during the 1970s. The convenience store is the latest fashion in retailing along with automated, unattended pumps covered by the canopy.¹⁵

Railroad Facilities

The Genesee-Finger Lakes Region was served by many railroads. In 1900, seven major railroads operated within the nine-county region, including: Buffalo, Rochester and Pittsburgh Railway (a line of the Baltimore and Ohio Railroad); Delaware, Lackawanna & Western; Erie Railroad; Lehigh Valley; New

¹⁰ *Ibid.*, 135-137.

¹¹ *Ibid.*, 137-142.

¹² *Ibid.*, 144-150.

¹³ Mead & Hunt, 105 and 106.

¹⁴ *Ibid.*, 137.

¹⁵ John A. Jakle and Keith A. Sculle, 152-154.

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York Central Railroad; Pennsylvania Railroad; and the Western New York & Pennsylvania Railway (and all their predecessors).¹⁶

Railroads and steam-powered locomotives developed about the same time as canals in the 1830s. For topographic reasons, many railroads closely paralleled canal routes and created direct competition. A local example is the Rochester and Syracuse Railroad and the New York Central Railroad that followed alongside the Erie Canal. The New York Central Railroad actually constructed tracks in the Crooked Lake Canal bed in Yates County when it was abandoned. Within 6 months of the completion of the Erie Canal, the Mohawk and Hudson Railroad was chartered and became the first railroad company in New York State. The success of this railroad sparked a rail boom and money soon flowed into lines that linked other Erie Canal towns.

As a result of the Mississippi River being closed to commercial traffic during the Civil War, passenger and freight service increased on established east-west railroads, such as the Erie Railroad and New York Central Railroad. The New York Central Railroad was formed in 1853 from a number of smaller companies. The Erie Railroad became the first through line to the Midwest and Great Lakes in 1861, with financial control of lines to Buffalo and Chicago.

Railroads continued to become the dominant form of transportation in the country by the late nineteenth century, taking traffic off roads and leading to roadway neglect. Railroads minimized travel time and shipping costs in addition to providing access to regional markets and major ports. On a smaller scale, railroads provided a link between urban centers and small surrounding towns.

With exports doubling during World War I, a tremendous strain was put on both New York's railroads and the nation's railroads traveling to the Port of New York. With confidence in railroads shaken, truckers began to undercut railway rates. Thus, trucking became a viable economic alternative. Railroads sustained a role in the region's transportation system, but emphasis was shifted to highways after World War I.¹⁷

There are two types of railroad stations: freight and passenger. Usually, railroad stations were designed buildings that relied on simple, direct geometry for effective recognition. Specific rail companies commissioned firms to design buildings that could be replicated throughout their system. Some companies had architectural divisions that produced any kind of structures—although buildings tended to be long and low, running parallel to the track rather than tall and compact. These designs used manufactured elements common to the industrial vernacular system such as some lintel or sill work in masonry structures. Stations were often designed and built in bays to hold goods or people, with one bay serving as an office. They could also be adjusted to fit a community of any size. Most were domestic in scale, with limited trim, bracketing, and common cladding. Stylistically, they were modest stations intended to convey an image of confidence and service. Stations could, however, use local materials and absorb historic styles.¹⁸

¹⁶ Western New York Railroad Archive, "Railroads of Western New York;" available <http://wnyrails.org/railroads.htm>; Internet; accessed 22 July 2009.

¹⁷ Mead & Hunt, 117 and 118.

¹⁸ Herbert Gottfried and Jan Jennings, *American Vernacular Design: 1870 – 1940, An Illustrated Glossary* (New York, NY: Van Nostrand Reinhold Company Inc., 1985), 12 and 13.

Industrial Warehouses, Factories, and Mills

Industrial buildings have played an important role in the development of cities, towns, and villages linked by railroads and waterways. Within the Genesee-Finger Lakes Region, most of the industrial buildings are associated with railroads; in particular, the Buffalo, Rochester and Pittsburgh Railway, Erie Railroad, and New York Central Railroad (and all their predecessors). Some industrial buildings have also served the Erie Canal and the Crooked Lake Canal (now the Keuka Lake Outlet Trail).

In the vernacular tradition, warehouses are modest buildings used to store wares, goods, and merchandise. They have been associated with wholesaling and with the assemblage of component parts. Warehouse design throughout the country is quite uniform: typically brick, plain walls, orderly placement of windows, and simple ornamentation. The most architectural element of the warehouse is the cornice line. Normally, shipping and receiving areas have large openings for the easy movement of goods while many loading docks rotate between transportation and storage. In warehouses that display goods on the ground floor, a well-marked entrance with some ornamentation would emphasize an office space.

Factories differ from warehouses in that their use was for the manufacturing or assembly of products or component parts. Also, as factories required more light than in warehouse design, the proportion of window to wall increased dramatically in factory construction. The organization of tasks to be performed in the factory, whether the need for assembly lines or accommodation for machinery, determined the size and shape of the building. Usually small to medium in size with masonry construction, factories also featured strong piers on the walls due to the fenestration pattern.

Mills are the third type of industrial building—either masonry and frame construction—that relies on mechanical systems to alter the state of raw materials, such as grains into flour or oil. Large amounts of energy, such as water power, ran the machinery. As manufacturing processes evolved, the mill structure adapted with various additions and extensions. Similar to factories, mills also required a lot of light. Therefore, window arrangements expanded and skylights, monitor roofs, or roofs that trap light are common.

Overall, warehouses, factories and mills share uniform shapes and use of building materials and clearly denote industrial districts that have evolved in chorus with this region's transportation corridors.¹⁹

Trolley Facilities

The trolley²⁰ launched downtowns and central business districts of the American city as a nodal point for customers and workers throughout the urban area to gather in a relatively short time and with lower costs. The street railway network allowed the concentration of a variety of labor skills in one location while larger amounts of workers did not have to live within walking distance of their jobs. Residential development began along the streets served by the streetcars while the junction points of some major lines outside the downtown developed into commercial blocks.²¹

¹⁹ *Ibid.*, 10 and 11.

²⁰ Also referred to as electric streetcars and interurbans.

²¹ American Public Works Association, 170 and 171.

August 2009

The three major trolley lines that intersected Rochester and served the Genesee-Finger Lakes Region were the Rochester and Eastern Rapid Railway, Buffalo, Lockport and Rochester Railway, and the Rochester Syracuse and Eastern Railroad. The concentration of trolley lines in upstate New York ran from the Pennsylvania state line roughly parallel to the main line of the New York Central Railroad, amounting to 1,129 miles. The effect of the Great Depression was severe to trolley operations and most of the railways were put out of use by 1933.²²

The Rochester and Eastern Rapid Railway opened a line from Rochester to Canandaigua in 1903 and from Canandaigua to Geneva in 1904. In its early years, much of the heavy traffic occurred during the summer with passengers filtering to and from the Finger Lakes. The Rochester and Eastern Rapid Railway was consolidated with several other electric railways in Rochester to form New York State Railways in 1912, which was controlled by the New York Central Railroad. The New York State Railways filed for abandonment of its Rochester and Eastern line and a permit to end service was granted in 1930.²³

Buffalo, Lockport and Rochester Railway was completed in 1908 and put into regular service a year later. The line paralleled the New York Central Railroad for 59 miles from Rochester to Lockport, where it connected with the International Railway Company. In 1911, Clifford D. Beebe of Syracuse, proprietor of one of the two main networks of interurbans in New York, acquired the company. The railway operated throughout the 1920s but was abandoned by 1931.²⁴

Rochester Syracuse and Eastern Railroad paralleled the New York Central Railroad and the Erie Canal. Although a number of miles had been in service since 1906, the line was completed under the name Rochester Syracuse and Eastern Railroad in 1909. In 1913, the line was merged with two other interurban properties—all possessed by Clifford D. Beebe—into the Empire United Railways. However, the Empire United failed in 1915 and the Rochester Syracuse and Eastern Railroad was reorganized in 1917 as the Rochester and Syracuse Railroad. It existed throughout the 1920s but went into receivership in 1930 and was eventually abandoned in 1931.²⁵

Waterway Facilities

Until the mid-nineteenth century, ferries were the primary mode of transportation across large streams, rivers, and lakes. Many ferries were private and operated for a fee. The right to operate a ferry was obtained from the colonial legislature or county by a grant or contract.

When New York State was first being settled, transportation between the Hudson River and western New York was difficult. Rivers provided the easiest method of travel, but still did not provide efficient access to the Great Lakes or western territories. Interest in building a navigable waterway between the Hudson River and Lake Erie began in the late 1700s.

²² George W. Hilton and John F. Due, *The Electric Interurban Railways in America* (Stanford, CA: Stanford University Press, 1960), 309.

²³ *Ibid.*, 312.

²⁴ *Ibid.*, 312-313.

²⁵ *Ibid.*, 314.

August 2009

In 1817, Governor DeWitt Clinton convinced the legislature to authorize seven million for the construction of the Erie Canal. The entire canal was opened in 1825. Although the canal only ran through the northern and western portions of the state, it influenced development statewide and beyond through its connection to the Hudson River.

As a result of the increase in trade and traffic, cities developed in New York west of Albany, including Syracuse, Rochester, and Buffalo. Other canals were also built in New York State, some to connect to the Erie Canal and others for competition. Between 1823 and 1828, construction began on several lateral canals, including the Cayuga-Seneca.

Improvements to the Erie and Cayuga-Seneca Canals occurred during the later half of the nineteenth century. However, interest in canals waned as the railroads grew. As the canals lost business, their revenues decreased and the state began abandoning some canals. As a result, the New York State Barge Canal—improved as a result of the Barge Canal Law of 1903—was designed to accommodate 1,000-ton barges. To accomplish this, much of the original Erie Canal was abandoned and the rivers avoided during the canal's original construction were canalized. The improved system was opened in 1918 and ran nearly parallel to the original canal route.

Traffic on the canal system slumped during World War II, but recovered to an all-time high in 1951. However, the canal's importance as a means of transportation greatly decreased over the course of the twentieth century due to the growing competition from railroads and highways and the opening of the Saint Lawrence Seaway in 1959.²⁶

²⁶ Mead & Hunt, 115-117.

3. ORGANIZATION OF SURVEY DATA

3.1 New York State Office of Parks, Recreation, and Historic Preservation (NYS OPRHP) Historic Resource Inventory Forms

Data collected by historical research and field survey must be compiled in a systemic manner and reviewed for content, clarity, and accuracy before it can be integrated into the planning process. Historic resources identified and documented must then be evaluated against established criteria. The following section contains sixty-six NYS OPRHP Historic Resource Inventory Forms that have been reviewed for mistakes and inaccuracies that may have occurred during field reporting and evaluated using National Register criteria. The State Historic Preservation Office uses this inventory form for the documentation of buildings, structures, or objects. The inventory forms have been organized first by county and then alphabetically by municipality.

GENESEE COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Snyder and Thompson Service Station
Address or Street Location 2165 Judge Road (New York State Route 63)
County Genesee Town/City South Alabama Village/Hamlet: _____
Owner Christopher Haitz Address Batavia, New York
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1930

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>simulated masonry</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date September, 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

Snyder and Thompson Service Station is a one-story, steel-frame building with exterior concrete block and simulated masonry walls situated on the north side of Judge Road (New York State Route 63) in South Alabama near the intersection of Maple Street Road. The front-gabled roof is covered with asphalt shingles and features a stepped parapet wall on the south façade with interior concrete block chimney. The façade also has original features, such as two plate glass windows with multipane transom, half-glazed wooden door with transom, and a paneled garage door. Both the east and west elevations feature vinyl replacement nine-over-nine double-hung sash windows. A one-story concrete block addition exists on the north elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Snyder and Thompson Service Station is representative of the false-front commercial vernacular, built in upstate New York as well as in Iowa, Texas, Colorado, and Wyoming. The false-front extends the façade vertically and horizontally so that roof over the main body remains hidden from view, creating the illusion of an interesting profile when one could not afford to build a large enough building or to convey an image of progress and prosperity.

Snyder and Thompson Service Station is also an example of the 1920s and 1930s "mom and pop" arrangements and other small entrepreneurs who built their own stations that imitated the patterns of corporate giants like Shell Oil Company. Often built by local building contractors, these stations looked more like neighboring residences in materials and form than the image-conscious station buildings of the big corporation competitors. Small "branded" dealers and independents survived in very small towns and rural areas where large corporations would not locate and a small market niche remained unfilled. Judd Snyder and his partner Greg Thompson operated this service station in the 1930s and 1940s. They also operated a bus service for Oakfield school, storing the buses in the back of their building. Most recently, the Snyder and Thompson Service Station housed Bernard Howard Equipment.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

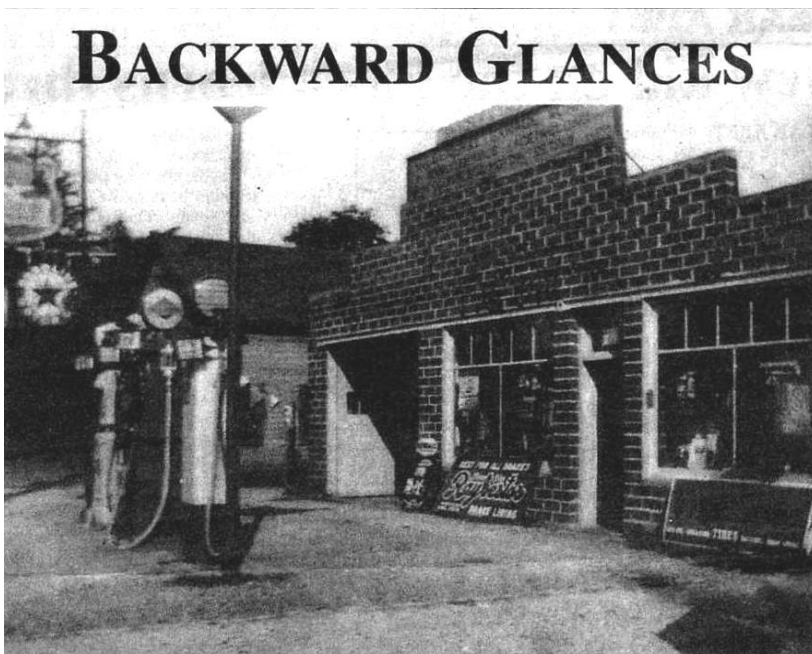
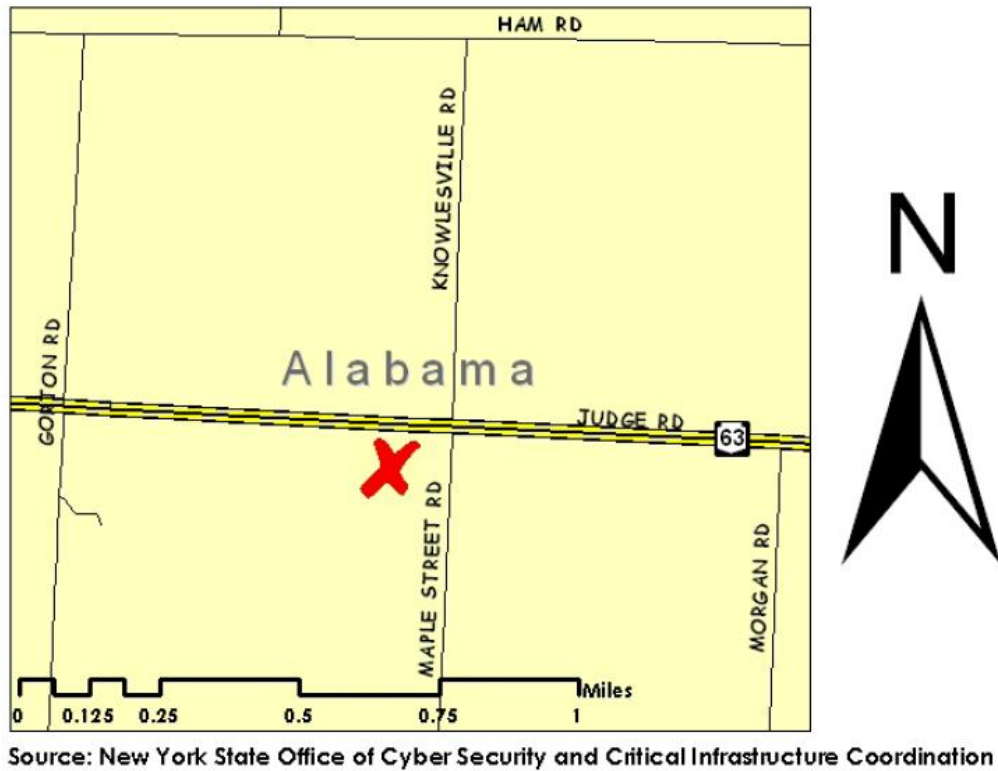
Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

The Daily News, 8 April 1998.

Cassidy, Joe, Alabama Town Historian. Written correspondence. July 2008.

Snyder and Thompson Service Station
2165 Judge Road (New York State Route 63)
Basom (South Alabama), NY

Continuation Sheet 1



The Daily News, 8 April 1998.

Continuation Sheet 2



South façade and west elevation



South façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Alexander Service Station
Address or Street Location On the south side of U.S. Route 20, just west of New York State Route 98
County Genesee Town/City Alexander Village/Hamlet: _____
Owner _____ Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa mid-1950s

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Javme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Alexander Service Station is a one-story, steel-frame building with pedimented walls and flat roof. The building is concrete block construction with three fifteen-light plate-glass windows with steel sash along the west wall to provide light into the garage bay. The south façade has two plate-glass windows and entry door with one-light transom. A small one-story addition with a flat roof is attached to the north elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Alexander Service Station is an example of the "oblong box" gas station form. Beginning in the 1930s, gas stations evolved into smooth buildings with curvilinear corners and porcelain enamel tile. The white streamlined box certainly gave impressions of speed, modernity, and progress, but ultimately grew out of the economic depression of the 1930s and the need for a stripped down, functional design. After 1950 cinder and concrete block construction replaced prefabricated steel.

The New York State Thruway was constructed in the mid-1950s and parallels U.S. Route 20 to the north. Prior to its construction, U.S. Route 20 served as an important transportation route across western and central New York State.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

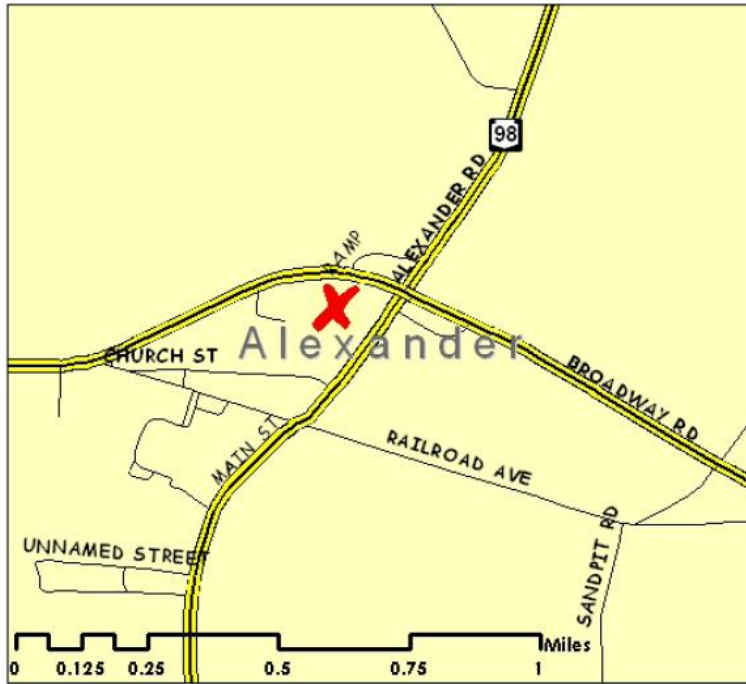
Rozhon, Tracy. "On Route 20, Where the Past Is Present." *New York Times*, 11 August 2006.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Alexander Service Station

On the south side of U.S. Route 20, just west of New York State Route 98
Alexander, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade and west elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Batavia-New York Central Freight Station
Address or Street Location North side of Lehigh Road, just south of New York State Route 63
County Genesee Town/City Batavia Village/Hamlet: _____
Owner _____ Address _____
Original use freight station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1955-1956

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Batavia-New York Central Freight Station is a one-story, two-unit brick building situated on the north side of Lehigh Road, just south of Ellicott Road (New York State Route 63) in a light industrial area. The two units are attached but do not have a uniform roofline. The unit on the east has a panelled garage door, a metal one-over-one double-hung sash window, and a former shipping/receiving opening enclosed with wood on its south façade. An exterior brick chimney is located at the rear. The unit on the west has several window openings, which have been enclosed, and two projecting brick beltcourses. The roof on both units is flat and features concrete coping. Some of the aluminum, Moderne Style font letters of the sign, "New York Central," are still affixed to the east unit's south façade.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The City of Batavia was an important railroad junction for multiple lines, including the New York Central Railroad, Erie Railroad, and the Lehigh Valley Railroad. The Attica Branch, Batavia and Canandaigua Branch, and Tonawanda Branch of the New York Central Railroad merged in the City of Batavia, which significantly influenced the development of the community. After the decline in railroad usage following World War II, the Batavia-New York Central Freight Station was constructed to handle freight. The Moderne Style lettering of "New York Central" is indicative of postwar era design and construction. The building was used by Conrail (Consolidated Rail Corporation) after it succeeded New York Central Railroad in the 1970s. All other passenger and freight stations in the City of Batavia have been demolished.

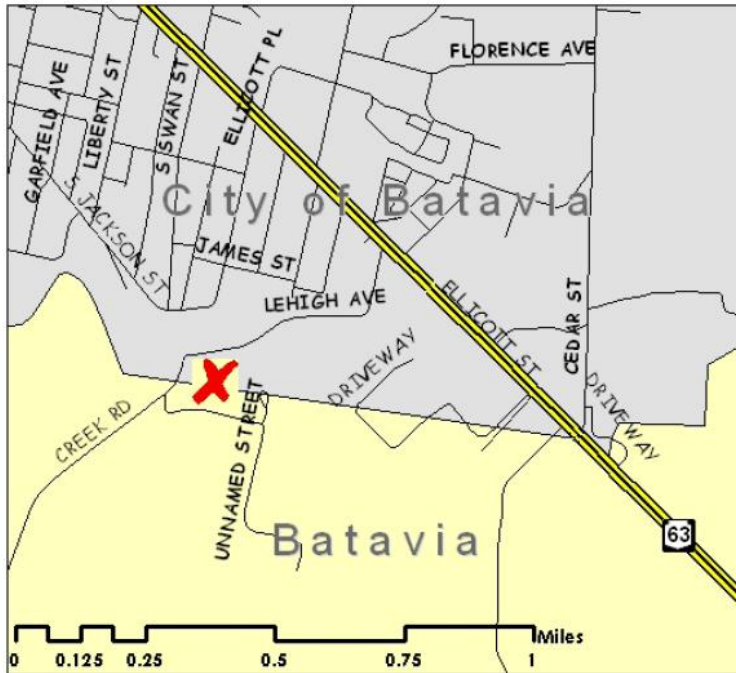
Sources

Solomon, Brian and Mike Schafer. New York Central Railroad. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "Batavia." <<http://wnyrails.org/cities/batavia.htm>>, (accessed 23 July 2008).

Batavia-New York Central Freight Station
North side of Lehigh Road, just south of New York State Route 63
Batavia, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade and west elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Darien Center Agricultural Warehouse
Address or Street Location Northwest corner of Erie Street and Tinkham Road (New York State Route 77)
County Genesee Town/City _____ Village/Hamlet: Darien Center
Owner _____ Address _____
Original use agricultural warehouse Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1890-1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Darien Center Agricultural Warehouse is a two-and-a-half-story, wood-frame building with a steeply-pitched front-gable roof located on the main north-south axis road in Darien Center bordering a commercial district and a rural residential area. The building has an enclosed window located in the gable-end on the east façade. A freight entrance is located on the east façade. The building is clad with wooden clapboards. A one-story concrete block addition with metal roof is attached to the west elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Darien Center Agricultural Warehouse originally had railroad tracks that led to a shipping/receiving area on the east façade, which facilitated the movement of wares, goods, and/or merchandise. The type of wares, goods, and/or merchandise stored in this building is unknown. Sanborn Fire Insurance Maps were never commissioned for Darien Center. It is surmised that the building was constructed circa 1832-1851 because of its location nearby the Hornell to Buffalo Branch of the Erie Railroad. The Erie Railroad was one of New York's earliest railroad companies, incorporated in 1832. The line to Dunkirk was completed in 1851.

Sources

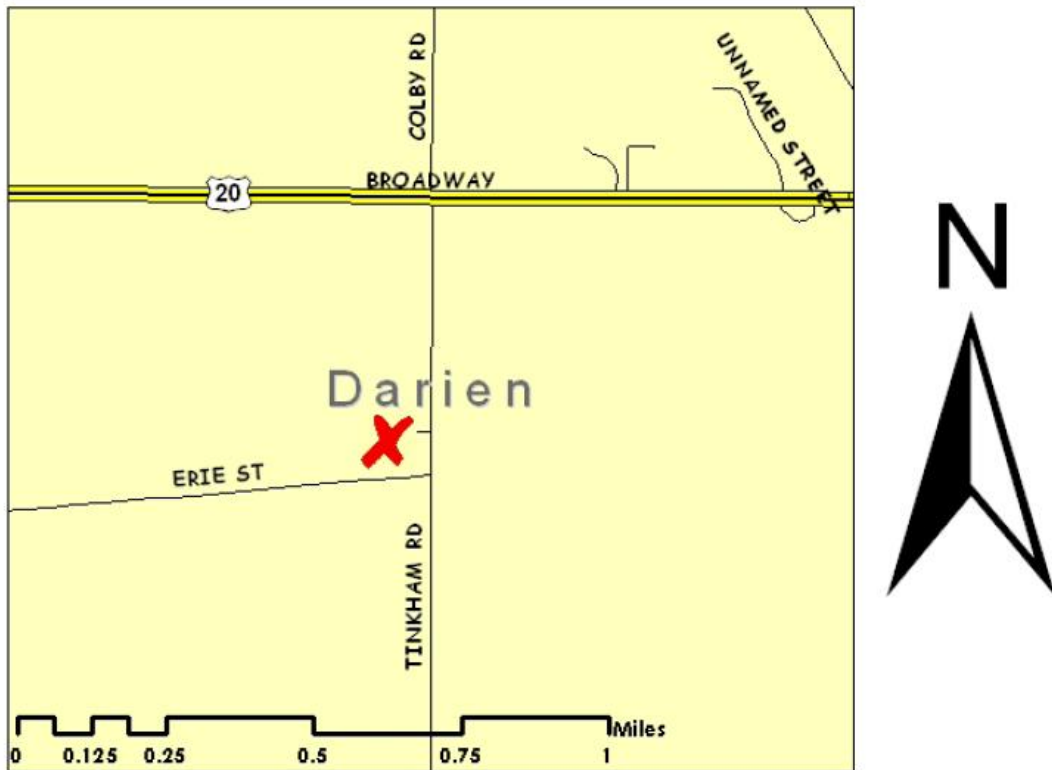
Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Western New York Railroad Archive. "Darien Center, NY." <http://wnyrails.org/cities/darien_center.htm>, (accessed 20 July 2008).



Darien Center Agricultural Warehouse
Northwest corner of Erie Street and Tinkham Road (New York State Route 77)
Darien Center, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade and north elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Darien Center Service Station
Address or Street Location 1919 Broadway Road (U.S. Route 20)
County Genesee Town/City Darien Center Village/Hamlet: _____
Owner _____ Address _____
Original use service station Current use commercial (retail)
Architect/Builder, if known _____ Date of construction, if known circa 1915-1935

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Darien Center Service Station is a two-story, brick building with a hipped roof situated on the northwest corner of Broadway Road (U.S. Route 20) and Harper Road in a predominantly rural area with few small businesses and residential properties. The second floor windows on the east façade and south elevation are four-over-one double-hung sash while first floor windows are a mixture of one-over-one double-hung sash and plate-glass picture. An exterior brick chimney is centered on the east façade's eave wall.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

With evidence of a large corner lot and existence of some residential properties, the Darien Center Service Station is an example of the "house and curbside" gas station form. Paired windows and a symmetrical façade are also representative of the Colonial Revival Style. The neighborhood service station was made to look like a house, as in Pure Oil's English cottage (Revival Style), to reduce opposition to their real estate practices. Curbside pumps continued to thrive only in rural areas, as fire safety ordinances forced curbside stations to close in urban areas.

The Darien Center Service Station is located along U.S. Route 20, which served as an important east-west transportation route across upstate New York prior to the construction of New York State Thruway in the mid-1950s. Darien Center is a hamlet located west of the Town of Darien and was originally called King's Corners. It was a stop along the Erie Railroad and contained a few small industries at the turn of the twentieth century.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

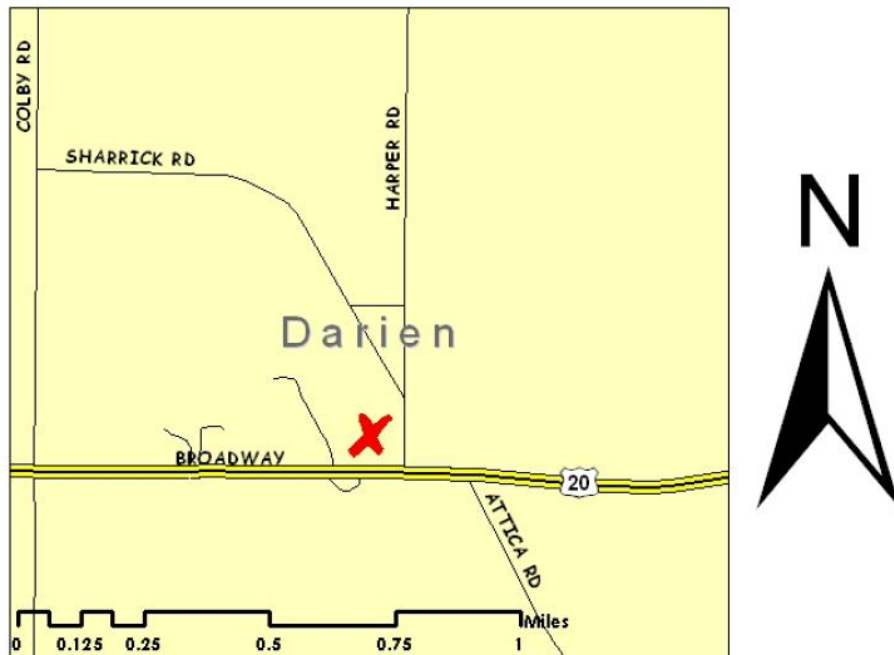
National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

New York Local Histories. "History of Darien, NY." <<http://history.rays-place.com/ny/darien-ny.htm>>, (accessed 15 July 2008).

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Darien Center Service Station
1919 Broadway Road (U.S. Route 20)
Darien Center, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade and south elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) N.B. Keeney & Son Lumber Warehouse
Address or Street Location North side of the railroad tracks on the west side of Lake Street (approximately 76 Lake Street)
County Genesee Town/City _____ Village/Hamlet: LeRoy
Owner _____ Address _____
Original use warehouse/mill Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1881-1884

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>asphalt and composite shingles</u>
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The N.B. Keeney & Son Lumber Warehouse is a four-story, wood-frame building with poured concrete and concrete block foundation and intersecting gables. The east façade features two silos covered by a catslide roof (with the long roof pitch facing the street). A concrete block end-wall chimney exists on the south elevation and original two-over-two double-hung sash windows are exhibited on the first and second floors and some fixed windows on the third and fourth floors. The clapboard building was covered with asphalt and composite shingles later in the mid-twentieth century.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Village of LeRoy was a busy railroad junction as the Erie Railroad, the New York Central Railroad, and the Buffalo, Rochester, and Pittsburgh Railway (circa 1885) all had lines running directly through. The warehouse served N.B. Keeney & Son Lumber and was one of several buildings on the property. It appears to be the only surviving building, with demolition occurring sometime in the twentieth century. The building may have also served for milling purposes, with evidence of various additions and the silos on the east façade. The catslide roof is unique in that the short roof pitch usually faces the street with the long roof in the back. The warehouse was recently used by Reamer and Green Produce.

The N.B. Keeney & Son Lumber Warehouse was constructed on the north side of the railroad tracks used by the Buffalo, Rochester, and Pittsburgh Railway and appears on the first Sanborn Fire Insurance Map executed for the Village of LeRoy in 1885. The building was most likely constructed about the same time as the Buffalo, Rochester, and Pittsburgh Railway passenger station, circa 1881-1884.

Sources

Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Western New York Railroad Archive. "Buffalo, Rochester and Pittsburgh Railway." <http://wnyrails.org/railroads/brp/brp_home.htm>, (accessed 2 August 2008).

Western New York Railroad Archive. "Le Roy, New York." <http://wnyrails.org/cities/leroy_home.htm>, (accessed 2 August 2008).



N.B. Keeney & Son Lumber Warehouse
Approximately 76 Lake Street
Le Roy, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade and south elevation

LIVINGSTON COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Caledonia-New York Central Passenger Station

Address or Street Location 226 North Street

County Livingston Town/City _____ Village/Hamlet: Caledonia

Owner _____ Address _____

Original use passenger station Current use vacant

Architect/Builder, if known _____ Date of construction, if known circa 1865-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>stucco</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Caledonia-New York Central Passenger Station is one-story, wood-frame building located in a commercial district adjacent to active railroad tracks. The building has a hipped roof with deep eaves, accented by large, wooden brackets and decorative rafter ends. The original six-over-six double-hung sash windows are evenly spaced on the east façade and a hipped dormer window is centered on the north elevation. A brick chimney extends from the north end of the building. End posts are evident and the wall surface above the water table is covered with stucco while clapboard clads the surface below.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Caledonia-New York Central Passenger Station's decorative rafter ends and large brackets, deep eaves, and polychromed patterns make it a representative of the Gothic Revival Style. About five percent of surviving Gothic Revival buildings show distinctive linear patterns of masonry wall surfaces. The decorative polychrome patterns can be seen as horizontal bands on the wall surfaces of the Caledonia-New York Central Passenger Station—a feature particularly characteristic of the last phase of Gothic Revival, from about 1865 to 1880.

The Caledonia-New York Central Passenger Station served the Batavia to Canandaigua Branch of the New York Central Railroad, which was formed on March 17, 1853 by the consolidation of a number of smaller railroads between Albany and Buffalo.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

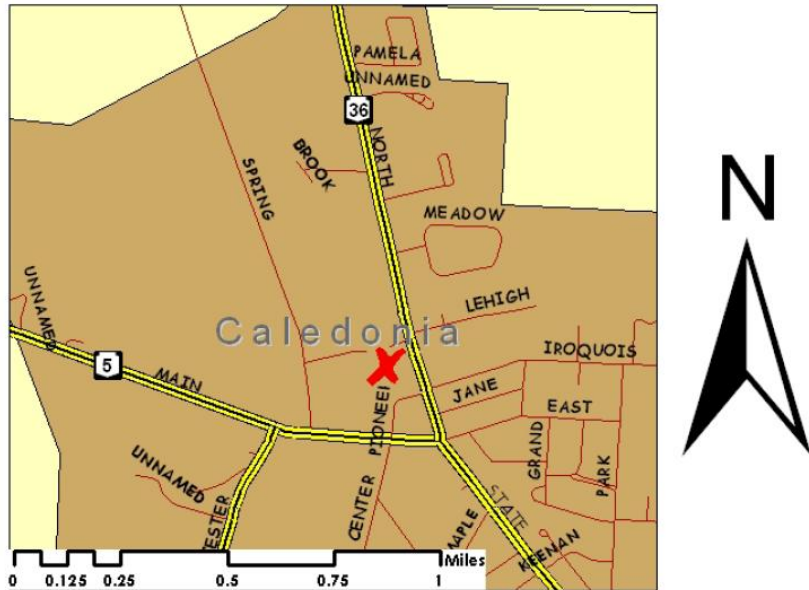
Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "New York Central Railroad." <http://wnyrails.org/railroads/nyc/nyc_home.htm>, (accessed 21 July 2008).



Caledonia-New York Central Passenger Station
226 North Street
Caledonia, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Caledonia Agricultural Warehouse and Mill
Address or Street Location East side of North Street, across from New York Central Railroad Station
County Livingston Town/City _____ Village/Hamlet: Caledonia
Owner _____ Address _____
Original use agricultural warehouse Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Caledonia Agricultural Warehouse and Mill is a four-story, front-gabled building clad with vertical boards. It is located on the east side of North Street, immediately across from the New York Central Railroad Station in a mostly commercial neighborhood. Two square towers with gable roofs rise from the slope of the wood-frame principal building. A two-and-a-half-story brick addition with metal gabled roof and interior slope chimney is located on the principal's west façade and a two-story concrete block addition is located along the principal's south elevation. A one-story concrete block addition is located on the west wall of the two-story concrete block segment and a one-story brick addition with shed roof is located on the north wall of the two-and-a-half-story brick segment. First and second floor windows on the wood-frame and brick additions are one-over-one and six-over-six double-hung sash while multipane steel fixed windows are evident on the concrete block additions.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Caledonia Agricultural Warehouse and Mill is located nearby the tracks of the Batavia to Canandaigua Branch of the New York Central Railroad, which was formed on March 17, 1853 by the consolidation of a number of smaller railroads between Albany and Buffalo. The wood-frame principal building is likely the oldest, followed by the brick additions dating approximately to the late nineteenth century and lastly the concrete block additions in the early twentieth century. The building was likely used for storage and milling purposes, with evidence of the various additions and the square towers for added light.

Sources

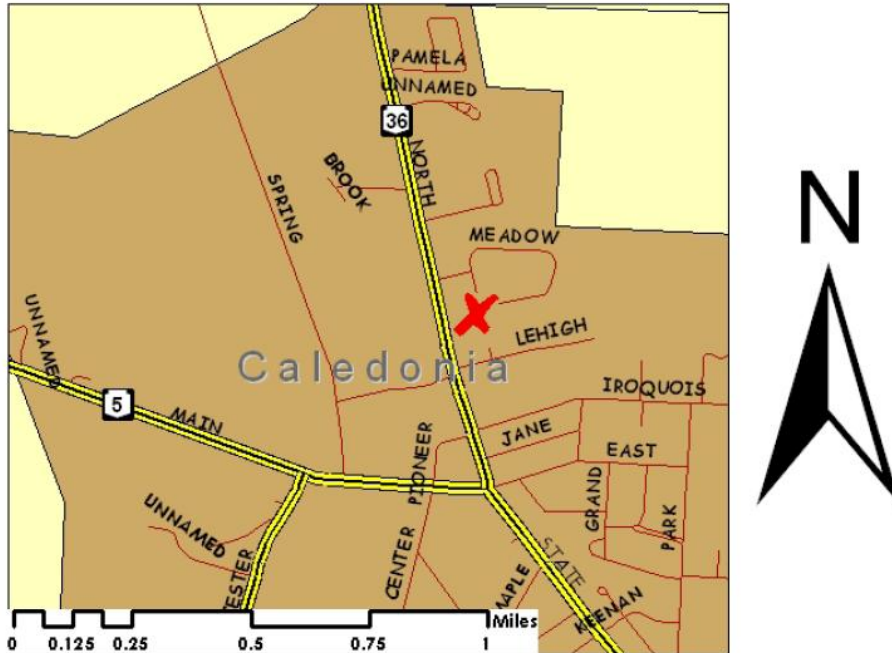
Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Western New York Railroad Archives. "New York Central Railroad." < http://wnyrails.org/railroads/nyc/nyc_home.htm>, (accessed 21 July 2008).

Caledonia Agricultural Warehouse and Mill

East side of North Street, across from New York Central Railroad Station
Caledonia, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade and south elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Cuylerville Service Station
Address or Street Location On the southeast side of Cuylerville Road (U.S. Route 20A), just east of River Street
County Livingston Town/City _____ Village/Hamlet: Cuylerville
Owner _____ Address _____
Original use commercial Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1880-1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Cuylerville Service Station is a two-story, brick commercial building with a shaped parapet and colored brick corbelling on its west façade. The second floor has two-over-two double-hung sash windows with stone lintels. The first floor paneled garage door and metal entrance door with awning are not original to the building. A decorative stone and colored brick band course separates the first and second floors. The two-story segment is flanked to the north and south with one-story brick additions.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Cuylerville Service Station likely first-served as a retail-business use, constructed circa 1880-1890. The addition of the two covered bays, likely after 1935, is an example of the "house with bays" gas station form. The building is also representative of the Queen Anne Style with stone and colored brick decorative panels, indicative of the Patterned Masonry subtype. The bays, simplified boxes with flat-roofs, covered the washing and lubricating floors of the service station. These facilities advertised "one-stop" automobile service, including engine, brake, muffler and other repair services.

U.S. Route 20A, formed circa 1938, is an east-west alternate route of U.S. Route 20 stretching across western New York from Ontario to Erie County.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

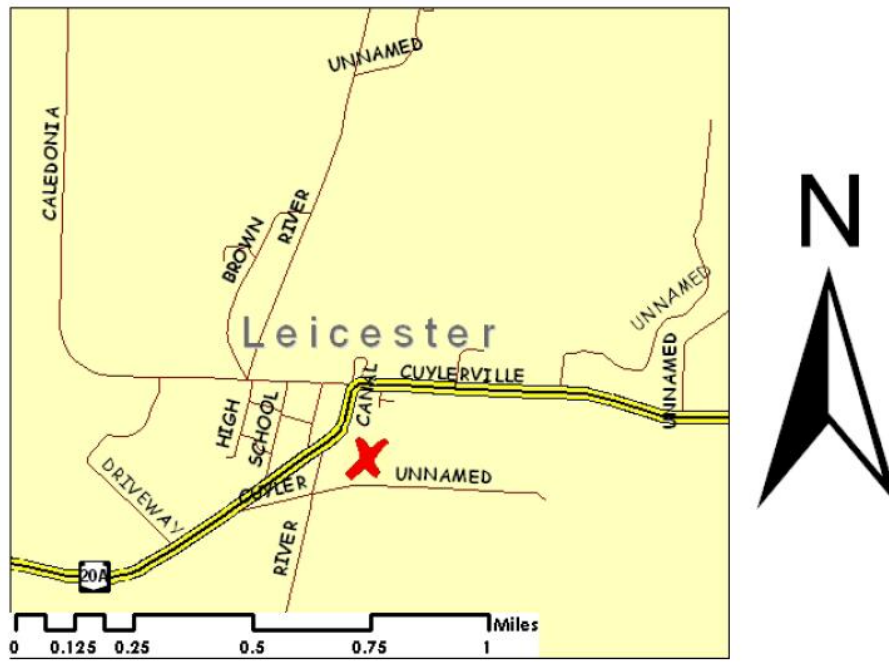
McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, Inc., 1998.

Wikipedia. "U.S. Route 20A (New York)." <[http://en.wikipedia.org/wiki/U.S._Route_20A_\(New_York\)](http://en.wikipedia.org/wiki/U.S._Route_20A_(New_York))>, (accessed 28 January 2009).

Cuylerville Service Station

On the southeast side of Cuylerville Road (U.S. Route 20A), just east of River Street
Cuylerville, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Dansville and Mount Morris Passenger Station

Address or Street Location 14 Clara Barton Street, near the corner of Spruce and Battle Streets

County Livingston Town/City _____ Village/Hamlet: Dansville

Owner Genesee & Wyoming Industries, Inc.

Address _____

Original use passenger station

Current use vacant

Architect/Builder, if known _____

Date of construction, if known circa 1900-1915

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>asphalt/composite</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____

Date: _____

Condition:

☐ excellent

☐ good

☒ fair

☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayme Breschard

address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____

email _____

Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Dansville and Mount Morris Passenger Station is a one-story, wood-frame building located in the center of a commercial block in the downtown area of the Village of Dansville. The clapboard building was covered with asphalt/composite shingles sometime in the mid-twentieth century. The gabled roof has deep eaves that are accented by wooden trusses and exposed rafter ends. The poured concrete foundation suggests that the building was constructed in the early twentieth century and the six-over-six double-hung sash windows in wood frames appear to be original.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Erie & Genesee Valley Railroad was incorporated in January 1868. It was completed in 1872 and leased to the Erie until October 21, 1891. The line was then returned to local management as the Dansville and Mount Morris Railroad. The company operated in receivership from 1894 until September 30, 1927. Passenger service ended in 1939. Genesee & Wyoming Industries, Inc. acquired the company on July 23, 1985.

The dominant trend was for merger and growth from the beginning of the railroad era until the 1960s. Some short lines remained in existence for a variety of reasons: the owners were making sufficient return on their investment; shippers and passengers were content with local control; if the short line connected with only one large road, the large road was assured of the short line's business; or the short line wasn't sufficiently profitable to attract the notice of a larger road.

The Dansville and Mount Morris Passenger Station served as the southern terminus of the 7.8-mile line. It appears to retain some of its original interior, including a gated ticket window.

Sources

Lewis, Edward A. *American Shortline Railway Guide*. Waukesha, WI: Kalmbach Publishing, Co., 1996.

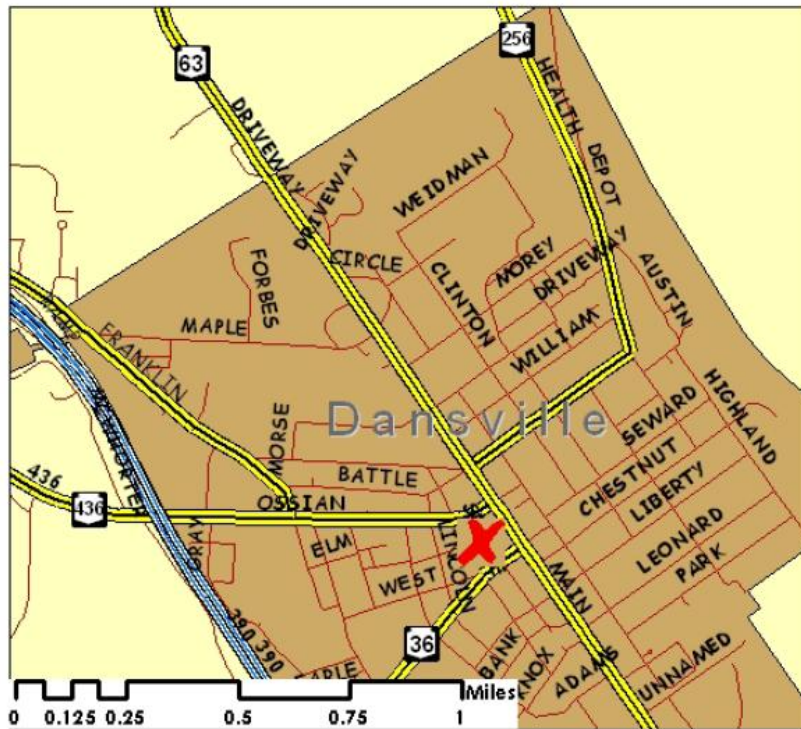
Greater Rochester Shortline Railroad. "Dansville & Mount Morris Railroad." <<http://www.rochester-railfan.net/dmm.htm>>, (accessed 1 August 2008).



Dansville and Mount Morris Passenger Station

14 Clara Barton Street, near the corner of Spruce and Battle Streets
Dansville, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West elevation

Continuation Sheet 2



South elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Dansville Municipal Airport-Air Terminal
Address or Street Location 176 Franklin Street
County Livingston Town/City Dansville Village/Hamlet: _____
Owner Operated by Sterling Airways Address _____
Original use air terminal Current use air terminal
Architect/Builder, if known _____ Date of construction, if known 1934

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Dansville Municipal Airport-Air Terminal is a two-story, concrete block building with a one-story, shed roof addition on the south elevation and a three-story square control tower located at the southeast corner. The west façade has a parapet on a flat roof and five sets of multipane fixed windows with steel casement. The south elevation features four glass block windows. The building is situated on the north side of Franklin Street in a commercial neighborhood.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Dansville Municipal Airport-Air Terminal exhibits the influence of the Moderne/Art Deco Style with its smooth surfaces, streamlined geometry, and use of glass blocks. The Owens-Illinois Glass Company introduced the first pressed glass block in 1932. Glass blocks were used in both industrial and architectural applications in the 1930s and 1940s because of their excellent insulating properties and for diffusing light.

The Dansville Municipal Airport-Air Terminal was established with federal funding in 1927 and constructed as part of the "First New Deal" work program in 1934 for \$14,000. Lynn E. Pickard, a World War I pilot and Dansville native, was instrumental in lobbying for its construction. In 1940, approximately \$186,000 in federal defense spending allowed for the reconstruction of runways and improved water drainage. Flight training began the following year for enlisted personnel. In 1947, Charles Lindbergh made a one-hour stop at the airport.

Sources

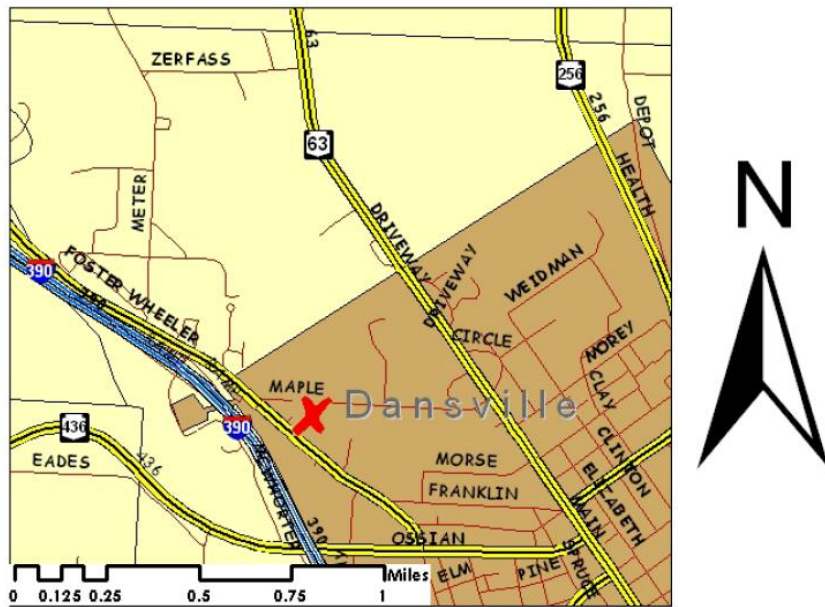
Gilbert, David. "Dansville Municipal Airport (DSV)." <<http://dansville.lib.ny.us/govern/airport.html>>, (accessed 2 June 2008).

National Park Service. Twentieth Century Building Materials: History and Conservation. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

U.S. Department of the Interior, National Park Service. "Guidelines for Evaluating and Documenting Historic Aviation Properties." <<http://www.nps.gov/history/nr/publications/bulletins/aviation/>>, (accessed 3 April 2009).

Dansville Municipal Airport-Air Terminal
176 Franklin Street
Dansville, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade

Continuation Sheet 2



South elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Hemlock-Lehigh Valley Passenger Station

Address or Street Location 7370 Al Sharpe Street

County Livingston Town/City _____ Village/Hamlet: Hemlock

Owner Crossroads Custom Address 7370 Al Sharpe Street

Original use passenger station Current use storage

Architect/Builder, if known _____ Date of construction, if known circa 1890-1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Hemlock-Lehigh Valley Passenger Station is a one-story, wood-frame building covered with clapboard located at the eastern terminus of Al Sharpe Street approximately one block from the main north/south road axis and adjacent to a park. A brick coal stack is located immediately northwest of the structure. The building has a hipped roof with deep eaves and the windows are boarded up on the north façade. Two of the openings (paneled wooden doors) on the south elevation appear to be original.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Hemlock-Lehigh Valley Passenger Station served the southern terminus of the Rochester Branch of the Lehigh Valley Railroad, which extended a line northward from the anthracite coal fields of Pennsylvania into New York in 1867. The portion of the line from Hemlock to Honeoye Falls was abandoned in 1968.

Sources

Western New York Railroad Archive. "Hemlock, New York." < <http://wnyrails.org/cities/hemlock.html>>, (accessed 31 July 2008).

Western New York Railroad Archive. "Lehigh Valley Railroad Rochester Branch." < http://wnyrails.org/railroads/lv/lv_rochester.htm>, (accessed 31 July 2008).



Hemlock-Lehigh Valley Passenger Station
7370 Al Sharpe Street
Hemlock, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Undated photograph. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



North façade



South elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Mount Morris-Delaware, Lackawanna and Western Passenger Station
Address or Street Location Eastern terminus of Lackawanna Avenue, east off of New York State Route 36
County Livingston Town/City _____ Village/Hamlet: Mount Morris
Owner _____ Address _____
Original use passenger station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1875-1885

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input checked="" type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Mount Morris-Delaware, Lackawanna and Western Passenger Station is a one-story, brick building located at the eastern terminus of Lackawanna Avenue, on the border of a light industrial neighborhood and rural farmland. It is about four blocks from the main north/south access road. The building has a hipped roof with an interior ridge chimney and deep eaves accented by large, wooden brackets. A stone water table is evident, with variegated brickwork above and uniform below. Round-arch windows with stone segmented lintels are evident on the west façade. The windows are boarded over, but are likely six-over-six double-hung sash. A concrete platform surrounds the building.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Mount Morris-Delaware, Lackawanna and Western Passenger Station's decorative brackets, deep eaves, and polychromed patterns make it a representative of the Gothic Revival Style. About five percent of surviving Gothic Revival buildings show distinctive linear patterns of masonry wall surfaces. The decorative polychrome patterns can be seen as horizontal bands on the wall surfaces of the Mount Morris-Delaware, Lackawanna and Western Passenger Station—a feature particularly characteristic of the last phase of Gothic Revival, from about 1865 to 1880.

Mount Morris was an important railroad junction, as the Delaware, Lackawanna and Western Railroad, Erie Railroad, Pennsylvania Railroad, and Dansville and Mount Morris Railroad all had stations within the community. Mount Morris was on the main line of the Delaware, Lackawanna and Western Railroad, which ran from Binghamton to Black Rock (just outside of Buffalo). The line was completed and leased to the Delaware, Lackawanna and Western Railroad in 1882. Passenger service ceased in 1962.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Western New York Railroad Archive. "Delaware, Lackawanna and Western Railroad." <http://wnyrails.org/railroads/dlw/dlw_stns_mainline.htm>, (accessed 21 July 2008).

Western New York Railroad Archive. "Mount Morris, New York." <http://wnyrails.org/cities/mt_morris.htm>, (accessed 21 July 2008).



Mount Morris-Delaware, Lackawanna and Western Passenger Station
Eastern terminus of Lackawanna Avenue, east off of New York State Route 36
Mount Morris, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Postcard circa 1910. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



West façade

MONROE COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Brockport-New York Central Freight Station
Address or Street Location 140 or 149 Park Avenue (east side of Park Avenue)
County Monroe Town/City _____ Village/Hamlet: Brockport
Owner _____ Address _____
Original use freight station Current use storage/vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1900

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Brockport-New York Central Freight Station is a one-story, wood-frame located in a light industrial area, on the east side of Park Avenue just south of High Street. The building has a low-pitched hipped roof, deep eaves accented by scroll-sawn brackets, and exposed rafters. Some windows are enclosed. All others are nine-over-nine double-hung sash and appear to be original. The building is covered with clapboard and has a wooden belt course. The original roof has been replaced with metal sheets. A paneled door with an enclosed transom is situated on the north elevation. A platform likely existed on the north elevation, considering the location of the doorway.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Brockport-New York Central Freight Station is a vernacular representative of the Folk Victorian Style with its roof elaborations such scroll-sawn brackets and exposed rafters. The spread of Folk Victorian Style was made possible by the railroads. The growth of the railroad system made heavy woodworking machinery widely accessible at local trade centers and abundant supplies of pre-cut detailing from distant mills available to local lumber yards. Many builders simply grafted pieces of pre-cut detailing onto the vernacular house forms familiar to local carpenters.

The Brockport-New York Central Freight Station served the Niagara Falls Branch of the New York Central, which closely followed the route of the Erie Canal. The Rochester, Lockport, and Niagara Falls Railroad was granted a charter in 1852 but was later absorbed by the New York Central Railroad in 1853. Granite slabs and cod liver oil were important goods to the Brockport economy and were most likely transported on the New York Central Railroad after the decline of the Erie Canal.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

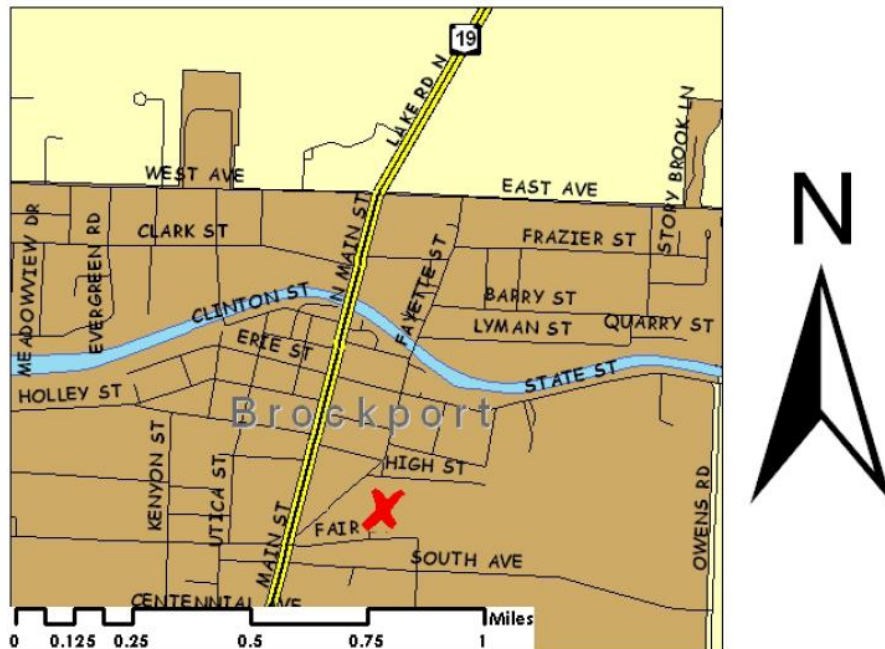
Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "Brockport, NY." <<http://wnyrails.org/cities/brockport.htm>>, (accessed 14 July 2008).

Western New York Railroad Archive. "New York Central Niagara Falls Branch." <http://wnyrails.org/railroads/nyc/nyc_falls_br.htm>, (accessed 14 July 2008).

Brockport-New York Central Freight Station
140 or 149 Park Avenue (East side of Park Avenue)
Brockport, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade

Continuation Sheet 2



Roof elaborations on the north elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Brockport-New York Central Passenger Station
Address or Street Location 140 or 149 Park Avenue (west side of Park Avenue)
County Monroe Town/City _____ Village/Hamlet: Brockport
Owner _____ Address _____
Original use passenger station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Brockport-New York Central Passenger Station is a one-story, wood-frame building located on the west side of Park Avenue, just south of High Street and one block east from Main Street. The building is side-gabled with an interior brick chimney and covered with clapboard and a wooden belt course. Most of the windows are enclosed but feature intact decorative crowns. Three paneled double doors are situated on the east façade, with enclosed transoms and intact decorative crowns. Also on the east façade is a three-sided bay with four enclosed windows. The building originally had decorative vergeboard in the gable-ends. However, it appears that the vergeboard was removed sometime during the mid-twentieth century. The roof is now covered with composition shingles.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Brockport-New York Central Passenger Station is a vernacular representation of the Folk Victorian Style with its pediment windows and evidence of gable-end detailing in historic postcards. The spread of Folk Victorian Style was made possible by the railroads. The growth of the railroad system made heavy woodworking machinery widely accessible at local trade centers and abundant supplies of pre-cut detailing from distant mills available to local lumber yards. Many builders simply grafted pieces of pre-cut detailing onto the vernacular house forms familiar to local carpenters.

The Brockport-New York Central Passenger Station served the Niagara Falls Branch of the New York Central, which closely followed the route of the Erie Canal. The Rochester, Lockport, and Niagara Falls Railroad was granted a charter in 1852 but was later absorbed by the New York Central Railroad in 1853.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

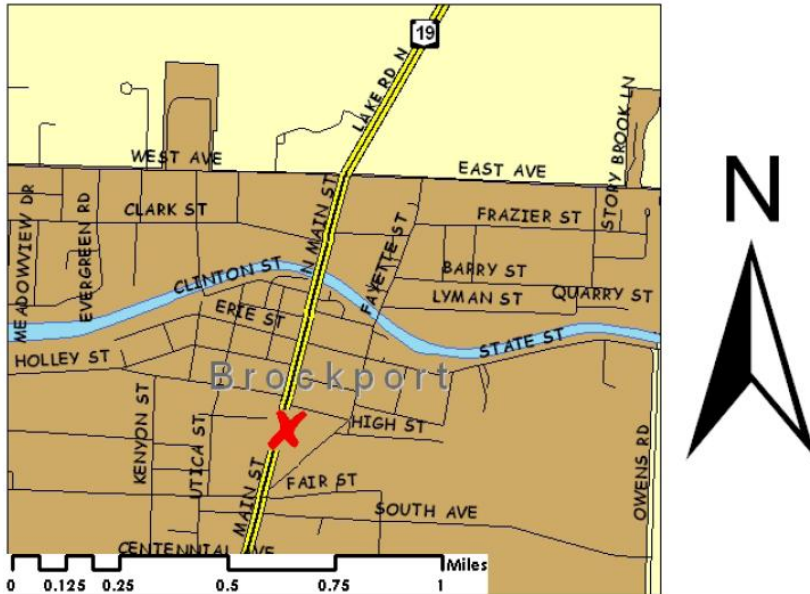
Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "Brockport, NY." <<http://wnyrails.org/cities/brockport.htm>>, (accessed 14 July 2008).

Western New York Railroad Archive. "New York Central Niagara Falls Branch." <http://wnyrails.org/railroads/nyc/nyc_falls_br.htm>, (accessed 14 July 2008).

Brockport-New York Central Passenger Station
140 or 149 Park Avenue (west side of Park Avenue)
Brockport, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Postcard circa 1910. Courtesy of Western New York Railroad Archive.

Continuation Sheet 2



East façade and south elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Charlotte-New York Central Freight Station
Address or Street Location East side of River Street, between Latta Road and Stutson Street
County Monroe Town/City Rochester Village/Hamlet: _____
Owner _____ Address _____
Original use freight station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1900-1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input checked="" type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Charlotte-New York Central Freight Station is a one-story, wood-frame building covered with clapboard and split wood shingles. The building is located on the west bank of the Genesee River, on the east side of River Street between Latta Road and Stutson Street. The surrounding area is a mixture of light industrial and residential. The hipped roof has deep eaves that are accented by wooden scroll-sawn brackets and exposed rafters. Two hipped-roof dormers exist on the west façade. An interior brick chimney extends from the center of the building. All windows are enclosed, with exception to the four-light fixed windows located in the dormers.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Charlotte-New York Central Freight Station was constructed by the Rome, Watertown, and Ogdensburg Railroad while it was leased to New York and Hudson River Railroad due to financial difficulties. In 1917, the Rome, Watertown, and Ogdensburg Railroad merged with the New York Central Railroad and the line became known as the "Hojack Line." The building's location nearby the Genesee River and Port of Rochester was an important site for goods, wares, and merchandise to be delivered to ships traveling to Canada.

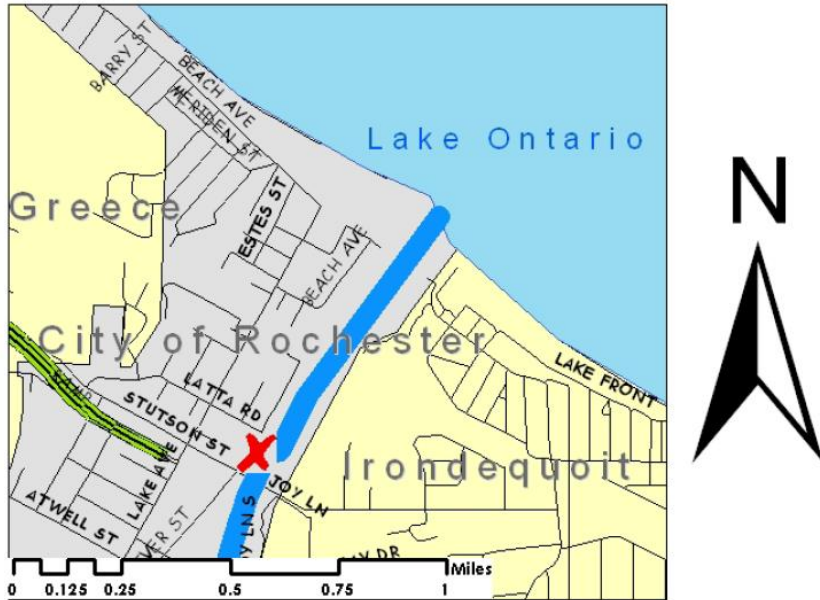
Sources

Solomon, Brian and Mike Schafer. New York Central Railroad. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "Rome, Watertown, and Ogdensburg Railroad." <http://wnyrails.org/railroads/nyc/two_home.htm>, (accessed 14 July 2008).

**Charlotte-New York Central Freight Station
River Street, between Latta Road and Stutson Street
Rochester, NY**

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



v0000098.jpg Rochester City Hall Photo Lab

Photograph circa 1910 - 1920. Courtesy of the Local History and Genealogy Division,
Rochester Public Library.

Continuation Sheet 2



West façade and north elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Merchants Despatch Transportation Company Office Building
Address or Street Location 130 Despatch Drive
County Monroe Town/City _____ Village/Hamlet: East Rochester
Owner M & H Containers, Inc. Address P.O. Box 107
Original use railroad car factory Current use storage/offices
Architect/Builder, if known _____ Date of construction, if known 1887

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Merchants Despatch Transportation Company Office Building is a two-and-a-half-story, brick building with a steeply-pitched side gable roof, flanking brick chimneys, and pedimented walls located on the southwest side of Despatch Drive in a light industrial area. The roof features three turret dormers that were faced with plaster at an unknown date and replaced with one-over-one vinyl sash. Paired round-arch windows with nine-over-two and six-over-two double-hung sash and brick relieving arches exist on the first and second floors. All windows have a stone lintel. The doorway features an arched transom with flanking four-over-two double-hung sash windows. A two-story brick unit with a flat roof is attached to the west elevation of the building and exhibits the same fenestration pattern. A one-story brick addition with similar round-arch features is attached to the two-story building on the west. Several industrial buildings are situated within the complex—some of which may pre-date this building.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Merchants Despatch Transportation Company Office Building is a vernacular representation of the Colonial Revival Style popular after the Centennial International Exhibition of 1876 with its symmetrical façade and Classical detailing such as the brick relieving arches. Factory design can be differentiated from warehouse design of industrial buildings by the fenestration. Factories require more light, so the proportion of window to wall increases dramatically. Since the Merchants Despatch Transportation Company Office Building served as the plant's center of operations, it is the most ornamented building on the lot.

The Merchants Despatch Transportation Company (MDT) was incorporated in 1871 in the City of Rochester. The company began manufacturing refrigerated transit business cars on a small scale in 1883. In the spring of 1887, the company relocated to a larger plant in a town they named Despatch (present-day East Rochester). MDT specialized in the manufacturing of refrigerator cars, which significantly affected how perishable payloads and ice were transported using railroads. These cars were also designed to reduce the amount of theft associated with railroad freight transport. MDT manufactured refrigerator cars under the guidance of New York Central Railroad equipment experts.

Sources

Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

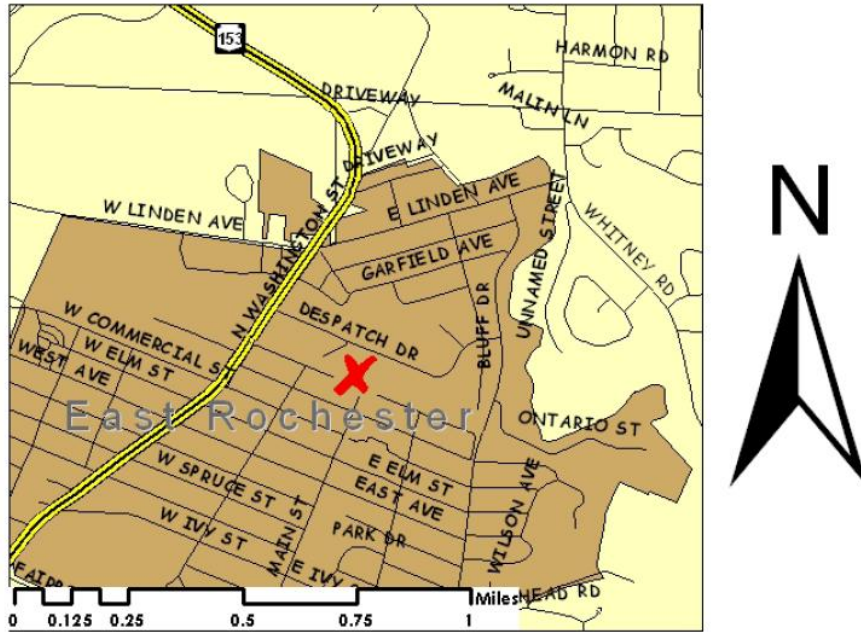
McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

"New Container Car Successful in Tests." *New York Times*, 3 April 1921.

"New Plant for Merchants' Dispatch." *New York Times*, 18 January 1896.

Merchants Despatch Transportation Company Office Building
130 Despatch Drive
East Rochester, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Fairport-Pure Oil Company Service Station
Address or Street Location 99 South Main Street
County Monroe Town/City _____ Village/Hamlet: Fairport
Owner _____ Address _____
Original use service station Current use commercial
Architect/Builder, if known _____ Date of construction, if known circa 1920-1925

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Fairport-Pure Oil Company Service Station is a one-and-a-half-story, brick building with a steeply-pitched front-gable roof located on the southern edge of a business district, on the east side of Main Street (New York State Route 250) at the intersection of New York State Route 31F. A one-story garage with a similar roof form is located to the south. Two brick faux chimneys flank the north and south end walls of the one-and-a-half-story, brick building. The west façade includes a squared bay with hood, round arched door with hood, and round arched window. A one-story addition is located on the one-story garage towards the rear.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Fairport-Pure Oil Company Service Station is an example of the English cottage (Revival) Style, which enabled the gas stations to blend amid the "Romantic Suburb" homes of the middle- and upper-class-families who formed the core of Pure's market. Pure Oil Company pioneered the standardization of domestic architecture by adopting the "English cottage," designed by C.A. Petersen. The first prototype was constructed in Indianapolis, Indiana in 1927. The English cottage functioned as a sign with two messages: one corporate and one cultural. The corporate message signaled to motorists that the building was a Pure Oil Company station with its blue roof and white ground floor—two of Pure's colors. The second message sought to convey the domestic reassurance of a private home and to make customers feel comfortable.

Ohio Cities Gas Company, founded in 1914, changed its name to the Pure Oil Company in 1920. The company first marketed gasoline in Ohio and then began purchasing small jobbing companies and expanded its chain of outlets into Pennsylvania, New York, and Indiana. Through the 1920s and 1930s, Pure Oil Company emphasized the Southeast. Pure Oil Company merged with Union Oil in 1965 to create a 20,000-outlet chain.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

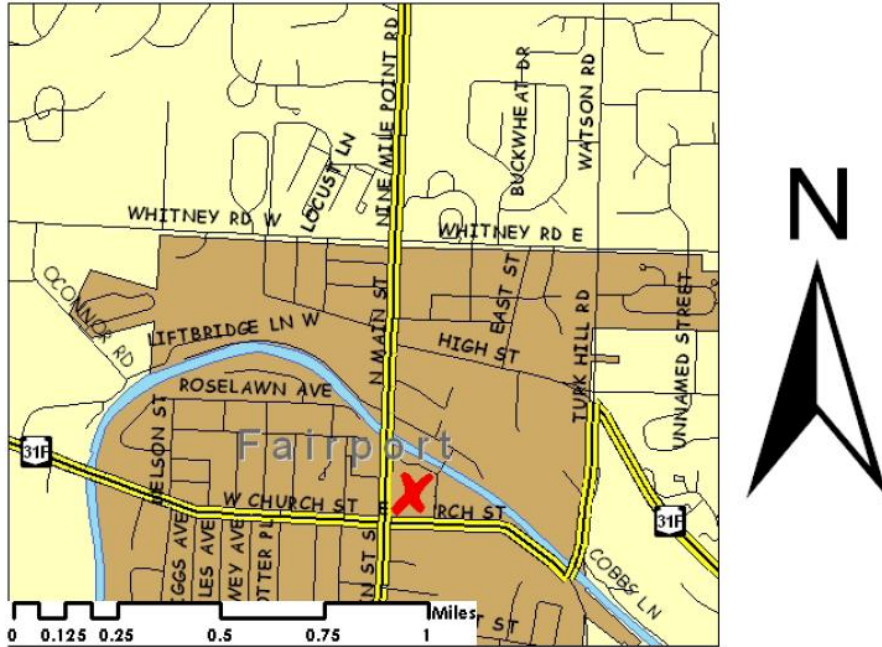
Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Fairport-Pure Oil Company Service Station
99 South Main Street
Fairport, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Mumford-Phillips 66 Service Station
Address or Street Location 806 Main Street
County Monroe Town/City Wheatland Village/Hamlet: Mumford
Owner _____ Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1930-1935

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>simulated masonry</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date _____

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Mumford-Phillips 66 Service Station is a one-and-a-half-story building with intersecting gables and simulated rubblework masonry located on the east side of Main Street in a rural area. The west façade features decorative half-timbering in the gable-ends and centered six-light casement windows, a half-paneled garage door with lights, a large plate glass window, and four original six-light casement windows. A one-story addition with a metal garage door is located on the north wall. All other elevations feature six-light casement windows. A hollow-core door likely replaced a vertical plank or full-length casement door. The concrete island with gasoline pumps is still situated in front of the building.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Mumford-Phillips 66 Service Station is an example of the Tudor Revival Style of the late nineteenth and early twentieth centuries with its intersecting gables, decorative half-timbering, and casement windows. The building also features simulated masonry, a product that features various materials such as cement, minerals, epoxy, and fiberglass cast to resemble the texture of masonry. Simulated masonry played a significant role in changing the public's aesthetics beginning in the 1930s and continuing into the 1950s. By 1920, oil companies sought to build stations that blended into residential neighborhoods with the "house" form. The Mumford-Phillips 66 Service Station is an example the "house" form of service station, as the Tudor Revival Style was adapted to the middle-class suburban house and eventually became popular for the affordable small house of the 1920 and 1930s. Stations eventually became equipped with grease pits and car-washing floors, so the house form added covered bays. Before 1935, additions usually adopted the architecture of the original building. The one-story addition with metal garage door was likely constructed after 1935, as it does not appear to match the original building.

Sources

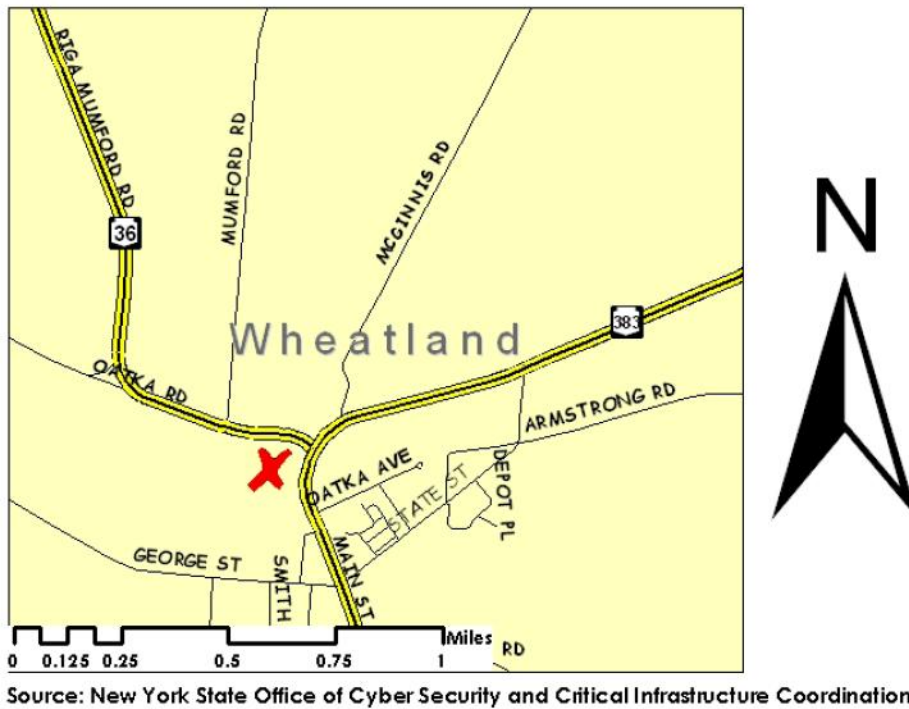
Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Mumford-Phillips 66 Service Station
806 Main Street
Mumford, NY

Continuation Sheet 1



West façade and south elevation

Continuation Sheet 2



Original exterior lighting features on rubblework masonry



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Broad Street Canal Warehouse
Address or Street Location Southwest corner of Brown Street and Broad Street
County Monroe Town/City Rochester Village/Hamlet: _____
Owner _____ Address _____
Original use warehouse/commercial Current use storage
Architect/Builder, if known _____ Date of construction, if known circa 1840-1860

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Broad Street Canal Warehouse is a five-and-a-half-story, Medina sandstone building located at the intersection of Brown Street and Broad Street in a light industrial neighborhood in Rochester's downtown. The building is comprised of the five-and-a-half-story main unit (with a front-gabled wooden addition affixed to the roof) and a five-story limestone masonry addition with flat roof attached to the south wall of the main unit. The five-and-a-half-story main unit has an open-gabled roof with brick returns and an oculus window centered just under the eaves. The main unit also retains its original six-over-three pivot windows on the second through fifth floors. Sometime during the twentieth century, the first-floor of the east façade was altered with multi-light fixed windows within a concrete frame. The limestone masonry addition features oval windows and was likely constructed circa 1870-1890.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Broad Street Canal Warehouse is a mid-nineteenth century vernacular building representative of the warehouse design with its plain walls, orderly placement of windows, and modest ornamentation. Because of its uniform shape and building materials, the Broad Street Canal Warehouse defines an industrial district. The Erie Canal was re-routed to by-pass downtown Rochester in 1900. Twenty-years later, the abandoned canal path became the route of the Rochester Subway. The subway's roof was turned into Broad Street. Passenger service ceased on the Rochester Subway in June, 1956.

The first Sanborn Fire Insurance Maps were commissioned for Rochester in 1892, but the building materials used in the construction of the Broad Street Canal Warehouse indicate that the building dates from the mid-nineteenth century. Given its location along the original route of the Erie Canal, the building was most likely used to store goods, ware, and/or merchandise being transferred by canal boats to regional markets.

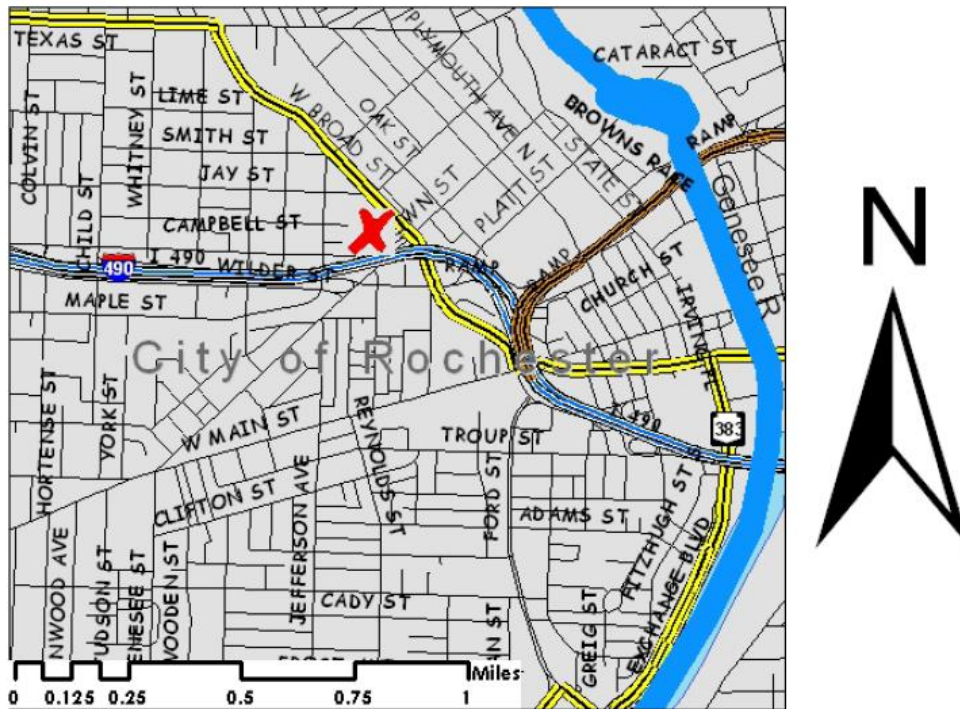
Sources

Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Broad Street Canal Warehouse
Southwest corner of Brown Street and Broad Street
Rochester, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade

Continuation Sheet 2



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Rochester-Buffalo, Rochester, and Pittsburgh Passenger Station

Address or Street Location 320 West Main Street

County Monroe Town/City Rochester Village/Hamlet: _____

Owner _____ Address _____

Original use passenger station Current use first-floor restaurant/upper floors vacant

Architect/Builder, if known _____ Date of construction, if known circa 1877

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property.

Date: _____

Condition: ☐ excellent

☒ good

☐ fair

☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Rochester-Buffalo, Rochester, and Pittsburgh Passenger Station is a three-and-a-half-story, brick building located along the north side of West Main Street, just west of I-490 in a mixed commercial/industrial neighborhood. The building is composed of a three-story central block flanked by three-and-a-half-story squared towers with a straight-edge mansard roof. Hooded dormers are featured on the south façade with a gabled projection centered above the main entrance. The ridge course of the two squared towers and gabled projection have metal cresting. The first, second, and third floor windows have simple horizontal stone sills on the façade. Two brick belt courses subdivide the façade of the main block with ornate brick corbelling in the cornice line. The façade of the west tower's first floor has been modified by the addition of a multipane window with metal sash. Both metal doors of the south façade are not original. The covered platform that was originally attached to the north elevation has also been removed.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Rochester-Buffalo, Rochester, and Pittsburgh Passenger Station is representative of the Second Empire Style with its asymmetrical façade and mansard roof. The building was one of the largest stations along the Buffalo, Rochester and Pittsburgh Railway, which mainly transported coal from Pennsylvania to ports along Lake Ontario. The Rochester-Buffalo, Rochester, and Pittsburgh Passenger Station was constructed by the Rochester and State Line Railroad, which was sold in 1881 and became part of the Rochester and Pittsburgh Railroad. The line went bankrupt in 1885 and split into two divisions, one of which was the Buffalo, Rochester and Pittsburgh Railway. The Buffalo, Rochester and Pittsburgh Railway was purchased by the Buffalo and Ohio Railroad in 1932. The building became home to Nick Tahou's restaurant in the 1960s and is one of only two surviving rail passenger stations in downtown Rochester.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

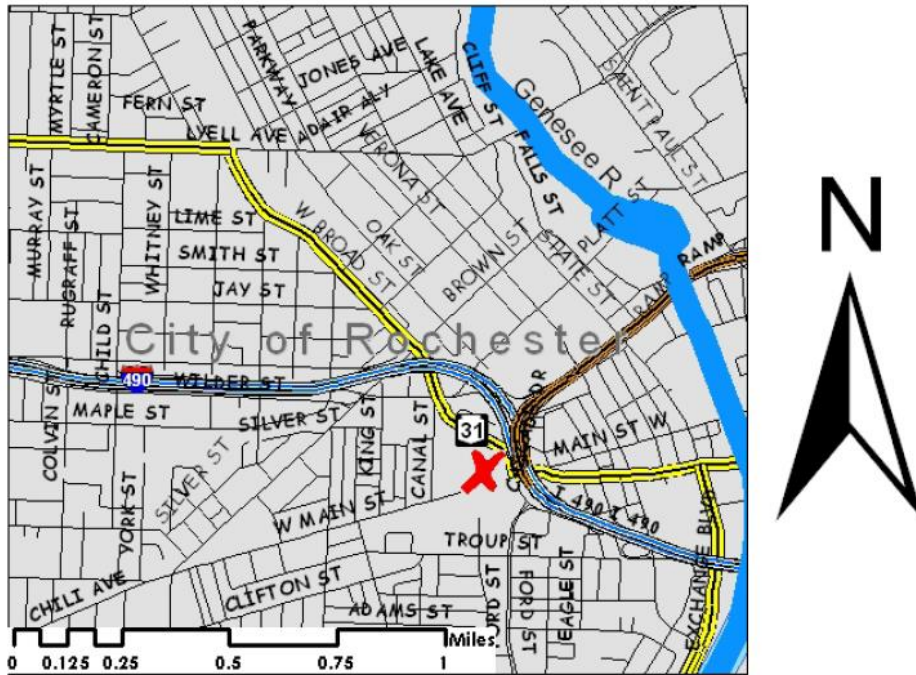
Western New York Railroad Archive. "Buffalo, Rochester and Pittsburgh Railway." <http://wnyrails.org/railroads/brp/brp_home.htm>, (accessed 2 July 2008).

Western New York Railroad Archive. "Rochester, New York." <<http://wnyrails.org/cities/Rochester.html>>, (accessed 15 June 2008).



Rochester-Buffalo, Rochester, and Pittsburgh Passenger Station
320 West Main Street
Rochester, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Undated postcard. Courtesy of Western New York Railroad Archive.

Continuation Sheet 2



South façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Webster-Rome, Watertown, and Ogdensburg Freight Station

Address or Street Location Railroad Street, west off of North Avenue (New York State Route 250)

County Monroe Town/City _____ Village/Hamlet: Webster

Owner _____ Address _____

Original use freight station Current use vacant

Architect/Builder, if known _____ Date of construction, if known circa 1865-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input checked="" type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____

Date: _____

Condition:

☐ excellent

☐ good

☒ fair

☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Webster-Rome, Watertown, and Ogdensburg Freight Station is a one-story, wood-frame building located at the western terminus of Railroad Street off of North Avenue (New York State Route 250) in a light industrial/commercial area. The building has a low-pitched side-gabled roof with deep eaves accented by large, simple wooden brackets. The gable-ends feature fishscale wooden shingles while the remaining portion of the building is covered with vertical board-and-batten wood cladding. Both the north elevation and south façade have several large freight openings with cross batten doors and enclosed windows. There appears to be some water damage in the southeast corner of the roof-wall junction.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Webster-Rome, Watertown, and Ogdensburg Freight Station is a vernacular representative of the Gothic Revival (Carpenter) Style due to the vertical board-and-batten wood cladding and contrasting texture on the walls. This feature is particularly characteristic of the last phase of Gothic Revival, from about 1865 to 1880, and was more common on churches and public buildings.

The Village of Webster was a stop along the Rome, Watertown, and Ogdensburg Railroad. The Lake Ontario Shore Railroad was incorporated into the Rome, Watertown, and Ogdensburg Railroad in 1875. Three years later, it came under control of the Delaware, Lackawanna, and Western Railroad. By 1913, the line (commonly referred to as the "Hojack Line") was incorporated into the New York Central Railroad.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

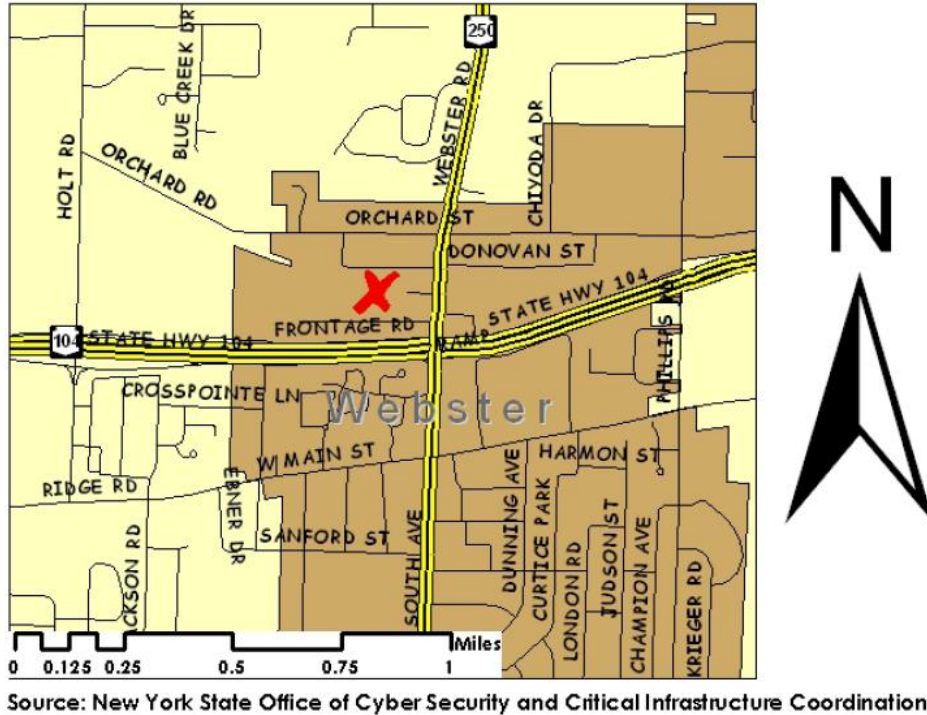
Western New York Railroad Archive. "Rome, Watertown, and Ogdensburg Railroad." <http://wnyrails.org/railroads/nyc/rwo_home.htm>, (accessed 2 August 2008).

Western New York Railroad Archive. "Webster, NY." <<http://wnyrails.org/cities/webster.htm>>, (accessed 2 August 2008).



Webster-Rome, Watertown, and Ogdensburg Freight Station
Railroad Street, west off of North Avenue (New York State Route 250)
Webster, NY

Continuation Sheet



South façade and east elevation

ONTARIO COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Toomey's Service Station
Address or Street Location 6570 New York State Route 5 and U.S. Route 20
County Ontario Town/City Bloomfield Village/Hamlet: _____
Owner Wendel, LLC Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1920-1930

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input checked="" type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8017, Rochester, NY 14614
Telephone: _____ email _____ Date September 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

Toomey's Service Station is a one-story, wood-frame building located on the corner of New York State Route 5 & U.S. Route 20 and New York State Route 64 in a predominantly agricultural area. A squared office, four bays deep, is located behind a canopied drive-through. The office has a clapboard belt course with wood shingles above. The roof of the office and canopy is simple hipped, covered with new asphalt shingles. The door on the south façade and all one-over-one double-hung windows are vinyl replacements. Evidence of gasoline pumps remain as a poured concrete island just below the squared posts of the canopy.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Toomey's Service Station is representative of the "house with canopy" gas station form: a squared office located behind a canopied drive-through equal in dimension to the office portion of the station. Due to the abundance of petroleum and automobile craze of the 1920s and 1930s, "mom and pop" arrangements and other small entrepreneurs built their own stations that imitated the patterns of corporate giants like Shell Oil Company. They purchased petroleum from independent jobbers and marketed as independents or took on "branded" products. Often built by local building contractors, these stations looked more like neighboring residences in materials and form than the image-conscious station buildings of the big corporation competitors. Small "branded" dealers and independents survived in very small towns and rural areas where large corporations would not locate and a small market niche remained unfilled.

Sources

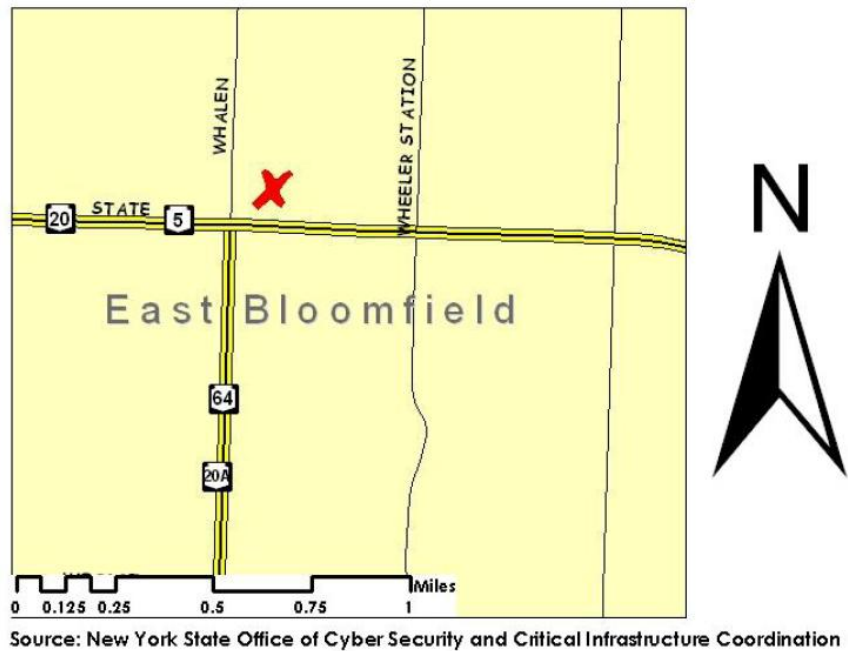
Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Toomey's Service Station
6570 New York State Route 5 and U.S. Route 20
Bloomfield, NY

Continuation Sheet



South façade and west elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Canandaigua-American Railway Express Building

Address or Street Location 37 South Main Street, northeast corner of South Main and Niagara Streets

County Ontario Town/City Canandaigua Village/Hamlet: _____

Owner _____ Address _____

Original use commercial Current use commercial

Architect/Builder, if known _____ Date of construction, if known circa 1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: _____	
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Canandaigua-American Railway Express Building is a two-and-a-half-story, brick building located on the northeast corner of South Main and Niagara Streets in the City of Canandaigua's downtown commercial district. The building has an elaborate cornice line that features brick corbelling, a centered shaped parapet, and cast-iron coping. The centered shaped parapet features a recessed one-over-one double-hung sash window with a brick and stone relieving arch. Alternating paired and single arched windows with semicircular pediments and brick relieving arches are featured on the second floor of the west façade. The one-over-one double-hung sash windows on the west façade and south elevation appear to be vinyl replacements. The stone lintels and sills appear to be intact on the south elevation, however. Cast-iron posts and beams and plate glass windows line the street level of the west façade.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Canandaigua-American Railway Express Building is a vernacular commercial example of the Italianate Style with its heavy, elaborate cornice line and numerous cast-iron moldings, brackets, and surrounds on the upper-floors. Due to the size of the façade, the front has a three-part organization: plate glass display windows, commercial entry, and residential entry at the street level; upper-floor windows in rows, groups, or as single units with cladding in-between; and a cornice line that includes a parapet, coping, and other decorative elements.

The Canandaigua-American Railway Express Building was not constructed to house the American Railway Express, but appears to have done so between 1917-1920. American Railway Express was formed by the U.S. Railroad Administration by nationalizing several express rail transport companies. The company, which became simply Railway Express in 1929, had a monopoly on cargo transport well into the 1950s.

Sources

Gottfried, Herbert and Jan Jennings. American Vernacular Design 1870 - 1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, Inc., 1985.

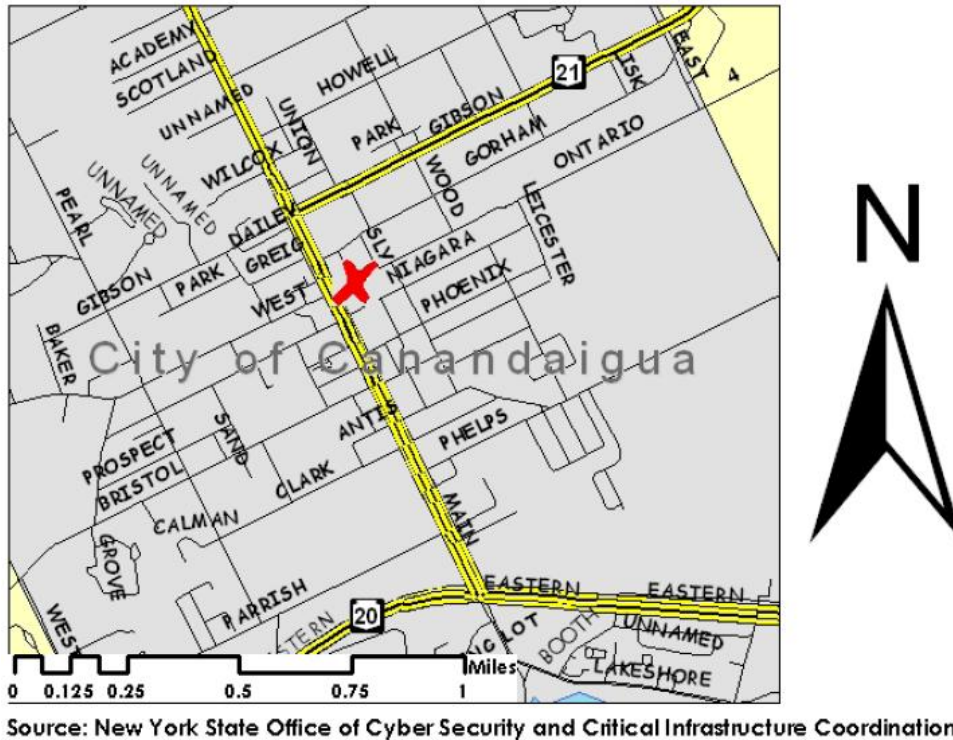
National Railway Historical Society. "Railway Express Agency." <<http://www.nrhs.com/archives/rea.htm>>, (accessed 28 July 2008).

Ontario County Historical Society Archives. 26 June 2008.



**37 South Main Street, northeast corner of South Main and Niagara Streets
Canandaigua, NY**

Continuation Sheet 1



West façade

Continuation Sheet 2



South elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Canandaigua-New York Central Freight Station
Address or Street Location Southwest corner of Ontario Street and Wood Street
County Ontario Town/City Canandaigua Village/Hamlet: _____
Owner _____ Address _____
Original use freight station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1887-1891

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Canandaigua-New York Central Freight Station is a two-story, wood-frame building composed of two units located at the southwest corner of Ontario Street and Wood Street in an underdeveloped commercial neighborhood. It is approximately three blocks east of Main Street. The two-story unit on the west has a hipped roof and an interior brick chimney that extends from the slope. The one-story unit on the east has a hipped roof with deep eaves that are accented by large decorative brackets. The majority of the windows on the first and second floors are boarded over. Two vinyl sash replacement windows and door on the north façade are late twentieth century additions. The north façade retains some original freight openings. A portion of the original freight platform on the south elevation has been enclosed.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The original New York Central Railroad and Hudson River Railroad freight station was situated on the east side of Pleasant Street. According to Sanborn Fire Insurance Maps, this freight station was demolished between 1892 and 1896. The present Canandaigua-New York Central Freight Station was constructed further east along Ontario Street. The City of Canandaigua was served by the Auburn Branch of the New York Central Railroad and the Hudson River Railroad. The present station was constructed circa 1887-1891, although Canandaigua was a stop along the Auburn and Rochester Railroad that had been in operation since 1841. This line was eventually consolidated by the New York Central Railroad. Passenger service was discontinued on the line in 1958.

Sources

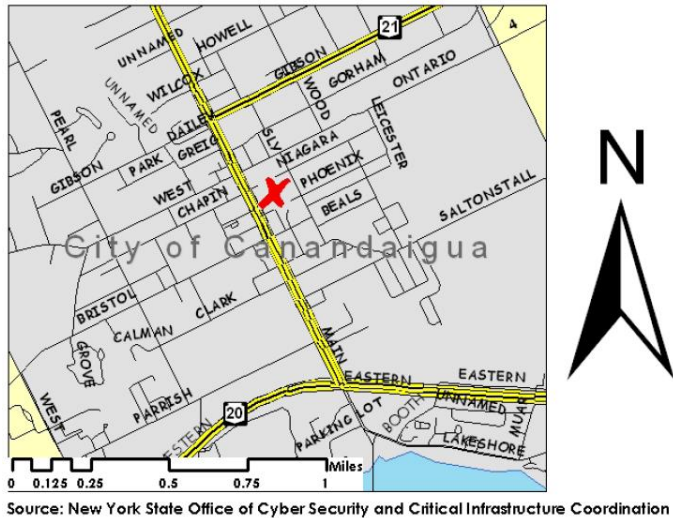
Solomon, Brian and Mike Schafer. New York Central Railroad. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "Canandaigua, New York." <<http://wnyrails.org/cities/canandaigua.htm>>, (accessed 20 July 2008).

Western New York Railroad Archive. "New York Central's Auburn Road." <http://wnyrails.org/railroads/nyc/nyc_auburn.htm>, (accessed 20 July 2008).

Canandaigua-New York Central Freight Station
Southwest corner of Ontario Street and Wood Street
Canandaigua, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



North façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Canandaigua-New York Central Passenger Station
Address or Street Location Southwest corner of Pleasant Street and Niagara Street
County Ontario Town/City Canandaigua Village/Hamlet: _____
Owner _____ Address _____
Original use passenger station Current use commercial
Architect/Builder, if known _____ Date of construction, if known circa 1887-1891

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input checked="" type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Canandaigua-New York Central Passenger Station is a rough-cut masonry building situated on the southwest corner of Pleasant Street and Niagara Street, on the north side of the railroad tracks and approximately two blocks east of Main Street. The building has a centered three-and-a-half-story squared tower flanked by two-and-a-half-story units on the east and west. The tower has a cross-gable roof and features three polychrome round-arch windows and a belt course. Both flanking units have a cross-gable roof and have been covered with vinyl siding on the second floor at an unknown date. Most first and second floor windows are vinyl sash replacements, although the polychrome stonework found in the lintels and arches is intact.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Canandaigua-New York Central Passenger Station is representative of the Richardsonian Romanesque Style because of its natural ashlar stonework, round-arch windows, and tower. Following publication of the life story of Boston architect Henry Hobson Richardson, who executed the first Romanesque houses, an outgrowth of the style occurred throughout the nation from the time of the architect's death in 1886 well into the 1890s. The solid masonry construction was more expensive to build than the Late Victorian Styles executed in wood. Therefore, the Richardsonian Romanesque Style is mostly architect-designed and occurs more frequently in the larger cities of the northeast.

The City of Canandaigua was served by the Auburn Branch of the New York Central Railroad and the Hudson River Railroad. The present station was constructed circa 1887-1891, although Canandaigua was a stop along the Auburn and Rochester Railroad that had been in operation since 1841. This line was eventually consolidated by the New York Central Railroad. Passenger service was discontinued in 1958.

The east unit of the Canandaigua-New York Central Passenger Station served as the waiting room, the ticket office was located in the squared tower, and the baggage and service area was located in the west unit.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.

Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "Canandaigua, New York." <<http://wnyrails.org/cities/canandaigua.htm>>, (accessed 20 July 2008).

Western New York Railroad Archive. "New York Central's Auburn Road." <http://wnyrails.org/railroads/nyc/nyc_auburn.htm>, (accessed 20 July 2008).



Canandaigua-New York Central Passenger Station
Southwest corner of Pleasant Street and Niagara Street
Canandaigua, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Photograph circa 1907. Courtesy of Western New York Railroad Archive.

Continuation Sheet 2



South façade



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Geneva Texaco Service Station
Address or Street Location 88 Lake Street
County Ontario Town/City Geneva Village/Hamlet: _____
Owner _____ Address _____
Original use service station Current use bus station
Architect/Builder, if known _____ Date of construction, if known circa 1920-1930

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>poured reinforced concrete</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date September 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Geneva Texaco Service Station is a one-story, poured reinforced concrete building situated on the north side of Lake Street in the City of Geneva, just west of railroad tracks and the Seneca Lake shoreline. The building features intersecting gables covered with metal barrel tiles, a porte-cochère with a shaped parapet, and splayed columns with brick piers. The south façade has a three-bay addition on the west wall with two half-glazed replacement garage doors and a flat roof with a parapet wall. The windows on the south façade and west elevations are vinyls sash replacements, although the brick lintels and sills are intact. Some original casement and one-over-one double-hung sash windows exist on the east elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Geneva Texaco Service Station is an example of the Spanish Revival Style of the late nineteenth and early twentieth centuries with its shaped parapets, simulated red clay barrel tiles, and simulated stucco (reinforced poured concrete). After 1900, reinforced concrete was rapidly adopted for industrial buildings of one or more stories. Reinforced concrete buildings could be built quickly, were fireproof, and could resist vibrations from heavy machinery. By 1920, oil companies sought to build stations that blended into residential neighborhoods with the "house" form. The Geneva Texaco Service Station is an example the "house" form of service station, as the Spanish Revival Style was adapted to the middle-class suburban house after the 1915 California-Pacific Exposition in San Diego. Stations eventually became equipped with grease pits and car-washing floors, so the house form added covered bays. Before 1935, additions usually adopted the architecture of the original building. The three-bay addition was likely constructed before 1935, as it matches the Spanish Revival Style of the original building.

Sources

Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Geneva Texaco Service Station
88 Lake Street
Geneva, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade and east elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Geneva-Lehigh Valley Passenger Station
Address or Street Location Northwest corner of Sherrill Street and Wilbur Avenue
County Ontario Town/City Geneva Village/Hamlet: _____
Owner _____ Address _____
Original use passenger station Current use residential/underutilized
Architect/Builder, if known _____ Date of construction, if known circa 1892

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input checked="" type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Geneva-Lehigh Valley Passenger Station is a two-story, masonry and brick building located in a largely residential neighborhood, at the intersection of Sherrill Street and Wilbur Avenue. The building retains much of its original surrounding land. The roof features intersecting gables and a shed dormer on the east façade. A prominent squared tower with pyramidal roof is featured on the east façade and south elevation. The tower on the east façade features paired round-arch windows with transoms and arched doorways. Rusticated limestone exists below a masonry belt course with brick above. The six-over-six double-hung sash (some with a three-light transom) and six-light casement windows appear to be original on the east façade. The gable-ends on the south elevation feature round-arched windows with engaged columns. The platform attached the north elevation may be an addition.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Geneva-Lehigh Valley Passenger Station embodies many of the architectural elements of the Richardsonian Romanesque Style, including round-arched windows and doorways, prominent towers, and asymmetrical elevations. Following publication of the life story of Boston architect Henry Hobson Richardson, who executed the first Romanesque houses, an outgrowth of the style occurred throughout the nation from the time of the architect's death in 1886 well into the 1890s. The solid masonry construction was more expensive to build than the Late Victorian Styles executed in wood. Therefore, the Richardsonian Romanesque Style is mostly architect-designed and occurs more frequently in the larger cities of the northeast.

The City of Geneva was the western terminus of the Lehigh Valley Railroad until the rails were extended to Buffalo in 1892. The Geneva-Lehigh Valley Passenger Station was constructed that same year. It is architecturally distinct in comparison to other Lehigh Valley passenger stations—and one of the largest and most decorative along the line. In addition to the main line, both the Naples Branch and the Seneca Falls Branch of the Lehigh Valley Railroad intersected in Geneva as did the New York Central Railroad.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Western New York Railroad Archive. "Geneva, New York." <<http://wnyrails.org/cities/geneva.htm>>, (accessed 1 August 2008).



Geneva-Lehigh Valley Passenger Station
Northwest corner of Sherrill Street and Wilbur Avenue
Geneva, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Postcard circa 1908. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



East façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Manchester-Lehigh Valley Roundhouse
Address or Street Location Merrick Circle
County Ontario Town/City _____ Village/Hamlet: Manchester
Owner _____ Address _____
Original use roundhouse Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1916

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>poured reinforced concrete</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☐ fair ☒ deteriorated

Photos

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Maps

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Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date September 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Manchester-Lehigh Valley Roundhouse is a large semicircular building situated on a four-acre parcel constructed of brick, concrete block, and poured reinforced concrete and located off Merrick Circle in the Village of Manchester in a predominantly residential neighborhood. The building features heavy piers and alternating molded brick and concrete block water tables. All of the window openings have been enclosed but retain their original lintels and sills. A common brick bond is used throughout the building. The interior features heavy posts, girts, and rafters.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Manchester-Lehigh Valley Roundhouse is the last remaining building of a formerly bustling freight yard and locomotive servicing facility constructed by the Lehigh Valley Railroad along the route between the Cities of Geneva and Buffalo. Manchester served as a division point and car classification yard where crews and locomotives were exchanged. Opened on September 1, 1892, records indicate that the facility loaded and unloaded more than one hundred freight cars a day. Once recognized as the largest yard in the world, it employed over 1,000 people during its peak of operations. After years of declining freight traffic, the facility closed in 1970.

Originally chartered in 1846 to be a transporter of anthracite coal from the vast coal fields of Pennsylvania, the Lehigh Valley Railroad grew into a major carrier of both freight and passengers between Jersey City, New Jersey, and Buffalo, New York. Its first connection to the Finger Lakes Region was in 1871.

Support services at the Manchester freight yard included the 30-stall roundhouse, the coaling stations, facilities for ash removal, track maintenance, car repair, a control tower, the yard office, an ice house, and the bunkhouse-restaurant. In 1913, a freight transfer facility was built for less-than-carload (LCL) lots.

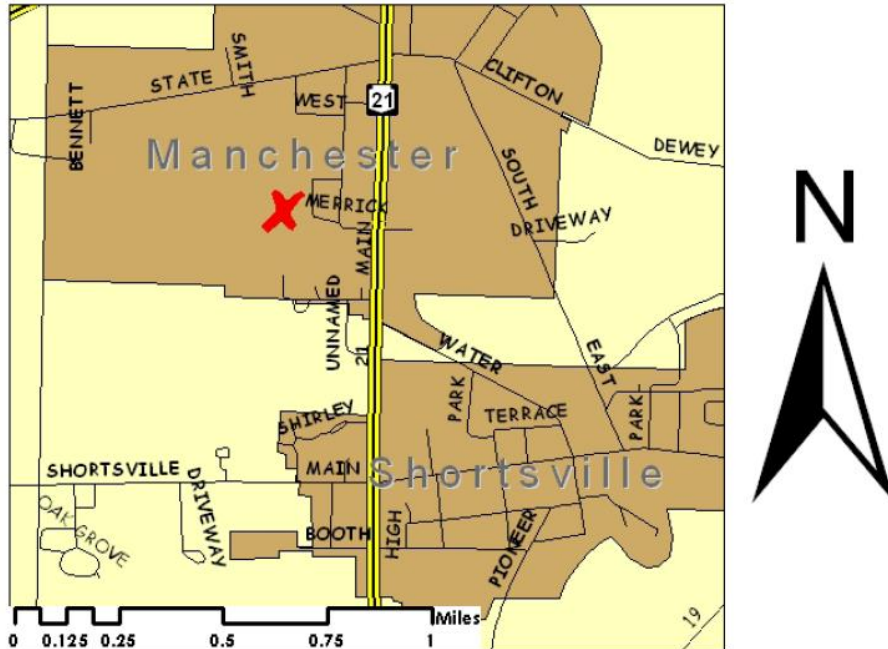
Sources

Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

Lehigh Valley Railroad Historical Society. "History." <<http://www.lvrhs.org/history/index.htm>>, (accessed 12 September 2008).

**Manchester-Lehigh Valley Roundhouse
Merrick Circle
Manchester, NY**

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Aerial imagery. Courtesy of Ontario County Online Resources.

Continuation Sheet 2



North façade



Interior showing heavy posts and girts.



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Port Gibson-Rochester Syracuse and Eastern Electrical Transformer
Address or Street Location 114 County Route 7
County Ontario Town/City Manchester Village/Hamlet: Port Gibson
Owner _____ Address _____
Original use electrical transformer Current use automobile service station
Architect/Builder, if known _____ Date of construction, if known circa 1906-1909

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date September 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Port Gibson-Rochester Syracuse and Eastern Electrical Transformer is a two-story, brick building located at the intersection of Atwater Street and Canandaigua Road in the hamlet of Port Gibson. The building features single round-arch windows and brick relieving arches on the first floor and smaller paired round-arch windows on the second floor. All windows have stone sills and a keystone in the arch and have been replaced with vinyl sash or the frames have been enclosed with brick. The walls feature a stone water table, brick belt course, and pilasters at the corners. A twentieth-century wood-frame addition with brick veneer is situated on the west wall of the two-story brick building.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Port Gibson-Rochester Syracuse and Eastern Electrical Transformer was an electrical transformer building that served the Rochester Syracuse and Eastern Railroad. There are identical buildings that have survived west of Macedon (south of Route 31) and west of Savannah (north of Route 31). The generating plant was located in Lyons.

The Rochester Syracuse and Eastern Railroad paralleled the New York Central Railroad and the Erie Canal. Although a number of miles had been in service since 1906, the line was completed under the name Rochester Syracuse and Eastern Railroad in 1909. In 1913, the line was merged with two other interurban properties—all possessed by Clifford D. Beebe—into the Empire United Railways. However, the Empire United failed in 1915 and the Rochester Syracuse and Eastern Railroad was reorganized in 1917 as the Rochester and Syracuse Railroad. It existed throughout the 1920s but went into receivership in 1930 and was eventually abandoned in 1931.

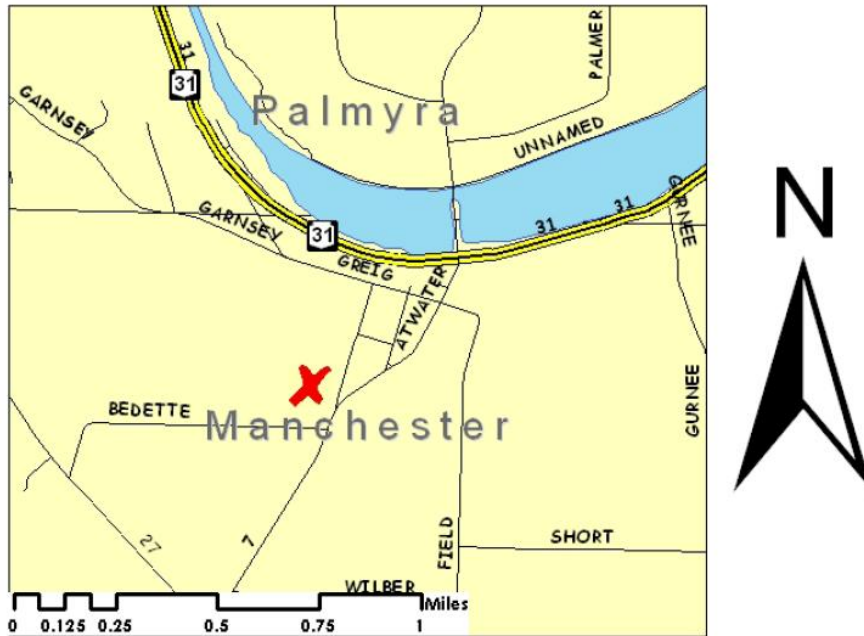
Sources

Harvey, Thomas P., Ontario County Planning Department. Email correspondence. 23 September 2008.

Hilton, George W. and John F. Due. *The Electric Interurban Railways in America*. Stanford, California: Stanford University Press, 1960.

Port Gibson-Rochester Syracuse and Eastern Electrical Transformer
114 County Route 7
Port Gibson, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



North façade and west elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Shortsville-New York Central Freight Station

Address or Street Location Intersection of High Street and Pioneer Road

County Ontario Town/City _____ Village/Hamlet: Shortsville

Owner _____ Address _____

Original use freight station Current use vacant

Architect/Builder, if known _____ Date of construction, if known circa 1895-1903

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____

Date: _____

Condition:

☐ excellent

☒ good

☐ fair

☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

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The Shortsville-New York Central Freight Station is a one-story, wood-frame building located approximately one-block south of the main axis road in Shortsville, at the edge of a residential neighborhood. The hipped roof has boxed eaves that are accented by large, scroll-sawn wooden brackets. The building retains its original wood clapboard and belt course. The windows are enclosed and paired metal doors have been added to the south elevation, although the multipane transom is intact. A twentieth century wooden platform extends across the south elevation and west façade.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Shortsville-New York Central Freight Station was situated along the Auburn Branch of the New York Central Railroad and the Hudson River Railroad tracks. The building appears on the first Sanborn Fire Insurance Map prepared for Shortsville in 1904.

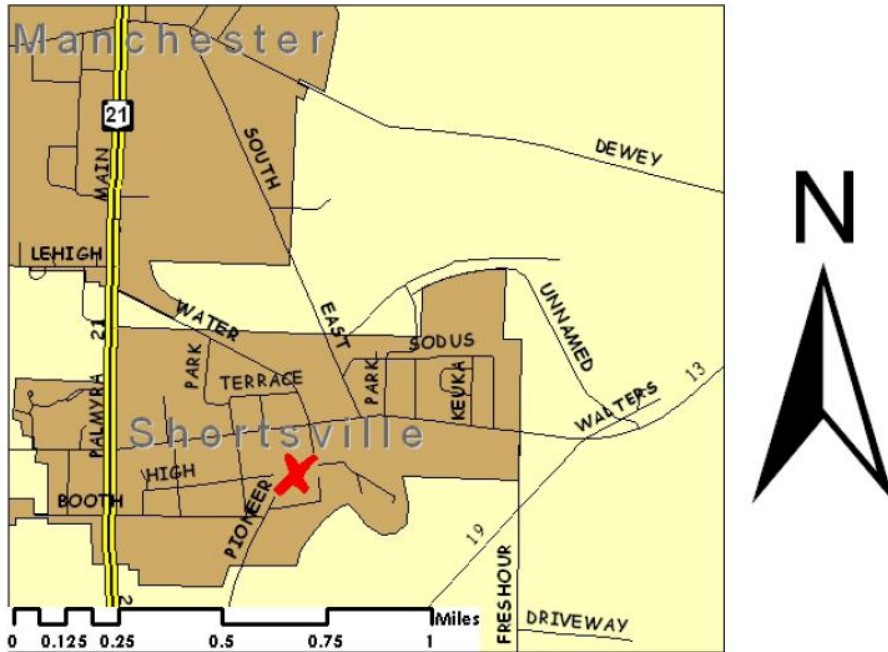
Sources

Solomon, Brian and Mike Schafer. New York Central Railroad. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "New York Central's Auburn Road." <http://wnyrails.org/railroads/nyc/nyc_auburn.htm>, (accessed 20 July 2008).

**Shortsville-New York Central Freight Station
Intersection of High Street and Pioneer Road
Shortsville, NY**

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South elevation

Continuation Sheet 2



West façade

ORLEANS COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Albion Carriage Factory and Warehouse
Address or Street Location 141 North Liberty Street
County Orleans Town/City _____ Village/Hamlet: Albion
Owner _____ Address _____
Original use warehouse/commercial Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1840-1860

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>Medina sandstone</u>	
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☐ fair ☒ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

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The Albion Carriage Factory and Warehouse is a two-story, Medina sandstone building located approximately one block west of Main Street and on the south bank of the Erie Canal in a commercial district. The building is comprised of a south and east wing. The walls feature heavy stone quoins and window openings feature stone lentils and sills. The south wing is missing its roof, but the east wing retains part of a flat roof. An interior brick chimney extends from the east wing. All doorways and windows are either boarded over or vacant.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Albion Carriage Factory and Warehouse is a mid-nineteenth century vernacular building representative of the warehouse design with its plain walls, orderly placement of windows, and modest ornamentation. Because of its uniform shape and building materials, the Albion Carriage Factory and Warehouse defines an industrial district; as it is situated behind the more highly decorative business block on Main Street and proximity to the Erie Canal.

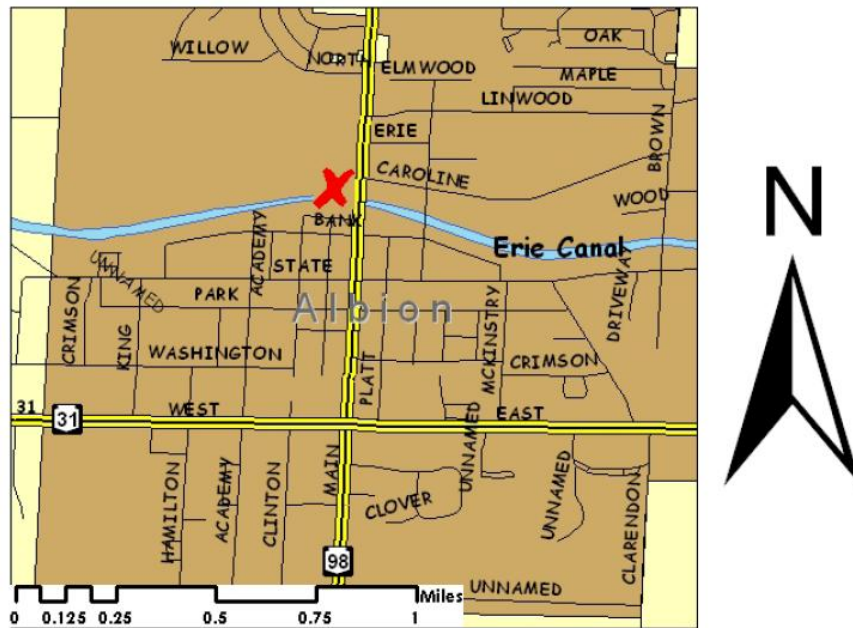
Sources

Gottfried, Herbert and Jan Jennings. American Vernacular Design 1870 - 1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, Inc., 1985.

Rebeck, Andrea, RA. Email correspondence. 19 September 2008.

Albion Carriage Factory and Warehouse
141 North Liberty Street
Albion, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade

Continuation Sheet 2



West elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Albion-Buffalo, Lockport and Rochester Passenger Station

Address or Street Location 19 West State Street

County Orleans Town/City _____ Village/Hamlet: Albion

Owner _____ Address _____

Original use trolley passenger station Current use private residence

Architect/Builder, if known _____ Date of construction, if known 1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>Medina sandstone</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____

Date: _____

Condition:

☐ excellent

☒ good

☐ fair

☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard

address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____

email _____

Date _____

(See Reverse)

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The Albion-Buffalo, Lockport and Rochester Passenger Station is a two-and-a-half-story, Medina sandstone building located in a residential area, nearby a commercial district. The building is front-gabled with a two-story squared tower with pyramidal roof on its south façade and a brick exterior gable wall chimney. Paired nine-light casement windows with transoms are located on the first floor of the squared tower's façade. A corbelled interior brick chimney is situated on the gable ridge. A carport is located on the east elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Albion-Buffalo, Lockport and Rochester Passenger Station was located on the Buffalo, Lockport and Rochester Railway line, completed in 1908 and put into regular service a year later. The line paralleled the New York Central Railroad for 59 miles from Rochester to Lockport, where it connected with the International Railway Company. The railway operated throughout the 1920s but was abandoned by 1931.

According to The Story of the Buffalo, Lockport and Rochester Railway: 1908 - 1919, "the Buffalo, Lockport and Rochester Railway Company purchased a vacant lot in the rear of the Swan Library on State Street in January, 1909, as an office site. A two-story sandstone building was to be erected. The ground floor was the house the waiting room, ticket, freight, and express offices. The road superintendent, general manager, and train master were to have offices on the second floor."

As of 1963, the building has been used as a private residence.

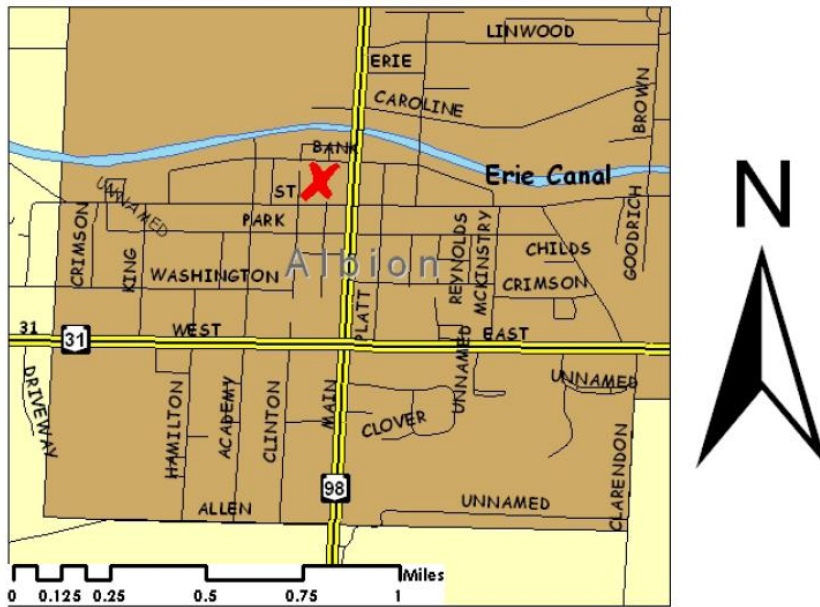
Sources

Gordon, William Reed. The Story of the Buffalo, Lockport and Rochester Railway: 1908 - 1919. Rochester, NY: William Reed Gordon, 1963.

Hilton, George W. and John F. Due. The Electric Interurban Railways in America. Stanford, California: Stanford University Press, 1960.

Albion-Buffalo, Lockport and Rochester Passenger Station
19 West State Street
Albion, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade and east elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Albion-New York Central Freight Station
Address or Street Location West Academy Road, just south of Washington Street on the south side of the tracks
County Orleans Town/City _____ Village/Hamlet: Albion
Owner _____ Address _____
Original use freight station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

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IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

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The Albion-New York Central Freight Station is a one-story, wood-frame building covered with clapboard and located at the southern end of a residential neighborhood, situated on the north side of the railroad tracks. It has a pyramidal two-story unit on the east and a one-story unit with brick parapet walls on a gabled-roof on the west. A one-story addition can be found to the west of the one-story unit with a simple hipped roof. The one-story units have deep eaves with large wooden scroll-sawn brackets and exposed rafters. Openings on all four elevations are boarded over, but large freight openings are visible on both the north elevation and south façade of the one-story units.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Albion was a stop along the Niagara Falls Branch of the New York Central Railroad. Albion was first served by the Rochester, Lockport, and Niagara Falls Railroad, which was organized in 1850 and incorporated into the New York Central Railroad in 1853. The Albion-New York Central Freight Station was constructed circa 1870-1890 and the nearby passenger station was demolished sometime in the mid-twentieth century. The second-story unit likely contained the railroad offices while the one-story units were used to store wares, goods, and merchandise.

According to a 1905 Albion Chamber of Commerce publication, with "large passenger and freight facilities, 18 passenger trains stopping daily at Albion; the Erie Canal with its immense carrying capacity, is soon to be enlarged and increased by the expenditure of one hundred and one million dollars; the proposed trolley line east and west, part of which is built, and another north and south, together with the port on Lake Ontario, Oak Orchard Harbor, where shipments to and from Canada are made, give Albion splendid transportation and shipping facilities."

Sources

Albion Chamber of Commerce. *Albion Illustrated*. 1905.

Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

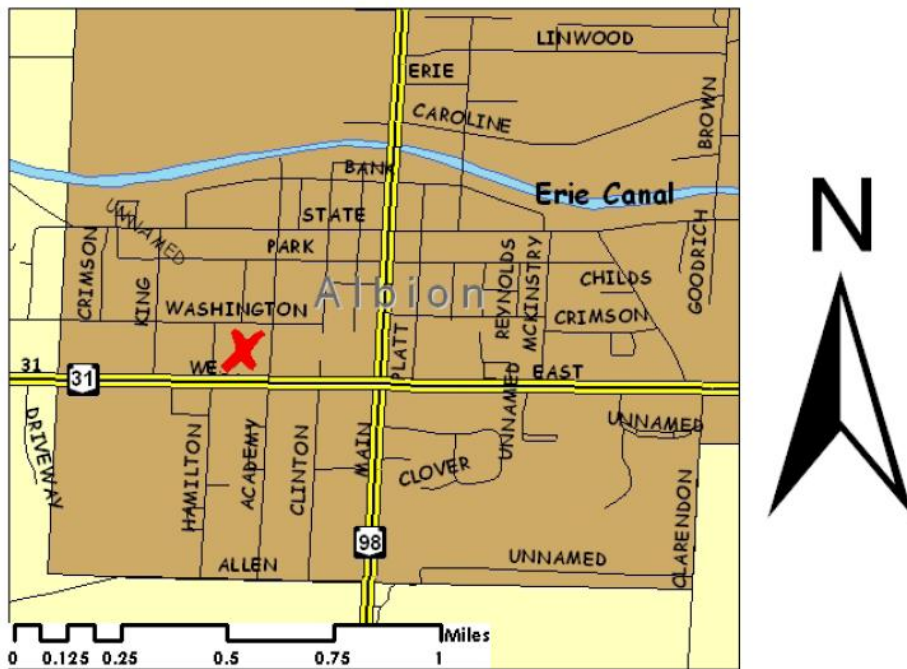
Western New York Railroad Archive. "Albion, New York." <<http://wnyrails.org/cities/abion.htm>>, (accessed 2 August 2008).

Western New York Railroad Archive. "New York Central Niagara Falls Branch." <http://wnyrails.org/railroads/nyc/nyc_falls_br.htm>, (accessed 3 August 2008).

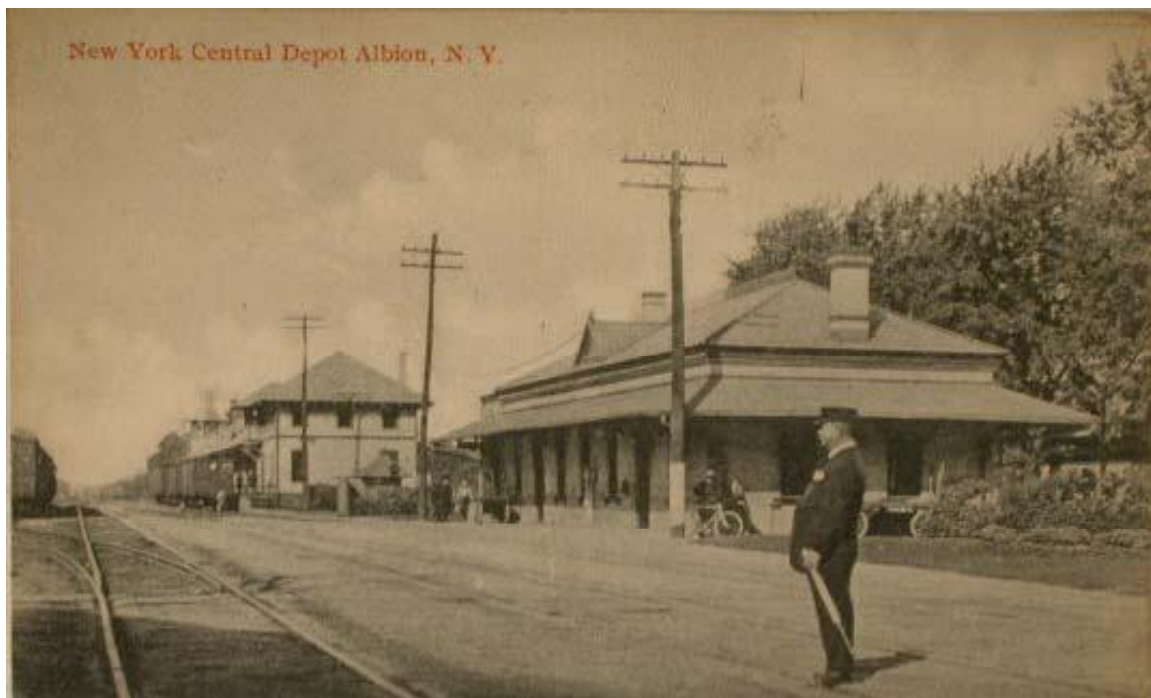


Albion-New York Central Freight Station
West Academy Road, just south of Washington Street on the south side of the tracks
Albion, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Postcard circa 1910. The freight station is the two-story building in the background.
Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



South façade



West elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Nayman's Auto Parts and Accessories
Address or Street Location 205 North Main Street
County Orleans Town/City _____ Village/Hamlet: Albion
Owner _____ Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1917-1941

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

Nayman's Auto Parts and Accessories is a one-story, concrete block building with a concrete block addition on the building's west elevation located on the east side of North Main Street and north side of Caroline Street and bordering a historic business district and a residential neighborhood. The south façade and west elevation features a wraparound plate glass window and a paneled garage door with lights located along the west elevation. The roof is flat with a stepped parapet and a cap. The addition features two garage doors with lights and two one-over-one double-hung sash windows. The building is surrounded by asphalt, with evidence of underground gasoline tanks on the west.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

According to Sanborn Fire Insurance Maps, the corner of Main and Caroline Streets was vacant in 1900. By 1911, a one-story "hollow tile construction/garage and machine shop" was planned for the site. Two one-story buildings were extant on the corner of Main and Caroline Streets in 1917, both of "tile" construction with "concrete floors." By 1941, the current one-story concrete block building is evident, with three gasoline pumps located just off the building's west elevation. The building is labeled as a "filling station" with a "concrete floor."

Nayman's Auto Parts and Accessories is an example of the "oblong box" gas station form influenced by the modern broad-front commercial vernacular. Beginning in the 1930s, gas stations evolved into smooth buildings with curvilinear corners and simple ornamentation. This type of building was both a neighborhood and a central business district feature, although in business districts it was frequently built on a side street. Display windows were partitioned into panels of glass with thin mullions, which helped broaden the front, and an intermediary column on the façade which was located on an axis and carried the decorative treatment on the parapet wall. The broad-front looked as commercially efficient as it was intended to be and could house various kinds of enterprises.

Sources

Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

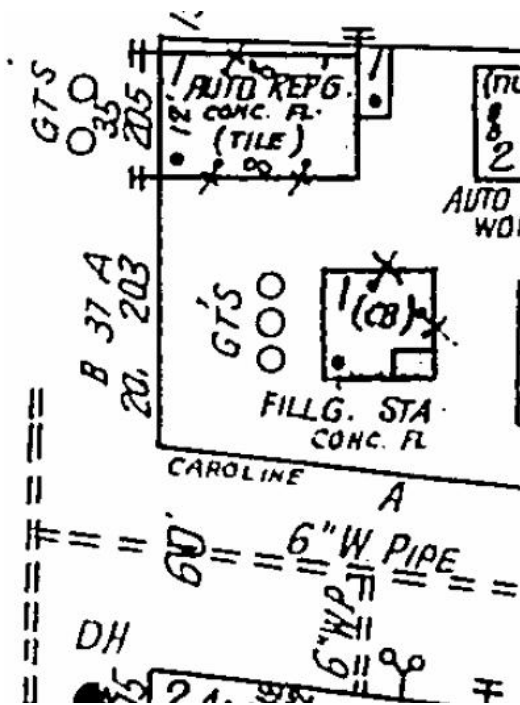
Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

Nayman's Auto Parts and Accessories
205 North Main Street
Albion, NY

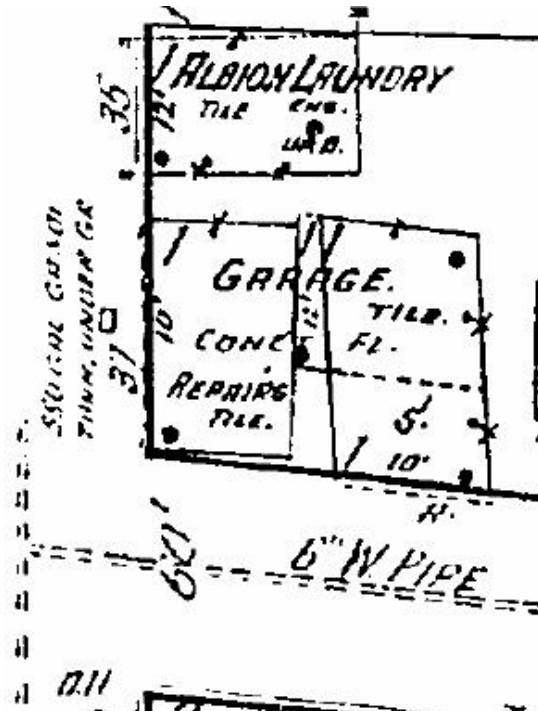
Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



1917 Sanborn Fire Insurance Map



1941 Sanborn Fire Insurance Map

Continuation Sheet 2



South façade and west elevation



HISTORIC RESOURCE INVENTORY FORM

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P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Fancher-New York Central Passenger Station

Address or Street Location 3570 Fancher Road

County Orleans Town/City _____ Village/Hamlet: Fancher

Owner Big Ash Fire and Stove Company Address 3570 Fancher Road

Original use passenger station Current use commerical

Architect/Builder, if known _____ Date of construction, if known circa 1870-1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____

Date: _____

Condition:

☐ excellent

☒ good

☐ fair

☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Fancher-New York Central Passenger Station is a one-and-a-half-story, wood-frame building covered with clapboard located at the intersection of New York State Routes 381 and 31 in a predominantly rural area. The building has a simple hipped roof and deep eaves with large, scroll-sawn wooden brackets and exposed rafters. A one-and-a-half-story boxed bay window with pyramidal roof and triple windows is situated on the south façade. The windows and doors appear to be vinyl and metal replacements and a wooden platform with railing is attached to the western portion of the south façade.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Fancher-New York Central Passenger Station is a vernacular representation of the Folk Victorian Style with its scroll-sawn brackets and exposed rafters. The spread of Folk Victorian Style was made possible by the railroads. The growth of the railroad system made heavy woodworking machinery widely accessible at local trade centers and abundant supplies of pre-cut detailing from distant mills available to local lumber yards. Many builders simply grafted pieces of pre-cut detailing onto the vernacular house forms familiar to local carpenters.

Fancher was a stop along the Niagara Falls Branch of the New York Central Railroad. It was first served by the Rochester, Lockport and Niagara Falls Railroad, which was organized in 1850 and incorporated into the New York Central Railroad in 1853.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "Holley, New York." <<http://wnyrails.org/cities/holley.htm>>, (accessed 2 August 2008).

Western New York Railroad Archive. "New York Central Niagara Falls Branch." <http://wnyrails.org/railroads/nyc/nyc_falls_br.htm>, (accessed 3 August 2008).



Fancher-New York Central Passenger Station
3570 Fancher Road
Fancher, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade

SENECA COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Interlaken-Lehigh Valley Passenger Station
Address or Street Location Intersection of Railroad Avenue and Geneva Street
County Seneca Town/City _____ Village/Hamlet: Interlaken
Owner _____ Address _____
Original use passenger station Current use commerical
Architect/Builder, if known _____ Date of construction, if known circa 1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input checked="" type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Interlaken-Lehigh Valley Passenger Station is situated at the intersection of Railroad Avenue and Geneva Street and borders a residential neighborhood. The building is comprised of a two-and-a-half-story unit at the north end and a long one-story unit at the south end. The two-and-a-half-story unit is front-gabled while the one-story is side-gabled with flared eaves and large, decorative wooden brackets. Both units have corrugated metal panel roofs. A wooden platform with handrails is attached to the west façade. All doors and windows appear to be replacements, with all existing detailing covered by vinyl siding.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Interlaken-Lehigh Valley Passenger Station is the second building constructed at Interlaken, previously known as "Farmer." It replaced the first station in 1910. Interlaken was on the Ithaca Branch of the Lehigh Valley Railroad. The line between Trumansburg and Geneva was abandoned in 1967. The Lehigh Valley Railroad operated on a standard gauge rail and was absorbed into Conrail (Consolidated Rail Corporation) in 1976.

Sources

Watrous, Hilda R. A History of Seneca County. Interlaken, NY: Heart of the Lakes Publishing, 1988.

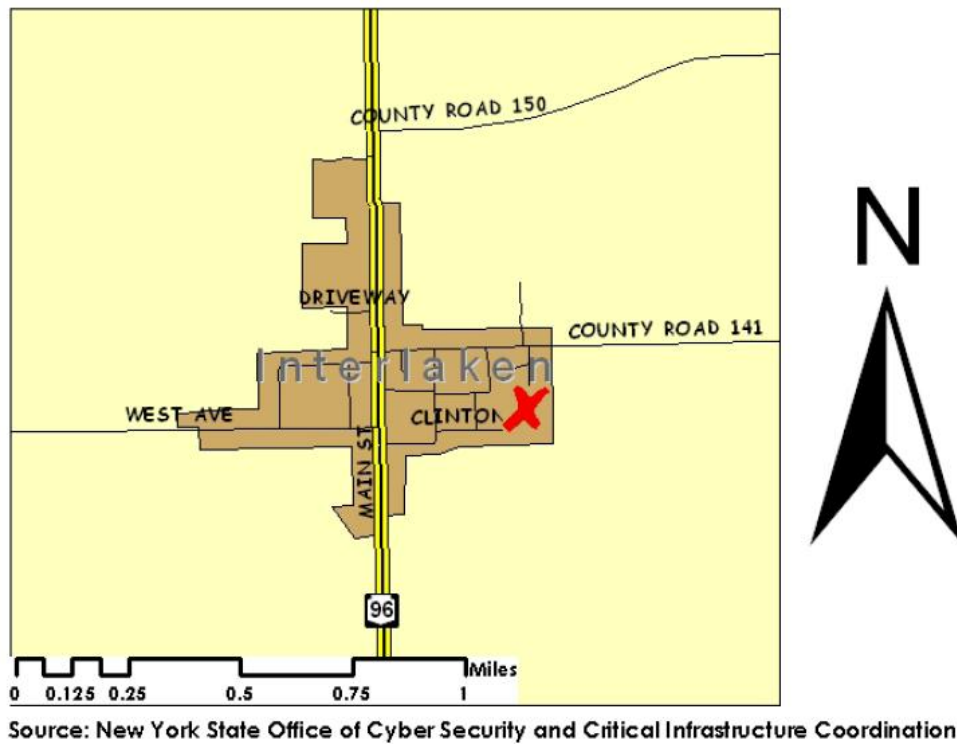
Western New York Railroad Archive. "Interlaken, NY." <<http://wnyrails.org/cities/interlaken.htm>>, (accessed 3 August 2008).

Western New York Railroad Archive. "Lehigh Valley Railroad." <http://wnyrails.org/railroads/lv/lv_home.htm>, (accessed 3 August 2008).

Western New York Railroad Archive. "Lehigh Valley Railroad Ithaca Branch." <http://wnyrails.org/railroads/lv/lv_ithaca.htm>, (accessed 3 August 2008).

Interlaken-Lehigh Valley Passenger Station
Intersection of Railroad Avenue and Geneva Street
Interlaken, NY

Continuation Sheet



West façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Seneca Falls-New York Central Freight Station

Address or Street Location 51 State Street

County Seneca Town/City _____ Village/Hamlet: Seneca Falls

Owner _____ Address _____

Original use freight station Current use private / small business

Architect/Builder, if known _____ Date of construction, if known circa 1860-1870

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Seneca Falls-New York Central Freight Station is a one-and-a-half-story brick building located on State Street, directly across the street from the Seneca Falls Village Hall and approximately one block northeast of U.S. Route 20. The building is front-gabled with widely overhanging eaves supported by decorative scroll-sawn brackets. A large decorative oculus window is centered in the gable-end on the east façade. The building has recessed twelve-over-twelve double-hung round-arch windows with elliptical fanlights, surrounded by brick relieving arches. The paneled wood door with elliptical fanlight is likely not original to the building. The doorway is recessed and surrounded by a brick relieving arch.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Seneca Falls-New York Central Freight Station is representative of the High Victorian Italianate Style with its elliptical fanlights, bracketed cornices, and recessed round-arch windows and doorway with brick relieving arches. This highly decorated phase was popular from the 1860s through the 1870s.

Seneca Falls was served by the Auburn Branch of the New York Central Railroad and the Hudson River Railroad. Seneca Falls was originally served by the Rochester and Auburn Railroad, which was consolidated into the New York Central Railroad in 1853. Much of the stone used in the construction of the New York Central Railroad was quarried in Seneca County. The Seneca Falls-New York Central Freight Station currently houses several small businesses and is located in a local and National Register of Historic Places Historic District.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

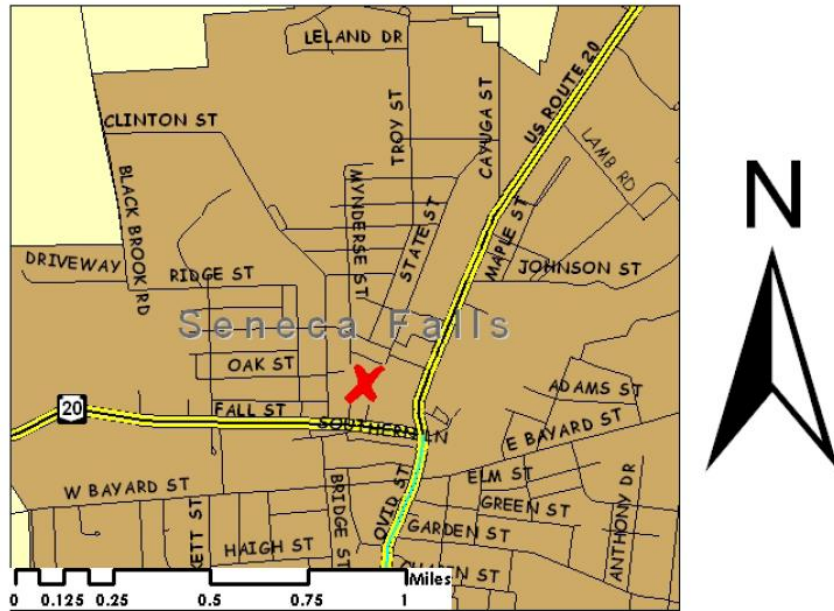
Watrous, Hilda R. *A History of Seneca County*. Interlaken, NY: Heart of the Lakes Publishing, 1988.

Western New York Railroad Archive. "New York Central's Auburn Road." <http://wnyrails.org/railroads/nyc/nyc_auburn.htm>, (accessed 20 July 2008).

Western New York Railroad Archive. "Seneca Falls, NY." <<http://wnyrails.org/cities/senecafalls.htm>>, (accessed 3 August 2008).

Seneca Falls-New York Central Freight Station
51 State Street
Seneca Falls, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Seneca Falls-New York Central Passenger Station

Address or Street Location 60 State Street

County Seneca Town/City _____ Village/Hamlet: Seneca Falls

Owner Village of Seneca Falls

Address _____

Original use passenger station

Current use municipal

Architect/Builder, if known _____ Date of construction, if known circa 1860-1870

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____

Date: _____

Condition:

☐ excellent

☒ good

☐ fair

☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Seneca Falls-New York Central Passenger Station is a one-and-a-half-story brick building located on the east side of State Street, approximately one block north of U.S. Route 20, which functions as the main east-west axis in the community. The doorway on the north façade is pedimented and adjacent to the railroad bed and a poured concrete walkway. The side-gabled roof with interior ridge chimney is accented by alternating paired and single scroll-sawn wooden brackets. Nine-over-nine double-hung round-arch windows with brick relieving arches are found throughout the building. A decorative oculus window is centered in the gable-end of the west elevation. A small one-story addition is attached on the east end.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Seneca Falls was served by the Auburn Branch of the New York Central Railroad and the Hudson River Railroad. Seneca Falls was originally served by the Rochester and Auburn Railroad, which was consolidated into the New York Central Railroad in 1853. Much of the stone used in the construction of the New York Central Railroad was quarried in Seneca County. The Seneca Falls-New York Central Passenger Station currently houses the Seneca Falls Village Hall and is located in a local and National Register of Historic Places Historic District.

Seneca Falls-New York Central Passenger Station is representative of the High Victorian Italianate Style with its pedimented doorway, bracketed cornices, and round-arch windows with relieving arches. This highly decorated phase was popular from the 1860s through the 1870s.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Watrous, Hilda R. *A History of Seneca County*. Interlaken, NY: Heart of the Lakes Publishing, 1988.

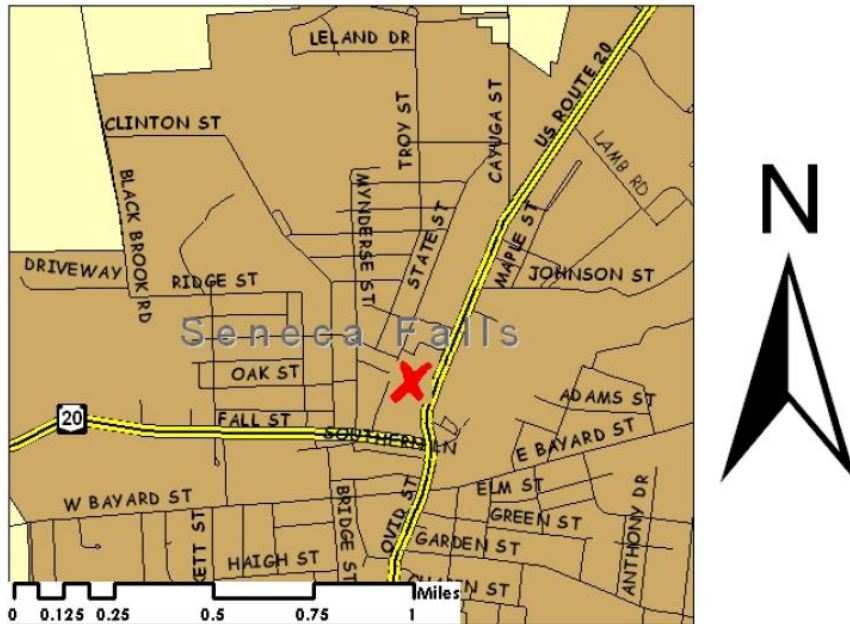
Western New York Railroad Archive. "New York Central's Auburn Road." <http://wnyrails.org/railroads/nyc/nyc_auburn.htm>, (accessed 20 July 2008).

Western New York Railroad Archive. "Seneca Falls, NY." <<http://wnyrails.org/cities/senecafalls.htm>>, (accessed 3 August 2008).

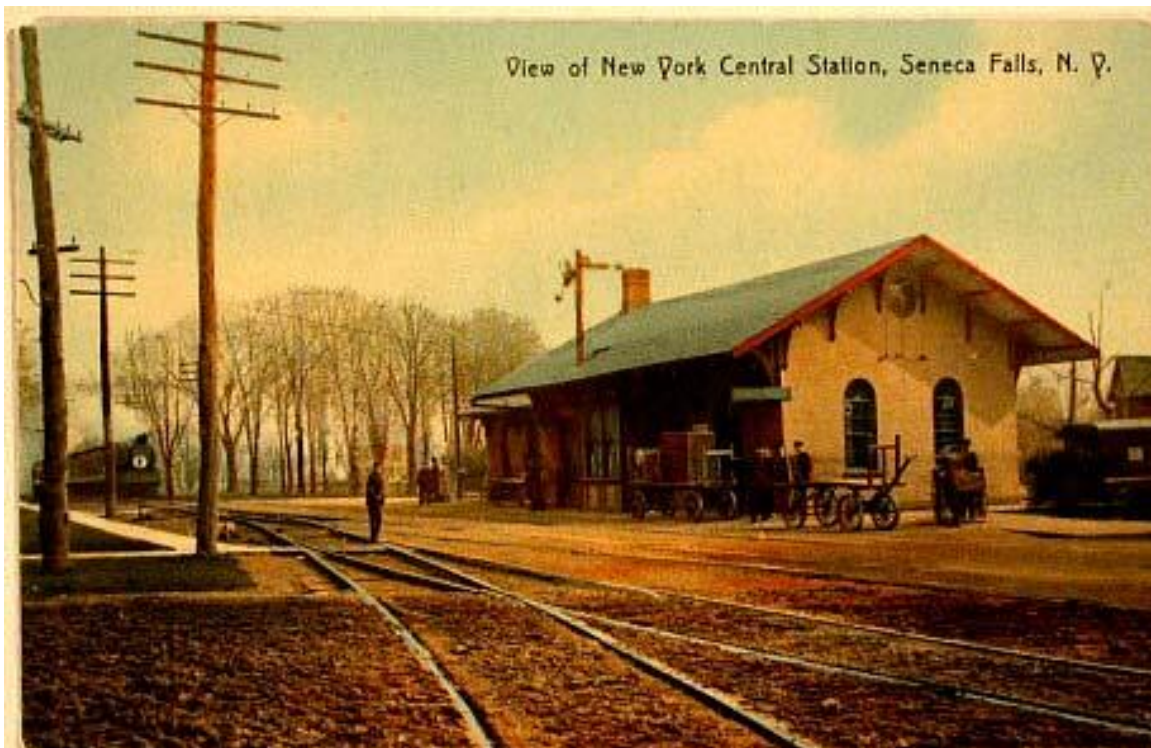


Seneca Falls-New York Central Passenger Station
60 State Street
Seneca Falls, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Postcard circa 1910. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



North façade and west elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Five and Twenty Service Station
Address or Street Location 1265 Waterloo Geneva Road
County Seneca Town/City Waterloo Village/Hamlet: _____
Owner _____ Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1930-1940

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>porcelain enamel</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Five and Twenty Service Station is a one-story concrete block building with two garage bays and half-paneled metal doors on the south façade. A metal-lettered "Five and Twenty Car Wash" sign is positioned above. The southeast corner has a wraparound plate-glass window and single-entry door centered under a slight tower projection. Porcelain enamel tiles are attached to the concrete blocks, with horizontal paint detailing on the plane of the façade and continuing onto the east elevation. A one-story addition with corrugated metal facing, presumably concrete block construction, is attached to the east elevation. The building is located on the north side of Waterloo Geneva Road (New York State Route 5 & U.S. Route 20), just west of the Village of Waterloo municipal limits.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Five and Twenty Service Station is an example of Streamlined Moderne (Art Deco) Style. Beginning in the 1930s, gas stations evolved into smooth buildings with curvilinear corners and porcelain enamel tile. Gas stations—Esso, Mobil, Texaco, and Shell, in particular—used porcelain enamel due to its supposed color performance, flatness, weathering characteristics, and resistance to abrasion. The buildings symbolized the image and romance of the technology of the day, such as modern aviation, electric lighting, the radio, the ocean liner, and the skyscraper. The tower may be the remnant of the Zig-zag Moderne Style with its blocky geometric mass. Much like the members of the European Bauhaus school, industrial designers took the Streamlined Moderne as the basis not only for creating smoothly packaged commercial buildings, but efficient packaging for appliances and machines. Aluminum accents and all-glass fronts were introduced with the new designs in the 1940s.

The Five and Twenty Service Station is located on New York State Route 5 & U.S. Route 20, a main east-west highway traversing upstate New York. It was used heavily prior to the construction of the New York State Thruway in the mid-1950s.

Sources

Evans, Peter. Interview by Katelin Olson. 19 June 2008.

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

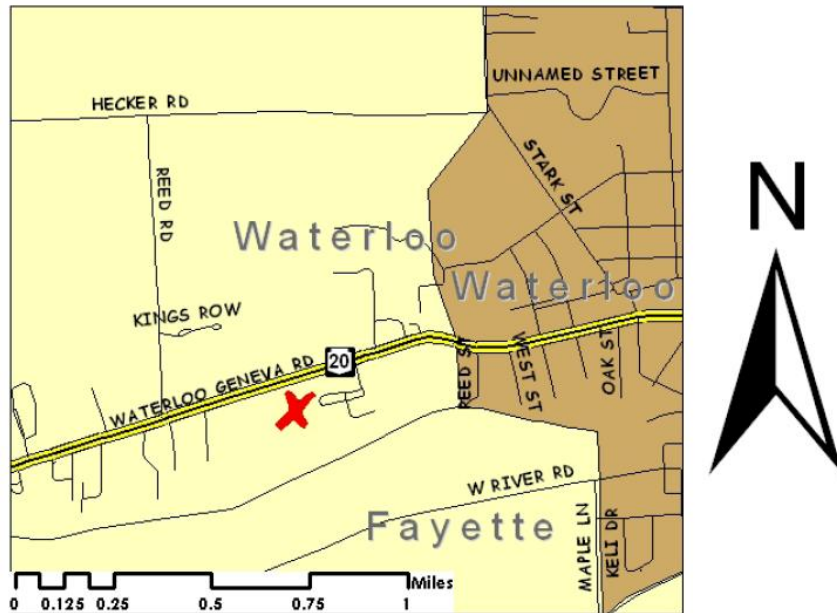
National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

■

Five and Twenty Gas Station
1265 Waterloo Geneva Road
Waterloo, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade and east elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Waterloo-New York Central Freight Station
Address or Street Location Northeast corner of North Virginia Street and East Elisha Street
County Seneca Town/City _____ Village/Hamlet: Waterloo
Owner Town of Waterloo Address 66 Virginia Street, Waterloo, NY
Original use freight station Current use municipal
Architect/Builder, if known _____ Date of construction, if known circa 1860-1870

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Waterloo-New York Central Freight Station is a one-and-a-half-story, brick building located approximately two blocks north of Main Street in a commercial neighborhood. The building has a low-pitched side-gabled roof with deep eaves, exposed rafters, and simple wooden brackets. Recessed brick corbelling and full-height pilasters are evident on all four elevations. The original doorways and windows have brick relieving arches. The north façade, which originally faced the rail bed and contained the freight openings for the movement of goods, has been modified by the addition of four paneled metal garage doors and several bricked-in windows. None of the windows on the building appear to be original. A one-and-a-half-story prefabricated metal building is attached on the east elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Waterloo-New York Central Freight Station is a vernacular representation of the Italianate Style with exposed rafters and simple wooden brackets and recessed brick corbelling, full-height pilasters, and brick relieving arches. Its relatively simple detailing is evidence of the building's utilitarian use as a freight station, with certain decorative elements of Italianate styling.

Waterloo was served by the Auburn Branch of the New York Central Railroad and the Hudson River Railroad. Waterloo was originally served by the Rochester and Auburn Railroad, which was consolidated into the New York Central Railroad in 1853. Much of the stone used in the construction of the New York Central Railroad was quarried in Seneca County.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.

Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Watrous, Hilda R. *A History of Seneca County*. Interlaken, NY: Heart of the Lakes Publishing, 1988.

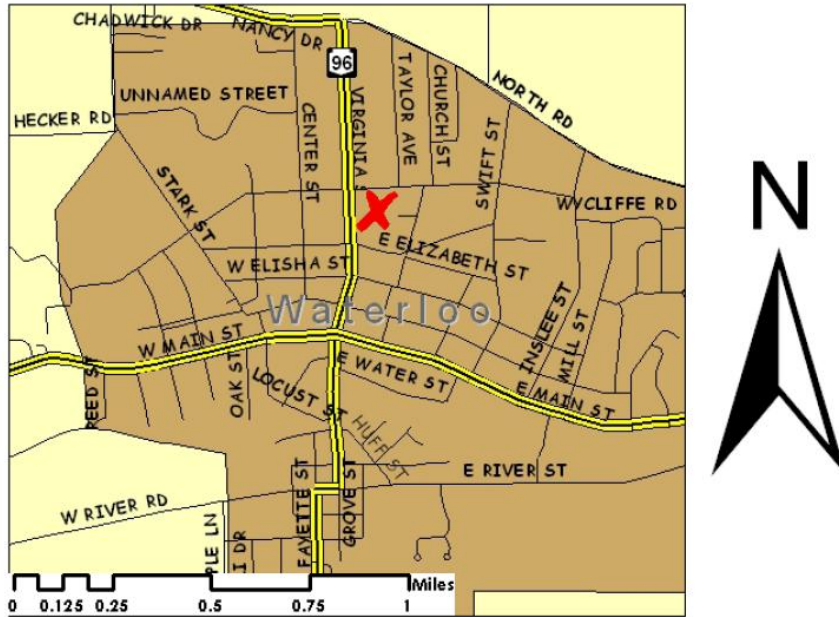
Western New York Railroad Archive. "New York Central's Auburn Road." <http://wnyrails.org/railroads/nyc/nyc_auburn.htm>, (accessed 20 July 2008).

Western New York Railroad Archive. "Waterloo, NY." <<http://wnyrails.org/cities/waterloo.htm>>, (accessed 1 August 2008).



Waterloo-New York Central Freight Station
Northeast corner of North Virginia Street and East Elisha Street
Waterloo, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Postcard circa 1910. Courtesy of the Western New York Railroad Archive. (Note: The passenger station on the left was demolished, but the freight station is visible in the background to the right.)

Continuation Sheet 2



West elevation



North façade

WAYNE COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Clyde-Mobil Service Station
Address or Street Location 1 West Genesee Street
County Wayne Town/City _____ Village/Hamlet: Clyde
Owner _____ Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1940-1950

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>porcelain enamel</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Clyde-Mobil Service Station is a one-story, concrete block building located on the northwest corner of West Genesee and Sodus Streets, just west of the Clyde village center. A plate-glass window, which is now enclosed, is situated on the southeast corner. Two paneled garage doors and main entrance are situated on the east façade. Rectangular porcelain enamel tiles and metal panels are affixed to the concrete blocks. The remnants of a Mobil sign are visible on the east façade.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Clyde-Mobil Service Station is an example of the "oblong box" gas station form with influences of the Streamlined Moderne (Art Deco) Style. Beginning in the 1930s, gas stations evolved into smooth buildings with curvilinear corners and porcelain enamel tile. Gas stations—Esso, Mobil, Texaco, and Shell, in particular—used porcelain enamel due to its supposed color performance, flatness, weathering characteristics, and resistance to abrasion. The white streamlined box certainly gave impressions of speed, modernity, and progress, but ultimately grew out of the economic depression of the 1930s and the need for a stripped down, functional design. By 1960 the porcelain oblong boxes were quite unpopular with zoning and planning commissions. Eventually the form was modified into the suburban landscape with cedar shakes, used brick, and roof overhangs to blend in with the Ranch Style.

The Clyde-Mobil Service Station is located on one of the longest routes in New York State, Route 31, which parallels two similarly lengthy routes—New York Route 104 to the north and New York Route 5 to the south—as well as the Erie Canal. New York State Route 31 dates back to the 1920s.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

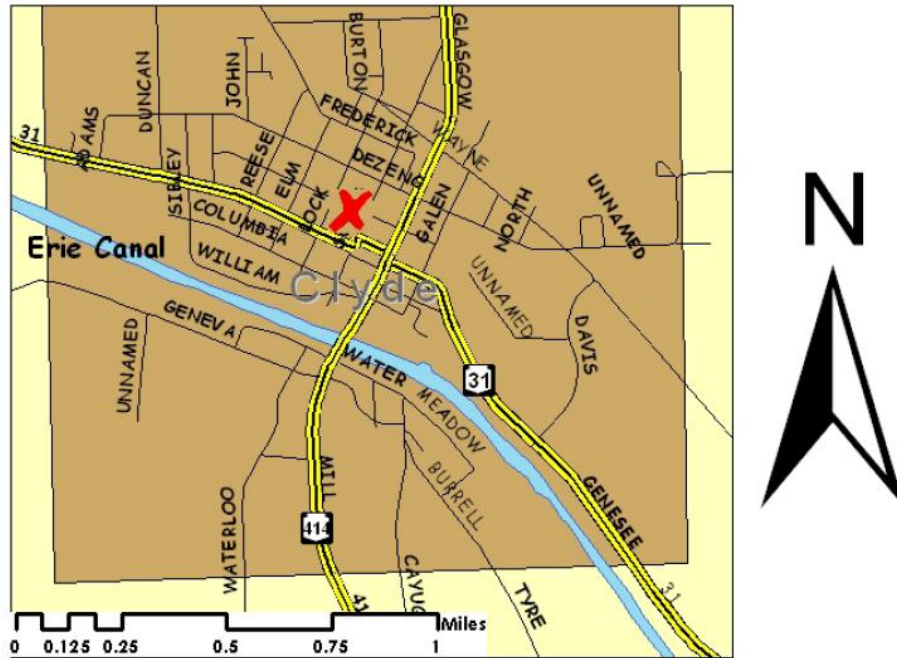
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Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Wikipedia. "New York State Route 31." <http://en.wikipedia.org/wiki/NYS_Route_31>, (accessed 26 January 2009).

Clyde-Mobil Service Station
1 West Genesee Street
Clyde, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Clyde-Rochester, Syracuse, and Eastern Passenger Station
Address or Street Location 207 Glasgow Street
County Wayne Town/City _____ Village/Hamlet: Clyde
Owner _____ Address _____
Original use trolley passenger station Current use commerical
Architect/Builder, if known _____ Date of construction, if known circa 1900-1906

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>stucco</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Clyde-Rochester, Syracuse, and Eastern Passenger Station is a one-story building with a simple hipped roof, brick interior ridge chimney, overhanging eaves, and simple wooden brackets. The building has a vertical board belt course with stucco above and applied stickwork. The doorway on the west façade has a pedimented hood with large struts. A three-sided bay window exists on the north elevation with original six-light transoms, although most double-hung sash windows are vinyl replacements. A one-story concrete block addition with roll-up garage doors is attached on the south.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Clyde-Rochester, Syracuse, and Eastern Passenger Station is a hipped cottage vernacular representation of the Italianate and Queen Anne Style with its overhanging eaves, exposed rafters, rectilinear shape, and use of polychromy throughout.

Rochester and Syracuse Railroad paralleled the New York Central Railroad and the Erie Canal. Although a number of miles had been in service since 1906, the line was completed under the name Rochester, Syracuse, and Eastern Railroad in 1909. In 1913, the line was merged with two other interurban properties—all possessed by Clifford D. Beebe—into the Empire United Railways. However, the Empire United failed in 1915 and the Rochester, Syracuse, and Eastern Railroad was reorganized in 1917 as the Rochester and Syracuse Railroad. It existed throughout the 1920s but went into receivership in 1930 and was eventually abandoned in 1931.

Clyde was also on the main line of the New York Central Railroad, but this is the only known surviving rail building in the village.

Sources

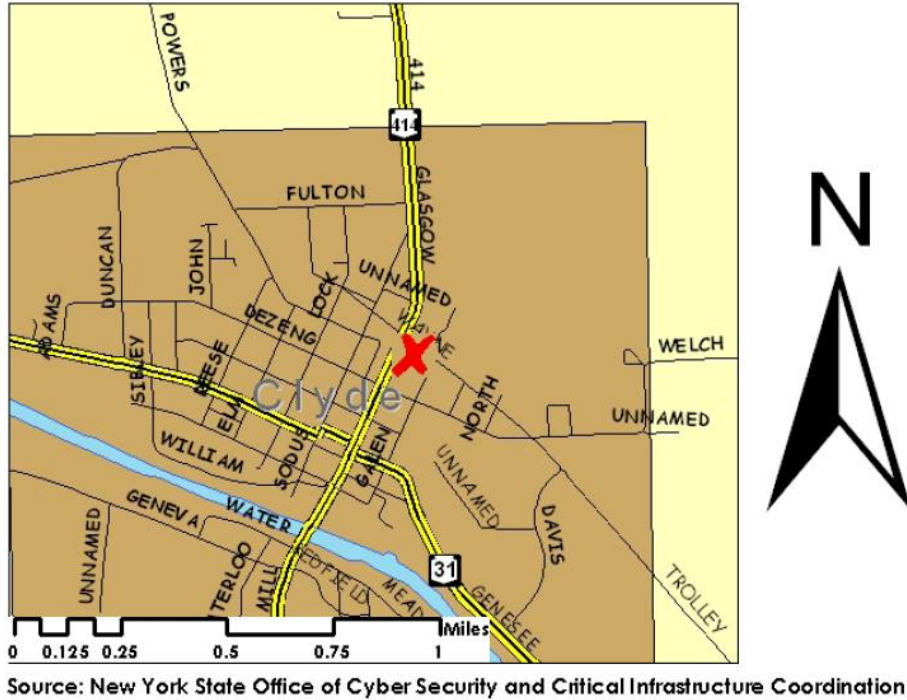
Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Hilton, George W. and John F. Due. *The Electric Interurban Railways in America*. Stanford, California: Stanford University Press, 1960.

Western New York Railroad Archive. "Clyde." <<http://wnyrails.org/cities/clyde.htm>>, (accessed 28 July 2008).

Clyde-Rochester, Syracuse, and Eastern Passenger Station
207 Glasgow Street
Clyde, NY

Continuation Sheet 1



Postcard pre-1915. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



West façade and north elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) East Williamson Agricultural Warehouse
Address or Street Location Immediately west of 4041 Railroad Avenue, on the north side of the street
County Wayne Town/City East Williamson Village/Hamlet: _____
Owner _____ Address _____
Original use warehouse Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input checked="" type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>composite shingle</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The East Williamson Agricultural Warehouse is a two-story, wood-frame building with a shed addition on the east façade, situated in a significant agricultural area. The building is front-gabled with an uncut stone foundation and wood cladding, largely covered with cement-asbestos or composite shingles. Most of the wood-frame windows are boarded over and a large opening with a wooden garage door is located on the south elevation. The building is located immediately west of the Rome, Watertown, and Ogdensburg Passenger Station in East Williamson. A set of tracks break off from the main line and lead directly to the north elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The East Williamson Agricultural Warehouse served the Rome, Watertown, and Ogdensburg Railroad, which was commonly referred to as the "Hojack Line," and the Rochester and Sodus Bay Railroad. As in the typical vernacular tradition, the warehouse has large openings for the transfer of goods and likely contributed to the development of the community by providing storage of wares, goods, and/or merchandise for the railroads.

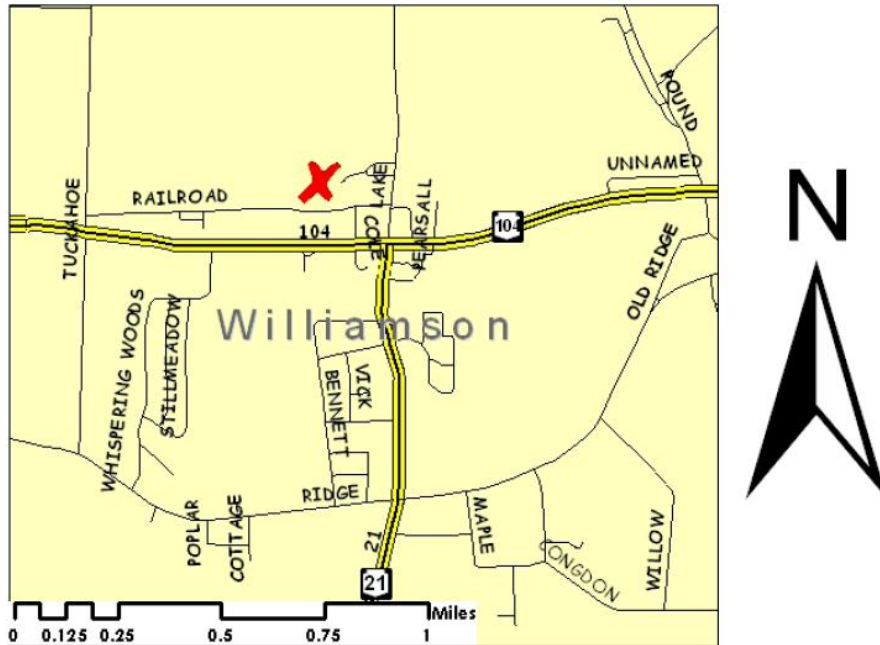
Sources

Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Western New York Railroad Archive. "Williamson, New York." <<http://wnyrails.org/cities/williamson.htm>>, (accessed 6 July 2008).

East Williamson Agricultural Warehouse
Immediately west of 4041 Railroad Avenue, on the north side of the street
East Williamson, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade and south elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Lyons Pure Oil Company Service Station
Address or Street Location 27 Geneva Street (New York State Route 14)
County Wayne Town/City _____ Village/Hamlet: Lyons
Owner Wayne County Historical Society Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1920-1925

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date _____

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Lyons Pure Oil Company Service Station is a one-and-a-half-story, brick building with a steeply-pitched front-gable roof located in the Lyons village business district, on the east side of Geneva Street (New York State Route 14). A one-story garage with a similar roof form is attached on the south. Two brick faux chimneys flank the north and south end walls of the one-and-a-half-story brick building. The west façade includes a squared bay with hood, round arched door with hood, and round arched window with original shutters. A one-story brick addition with flat roof is located to the south of the one-story garage.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Lyons Pure Oil Company Service Station is an example of the English cottage (Revival) Style, which enabled the gas stations to blend amid the "Romantic Suburb" homes of the middle- and upper-class-families who formed the core of Pure's market. Pure Oil Company pioneered the standardization of domestic architecture by adopting the "English cottage," designed by C.A. Petersen. The first prototype was constructed in Indianapolis, Indiana in 1927. The English cottage functioned as a sign with two messages: one corporate and one cultural. The corporate message signaled to motorists that the building was a Pure Oil Company station with its blue roof and white ground floor—two of Pure's colors. The second message sought to convey the domestic reassurance of a private home and to make customers feel comfortable.

Ohio Cities Gas Company, founded in 1914, changed its name to the Pure Oil Company in 1920. The company first marketed gasoline in Ohio and then began purchasing small jobbing companies and expanded its chain of outlets into Pennsylvania, New York, and Indiana. Through the 1920s and 1930s, Pure Oil Company emphasized the Southeast. Pure Oil Company merged with Union Oil in 1965 to create a 20,000-outlet chain.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

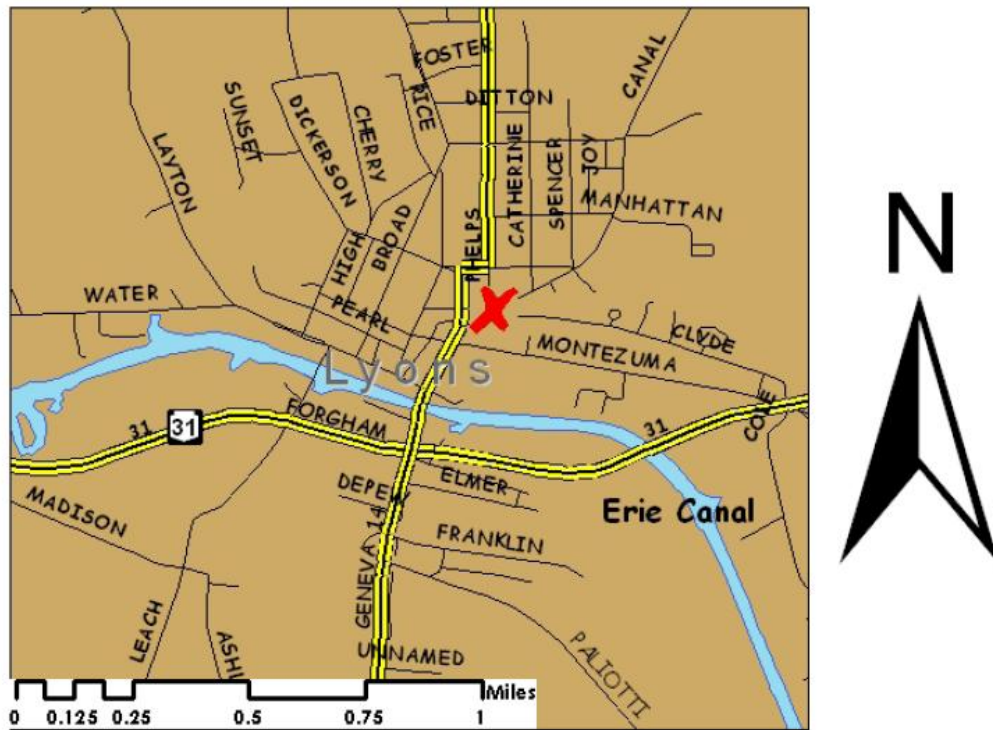
Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Lyons Pure Oil Company Service Station
27 Geneva Street
Lyons, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade and north elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Lyons-New York Central Freight Station
Address or Street Location South side of CSX railroad tracks, west of New York State Route 14
County Wayne Town/City Lyons Village/Hamlet: _____
Owner CSX Address 14 Franklin Street, Lyons, NY
Original use freight station Current use CSX offices/storage
Architect/Builder, if known _____ Date of construction, if known circa 1880 - 1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Lyons-New York Central Freight Station is a one-story, wood-frame building located on CSX property on the south side of the railroad tracks and immediately west of New York State Route 14. The building has a low-pitched gabled roof, board and batten walls, and an interior brick chimney. A majority of the windows appear to be vinyl replacements. Simple wooden brackets accent the deep overhang of the eaves.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Lyons was located on the main line of the New York Central Railroad that operated between Syracuse and Buffalo. The Lyons-New York Central Freight Station may have been part of the "car repair shops," as evidenced in the historic circa 1910 postcard. The New York Central Passenger Station in Lyons, a vernacular representation of the Italian Renaissance Style, no longer exists.

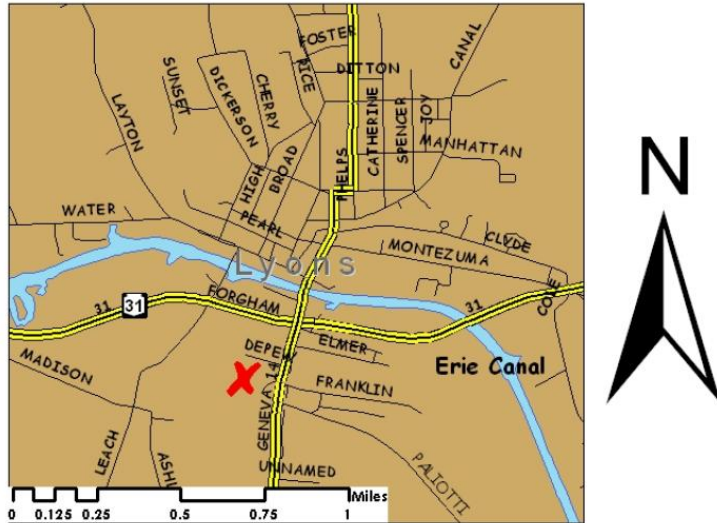
Sources

Western New York Railroad Archive. "Lyons, New York." <<http://wnyrails.org/cities/lyons.htm>>, (accessed 30 July 2008).

Western New York Railroad Archive. "New York Central Main Line in Western New York." <http://wnyrails.org/railroads/nyc/nyc_mainline.htm>, (accessed 30 July 2008).

Lyons-New York Central Freight Station
South side of CSX railroad tracks, west of New York State Route 14
Lyons, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Circa 1910 postcard. Courtesy of Western New York Railroad Archive.

Continuation Sheet 2



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Macedon-Rochester Syracuse and Eastern Electrical Transformer
Address or Street Location 824 New York State Route 31 (approximately)
County Wayne Town/City Macedon Village/Hamlet: _____
Owner _____ Address _____
Original use electrical transformer Current use vacant/private
Architect/Builder, if known _____ Date of construction, if known circa 1906-1909

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date _____

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Macedon-Rochester Syracuse and Eastern Electrical Transformer is located on the south side of New York State Route 31 and is composed of two brick units: a two-story and one-story brick unit with single round-arch windows and brick relieving arches on the first floor and smaller paired round-arch windows on the second floor. All windows have stone sills and a keystone in the arch and have been replaced with vinyl sash or the frames have been enclosed with brick. The walls feature a stone water table, brick belt course, and pilasters at the corners. The flat roof appears to be a metal sheet replacement with additions to the brick wall extending vertically past the roofline in some areas.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Macedon-Rochester Syracuse and Eastern Electrical Transformer was an electrical transformer building that served the Rochester Syracuse and Eastern Railroad. There are identical buildings that have survived west of Palmyra (south of Route 31) and west of Savannah (north of Route 31). The generating plant was located in Lyons.

The Rochester Syracuse and Eastern Railroad paralleled the New York Central Railroad and the Erie Canal. Although a number of miles had been in service since 1906, the line was completed under the name Rochester Syracuse and Eastern Railroad in 1909. In 1913, the line was merged with two other interurban properties—all possessed by Clifford D. Beebe—into the Empire United Railways. However, the Empire United failed in 1915 and the Rochester Syracuse and Eastern Railroad was reorganized in 1917 as the Rochester and Syracuse Railroad. It existed throughout the 1920s but went into receivership in 1930 and was eventually abandoned in 1931.

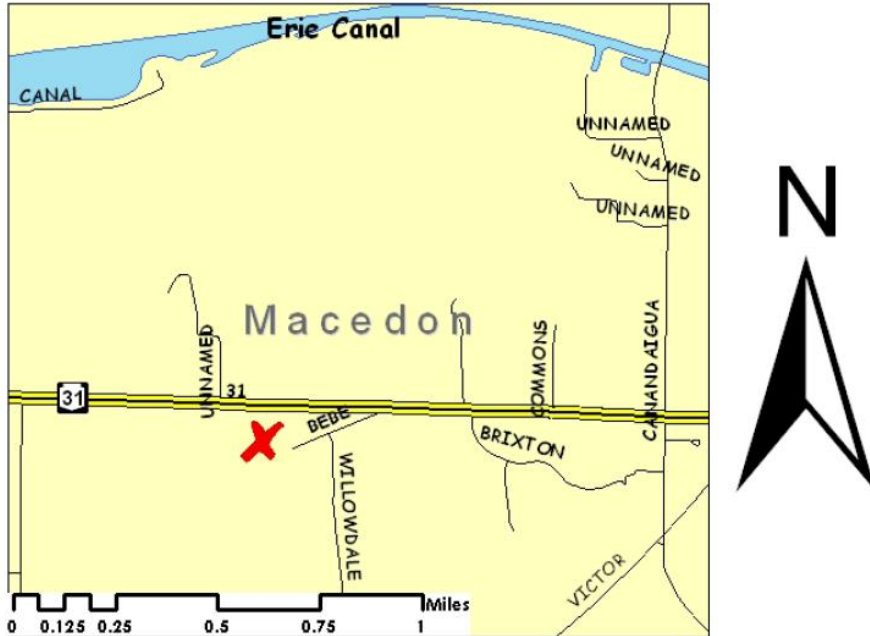
Sources

Harvey, Thomas P., Ontario County Planning Department. Email correspondence. 23 September 2008.

Hilton, George W. and John F. Due. *The Electric Interurban Railways in America*. Stanford, California: Stanford University Press, 1960.

Macedon-Rochester Syracuse and Eastern Electrical Transformer
824 New York State Route 31
Macedon, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Northwest elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) North Rose-Rome, Watertown, and Ogdensburg Passenger Station
Address or Street Location 10400 Railroad Avenue
County Wayne Town/City _____ Village/Hamlet: North Rose
Owner _____ Address _____
Original use passenger station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1858-1875

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The North Rose-Rome, Watertown, and Ogdensburg Passenger Station is a one-story, wood-frame building with a simple hipped roof and scroll-sawn wood brackets that retains a majority of its historic integrity, with the exception of replacement sliding windows and doorway with aluminum casing on the north elevation. The clapboards and wooden water table appear to be original. An interior ridge brick chimney with chimney cap is evident. The south façade features a squared bay window with an intersecting pyramidal roof.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

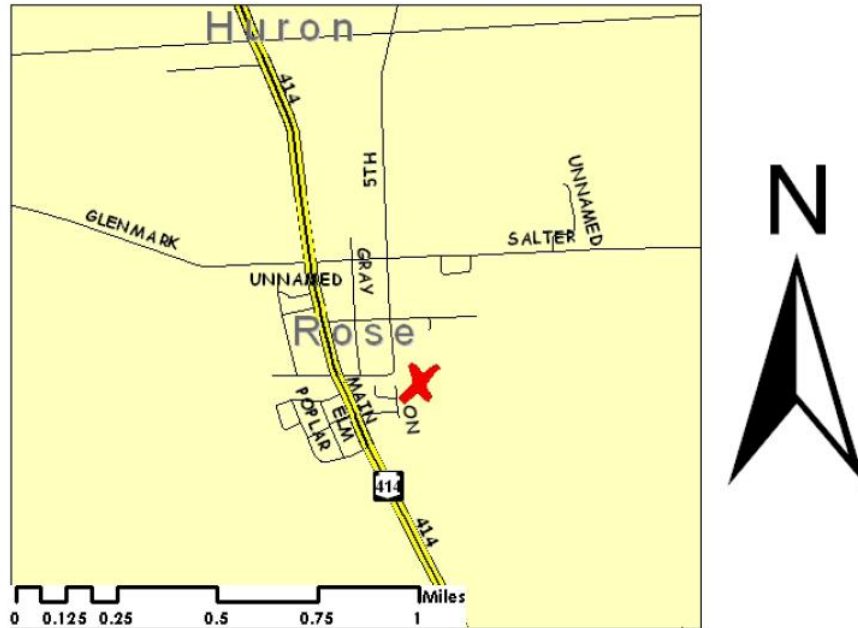
The Lake Ontario Shore Rail Road was chartered in 1858 from Oswego to Niagara Falls, but very little track was built or operated by the company. It wasn't until 1875 when the Lake Ontario Shore Rail Road was merged into the Rome, Watertown, and Ogdensburg Railroad that the line to Niagara Falls was completed, commonly referred to as the "Hojack Line." Management of the Rome, Watertown, and Ogdensburg Railroad transferred to Delaware, Lackawanna, and Western Railroad in 1878. By 1882, the Rome, Watertown, and Ogdensburg Railroad had been purchased again and the new owners built the Ontario Secondary (Beebee line) from Charlotte to Rochester. The company was leased to the New York and Hudson River Railroad on March 14, 1891. The line was then absorbed into the New York Central and Hudson River Railroad Company on April 16, 1913. The line was abandoned sometime in the 1970s.

Sources

Western New York Railroad Archive. "Rome, Watertown, and Ogdensburg Railroad." <http://wnyrails.org/railroads/nyc/rwo_home.htm>, (accessed 30 July 2008).

North Rose-Rome, Watertown, and Ogdensburg Passenger Station
10400 Railroad Avenue
North Rose, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Savannah Agricultural Warehouse and Mill
Address or Street Location Southeast corner of Main Street and Seneca Street
County Wayne Town/City Savannah Village/Hamlet: _____
Owner _____ Address _____
Original use agricultural warehouse Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1853-1870

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input checked="" type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Savannah Agricultural Warehouse and Mill is a three-story, wood-frame building with a gable-front roof and a square gabled tower rising from its principal slope. A two-story brick addition with a flat roof (gradual slant towards the rear) exists on west façade. The most architectural element is the cornice line, likely made of cast stone. All windows are enclosed, although the concrete sills on the brick addition are intact. The building is located approximately 20 feet from the railroad tracks and approximately one block from the Savannah town center. The brick addition appears to be in fair structural condition, likely constructed circa 1880-1900.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The New York Central Railroad lines in the Town of Savannah were constructed circa 1853-1854. The Savannah Agricultural Warehouse and Mill was constructed on the north side of the tracks, likely just after the railway construction. The building was likely used for storage and milling purposes, with evidence of the various additions and the square towers for added light.

Sources

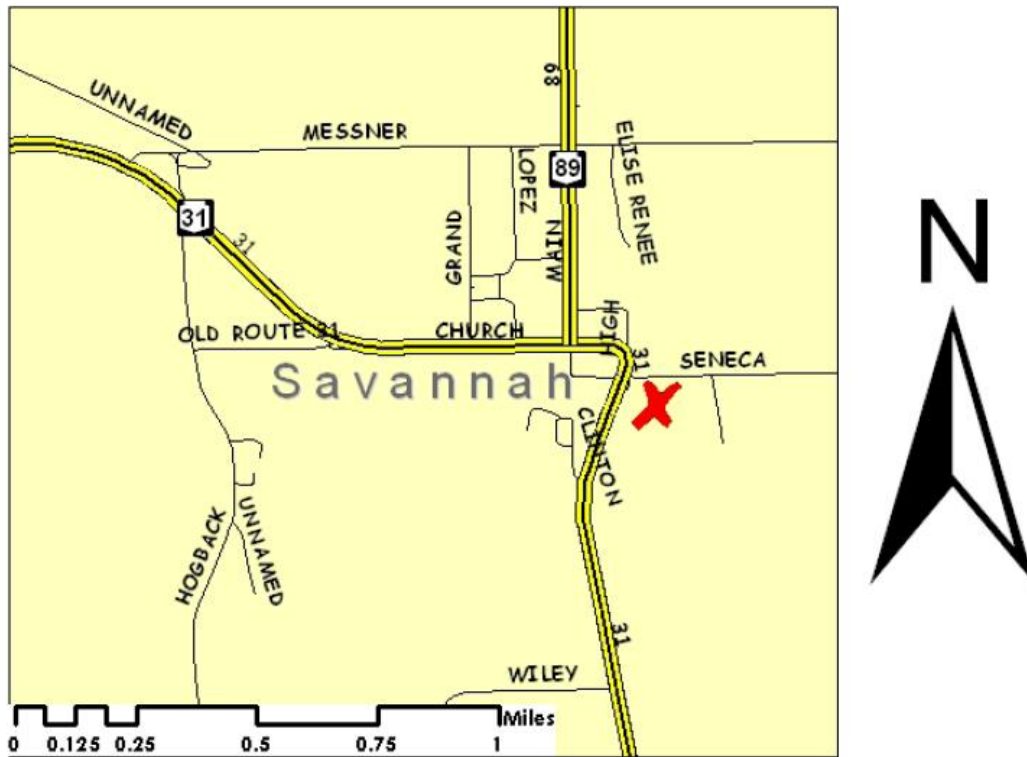
Gottfried, Herbert and Jan Jennings. American Vernacular Design 1870 - 1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, Inc., 1985.

Solomon, Brian and Mike Schafer. New York Central Railroad. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "New York Central Main Line in Western New York." <http://wnyrails.org/railroads/nyc/nyc_mainline.htm>, (accessed 30 July 2008).

Savannah Agricultural Warehouse and Mill
Southeast corner of Main Street and Seneca Street
Savannah, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade

Continuation Sheet 2



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Wolcott-Rome, Watertown, and Ogdensburg Passenger Station
Address or Street Location Northwest corner of Smith Street and Orchard Street
County Wayne Town/City _____ Village/Hamlet: Wolcott
Owner _____ Address _____
Original use passenger station Current use storage
Architect/Builder, if known _____ Date of construction, if known circa 1874-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>plywood</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Wolcott-Rome, Watertown, and Ogdensburg Passenger Station is a one-story, wooden clapboard building located one-block north of Main Street in the Village of Wolcott. The building is side-gabled with deep eaves that feature decorative wooden struts and brackets and applied trusses. Diagonal plywood panels cover the walls beneath the wooden belt course. The west façade features several six-over-six double-hung sash windows, a three-sided bay window, two paneled garage doors, and two paneled double doors with four-light transoms. Corrugated metal covers the south elevation. The passenger platform on the east elevation is exposed and used as storage access.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Wolcott-Rome, Watertown, and Ogdensburg Passenger Station is a vernacular representation of the Folk Victorian Style with its gable-end detailing. The spread of Folk Victorian Style was made possible by the railroads. The growth of the railroad system made heavy woodworking machinery widely accessible at local trade centers and abundant supplies of pre-cut detailing from distant mills available to local lumber yards. Many builders simply grafted pieces of pre-cut detailing onto the vernacular house forms familiar to local carpenters.

The Lake Ontario Shore Railroad was originally chartered in Oswego, NY in 1858. It eventually consolidated with the Rome, Watertown, and Ogdensburg Railroad in 1874 because it could not financially compete with the powerful New York Central Railroad. The Rome, Watertown, and Ogdensburg Railroad, known as the "Hojack Line," was constructed soon after consolidation. Sandy loam made the area ideal for farming, and so the railroad was an important means of transporting local produce to the larger regional markets.

Sources

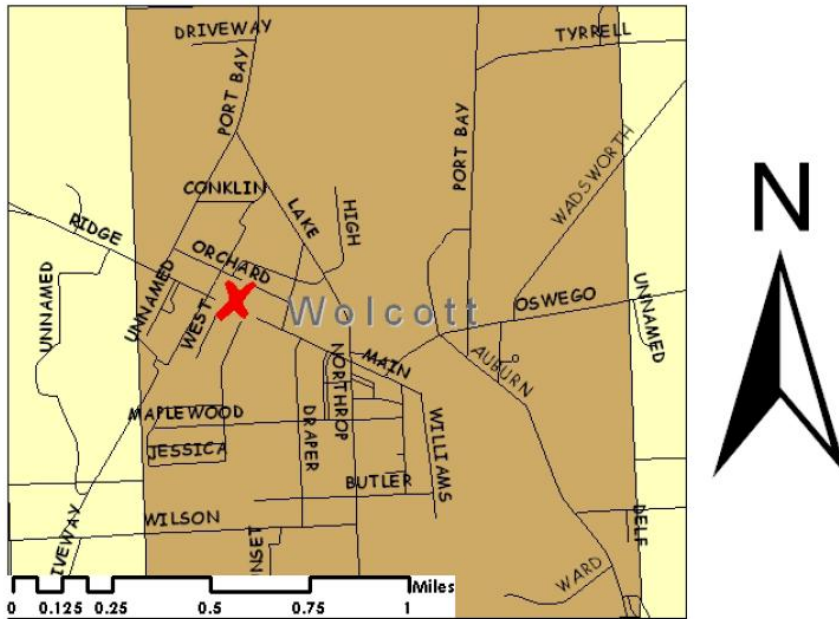
Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Wayne County Historian. "Wolcott, NY." <<http://www.co.wayne.ny.us/Departments/historian/HistWolcott.htm>>, (accessed 6 July 2008).

Wolcott-Rome, Watertown, and Ogdensburg Passenger Station
Northwest corner of Smith Street and Orchard Street
Wolcott, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade

WYOMING COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Attica-Erie Passenger Station
Address or Street Location On Exchange Street, just south of Main Street
County Wyoming Town/City _____ Village/Hamlet: Attica
Owner Norfolk Southern Railway Company Address 3 Commercial Place, Norfolk, Virginia
Original use passenger station Current use storage
Architect/Builder, if known _____ Date of construction, if known circa 1865-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Attica-Erie Passenger Station is a one-story, wood-frame building clad with vertical board-and-batten wood cladding and a side-gabled roof with two interior ridge chimneys and deep eaves, large wooden brackets, and exposed rafters. The building maintains its original six-over-six double-hung sash windows with intact casings and pediments. The building is scheduled to be covered with steel siding and many of the original wooden windows replaced with vinyl.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Attica-Erie Passenger Station is a vernacular representative of the Gothic Revival (Carpenter) Style due to the vertical board-and-batten wood cladding and decorative gable-ends, as evidenced in historic photographs. This feature is particularly characteristic of the last phase of Gothic Revival, from about 1865 to 1880, and was more common on churches and public buildings.

The Erie Railroad was one of New York's earliest railroad companies, incorporated in 1832. Attica was situated on the line from Hornell to Buffalo and the southern terminus of the Avon Branch. It was also the southern end of the New York Central Railroad's Attica Branch and the northern terminus of the Arcade and Attica Railroad. The building is currently used for storage by the Norfolk Southern Railway Company and the tracks are still active.

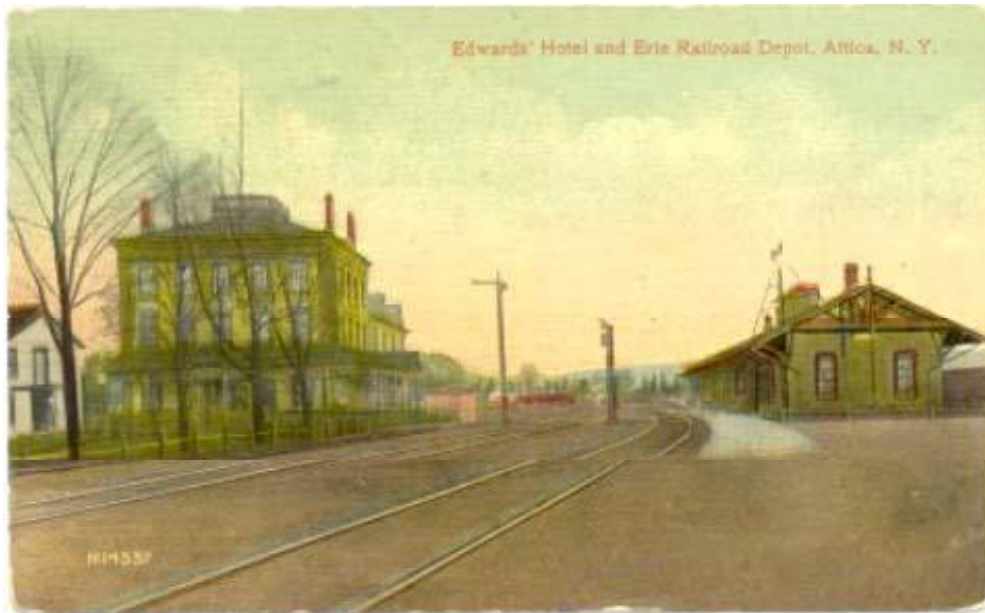
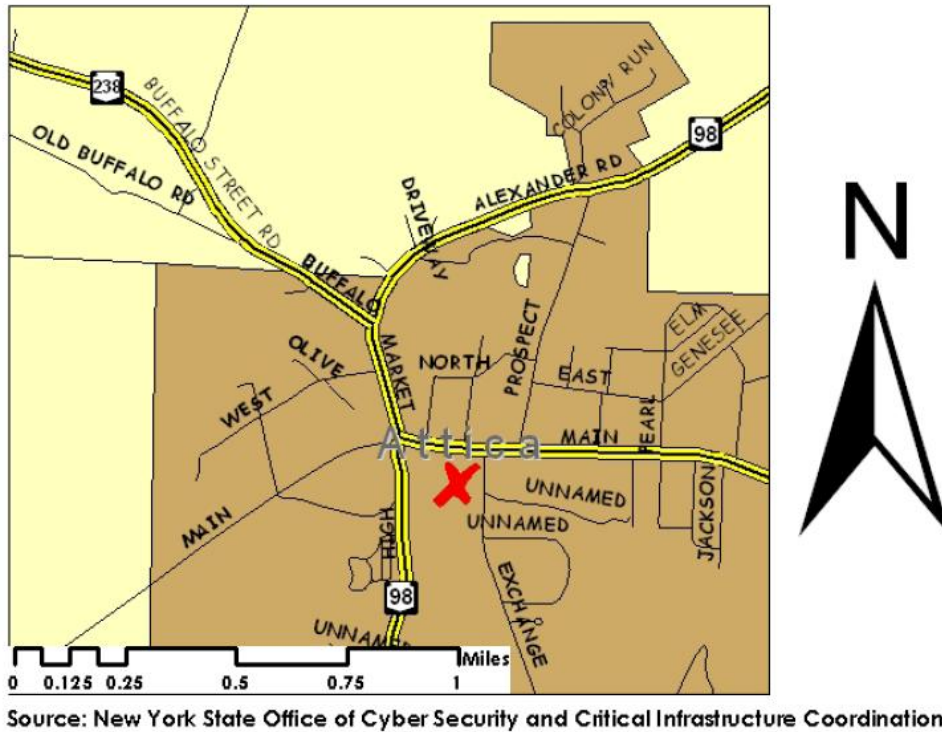
Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Western New York Railroad Archive. "Attica, NY." <<http://wnyrails.org/cities/attica.htm>>, (accessed 14 July 2008).

Attica-Erie Passenger Station
On Exchange Street, just south of Main Street
Attica, NY

Continuation Sheet 1



Undated post card. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



West façade and south elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Conroy Motor Corporation
Address or Street Location 1457 Main Street
County Wyoming Town/City _____ Village/Hamlet: Java Center
Owner Conroy Motors Address 1457 Main Street
Original use gas station Current use dealership/service station
Architect/Builder, if known _____ Date of construction, if known circa 1930-1940

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>porcelain enamel</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

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Maps

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Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

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Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Conroy Motor Corporation building is a one-story, steel-frame, three-bay structure with plate-glass windows on the south façade. The oldest part of the building is likely the most western unit with evidence of some porcelain enamel panels and where remnants of gasoline pumping equipment are immediately to its south. The most recent addition is the concrete block unit on the east which houses the garage.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Conroy Motor Corporation building is an example of the "oblong box" gas station form with influences of the Streamlined Moderne (Art Deco) Style. Beginning in the 1930s, gas stations evolved into smooth buildings with curvilinear corners and porcelain enamel tile. Gas stations—Esso, Mobil, Texaco, and Shell, in particular—used porcelain enamel due to its supposed color performance, flatness, weathering characteristics, and resistance to abrasion. The white streamlined box certainly gave impressions of speed, modernity, and progress, but ultimately grew out of the economic depression of the 1930s and the need for a stripped down, functional design. After 1950, cinder and concrete block construction replaced prefabricated steel.

Conroy Motor Corporation, which likely constructed the building, is the oldest Ford dealership in the area.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

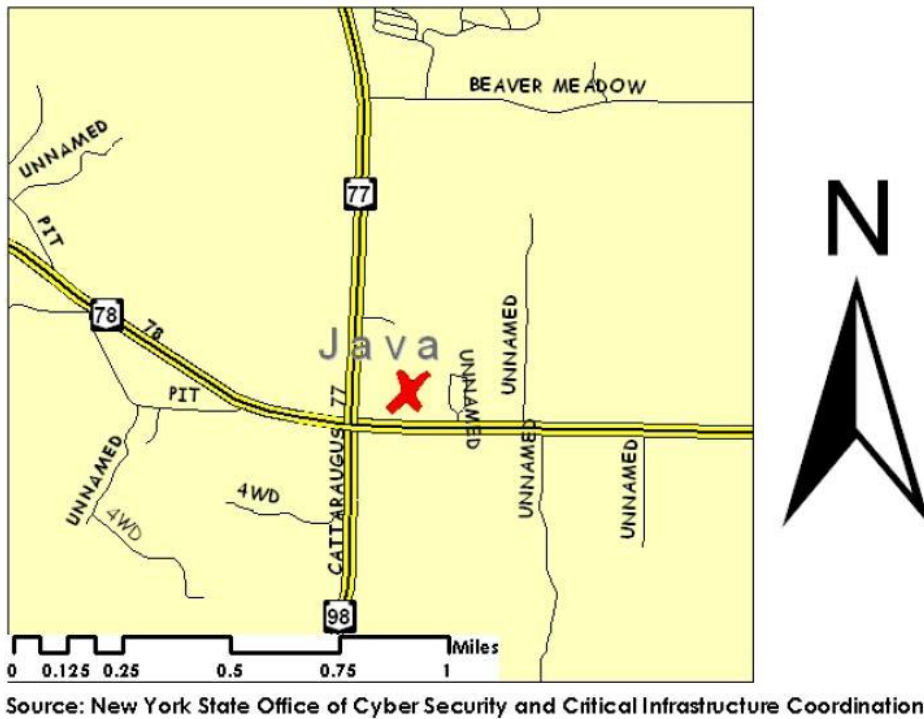
Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Conroy Motor Corporation
1457 Main Street
Java Center, NY

Continuation Sheet



South façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Java Center-Attica and Arcade Railroad Station
Address or Street Location 1457 Main Street
County Wyoming Town/City _____ Village/Hamlet: Java Center
Owner Conroy Motor Corp. Address 1457 Main Street
Original use passenger/freight station Current use storage
Architect/Builder, if known _____ Date of construction, if known circa 1880-1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

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Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

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Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Java Center-Attica and Arcade Railroad Station is a one-story, wood-frame building with vertical board facing. The gabled roof is covered with asphalt shingles and all doors and windows have been replaced. A passenger/freight platform would likely have been attached to the west elevation, which then abutted the train tracks.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Java Center-Attica and Arcade Railroad Station likely served the Tonawanda Valley and Cuba Railroad, which was one of several lines that preceded the Attica and Arcade Railroad. The line between Attica and Cuba was completed around 1882. Java Center was a stop along this route.

On May 23, 1917, the Arcade and Attica Railroad was formed by local investors to operate the line. The dominant trend was for merger and growth from the beginning of the railroad era until the 1960s. Some short lines remained in existence for a variety of reasons: the owners were making sufficient return on their investment; shippers and passengers were content with local control; if the short line connected with only one large road, the large road was assured of the short line's business; or the short line wasn't sufficiently profitable to attract the notice of a larger road.

The Arcade and Attica operated passenger service until 1951 when the Erie Railroad stopped passenger service on the Buffalo-Hornell line, including the connection with the Attica and Arcade Railroad in Attica. In 1957, the line was abandoned between Attica and North Java. The Java Center-Attica and Arcade Railroad Station was then sold to Conroy Motor Corp. The 15-mile section between Arcade and North Java are the only portions of the line still in operation.

Sources

Lewis, Edward A. *American Shortline Railway Guide*. Waukesha, WI: Kalmbach Publishing, Co., 1996.

Western New York Railroad Archive. "Arcade and Attica." <http://wnyrails.org/railroads/aa/aa_home.htm>, (accessed 14 July 2008).

Western New York Railroad Archive. "Tonawanda Valley and Cuba Railroad." <http://wnyrails.org/railroads/aa/tvc_home.htm>, (accessed 14 July 2008).

Java Center-Attica and Arcade Railroad Station
1457 Main Street
Java Center, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade and east elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Perry-Warsaw Airport-Hangar
Address or Street Location 6522 Route 20A
County Wyoming Town/City Perry Village/Hamlet: _____
Owner Towns of Perry and Warsaw Address 6522 Perry-Warsaw Road, Perry, NY 14530
Original use hangar Current use hangar
Architect/Builder, if known _____ Date of construction, if known circa 1940-1948

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>stainless steel</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

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Maps

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Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date September 2008

(See Reverse)

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IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Perry-Warsaw Airport-Hangar is a one-story building with self-supporting, half-cylindrical framework made of rigidized stainless steel or some other type of corrugated metal. It has a roll-down metal door on the east façade with a louvered vent above. There are six-light hopper windows on the north and south elevations and a nine-light vinyl door on the south elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Perry-Warsaw Airport-Hangar is an example of a quonset hut that was widely used for housing and other purposes in the 1940s, during and immediately following World War II. Prefabricated industrial homes could be arranged in temporary settlements just outside existing developments. The parts for the steel-sheathed quonset hut were transported by truck from factory to building site. Many manufacturers claimed these buildings were immune to sagging, warping, rotting, fire, and termites.

The rigidized sheets may have been produced by the Rigidized Metals Corporation in Buffalo, NY. These sheets have a rolled pattern that both increases the tensile strength of the sheet and visually breaks up the surface to eliminate distorted surface reflections.

Sources

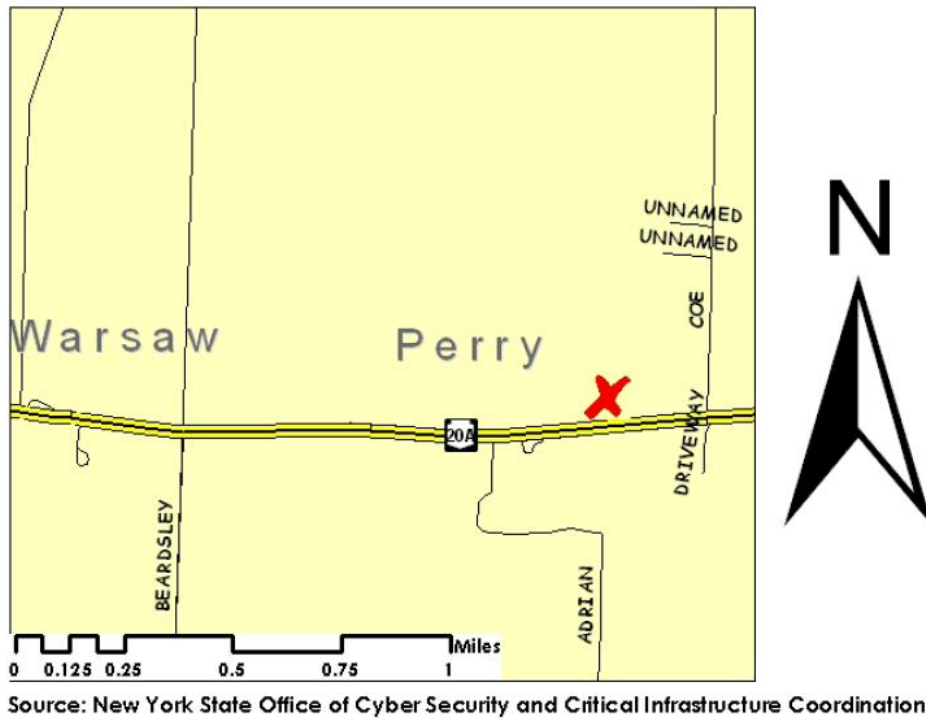
Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, LLC, 1994.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Perry-Warsaw Airport-Hangar
6522 Route 20A
Perry, NY

Continuation Sheet 1



Photograph circa 1950. Courtesy of Perry-Warsaw Airport.

Continuation Sheet 2



Photograph circa 1950. Courtesy of Perry-Warsaw Airport.



East façade and south elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Silver Springs-Erie and Buffalo, Rochester, and Pittsburgh Freight Station
Address or Street Location Between Railroad Avenue and North Main Street
County Wyoming Town/City _____ Village/Hamlet: Silver Springs
Owner Norfolk Southern Railway Company Address _____
Original use freight and passenger station Current use storage facility
Architect/Builder, if known _____ Date of construction, if known circa 1870-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input checked="" type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>stucco</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: Based on historic photographs, the building appears to have been shortened on the south elevation. See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8017, Rochester, NY 14614
Telephone: _____ email _____ Date September 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Silver Springs-Erie and Buffalo, Rochester, and Pittsburgh Freight Station is a one-story, wood-frame building with a side-gabled roof located in a mostly residential area in the Village of Silver Springs. The walls feature a stucco belt course with coursed wooden shingles above and applied stickwork. The roof features projecting eaves, exposed rafters, and scroll-sawn brackets and struts. Some original multipane casements and nine-over-nine double-hung windows remain with storm windows while others have been replaced by aluminum. The west façade features a full-scale bay window. The split wood shingle roof was likely replaced by metal sheets in the mid-twentieth century. According to a 1905 Sanborn Fire Insurance Map, the building housed both the freight and passenger stations. The passenger station, located on the southern end of the building, was likely removed later in the twentieth century.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Silver Springs-Erie and Buffalo, Rochester, and Pittsburgh Freight Station is a vernacular representation of the Gothic Revival Style due to such roof elaborations as the scroll-sawn brackets and struts, applied stickwork, and contrasting texture on the walls. This feature is particularly characteristic of the last phase of Gothic Revival, from about 1865 to 1880, and was more common on churches and public buildings.

The Silver Springs-Erie and Buffalo, Rochester, and Pittsburgh Freight Station in the Village of Silver Springs was shared by both the Erie Railroad and the Buffalo, Rochester, and Pittsburgh Railway.

Sources

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

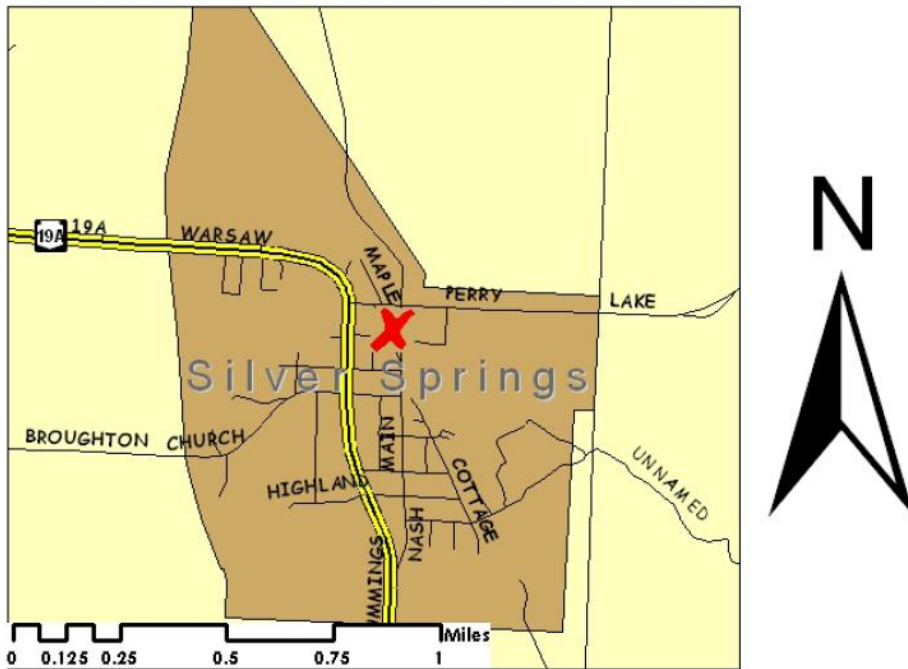
Western New York Railroad Archive. "Silver Springs, New York." <http://wnyrails.org/cities/silver_springs_home.htm>, (accessed 14 September 2008).

Western New York Railroad Archive. "Buffalo, Rochester, and Pittsburgh Railway." <http://wnyrails.org/railroads/brp/brp_home.htm>, (accessed 14 September 2008).

Western New York Railroad Archive. "Erie Railroad." <http://wnyrails.org/railroads/erie/erie_home.htm>, (accessed 14 September 2008).

**Silver Springs-Erie and Buffalo, Rochester, and Pittsburgh Freight Station
Between Railroad Avenue and North Main Street
Silver Springs, NY**

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Photograph dated 1909. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



South and east elevations



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Jim's Service Station
Address or Street Location 65 East Buffalo Street
County Wyoming Town/City _____ Village/Hamlet: Warsaw
Owner _____ Address _____
Original use gas station Current use service station
Architect/Builder, if known _____ Date of construction, if known circa 1940-1950

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>porcelain enamel</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

Jim's Service Station is a three-bay one-story building with a flat roof, deep eaves, and metal flashing. The construction is steel frame and concrete block. The most western bay on the south façade appears to have been plate-glass but is now enclosed. The center and eastern bays have roll-up garage doors. The east elevation exhibits two one-over-one double-hung windows.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Jim's Service Station is an example of the "oblong box" gas station form with influences of the Streamlined Moderne (Art Deco) Style. Beginning in the 1930s, the simple lines of the box and the extensive use of glass on the steel frame follow the ideals of "modern architecture." Gas stations—Esso, Mobil, Texaco, and Shell, in particular—used porcelain enamel due to its supposed color performance, flatness, weathering characteristics, and resistance to abrasion. The white streamlined box ultimately grew out of the economic depression of the 1930s and the need for a stripped down, functional design. By 1960 the porcelain oblong boxes were quite unpopular with zoning and planning commissions. Eventually the form was modified into the suburban landscape with cedar shakes, used brick, and roof overhangs to blend in with the Ranch Style.

Jim's Service Station is located on U.S. Route 20A, which was formed circa 1938. It is an east-west alternate route of U.S. Route 20, stretching across western New York from Ontario to Erie County.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

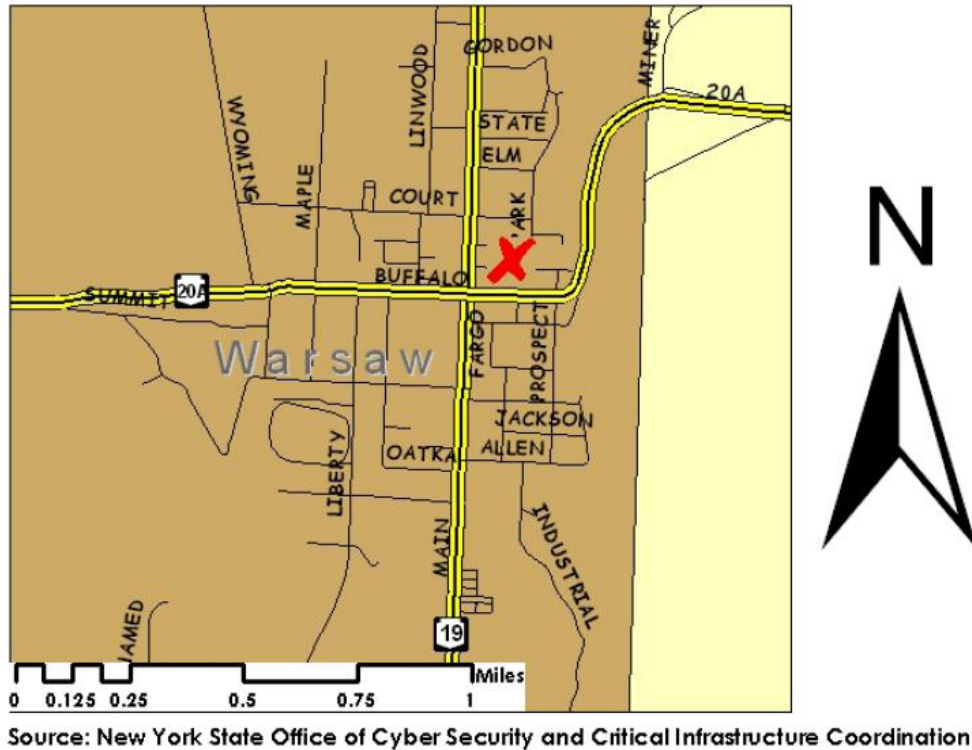
National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Wikipedia. "U.S. Route 20A (New York)." <[http://en.wikipedia.org/wiki/U.S._Route_20A_\(New_York\)](http://en.wikipedia.org/wiki/U.S._Route_20A_(New_York))>, (accessed 28 January 2009).

Jim's Service Station
65 East Buffalo Street
Warsaw, NY

Continuation Sheet



South façade and east elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Warsaw-Buffalo, Rochester, and Pittsburgh Freight Station
Address or Street Location Southeast corner of Main Street and Washington Street
County Wyoming Town/City _____ Village/Hamlet: Warsaw
Owner _____ Address _____
Original use freight station Current use storage/vacant
Architect/Builder, if known _____ Date of construction, if known circa 1910-1920

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Warsaw-Buffalo, Rochester, and Pittsburgh Freight Station is a one-story, brick (likely thin veneer of brick over wood-frame) building with rounded ceramic tile hipped roof, flared and deep eaves, and large wooden brackets. The building has a poured concrete foundation and water table. All window are one-over-one double-hung sash with stone lintels and sills. The poured concrete freight platform wraps around from the north to the east elevations.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Warsaw-Buffalo, Rochester, and Pittsburgh Freight Station is a vernacular representation of the Eclectic Style, with influences of Spanish Eclectic and Italian Renaissance, largely due to such roof elaborations as the hipped roof with low pitch, rounded ceramic tiles, and flared eaves. Vernacular interpretations of the Eclectic Movement spread widely with the perfection of masonry veneering techniques, dating mostly from the 1920s.

Coal was the primary good transported along the Buffalo, Rochester, and Pittsburgh Railway. The Buffalo, Rochester, and Pittsburgh Railway was formed in 1887 and later purchased by the Baltimore and Ohio Railroad in 1932. The Warsaw-Buffalo, Rochester, and Pittsburgh Freight Station was located on the Ashford Junction, which connected the railway to the Port of Rochester where the coal was exported to Canada. The tracks that served the freight station were removed likely mid-twentieth century.

Sources

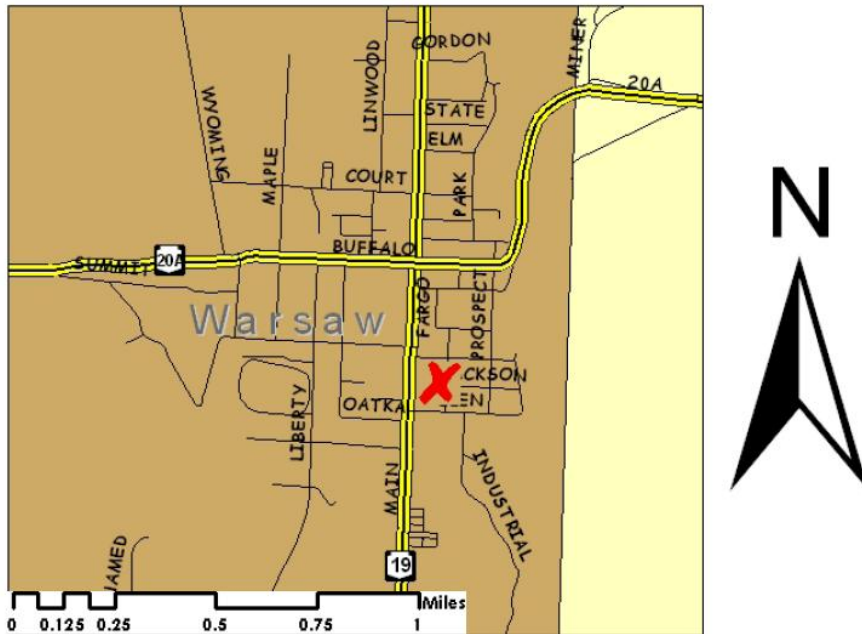
McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Western New York Railroad Archive. "Warsaw, New York." <http://wnyrails.org/cities/warsaw_home.htm>, (accessed 14 July 2008).

Western New York Railroad Archive. "Buffalo, Rochester, and Pittsburgh Railway." <http://wnyrails.org/railroads/brp/brp_home.htm>, (accessed 14 July 2008).

Warsaw-Buffalo, Rochester, and Pittsburgh Freight Station
Southeast corner of Main Street and Washington Street
Warsaw, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Undated postcard. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



West façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Warsaw-Buffalo, Rochester, and Pittsburgh Passenger Station

Address or Street Location Park Street

County Wyoming Town/City _____ Village/Hamlet: Warsaw

Owner _____ Address _____

Original use passenger station Current use vacant

Architect/Builder, if known _____ Date of construction, if known circa 1900-1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>rusticated stone</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____

Date: _____

Condition:

☐

excellent

☒

good

☐

fair

☐

deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Warsaw-Buffalo, Rochester, and Pittsburgh Passenger Station is a one-story, wood-frame building with a hipped roof, interior brick chimney, flared eaves, and large wooden brackets. It is located in a primarily residential area. The building has a rusticated stone water table with wooden clapboard above. All windows are enclosed, but the wooden frames remain intact. A poured concrete passenger platform is evident on the west elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Warsaw-Buffalo, Rochester, and Pittsburgh Passenger Station is a vernacular representation of the Eclectic Style, with influences of Spanish Eclectic and Italian Renaissance, largely due to such roof elaborations as the hipped roof with low pitch, flared eaves, and rusticated stone on the exterior walls. Vernacular interpretations of the Eclectic Movement spread widely with the perfection of masonry veneering techniques, dating mostly from the 1920s.

Coal was the primary good transported along the Buffalo, Rochester, and Pittsburgh Railway. The Buffalo, Rochester, and Pittsburgh Railway was formed in 1887 and later purchased by the Baltimore and Ohio Railroad in 1932. The Warsaw-Buffalo, Rochester, and Pittsburgh Passenger Station was located on the Ashford Junction, which connected the railway to the Port of Rochester. The tracks that served the passenger station are actively used today by the Rochester and Southern Railroad.

Sources

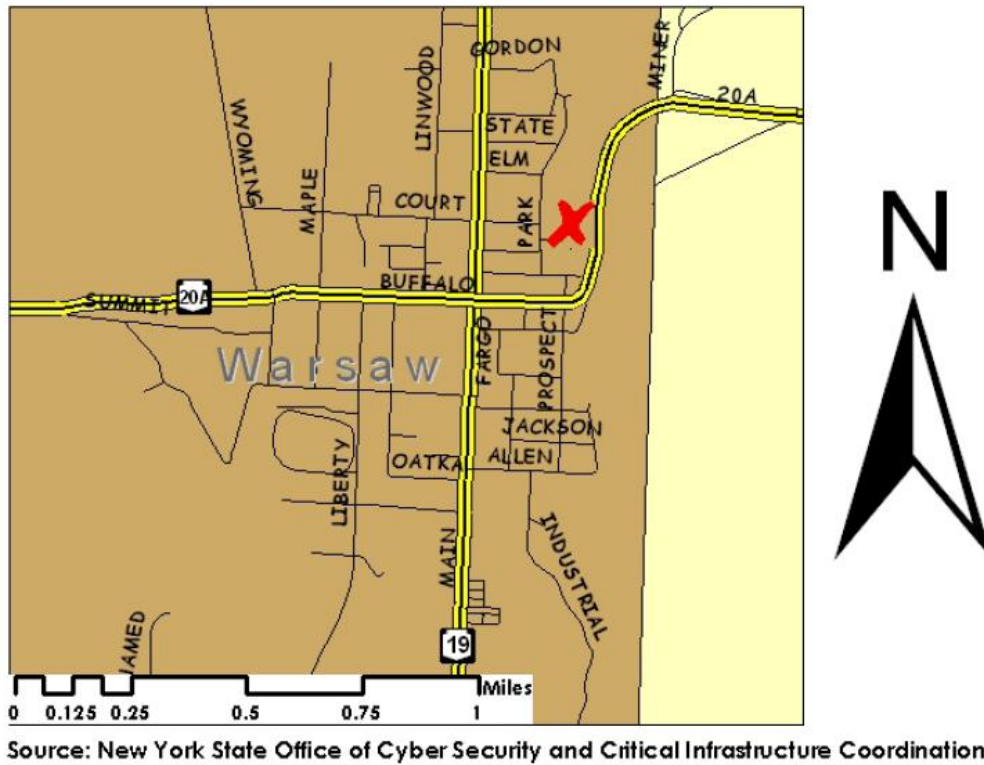
McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

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Western New York Railroad Archive. "Buffalo, Rochester, and Pittsburgh Railway." <http://wnyrails.org/railroads/brp/brp_home.htm>, (accessed 14 July 2008).

Warsaw-Buffalo, Rochester, and Pittsburgh Passenger Station
Park Street
Warsaw, NY

Continuation Sheet 1



Postcard circa 1910. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



East façade and south elevation



South and west elevations

YATES COUNTY



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Bellona Bean Warehouse and Mill
Address or Street Location Immediately to the east of 1990 Bellona Station Road
County Yates Town/City Benton Village/Hamlet: Bellona
Owner _____ Address _____
Original use warehouse/mill Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Bellona Bean Warehouse and Mill is a three-story, wood-frame building is located on the north side of Bologna Station Road in a residential/agricultural area. The building experienced at least four separate construction campaigns. The first floor windows are mostly vinyl sash replacements while the second and third floors feature original fixed windows. Two squared towers with gable roofs rise from the slope of the principal building and a one-story addition with shed roof is attached to the south façade.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The remnants of a painted sign on the east elevation indicates that the Bellona Bean Warehouse and Mill was used as a "beanery." The building was likely used for storage and milling purposes, with evidence of the various additions and the square towers for added light. This warehouse/mill was likely linked to the New York Central Railroad through one of its smaller branches.

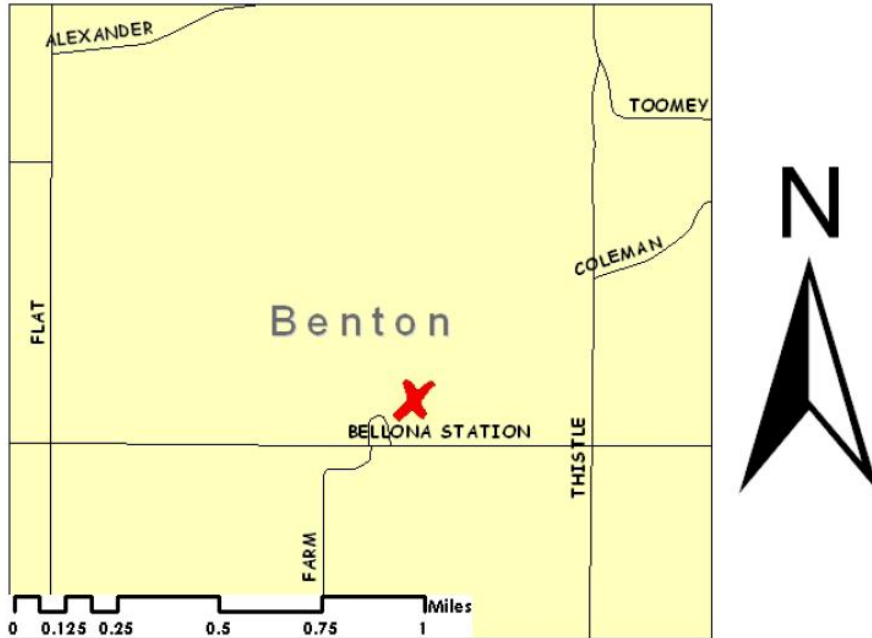
Sources

Dumas, Fran. Interview by Katelin Olson. 6 June 2008.

Gottfried, Herbert and Jan Jennings. American Vernacular Design 1870 - 1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, Inc., 1985.

Bellona Bean Warehouse and Mill
Immediately to the east of 1990 Bellona Station Road
Bellona, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade and east elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Dundee Bean Warehouse
Address or Street Location On the south side of Hollister Street, just east of Edwina Street
County Yates Town/City _____ Village/Hamlet: Dundee
Owner _____ Address _____
Original use warehouse Current use storage/vacant
Architect/Builder, if known _____ Date of construction, if known circa 1899-1904

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Dundee Bean Warehouse is a four-and-a-half-story building with steeply-pitched front-gable roof and two-and-a-half-story gabled addition. It is located on the south side of Hollister Street, east of Edwina Street on the west side of the railroad bed. Although the metal roof is not original, remnants of a platform roof still remain on the east façade. The original window frames are intact, but many are missing glass or have vinyl sash replacements.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Village of Dundee was serviced by the Fall Brooks Branch of the New York Central Railroad circa 1870s. The branch was constructed to connect Clearfield, PA with the main line at Lyons, NY to mitigate any threat by the Pennsylvania Railroad to monopolize coal transport. The Dundee Bean Warehouse was constructed on the east side of the tracks to store beans on their movement to larger regional markets. The building appears on the 1904 Sanborn Insurance Map, but not the 1898 version.

Sources

Gottfried, Herbert and Jan Jennings. American Vernacular Design 1870 - 1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, Inc., 1985.

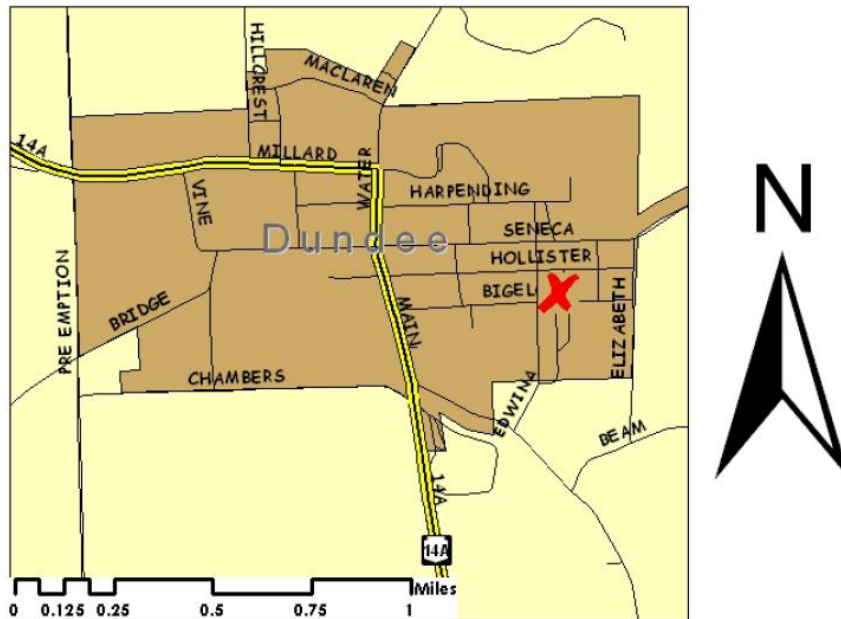
Miller, Pam. Interview by Katelin Olson. Dundee Historical Society, 21 June 2008.

Western New York Railroad Archive. "Fall Brooks Railway." <http://wnyrails.org/railroads/nyc/nyc_fall_brook.htm>, (accessed 30 July 2008).

Dundee Bean Warehouse

On the south side of Hollister Street, just east of Edwina Street
Dundee, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Lord and Schwartz Coal Weigh Station
Address or Street Location 26 Seneca Street (relocated)
County Yates Town/City _____ Village/Hamlet: Dundee
Owner Dundee Area Historical Society Address 26 Seneca Street
Original use coal weigh station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input checked="" type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Lord and Schwartz Coal Weigh Station is a one-story, wood-frame building with clapboard on the south façade and wooden shingles on three elevations. The original foundation was most likely stone, but the current concrete block is likely the result of the building's relocation. The gable-front roof features exposed rafters and the porch features spindlework detailing. A low-pitched shed roof runs the length of the south façade and originally provided cover for the coal wagons.

The Lord and Schwartz Coal Weigh Station was originally located on the east side of the railroad bed with Seneca Street to the north; Hollister Street to south; and Volunteer Street to the east. The building was relocated to its present location (north side of Seneca Street between Water Street to the west and Grace Street to the east) by the Dundee Area Historical Society in the 1990s to save it from demolition. The original site is currently a parking lot, surrounded largely by residential properties.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Lord and Schwartz Coal Weigh Station is a vernacular representative of the Folk Victorian Style with its machine-carved, spindlework porch supports and exposed rafters. The spread of Folk Victorian Style was made possible by the railroads. The growth of the railroad system made heavy woodworking machinery widely accessible at local trade centers and abundant supplies of pre-cut detailing from distant mills available to local lumber yards. Many builders simply grafted pieces of pre-cut detailing onto the vernacular house forms familiar to local carpenters.

The Village of Dundee was serviced by the Fall Brooks Branch of the New York Central Railroad circa 1870s. The branch was constructed to connect Clearfield, PA with the main line at Lyons, NY to mitigate any threat by the Pennsylvania Railroad to monopolize coal transport. The Lord and Schwartz coal and lumber complex appears on the first Dundee Sanborn Insurance Map issued in 1884. By 1893, it was owned by Carpenter and Schwartz and became the C.S. Hoyt Coal Yard in 1898. The building was used to weigh wagons of coal before sale or shipment.

Sources

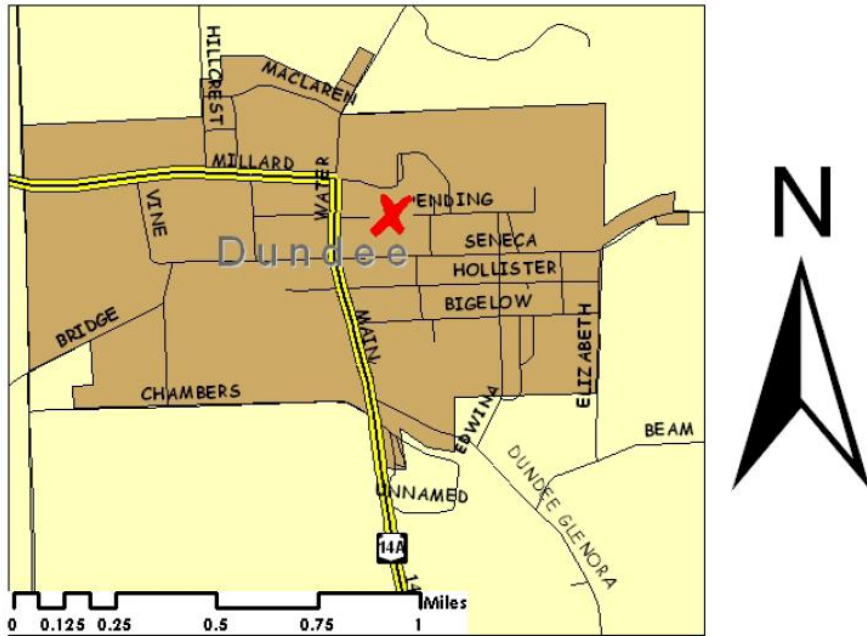
McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Miller, Pam. Interview by Katelin Olson. Dundee Area Historical Society, 21 June 2008.

Western New York Railroad Archive. "Fall Brooks Railway." <http://wnyrails.org/railroads/nyc/nyc_fall_brook.htm>, (accessed 30 July 2008).

Lord and Schwartz Coal Weigh Station
26 Seneca Street
Dundee, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



South façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Watson and O'Brian Grist Mill
Address or Street Location 69 Hollister Street
County Yates Town/City _____ Village/Hamlet: Dundee
Owner Architectural Concrete Plus Address 69 Hollister Street
Original use mill Current use storage/concrete processing
Architect/Builder, if known _____ Date of construction, if known circa 1904-1920

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

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Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Watson and O'Brian Grist Mill is a three-and-a-half-story, wood-frame building with two-and-a-half-story addition with shed roof and one-and-a-half-story gabled addition. The building is located on the south side of Hollister Avenue, on the east side of the railroad bed. The neighborhood is a mixture of light industrial and residential properties. The main block has a front-gable roof with a squared tower rising from the gable ridge, stained and weathered clapboard, and a double-hung vinyl sash window centered under the eaves on the north façade. All of the windows appear to be double-hung vinyl sash. The two-and-a-half-story addition is situated on the south elevation and the one-and-a-half-story addition with vertical board facing is situated on the north façade. The south addition appears to have been added relatively soon after construction of the principal unit, while materials on the north addition suggest it was constructed mid-twentieth century.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Village of Dundee was serviced by the Fall Brooks Branch of the New York Central Railroad circa 1870s. The branch was constructed to connect Clearfield, PA with the main line at Lyons, NY to mitigate any threat by the Pennsylvania Railroad to monopolize coal transport. The grist mill was constructed along the east side of the tracks and was used to grind grain into flour and provide storage until the flour could be transported by rail to larger markets.

This is the only building that survives of the Watson and O'Brian grain complex, as the other buildings immediately adjacent on the west side of the tracks were torn down post-1944. The building does not appear on the 1904 Sanborn Fire Insurance Map but does appear with the northern addition, which served as an office, on the 1924 version.

Sources

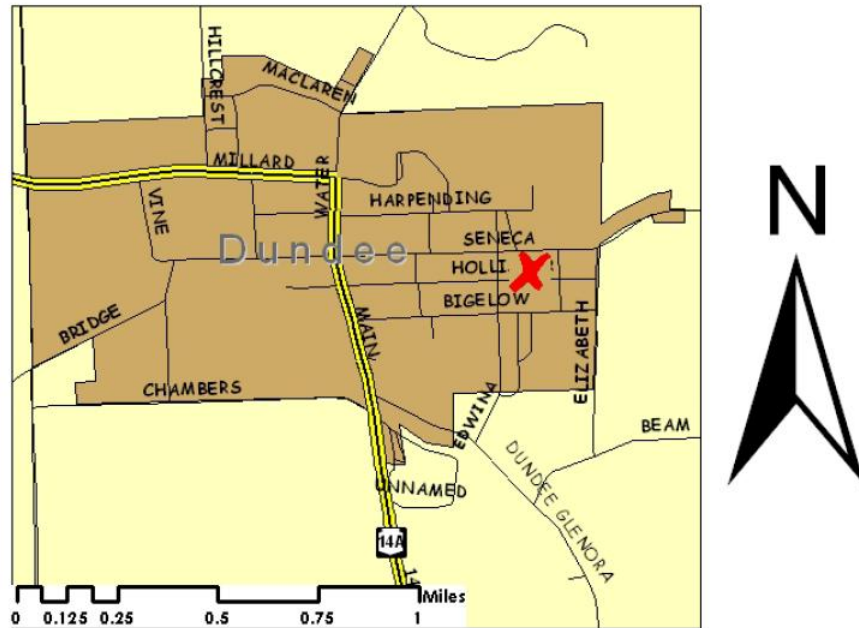
Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Miller, Pam. Interview by Katelin Olson. Dundee Historical Society, 21 June 2008.

Western New York Railroad Archive. "Fall Brooks Railway." <http://wnyrails.org/railroads/nyc/nyc_fall_brook.htm>, (accessed 30 July 2008).

Watson and O'Brian Grist Mill
69 Hollister Street
Dundee, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



North façade and west elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Penn Yan Gas Light Company Station
Address or Street Location On the south side of Water Street, between Liberty Street to the west and East Main Street
County Yates Town/City _____ Village/Hamlet: Penn Yan
Owner _____ Address _____
Original use office/headquarters Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1897-1903

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Penn Yan Gas Light Company Station is a three-story brick and masonry building with a central three-story squared tower with pyramidal roof and finial on the north façade and flanking two-story wings. The building is located on the south side of Water Street and on the north bank of the Keuka Lake Outlet Trail (former Crooked Lake Canal) in a commercial area. The west wing has a jerkinhead roof and the east wing has a hipped roof. The south wing has a gabled roof and is connected to the west wing by concrete block construction. All windows are boarded over but the stone lintels and brick relieving arches are intact.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

According to Sanborn Fire Insurance Maps, the Penn Yan Gas Light Company Station was constructed by the Penn Yan Gas Light Company between 1897 and 1903. Sometime between 1931 and 1950, the building was utilized by Penn Yan Wine Cellars. The Penn Yan Gas Light Company Station's location on the Keuka Lake Outlet Trail (former Crooked Lake Canal) and remnants of docking facilities suggest that steamboats were used to ship merchandise. Additionally, the New York Central Railroad ran along the bed of the former Crooked Lake Canal, providing means of transport later when the railroad was constructed in 1877.

Sources

Solomon, Brian and Mike Schafer. New York Central Railroad. Osceola, WI: MBI Publishing, 1999.

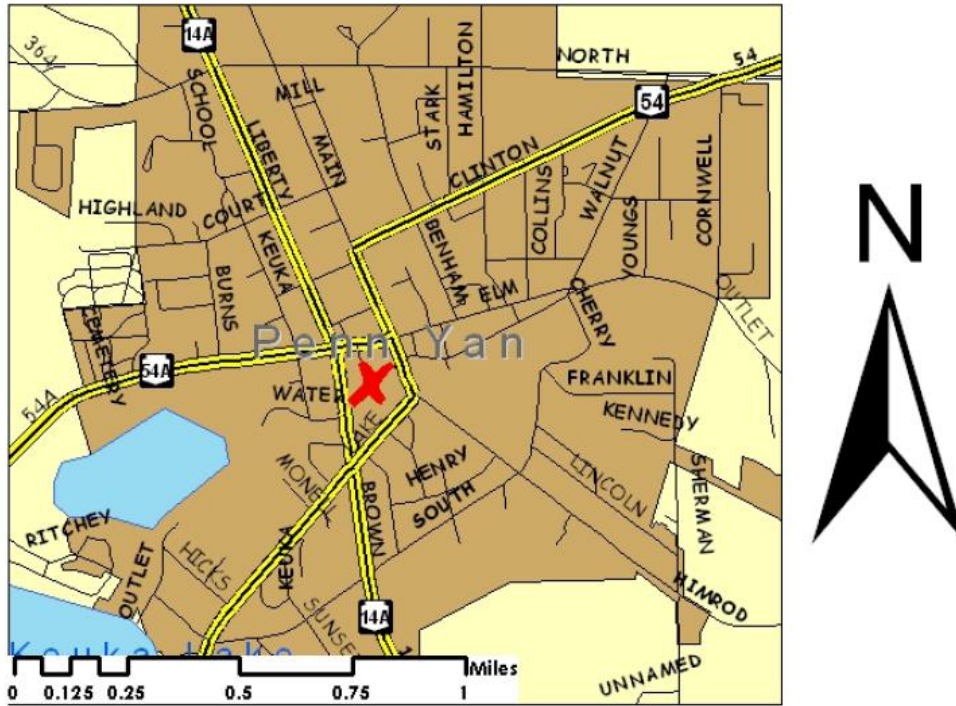
Western New York Railroad Archive. "Penn Yan, New York." <http://wnyrails.org/cities/penn_yan.htm>, (accessed 12 July 2008).

Penn Yan Gas Light Company Station

**On the south side of Water Street, between Liberty Street to the west and East Main Street.
(Immediately to the east of the Vinyardists, Inc. Factory.)**

Penn Yan, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



North façade



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Penn Yan-Northern Central Railroad Freight Station
Address or Street Location 210 Clinton Street
County Yates Town/City _____ Village/Hamlet: Penn Yan
Owner TRT Masonry Address 210 Clinton Street
Original use freight station Current use office/light industrial
Architect/Builder, if known _____ Date of construction, if known circa 1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

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Maps

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Prepared by: Katelin Olson and
Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

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Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Penn Yan-Northern Central Railroad Freight Station is a two-story, wood-frame building with hipped roof and gabled dormers and deep eaves accented by wooden brackets. The original freight doors are located along the north elevation and the first floor windows are vinyl sash replacements. The dormers feature original eight-light fixed windows. The west façade features two cutaway porches. A small addition with shed roof has been added to the south elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Penn Yan-Northern Central Railroad Freight Station served the main line of the Northern Central Railroad, which was part of the Pennsylvania Railroad. The line was created through the incorporation of several independent lines in the mid-1870s through the 1880s. The Penn Yan-Northern Central Railroad Freight Station was likely built circa 1910.

Sources

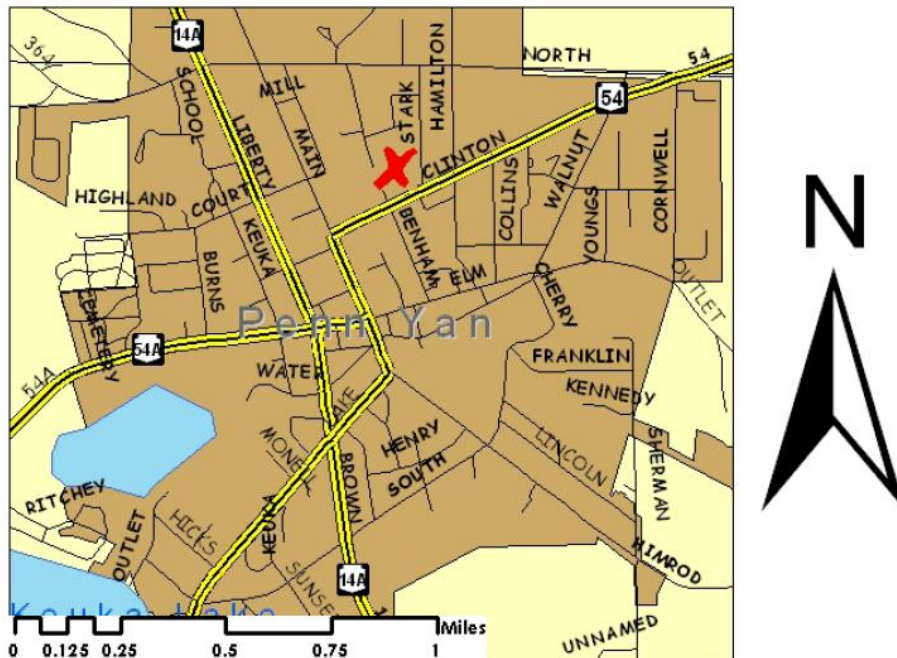
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Penn Yan-Northern Central Railroad Freight Station
210 Clinton Street
Penn Yan, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade

Continuation Sheet 2



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Vinyardists, Inc. Factory
Address or Street Location Southeast corner of Water Street and Liberty Street
County Yates Town/City _____ Village/Hamlet: Penn Yan
Owner _____ Address _____
Original use factory Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1923-1930

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: See narrative description of property. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Vinyardists, Inc. Factory is a three-and-a-half-story reinforced concrete building located on the southeast corner of Liberty and Water Streets, on the north bank of the Keuka Lake Outlet Trail (former Crooked Lake Canal). A two-story reinforced concrete addition is attached to the south façade and built into the embankment of the outlet. The building's original flat roof was removed and a gabled roof was likely added by mid-twentieth century. The north and south ends of the addition are clad with wood clapboard and vinyl. The north elevation and south façade of the two-story building has plate glass ribbon windows that were likely added simultaneously with the roof replacement. Otherwise, original multipane steel sash windows are evident on all elevations along with heavy squared piers.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Vinyardists, Inc. Factory first appears on the January 1931 Sanborn Fire Insurance Map, suggesting it was constructed by Vinyardists, Inc between 1923 and 1930. After 1900, reinforced concrete was rapidly adopted for industrial buildings of one or more stories. Reinforced concrete buildings could be built quickly, were fireproof, and could resist vibrations from heavy machinery. The processing of fruit was an important industry in Penn Yan, given the high berry production in Yates County. The building also appears to have been a winery. Given its location along the Keuka Lake Outlet Trail (former Crooked Lake Canal) and near the New York Central Railroad, the company likely took advantage of water transportation first, then railway (as the tracks for the New York Central Railroad were constructed in the canal bed). Within the last decade, a rehabilitation to convert the Vinyardists, Inc. Factory into a gym was abandoned. The building currently sits vacant.

Sources

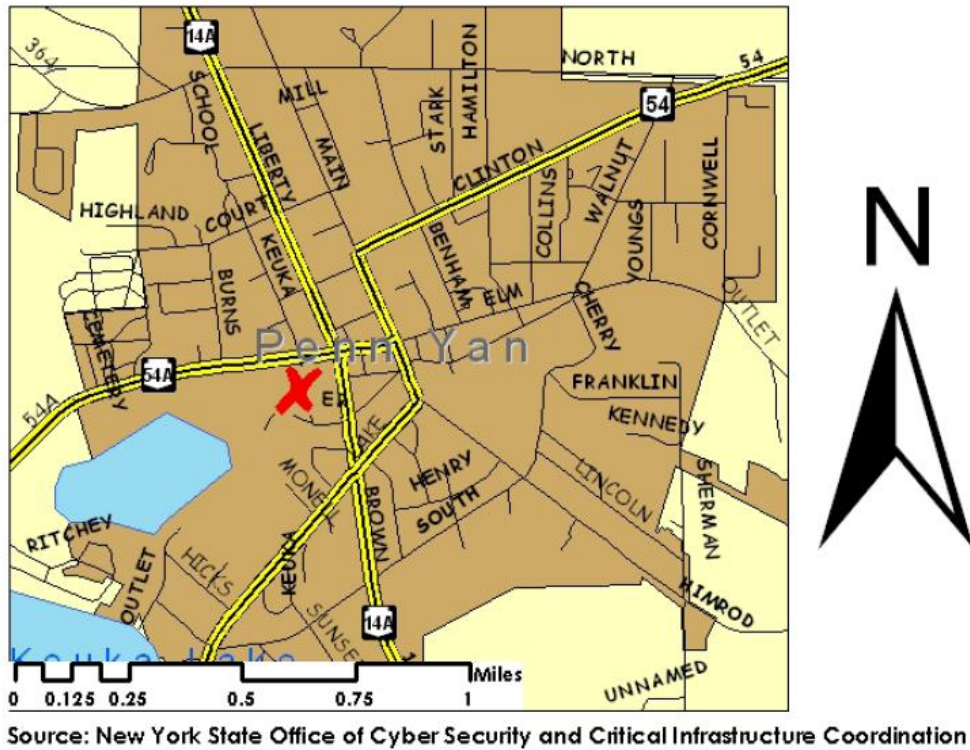
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Vinyardists, Inc. Factory
Southeast corner of Water Street and Liberty Street
Penn Yan, NY

Continuation Sheet 1



North elevation

Continuation Sheet 2



East elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) W.N. Wise Fruit Factory
Address or Street Location 118 Monell Street
County Yates Town/City _____ Village/Hamlet: Penn Yan
Owner Roto Salt Company Inc. Address 118 Monell Street
Original use warehouse/factory Current use salt processing/storage
Architect/Builder, if known _____ Date of construction, if known circa 1903-1908

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The W.N. Wise Fruit Factory is a three-story, concrete block building faced with stucco and parapet walls with flat roof. The building is located on the west side of Monell Street where it meets the Keuka Lake Outlet Trail (former Crooked Lake Canal) and is situated in a mixed residential/light industrial neighborhood. A band of segmented arch window openings with intact lintels line the second and third floors of the north, east, and west elevations. A majority of the windows, however, have been enclosed. The south façade has three large bays to allow for the easy movement of goods.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Originally constructed as the W.N. Wise Fruit Factory circa 1903-1908, Sanborn Fire Insurance Maps demonstrate that the building served as a bottling facility for the Harris Grape Juice Company in 1915 and the Finger Lakes Canning Company by 1931. The building's location along the Crooked Lake Canal (now the Keuka Lake Outlet Trail) provided access to steamboats and later-on the Fall Brook Branch of the New York Central Railroad, when the tracks was constructed in the former canal bed in 1877. Currently, Roto Salt Company Inc. uses the building for salt processing and storage.

Sources

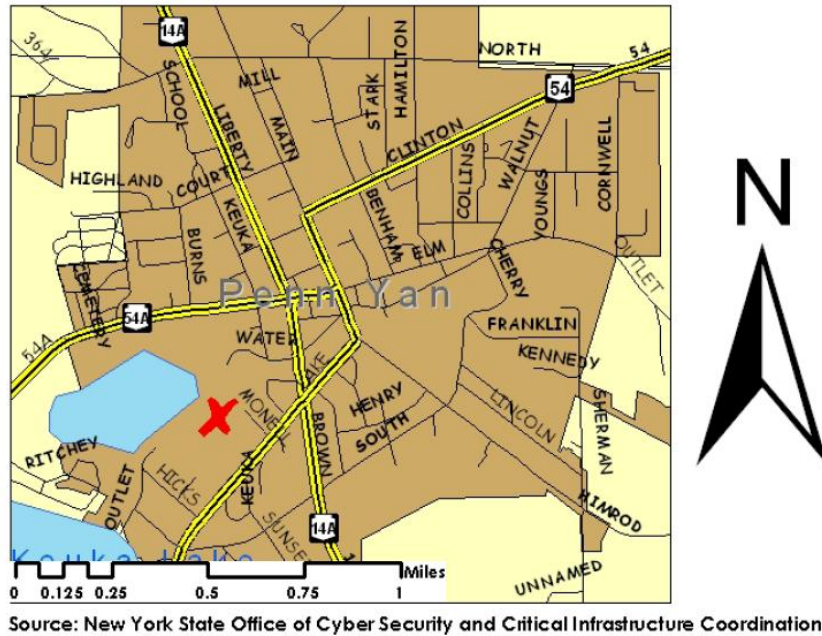
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W.N. Wise Fruit Factory
118 Monell Street
Penn Yan, NY

Continuation Sheet 1



South façade and east elevation

Continuation Sheet 2



North and west elevations

4. USE OF SURVEY DATA

4.1 Inventory Summary

The goal of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is to utilize the survey data in identifying historic properties suitable for specific transportation improvements in the region, such as rehabilitation and adaptive reuse for welcome centers and/or pedestrian, bicycle, boater, mass transit, and/or motor vehicle facilities. Survey data will also assist in future transportation-related projects that include acquisition of scenic easements and scenic or historic sites, historic preservation, and the rehabilitation and operation of historic transportation buildings, structures, and facilities. Overall, this inventory and documentation can aid in the awareness of historic transportation-related resources located in the Genesee-Finger Lakes Region and can serve as the basis for integrating survey information with other planning data to meet both local and regional planning priorities.

Sixty-six buildings have been recorded through this historic resources survey. Forty-five of those buildings are rail-related, which means that railway corridors and facilities may be better documented by archival sources than other historic transportation contexts. For example, road-related buildings came in second to rail-related. Many automobile service stations were discovered largely by the windshield method of survey. Lastly, air- and water-related buildings amounted to the fewest. Considering the priorities in evaluating the historic transportation-related buildings, such as relationship to surface transportation and listing on the New York State and/or National Register of Historic Places, this analysis makes sense.

The counties of Ontario, Monroe, and Wayne had the largest quantity of historic transportation-related buildings that met the survey's goals and priorities whereas the counties of Orleans and Seneca had the least. Transportation facilities are typically located in areas of population concentration—such as cities and villages—so this factor likely played a role in the distribution of historic resources. The location of the historic building and existing development pressures may also explain the concentration of intact transportation-related buildings most suitable for rehabilitation and adaptive reuse.

4.2 Factors for Consideration

The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is a reconnaissance-level survey. A reconnaissance survey is most useful for identifying historic resources in general and for developing a basis for the coordination of more detailed survey efforts. To date, there isn't a comprehensive inventory of structures, buildings, objects, sites, and districts that addresses this region's transportation development. Therefore, the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is the beginning step in gathering this type of information and ultimately to start planning for the use of historic transportation-related buildings in the Genesee-Finger Lakes Region.

The first and foremost recommendation is that an intensive survey follows this report. There are many ways "intensive" can be interpreted, however. For example, the NYS OPRHP Historic Resource Inventory Forms prepared for this report can be enhanced by including detailed background research,

such as specific property owner information and more archival research at local libraries and historical societies.

Additionally, any one of the historic transportation contexts can become its own local or regional survey, such as gasoline and service stations or architectural classification that highlights a transportation trend such as the Moderne Style. As outlined in *Chapter 2: Conducting the Survey*, only buildings were surveyed because it is the resource type best suited for rehabilitation as welcome centers or other types of “gateways”—one of the major goals of this project. Future historic resource surveys could identify transportation-related districts, objects, sites, and structures such as railroad or streetcar lines, tunnels, monuments, road markers, landscapes associated with a transportation system, ruins of historic buildings or structures, and groups of buildings or structures such as an industrial complex or commercial area associated with the process and technology of conveying passengers or materials.

Continuing on the sentiment for intensive-level investigation, any building documented by the NYS OPRHP Historic Resource Inventory Form can be examined further and developed for nomination to the New York State and/or National Register of Historic Places. As mentioned in *Chapter 2: Conducting the Survey*, properties listed on the New York State and/or National Register of Historic Places were not included in this survey—largely to avoid duplication. Also excluded were buildings associated with the Erie Canal and Cayuga-Seneca Canal because of the current work by the ECNHC and partnering agencies to list the Barge Canal System on the National Register of Historic Places.

Other surface transportation modes could be explored further, such as the various canal networks (existing and abandoned) in the Genesee-Finger Lakes Region. The Lake Ontario shoreline and the various Finger Lakes could be investigated in more detail for docks or piers connecting to ferry operations and other water-related resources. Although not considered surface transportation, aviation and military resources could be documented in the future. Finally, pedestrian-related resources such as boardwalks, walkways, and trails are potential transportation-related sites and districts.

Municipalities can also utilize the survey data by promoting historic preservation in their communities. The buildings documented in the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* can be locally protected, either as local landmarks or as a contributing building in a historic district, utilizing stand alone local historic preservation laws/ordinances or through the municipality’s zoning code. The comprehensive planning process is also another opportunity for municipalities to incorporate these identified historic resources into local planning efforts.

Lastly, as mentioned in *Chapter 1: Introduction*, federal funds under the UPWP program have been provided to conduct the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment*. As required under the UPWP program, this project meets several goals of the *LRTP: 2007-2027 Update*. This long range planning document reflects the priorities and direction of the Genesee-Finger Lakes Region within the larger context of the eight planning factors identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU is federal legislation enacted in 2005 which authorizes highway, transportation safety, transit, and other surface transportation programs through 2009. Through the Transportation Enhancements Program (TEP), Congress authorized funding for transportation projects of cultural,

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aesthetic, historic, and environmental significance. In cooperation with GTC for the Genesee-Finger Lakes Region, the NYSDOT administers this program.

To be eligible for TEP funds, the proposed project must meet three requirements:

1. Fit into one or more of the 12 eligible enhancement categories.
2. Relate to surface transportation.
3. Benefit the public interest through the provisions of public access and use.

The two enhancement categories that best compliment the goals of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* are Category 6: Historic Preservation and Category 7: Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (Including Historic Railroad Facilities and Canals). In order to receive federal funds, the historic resource must be listed on or eligible for the National Register of Historic Places. All preservation work must also meet Section 106 of the National Historic Preservation Act of 1966. The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* identifies buildings that are related to surface transportation, which includes water as surface transportation and excludes aviation and military. (The Perry-Warsaw and Dansville Municipal airplane hangars are the only air-related buildings identified in this survey.) The survey project also examines buildings that are best suited for rehabilitation as welcome centers and/or pedestrian, bicycle, boater, mass transit, and/or motor vehicle facilities.²⁷

Therefore, the results of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* have been in keeping with the eligibility requirements of the Transportation Enhancements Program under SAFETEA-LU. Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the U.S. Department of Transportation has provided significant funds for historic preservation through their regular grant programs. ISTEA continued in the Transportation Equity Act for the 21st Century (TEA-21) and SAFETEA-LU. Although the current bill expires September 30, 2009, this federal grant program should be considered as a future funding source for the preservation of historic transportation-related buildings, especially to meet the goals of the *LRTP: 2007-2027 Update*—such as providing “gateways” to enhance the sense of place to residents and visitors in the Genesee-Finger Lakes Region.

²⁷ New York State Department of Transportation, “Transportation Enhancements Program Guidebook,” available https://www.nysdot.gov/programs/tep/tep-repository/guidebook_0.pdf; Internet; accessed 22 July 2009.

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Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment

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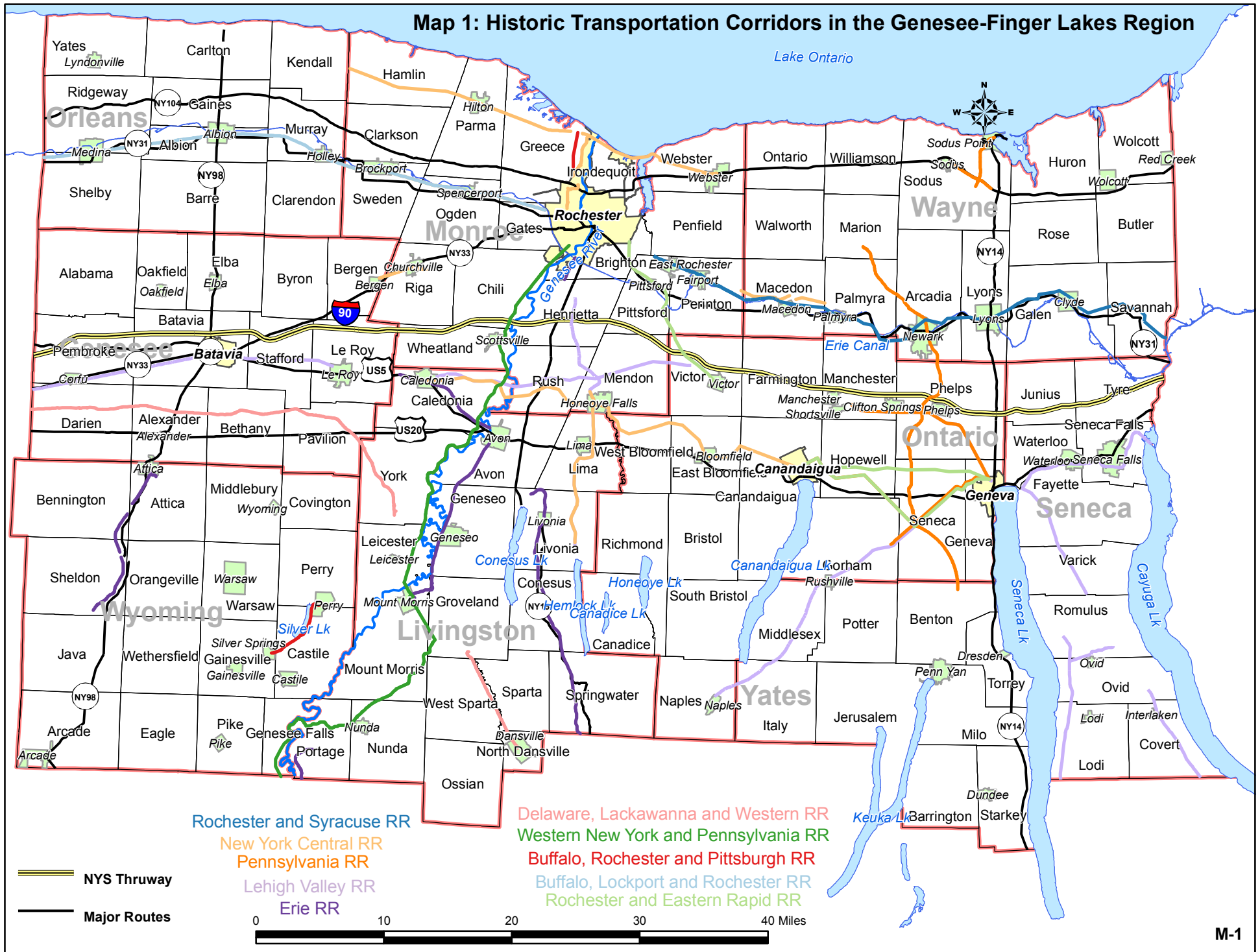
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An online resource that has a comprehensive list of railroads in operation in Western New York circa 1900. The site also features local and regional maps, a list of cities, towns, and villages with passenger and freight stations, and various historic photographs and postcards. Data can be queried by the railway company or by location.

MAPS

Map 1: Historic Transportation Corridors in the Genesee-Finger Lakes Region



Map 2: Historic Gateway Sites in the Genesee-Finger Lakes Region

★ **Historical Gateway Sites**
(approximate locations)

— NYS Thruway
— Major Routes

Rochester and Syracuse RR
New York Central RR
Pennsylvania RR
Lehigh Valley RR
Erie RR
Delaware, Lackawanna and Western RR
Western New York and Pennsylvania RR
Buffalo, Rochester and Pittsburgh RR
Buffalo, Lockport and Rochester RR
Rochester and Eastern Rapid RR

0 10 20 30 40 Miles

M-2

APPENDICES

APPENDIX A: HISTORIC TRANSPORTATION-RELATED RESOURCES LISTED ON THE NEW YORK STATE AND NATIONAL REGISTER OF HISTORIC PLACES (GENESEE-FINGER LAKES REGION)

Property Name	Ownership	City/Town/Village	County	Date Entered	Description	Status at Time of Submission	Current Use	Additional Notes
1. Delaware, Lackawanna, and Western Railroad Station	Private	Village of Leicester	Livingston	Dec-2005	Craftsman Style brick station constructed in 1915.	unknown	museum	
2. Andrews Street Bridge	Public	City of Rochester	Monroe	Oct-1984	Seven segmental arches with spans of 36 feet and rises of nine feet constructed in 1893.	occupied		Part of the Genesee River Stone Arch Bridge thematic group.
3. Court Street Bridge	Public	City of Rochester	Monroe	Oct-1984	Six shallow arches over the river and two over the Johnson & Seymour Raceway and Erie Canal bed constructed in 1893.	occupied		Part of the Genesee River Stone Arch Bridge thematic group.
4. Erie Canal: Second Genesee Aqueduct	Public	City of Rochester	Monroe	Sep-1976	A 1927 concrete bridge built on top of an 1842 stone aqueduct.	occupied		
5. Genesee Lighthouse	Public	City of Rochester	Monroe	Aug-1974	A 1822 octagonal limestone lighthouse at the mouth of the Genesee River and the port of Rochester with 1863 brick keeper's house.	occupied		

Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment

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Property Name	Ownership	City/Town/Village	County	Date Entered	Description	Status at Time of Submission	Current Use	Additional Notes
6. Lehigh Valley Railroad Station	Private	City of Rochester	Monroe	Oct-1985	One-and-a-half-story brick passenger station with hipped roof constructed in 1905.	vacant	restaurant	Part of the Inner Loop Multiple Resource Area.
7. Main Street Bridge	Public	City of Rochester	Monroe	Oct-1984	Five segmental arches with spans of 30 to 42 feet and rises of 8-11½ feet constructed in 1857.	occupied		Part of the Genesee River Stone Arch Bridge thematic group.
8. New York Central and Hudson River Railroad Company Freight Station and Associated Railroad Tracks	Private	Village of Medina	Orleans	Nov-1997	Built circa 1905, this building is purported to be the largest, extant wooden freight station in the United States. The boundary of the historic district was increased to include the freight station and associated tracks.	Converted into a railroad museum in 1991.		Main Street Historic District Boundary Increase. Main Street Historic District listed in 1995.
9. North Main-Banks Streets Historic District	Private and public-local	Village of Albion	Orleans	Nov-1994	Circa 1827-1930 18-acre district containing 43 contributing and 1 non-contributing buildings in the district and 3 contributing structures (including 2 bridges and the canal).			

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Property Name	Ownership	City/Town/Village	County	Date Entered	Description	Status at Time of Submission	Current Use	Additional Notes
10. Fall Street-Trinity Lane Historic District	Private and public	Village of Seneca Falls	Seneca	Feb-1974	Nineteenth century industrial remains on three islands in the Seneca River.			
11. Seneca Falls Village Historic District	Private and public	Village of Seneca Falls	Seneca	April-1991	The district includes two industrial complexes near the New York State Barge Canal and railroad terminals.			
12. Dredge Dipper No. 3	Public-State	Town of Lyons	Wayne	Apr-2007	A steam-powered floating dredge currently located in the Lyons drydock of the New York State Barge Canal.	vacant/not in use		
13. Schooner Lotus	Public-Local	Village of Sodus Point	Wayne	Mar-1990	A plank-on-frame auxiliary schooner designed in 1916.			
14. St. Peter, Shipwreck	Public-State	South shore of Lake Ontario near Pultneyville	Wayne	Mar-2004	A Great Lake bulk cargo schooner built in 1873 that sank in 1898.	other/shipwreck		
15. Sodus Point Lighthouse	Public	Village of Sodus Point	Wayne	Oct-1976	Square light tower built in 1871 to replace an earlier lighthouse erected in 1825.	Residence of local Coast Guard commander.		

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Property Name	Ownership	City/Town/Village	County	Date Entered	Description	Status at Time of Submission	Current Use	Additional Notes
16. Arcade and Attica Railroad (right-of-way between Arcade and North Java)	Private	Village of Arcade, Towns of Arcade and North Java	Wyoming	Nov-1980	The district includes a 15-mile right-of-way and the Arcade and Attica Railroad Passenger Station Complex in Arcade, which includes the Repair Shop, the Sand House and a Storage Building; the Curriers Depot, Curriers the Java Center Depot, Java Center; and the Beaver Meadow Trestle.	occupied		The Arcade and Attica Railroad rolling stock consists of a #14 Baldwin Locomotive, a #18 American Locomotive, and six passenger cars.
17. Crooked Lake Outlet Historic District	Private	Village of Penn Yan	Yates	Jan-1996	The district contains resources associated with the Crooked Lake Canal, the Fall Brook Railroad, and the mills built along the Keuka Lake Outlet.	industry/ vacant/ domestic		

Sources:

New York State Historic Preservation Office. "Document Imaging for National Register."

<http://nysparks.state.ny.us/shpo/resources/index.htm> (accessed 5 August 2009).

U.S. Department of the Interior, National Park Service. "National Register of Historic Places database." <http://www.nr.nps.gov/> (accessed 5 August 2009).

APPENDIX B: NATIONAL REGISTER CRITERIA FOR EVALUATION

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- d. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

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f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

g. A property achieving significance within the past 50 years if it is of exceptional importance.

Source:

U.S. Department of the Interior, National Park Service. *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C., Rev. 1997.