Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment

August 2009

GENESEE/FINGER LAKES
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.

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.

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.*

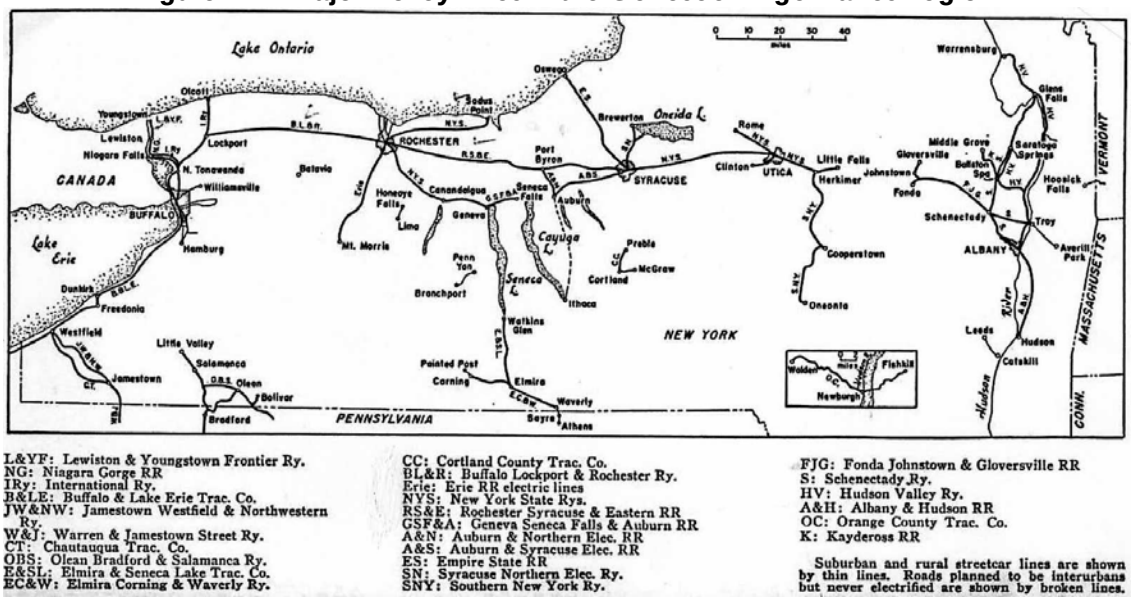
2.2 Study Area Delineation

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

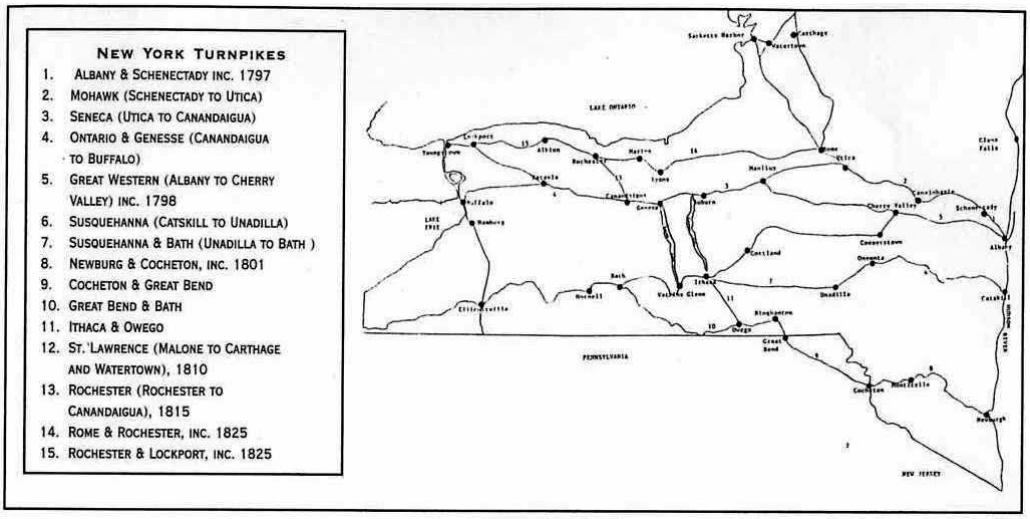
railroad have been abandoned. Although a large number of known rail rights-of-way in the region have been lost to development or sold off to private landowners, a large number of corridors remain feasible for preservation.[2] Also considered are vehicular roadways that cut across the region before the 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.

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.

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 Unites 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.

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.

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 In., 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 trolley[20] 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.

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.

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

LIVINGSTON COUNTY

MONROE COUNTY

ONTARIO COUNTY

ORLEANS COUNTY

SENECA COUNTY

WAYNE COUNTY

WYOMING COUNTY

YATES COUNTY

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,

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.

MAPS

APPENDICES

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MAPS

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		

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 assocaited 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).			

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.		

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		

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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

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.