

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only

received AUG 9 1984

date entered SEP 7 1984

1. Name

historic New York Central Terminal

and/or common Buffalo Central Terminal

2. Location

street & number 495 Paderewski Drive not for publication

city, town Buffalo vicinity of

state New York code 036 county Erie code 029

3. Classification

Category	Ownership	Status	Present Use
☐ district	☐ public	☐ occupied	☐ agriculture
☒ building(s)	☒ private	☐ unoccupied	☒ commercial
☐ structure	☐ both	☐ work in progress	☐ educational
☐ site	Public Acquisition	Accessible	☐ entertainment
☐ object	☐ in process	☒ yes: restricted	☐ government
	☐ being considered	☐ yes: unrestricted	☐ industrial
	NA	☐ no	☒ transportation
			☐ other:

4. Owner of Property

name See Continuation Sheet

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Erie County Hall

street & number 25 Delaware Avenue

city, town Buffalo state New York

6. Representation in Existing Surveys

title New York Statewide Inventory of Historic Resources has this property been determined eligible? ☐ yes ☒ nodate 7-27-1975 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Division for Historic Preservation

city, town Albany state New York

7. Description

Condition

☐ excellent

☐ good

☒ fair

☐ deteriorated

☐ ruins

☐ unexposed

Check one

☐ unaltered

☒ altered

Check one

☒ original site

☐ moved

date

NA

Describe the present and original (if known) physical appearance

The New York Central Terminal is a monumental steel-frame brick clad complex built between 1927 and 1930 and located astride Curtiss Street in the southeast quadrant of the city of Buffalo, Erie County. The approximately 61 acre complex, located two miles from the central business district, is in an area characterized by the East Buffalo freight and stock yards, light manufacturing facilities, and commercial structures. The nomination contains ten contributing elements:

- 1) the main terminal building flanked by three attached wings: the baggage and mail building, the U.S. Terminal Railway Post Office building, and the train concourse with platforms (now disconnected) and the underground baggage tunnel and above-ground truck ramp.
- 2) a detached power plant building;
- 3) a separate Railroad Express Terminal Building;
- 4) signal towers No. 48 and No. 49 and their adjacent signal repair shops;
- 5) two small utility buildings.

The principal feature of the complex is an octagonal tower that rises 271 feet above the track level and stands over and forms a part of the rectangular station building. All of the buildings in the complex were constructed within a three year period with the exception of the Railroad Express Terminal, which predates the complex by ten years. The majority of the buildings in the complex reflect the Art Deco style and are unified by their buff-colored rough faced brick exteriors, vertical projecting piers, and limestone and concrete trim. Despite some deterioration, the rail complex retains a high degree of architectural integrity. The only non-contributing structure within the nominated area is an early twentieth century oil tank located to the east of the terminal.

The boundaries of the approximate 61-acre nominated property were established to include all of the extant historic features directly associated with the operation of the terminal itself including segments of the extensive system of tracks and roadways that served the complex. This includes only the 14 sets of tracks which pass under the concourse and onto which trains were switched to stop at the terminal. Other tracks surrounding the complex on which trains passed by the terminal without stopping were excluded.

As delineated on the enclosed map, the southern boundary is the south edge of the outermost track that passes under the train concourse. The eastern boundary was established at the approximate point at which the series of train tracks curves to pass under the train concourse. This occurs at a point approximately 225 feet to the east of signal station No. 48.

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Mr. Anthony Fedele, President
Central Terminal Plaza Inc.
495 Paderewski Drive
Buffalo, NY 14212

Mr. Michael Buinickas
Manager of Property Central
National Railroad Passenger Corp.
400 Capital Street, N.W.
Washington, D.C. 20001

Conrail Transportation
Property Tax Dept.
P.O. Box 8499
Philadelphia, Pa. 19101

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The northeastern boundary was drawn to exclude the site of five coach repair shops - structures once associated with the complex but which were demolished in the 1960's. No features associated with the repair shops survive and the boundary drawn to exclude their site also excludes another group of tracks which bypassed the station. The northern boundary encompasses the city tax lots on which were constructed the terminal and its support structures (now in private ownership). Paderewski and Memorial Drives and the circular traffic plaza form the northwest edge of the nominated parcel. These thoroughfares, along with Curtiss Street to the south, delineate a triangular open green space which was designed to serve as a "courtyard" for the complex. Constructed to handle the huge volume of traffic flowing into the terminal, the roadways form a dramatic visual focal point for the entire railroad complex. The southwest boundary follows the property lines of the current private owner as established by city maps and excludes other tracks which bypass the station.

Main Terminal Building

The general configuration of the main terminal is a six-story rectangle with a twenty-story tower at the northwest corner, a five-story wing projecting west along the southwest corner, a three-story structure abutting the five-story wing and also projecting west, and a 450-foot train concourse projecting to the south. To the north of the building is a balustraded plaza running the full length of the facade and partially around the east and west sides.

The main terminal building is a six-story, rectangular barrel-vaulted structure measuring 300 feet long by 225 feet wide and 100 feet high. Positioned at the bend of Curtiss Street, the terminal is visually dominated by the octagonal, twenty-story tower on its northwest corner. The terminal has a granite base, grey brick facing and limestone trim. It is distinguished by large round arches under the barrel vaults on the east and west elevations. Flanked by pylons, these arches frame windows which nearly fill the entire ends of the building. A slightly smaller relieving-arched window marks the northeast corner of the structure. The building has vertical piers which divide the elevations into four-bay sections. Double-hung sash predominate. Projecting brick panels compose the cornice.

The tower at the northwest corner of the station is 80 feet in diameter and 271 feet high. The tower is composed of a series of setbacks flanking vertical piers. The buttresses, which mark the corners of the octagon, continue to the top to form an octagonal "crown" distinguished by a series of arched niches surmounted by stylized stone finials. Large clocks with stone surrounds are positioned above the eleventh story on each canted corner. Ornamental canopies are suspended above the north and west tower entrances as well as the northeast and east entrances on the main terminal building. The canopies are supported by wrought-iron cables with stylized Art Deco motifs and are decorated by the emblems of various railroad companies. Above the canopies are two-story, three-bay glazed windows topped by a stone frieze with different stylized geometric panels. Many of the first floor wrought-iron spandrels have a stylized crest or wave motif.

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One of the major exterior elements of the complex is a steel and reinforced concrete station plaza which encircles the facade and bends partially around the east and west elevations. The one-story plaza is demarcated by a stone balustrade with obelisks supporting light fixtures. The plaza measures 150 feet wide and 600 feet long and is level with the main floor of the station. Twenty feet below the station plaza is a circular plaza on Lindbergh Drive which measures 250 feet in diameter and constitutes the focus of six radiating thoroughfares. The main thoroughfare, 150 feet wide by 600 feet long, sweeps up a gently sloping incline to the station plaza itself. The area beneath the plaza encloses a street car terminal, a parking garage, baggage facilities, and a trucking center.

The tower on the northwest corner of the terminal provides the entrance lobby to the passenger concourse directly to the south. A battery of elevators in the lobby of the tower leads to the fifteen floors of office space above. Dark grey Botticino marble covers the floor and walls of the entrance lobby. The main passenger concourse, which lies in a general east-west direction, is 66 feet wide, 225 feet long and consists of a barrel-vaulted ceiling with 64-foot domes at both ends. There is a balcony at each end of the concourse. The concourse is decorated with sky blue and buff-colored Guastavino tile which extends down the walls to meet a continuous twelve-foot wainscoting of light and dark Botticino marble. Large round-arch windows light the interior.

At the west end of the concourse are eighteen curvilinear ticket offices which are entirely enclosed by glass, with the exception of the bronze grilles which form the ticket windows. The ticket counters, along with the concession counters and the circular information booth in the center of the concourse, have Botticino marble tops and wainscoted fronts surmounted by bronze-finished frames and ornate overhead grille friezes. The lighting fixtures in the concourse consist of bronze pedestals with frosted globes mounted on marble corbels, a number of ceiling lights, and two ornamental chandeliers supported from the vaulted ceiling. The floor is composed of four different colored terrazzo tiles (cedar and pink Tennessee, Botticino, Red Verona) with a dark border and sectional stripes to ornament and break up the large floor space.

The interior retains nearly all of the original storefronts complete with their period signs and advertisements. The main entrances and exits have prominent stone pier surrounds with glazed panels above, wrought-iron stylized Art Deco motifs, and grillework with wave patterns.

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Large Art Deco style floor lights flank each entrance/exit. The Art Deco decoration extends to the telephone booths, water fountains, and mail boxes. Positioned in front of the northeast entrance atop a five-foot marble podium is a large bronze statue of a buffalo placed there in 1958 to replace the stuffed buffalo which had stood there since the station's opening.

Although a lofty open space, the concourse was relatively quiet when in use due to a special sound-proof structural system. The foundation pillars were set in vibration mats consisting of alternate layers of asbestos and lead. In addition, the walls and domed ceiling were faced with a unique type of tile that has the property of absorbing sound. Finally, the floors were insulated by lining the concrete base with two-inch-thick cork slabs.

The waiting room adjoins the south side of the concourse and is connected to it by a series of doorways. The room measures 108 feet long by 59 feet wide and has a high arched ceiling. The interior decorations include dark Botticino marble wainscoting, above which are panels of plate glass mirrors under large arches. The arch springers and ceiling are panelled in the Spanish antique style and painted sky blue with a prominent cloud effect. The end walls are adorned by medallions representing the Statue of Liberty, West Point, Niagara Falls, and a locomotive symbolizing transportation. Also at the end of the room are large, marble-faced clocks flanked by six-foot plaster plaques set in relief. The original back-to-back oak settees which provided seating space for passengers have been placed in storage.

Along the north side of the passenger concourse opposite the waiting room is the restaurant, which is 100 feet long and 56 feet wide. Six-foot ornamental iron grilles divide the restaurant into three sections: a coffee shop, a lunch room and a dining room. A wainscoting of black and gold marble encircles the room, which has a low ceiling with heavy beams and recesses decorated in the Art Deco style with gold and silver leaf. The central lunch room has a double "U" shaped counter which has a skirt of Botticino marble and black Carrara glass tops along the coffee shop counter. Geometric designs in brilliant reds, greens, and golds decorate the plaster walls.

The baggage room, to the west of the waiting room, is connected with the main baggage floor below by means of a spiral chute for lowering packages. Parcel checking facilities are located at the east end of the terminal near the main concourse. Adjoining the baggage room and waiting room to the rear are the lavatory facilities for men and women. These rooms are finished with white Carrara glass and have black and white hexagonal floor tiles. Mahogany doors separate them from the waiting room. The exit lobby is located at the northeast corner of the terminal, opposite the train concourse, and has a twelve-foot-high wainscoting of light and dark Botticino marble and buff-colored Guastavino tile on the vaulted ceiling.

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Secondary passenger facilities such as newsstand soda fountains, travel agents, liquor stores, barbers, concession stands, and telegraph offices are scattered throughout the station. All of the stands are Art Deco in design with Botticino marble, Carrara glass, and ornamental ironwork with a silver and bronze finish.

Offices occupy the upper three floors of the passenger terminal. Located below the main concourse is the track level, mezzanine floor, and the basement. Extending under only a portion of the building, the basement contains food storage rooms and the heating and ventilating systems. The track, or street level, floor is occupied by storage rooms, rental areas, and a baggage room. The mezzanine floor is composed of locker, dormitory, and lavatory facilities for train crews as well as rental and storage areas. The continuity of the mezzanine floor and the basement is broken at midpoint by the extension of Curtiss Street, which was relocated and extended in conjunction with the station project. The large thoroughfare is used for delivering supplies and serves the baggage and mail facility located adjacent to it.

Adjoining the southwest corner of the main station building and extending west along Curtiss Street is the steel-frame, five-story baggage and mail building. The fifteen-bay building is sixty feet wide and 350 feet long with brick facing which matches the main station. Delineated by piers, each bay is comprised of four window bays with double-hung sash. The fourth bay to either side of the center, which is six stories in height, has a slightly higher projecting parapet than the others. The upper three floors are used for office space while the lower street level is divided in half between the handling of baggage (east half) and the handling of railway mail (west half). Both sections have concrete trucking platforms, rolling steel doors, and canopies.

Abutting the northwest corner of the baggage and mail building is the three-story railway post office building. The sixteen-bay brick structure has a flat roof and a central row of monitor lights. Delineated by brick piers, each bay is composed of four horizontal window bays separated by brick mullions. The second and sixth bays from each end have parapet projections while the central four bays are stepped higher than the others. A train shed covered with corrugated metal awnings extends past the west end of the building.

The fifty-foot-wide train concourse extends from the south side of the passenger terminal for a distance of 480 feet over all of the platform tracks of the station layout. The brick facing and stone trim matches that of the station. The six round-arched bays are divided by a series of slender brick piers with enclosed stairways, resembling

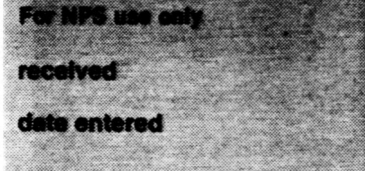
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buttresses, extending below each bay from both sides. The seven stairways on the west lead from the terminal to the track platforms while those on the east provide entrance back into the terminal. The train concourse is positioned twenty-one feet above track level with the stairways and ramps giving access to the trains from the platforms, which serve two tracks each. The platforms, which vary in length, are distinguished by curvilinear canopies. A four-bay, flat-roofed wing originally connected the six-bay, gable-roof train concourse to the main terminal. However, in 1981 the connector was demolished in order to make a thoroughfare for the larger, modern trains. Beneath the station tracks is an underground baggage subway which extends 660 feet to the southeast of the main terminal. A one-story, nine-bay brick structure houses the truck ramp which leads into the underground baggage subway.

Power Plant Building

Located approximately 300 feet directly to the east of the station is the three-story, brick power plant with limestone trim and coping. Each elevation of the rectangular structure has a tall central structural bay divided into three window bays by slender piers. Double wooden entrance doors are on the ground floor. The taller central bays are flanked by two triple window bays to either side. The large rectangular multi-pane windows have corbeled lintels. Truncated piers form buttresses at each corner of the building. Entrances on the north and south corners have large round-arched, multi-light transoms with brick corbel lintels. A large smokestack originally protruded from the central part of the roof but only the lower five feet remains. The power plant contains coal boilers, air compressors, and an electric sub-station. The coal boilers produced steam which was distributed through an extensive system of pipes and ducts to the station building and throughout the yards for car heating, brake testing, and car lighting.

Railway Express Building

Situated to the southwest of the main terminal is the Railway Express building constructed in 1917. The structure is 60 feet wide, 860 feet long, and two stories high. The concrete structure has a flat roof and plain cornice. The north and south elevations are punctured by thirty-six bays of large, multi-pane, factory-type sash; the east and west sides have three bays of similar fenestration. The first story on the north side consists of raised loading platforms with large sliding metal doors. A flat awning is connected by cables between the first and second stories on the north side; however, some sections of the awning are missing. A large train shed covering four tracks extends the full length of the south side and projects far beyond the end of the building. A small, one-story, flat-roofed addition projects from the west side.

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Signal Towers and Repair Shops

The nomination also includes Signal Towers No. 48 and No. 49 and their respective signal repair shops. Tower No. 48 is located east of the station; Tower No. 49 is positioned past the west end of the station behind the Railway Express Terminal. Both buildings measure approximately twenty-one feet wide by 109 feet long and are two-story, seven-bay brick utilitarian structures with flat parapet roofs and metal awning-like cornices. Tower No. 48 has second floor bay windows on the north and south elevations. Tower No. 49 has one second floor bay window on the north elevation and two on the south side with exterior iron stairs leading to them. Both structures were constructed of sound-proof material to prevent interference with the other signal towers in the Buffalo area. To the west of each signal tower is a detached one-story, five-bay brick signal repair shop with a flat parapet roof.

Utility Buildings

Located between the signal towers and the main terminal block are two small, two-story, five-bay brick structures with flat roofs. The utility buildings contained various tools and locker space for the yard workers.

The majority of the structures retain high architectural integrity with the exception of the Railway Express building which has most of its windows missing. In 1981, a connecting wing of the concourse was demolished in order to accommodate the larger, modern trains. The terminal is presently vacant.

8. Significance

Period	Areas of Significance—Check and justify below			
☐ prehistoric	☐ archeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600-1699	☒ architecture	☐ education	☐ military	☐ social/
☐ 1700-1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☐ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☒ transportation
		☐ invention		☐ other (specify)

Specific dates 1917; 1927-30 **Builder/Architect** Fellheimer and Wagner

Statement of Significance (in one paragraph)

The New York Central Terminal is architecturally significant in New York State as a monumental example of an Art Deco style civic structure. Built between 1927 and 1930, the huge complex consists of the main terminal building flanked by three wings, a power plant, six supporting structures, and the open green space to the west of the terminal. A Railroad Express Terminal Building, built prior to the complex in 1917, is also included within the nominated area. The station is especially distinguished for the degree and scale with which it manifests the Art Deco style in both its immense exterior design and its lavish, grand interior. Nearly all of the architectural features associated with the style are evident in the station's massing, materials, and details and are further highlighted by the high degree of craftsmanship and design quality evident in its construction. The terminal attests to Buffalo's role as the geographic center of American commerce from the beginning of the railroad age in the mid-nineteenth century until its climax in the mid-twentieth century. With a total of fourteen lines serving the city, Buffalo's railroad network was second in size only to that of Chicago. The complex is also noteworthy as a representative work of the regionally prominent architectural firm of Fellheimer and Wagner, specialists in railroad station design. One of the last great railroad complexes built in the expansionist era of the 1920's, the New York Central Terminal retains high architectural integrity and remains as one of the few extant landmarks representing Buffalo's role as a national railroad transportation center.

Ownership of much of western New York, including what is now the city of Buffalo, was in the hands of the French, British and Six-Nations Indian tribe throughout the seventeenth and eighteenth centuries. The British won formal control of the area with the 1763 treaty ending the French and Indian War, only to have to cede it to the new American government in the Treaty of Paris twenty years later. However, the British remained in control of most of the Niagara frontier until 1796. In 1793, Robert Morris of Philadelphia bought the land west of the Genesee River from the state of Massachusetts. After retaining a strip for himself surrounding the river, Morris sold the remainder to the Holland Land Company, a group of Dutch investors. The settlement of the area was rather slow due to the continued presence of the British at Fort Niagara and other outposts as well as the lack of roads leading into the area.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreage of nominated property 61 acres

Quadrangle name Buffalo, N.E.

Quadrangle scale 1:24000

UTM References

A

17	676	600
Zone	Easting	Northing

B

17	676	8180
Zone	Easting	Northing

C

17	677	050
Zone	Easting	Northing

D

17	677	260
Zone	Easting	Northing

E

17	677	620
Zone	Easting	Northing

F

17	677	820
Zone	Easting	Northing

G

17	677	840
Zone	Easting	Northing

H

17	677	480
Zone	Easting	Northing

I

17	677	050
Zone	Easting	Northing

J

17	677	660
Zone	Easting	Northing

Verbal boundary description and justification

The nomination boundary is delineated on the enclosed Sanborn map.
(see also verbal boundary justification in item 7.)

List all states and counties for properties overlapping state or county boundaries NA

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Claire L. Ross (see continuation sheet)

organization Division for Historic Preservation date May 1984

street & number Empire State Plaza telephone (518) 474-0479

city or town Albany state New York

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☒ national ☐ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Deputy Commissioner for Historic Preservation

date 8/3/84

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I hereby certify that this property is included in the National Register

Entered in the
National Register

date 9-7-84

Keeper of the National Register

Attest:

date

Chief of Registration

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In 1797, Joseph Ellicott, the first agent of the Holland Land Company, began his survey of western New York. Ellicott laid out the city of Buffalo from 1803-1804 with eight streets radiating at equal angles from the designated hub of the city. During the war of 1812, the city served as a staging point for several largely unsuccessful American forays into Canada. The period from the end of the war in 1815 until the beginning of the canal period in 1825 saw considerable growth in the area as people were attracted by its rich, fertile soil. The village of Buffalo was incorporated in April 1816 and by 1820, the population had risen to over two thousand.

The major event in the early nineteenth century development of Buffalo was the construction of the Erie Canal. Started in Rome, New York in 1817, the canal was completed with Buffalo as its western terminus in 1823. Its opening two years later inaugurated a period of great growth and development in Buffalo. Population and trade expansion resulted from the area's favorable location as a transportation point connecting the Atlantic Ocean and the Eastern Great Lakes. By 1830, Buffalo was the shipbuilding capital of the Great Lakes and possessed a population of over 8,000. Two years later when the city was incorporated, the population had topped 10,000. During the late 1830s and 1840s, shipping and trade increased at a phenomenal rate, assuring Buffalo steady economic growth. By the mid-1850s, however, a new transportation system was developing which would quickly surpass the role of the harbor and canal system in making Buffalo a major transportation center.

As early as 1831, several prominent Buffalo citizens had suggested the construction of a railroad between Buffalo and the Hudson River, but it was not until 1836 that the first steam railroad, the Buffalo and Niagara Falls, was placed in operation. In 1843, the Buffalo and Attica Railroad was built connecting Buffalo with a chain of minor railroads which traversed the state and ended in Albany. The year 1852 was eventful in Buffalo's railroad history for the construction of four major systems: the New York and Erie Railway, the Buffalo and Rochester Railroad, the Buffalo and State Line, and the Buffalo and Brantford. The latter two connected Buffalo with Chicago and Canada respectively. With the financial panic of 1857 and the ensuing Civil War, railroad construction came to a halt and for the next twenty years, most companies consolidated in order to survive. The city of Buffalo continued to prosper, however, and by 1862, it had a population of 100,000 and was served by eight major railroad companies.

Positioned at the junction of the eastern end of the Great Lakes and western end of the Erie Canal, Buffalo had become the greatest inland port of transshipment in the United States by the latter half of the nineteenth century, earning the nickname "Queen City of the Lakes." With its harbor and rapidly developing railroad network, Buffalo was at

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the geographic center of American commerce from the middle of the nineteenth century to the early twentieth century. In the latter half of the nineteenth century, railroad entrepreneurs consolidated old lines and built new ones linking Buffalo with all sections of the country. A total of fourteen lines served the city including the New York Central, the Erie, the Lackawanna, the Pennsylvania, the Nickel Plate, and the Lehigh Valley. The city was physically transformed by the creation of extensive corridors, yards, and facilities with over 700 miles of track within the city for storage and switching of trains alone. One historian has noted that "No American city during the late nineteenth and early twentieth centuries owed more to railroads than did Buffalo."¹ As a result of the city's role as a major transportation center and with its inexpensive unlimited electric power from Niagara Falls, Buffalo experienced a period of industrial growth during the latter half of the nineteenth century second only to that of Chicago. Auxiliary industries connected with the railroad developed as did other industries anxious to take advantage of the city's transportation facilities and cheap electric power.

Buffalo became a transfer point in rail-water routes linking the Great Lakes with the nation's rail network. The low cost of lake transport still gave the carriers some advantage over the rails, especially in the transportation of bulk commodities. New wheat growing territories opened to the west and north and their crops traveled to market via lake freighters to Buffalo where they were stored in large grain elevators, making the city the largest grain depot in the world. As a result of the massive quantities of wheat entering the city, huge complexes of grain elevators were constructed. Many of these still survive giving Buffalo the distinction of having the best extant historical collection of elevators. From the grain elevators, the wheat was shipped to eastern markets via Buffalo's huge railroad network.

With the construction of the Buffalo and Washington Railway in 1873, which opened a direct connection with the sources of anthracite coal in Pennsylvania and several other railroad lines which carried coal almost exclusively, Buffalo became the center of an enormous coal market and depot. The city was once again physically transformed as each railroad company that carried coal built its own trestle and stocking yards holding an average of 100,000 tons. The city continually set records for the shipping of anthracite and bituminous coal during the 1880s and 1890s. The same influence that caused the rapid development of the coal business had a similar effect on the iron industry. Ore docks were constructed by five of the major railroad companies and

¹Richard C. Brown and Bob Watson, Buffalo: Lake City in Niagara Land. (Buffalo: Windsor Publications, Inc., 1970), p. 161.

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Buffalo once again established records as a major iron ore shipping center. The availability of the mineral resources combined with the city's great railroad network made Buffalo an important manufacturing center. Flour mills, steel mills, and a host of diversified manufacturing enterprises developed in the city. Buffalo also became a large cattle market, second only to Chicago.

At the turn of the century, Buffalo had a population of over 300,000 and was regarded as having the greatest railroad yard facilities in the world. Two railroad stations were in operation: The Exchange Street Station serving the New York Central system (1870) and the Erie Railroad Passenger Station (1880). In 1916, the Lehigh Valley Company opened its Main Street Station and the following year, the Delaware, Lackawanna and Western Railroad established its passenger station. None of these stations is extant.

By 1923, the five principal railroad passenger terminals served fourteen different lines. Buffalo was at its height as a railroad center with the railroad employing over 20,000 people. However, the multitude of different tracks and companies and the widely scattered passenger terminals caused problems for the city. There were congestion delays in local freight shipments plus the huge expense of carting goods to the widely scattered freight houses and tracks as well as passenger inconvenience resulting from the different stations located throughout the city. The possibility of constructing one large passenger terminal to serve all of the railroad lines had been debated since the turn of the century. Because of the huge volume of rail traffic in and out of the city, the new terminal had to fulfill specific requirements. After much debate, ground was broken at Curtis and Lovejoy Streets in the southeast quadrant of the city on March 29, 1926. The terminal was completed and opened on June 22, 1929. The structure cost approximately \$15 million and was built to serve over 200 trains and 10,000 passengers daily.

The terminal was designed by the well-known New York City architectural firm of Fellheimer and Wagner. Steward Wagner (1886-1958) studied architecture at Columbia University and the Beaux Arts Institute of Design in New York City. He practiced with various partners from 1910 to 1914 and then enjoyed a highly successful private practice from 1914 to 1921. Alfred Fellheimer (1895-1959) obtained his degree in architecture from the University of Illinois before moving to New York City and joining forces with Allen H. Stem, a specialist in railroad station design. The firm of Stem and Fellheimer designed Union Station (1915) in Utica, New York (listed on National Register, 1975). In 1921, Fellheimer and Wagner formed a partnership that lasted until Wagner's death in 1958. The firm designed several large industrial buildings in the New York City area including the Warner and Lambert Factory in Morris Plains, the Bakelite Laboratory in Bound Brook, the Hoffman-

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

New York Central Terminal Complex, Buffalo, Erie Co.,

Continuation sheet New York

Item number 8

Page 5

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received

date entered

LaRoche Pharmaceutical Plant in Nutley, and Allied Chemical Company Laboratory in Morristown. The firm also received recognition for its design of the New Jersey Turnpike and its various support structures as well as for buildings at Queens College and Elmhurst General Hospital.

Fellheimer and Wagner enjoyed their greatest success, however, as specialists in railroad station design. The firm designed numerous secondary stations throughout the country as well as contributing articles on railroad station design to the leading architectural journals of the period. In the 1920s, they received their largest station commissions: North Station in Boston (1926), New York Central Terminal in Buffalo (1927), and the Union Passenger Terminal in Cincinnati (1929). Regarded as their masterpiece, the terminal in Cincinnati was listed on the National Register in 1972.

The firm of Fellheimer and Wagner was noted for efficiency and individuality in design, attention to detail, effective resolution of transportation and site problems, and efficient use of grand interior spaces. Their designs for railroad stations reflected the firm's commitment to creating a cohesive visual impression by relying on simple and dignified exterior architectural treatments which served to unify the typically large, sprawling structures. In addition, the architects designed each station to be as self-sufficient and self-sustaining as possible.

The New York Central Terminal is significant as a highly representative example of Fellheimer and Wagner's work as well as one of the few documented, extant structures by the firm. Since the Boston Station (1926) had to be designed around existing structures, the Buffalo station was the firm's first opportunity to experiment with railroad station design on a grand scale. Considered the prototype for the Cincinnati Terminal, which was also designed in the Art Deco style, the Buffalo station exhibits several features which the firm employed successfully in their later work. Among these features are separate entrances for vehicular and pedestrian traffic, adjoining auxiliary structures, a clear circulation pattern, ample space for freight and rail traffic, and a multi-service passenger lobby. The fifteen-floor office tower and the commercial spaces in the lobby attest to the firm's desire to make the structure financially self-supporting. In effect, the design of the New York Central Terminal characterized Fellheimer and Wagner's "formula" for a successful railroad station, which they ultimately perfected in the Cincinnati terminal. The Buffalo Station is also significant as an exceptionally distinguished, completely representative example of the Art Deco style of design.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Inventory—Nomination Form**

New York Central Terminal Complex, Buffalo, Erie Co.,

Continuation sheet New York

Item number

8

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6

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The Art Deco style had first appeared in the mid-1920s as new stylistic influences emanating from Europe had an impact on American architecture.

In breaking with the revivalist tradition of the Beaux Arts school, the Art Deco style artistically expressed the modern machine age. Essentially a style of decoration, Art Deco embellishment includes low-relief geometric designs, zigzags, chevrons, stylized floral motifs, fluting and frets. The style is characterized by angular composition and an emphasis on verticality; towers are often employed using setbacks and piers. The simplified and streamlined forms were emphasized by the use of modern, machine-produced materials such as concrete, pressed metals, stainless steel, terra cotta, glass, and mirrors. The choice of the Art Deco style for railroad station design was particularly appropriate for it represented a complete break from the Neoclassical style that had been popular for earlier stations and it accurately symbolized the expansionist, machine-conscious era of the 1920s.

The terminal exhibits many exterior architectural features characteristic of the style including a stepped or set-back facade rising to a pilastered and buttressed tower, stylized figure sculpture, decorative window spandrels, stone and concrete decorated trim, and the use of chevrons, volutes, foliate patterns, and low geometric relief. The interior is embellished with materials and decoration typically associated with Art Deco design including marble, brass grilles, glass panels, polychromatic mosaic tiles, filigreed ironwork screens, stylized geometric or foliate patterns, and black and white Carrara glass. The use of Art Deco shapes and forms abounds on the interior in the streamlined shape of the concession stands, the zigzag and chevron cresting on the ironwork, the stage-like marble pilasters framing wide, squared entrances and exits, and the stylized lighting fixtures. Art Deco patterns are found on nearly every interior feature including the water fountains, the clocks, the telephone booths, and the mailboxes. The terminal remains as a virtually intact, representative example of the Art Deco style in Buffalo.

Like many other cities in the mid-west, Buffalo experienced a tremendous population growth in the early twentieth century as the industrial and agricultural base of the country shifted from the eastern seaboard to the mid-west region. Buffalo's growth was due mainly to its role as a major transportation hub and industrial center. Much of the new construction that occurred in the city was in the Art Deco style, which peaked in popularity in the mid-1920s and early 1930s during the city's period of sustained growth. The New York Central Terminal is one of two large-scale, monumental examples of the Art Deco style in Buffalo. The Buffalo City Hall, built between 1929 and 1931 by the firm of Dietel and Wade, is also a classic example of the style. In addition, the city has retained numerous small-scale examples of the Art Deco style in the form of commercial buildings,

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

New York Central Terminal Complex, Buffalo, Erie Co.,

Continuation sheet New York

Item number 8

Page 7

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received

date entered

restaurants, storefront, and banks.

The nomination also includes several support structures designed as part of the station complex: a power plant building, two signal towers and their repair shops, and two utility buildings. The Railroad Express Terminal building, constructed ten years prior to the terminal, was also incorporated into the design of the complex. All of the auxiliary buildings are examples of utilitarian, early twentieth century industrial design and exhibit such features as bands of modern sash, metal and concrete trim, flat roofs, and a lack of ornament. Integral to the operation of the terminal, these structures are all substantially intact and contribute to the functional integrity of the complex.

Although the Great Depression started shortly after the terminal opened, the railroad industry continued to flourish in Buffalo until the 1940s. By the mid-twentieth century, however, the automobile and the airplane quickly diminished the role of the railroad on a national level. Due to its location outside of the downtown business district, however, the terminal was never utilized to its fullest except during World War II when it served as a transportation headquarters for troops. In 1955, New York Central started the first of many attempts to sell the Buffalo terminal. Today the structure is in private ownership and remains empty.

The virtually unaltered New York Central Terminal remains architecturally and historically significant as a distinguished example of the Art Deco style for a large-scale civic structure in the city of Buffalo as well as the most important extant landmark associated with Buffalo's tremendous role as a national railroad transportation center.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

New York Central Terminal Complex, Buffalo, Erie Co.,

Continuation sheet New York

Item number 9

Page 1

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**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

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New York Central Terminal Complex, Buffalo, Erie Co.,
Continuation sheet New York Item number 11

Page 2

Research and draft information prepared by:

Mary Jo Dorko
Preservation Consultant
218 Morris Street Apt. 2
Albany, New York 12208

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

New York Central Terminal
Erie County
NEW YORK

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Entered in the
National Register

Working No. AUG 9 1984
Fed. Reg. Date: 2.5.85
Date Due: 9/6/84 - 9/23/84
Action: ☒ ACCEPT 9-7-84
☐ RETURN
☐ REJECT
Federal Agency: _____

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

- ☐ excellent ☐ deteriorated
☐ good ☐ ruins
☐ fair ☐ unexposed

Check one

- ☐ unaltered
☐ altered

Check one

- ☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates

Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title

date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

Comments for any item may be continued on an attached sheet



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983
Negs: Div. for Historic
Preservation, Albany
1957 Aerial View of
Railroad Complex



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983
Negs: Div. for Historic
Preservation, Albany
Power Plant Building

·TO·TRAIN·CONCOURSE·

40 IDEAS

New Age

Sculpture

Station

·TO·TRAINS·



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983
Negs; Div. for Historic
Preservation, Albany
Interior of Passenger
Concourse



New York Central Terminal
Erie Co., Buffalo, New York
Claire Ross, 1983

Negs: Div. for Historic Preservation,
Albany

Rear View of Complex (north)



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983
Negs: Div. for Historic
Preservation, Albany
Signal Tower #49



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. For Historic
Preservation, Albany
Signal Tower#48 and Signal
Repair Shop



Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Mail and Baggage Bldg. &
US Terminal Railway
Post Office Bldg.

New York Central Terminal



New York Central Terminal
Buffalo, Erie Co. New York .

Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany

Mail and Baggage Building



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
View of Train Platforms
Showing Demolition of
Connecting Wing



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany

1980 View of Train Platforms
Note Connecting Wing which
was demolished in 1981



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Interior of Train Platforms



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Detail of Entrance Canopy
and Spandrels



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Interior of Passenger
Concourse



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany

View of RR Express Terminal
Building looking East
Toward the Station



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983
Negs; Div. for Historic
Preservation, Albany
Non-Contributing: Oil Tank



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Bronze Buffalo Statue



New York Central Terminal
Buffalo Erie Co. New York
Claire Ross, 1983
Negs: Div. for Historic
Preservation, Albany
Railroad Express Terminal
Building



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
View of Truck Ramp which leads
into Underground Tunnel



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Interior of Passenger Con-
course

TO TRAINS

THE UNION NEWS COMPANY



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Example of Concourse Shops



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Interior of Passenger
Concourse



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983
Negs; Div. for Historic
Preservation, Albany
Detail of Train Platforms



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983
Negs; Div. for Historic
Preservation, Albany
Station Plaza from Ground
Level



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983
Negs; Div for Historic Preserva-
tion, Albany
View of Southwest Boundary and
Train Sheds for Railway Express
Building



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany

View of complex looking
east toward station



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983
Negs: Div. for Historic Preservation,
Albany
Rear(south) view of Railway
EXpress Building



New York Central Terminal
Buffalo, Erie Co., New York
Claire Ross, 1983

Negs: Div. for Historic Preservation,
Albany

View Of Complex Looking North



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983
Division for Historic Pres-
ervation, Albany (negs.)
North Side of Terminal
from Station Plaza



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983

Negs: Div. for Historic
Preservation, Albany
Southwest View of Tower and
Terminal from Curtiss St.



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983
Negs: Div. for Historic
Preservation, Albany
East Side of Terminal from
Station Plaza



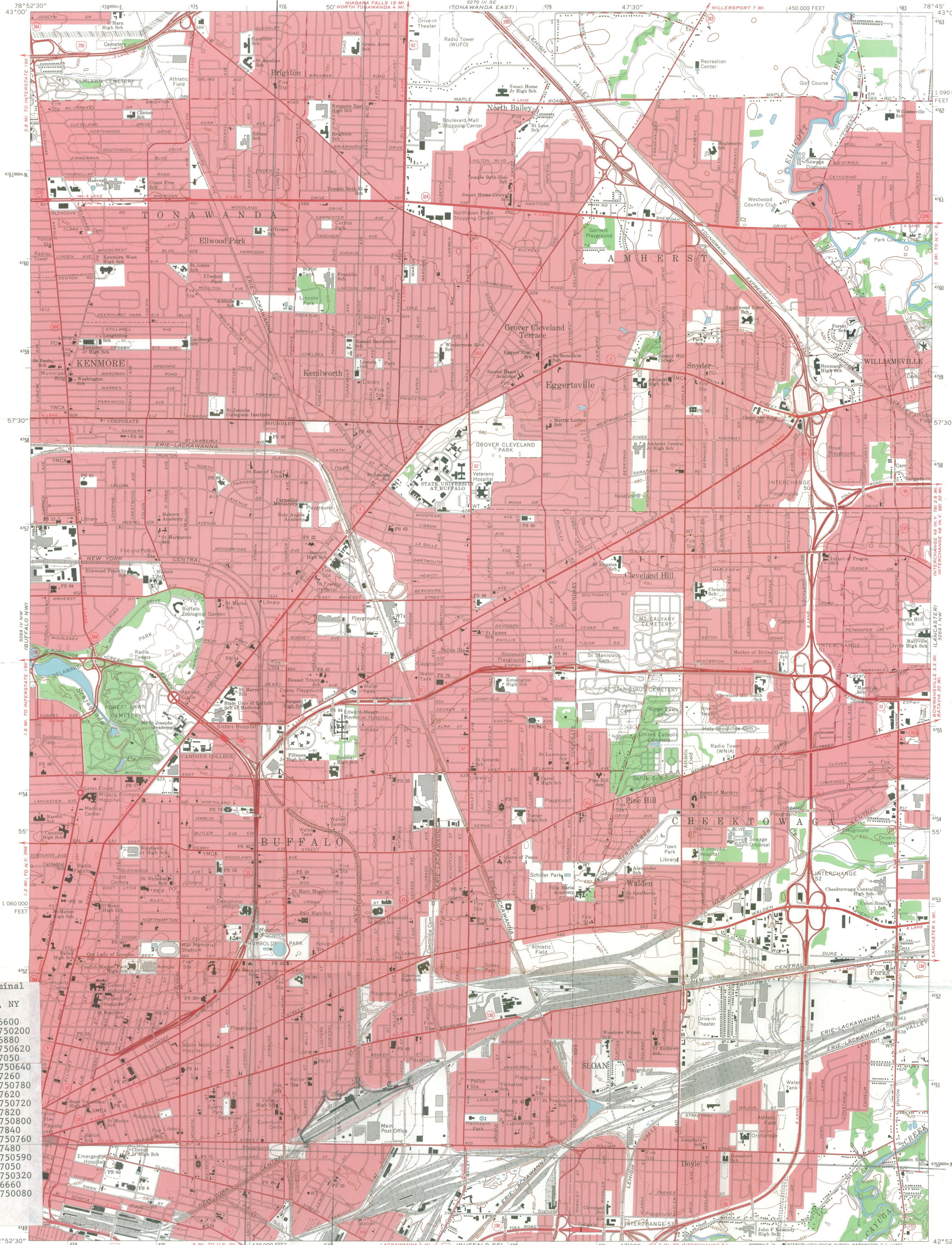
New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983
Negs: Div. for Historic
Preservation, Albany
Close-up View of Tower



New York Central Terminal
Buffalo, Erie Co. New York
Claire Ross, 1983
Negs; Div. for Historic
Preservation, Albany
Close-up View of Northeast
Side of Terminal

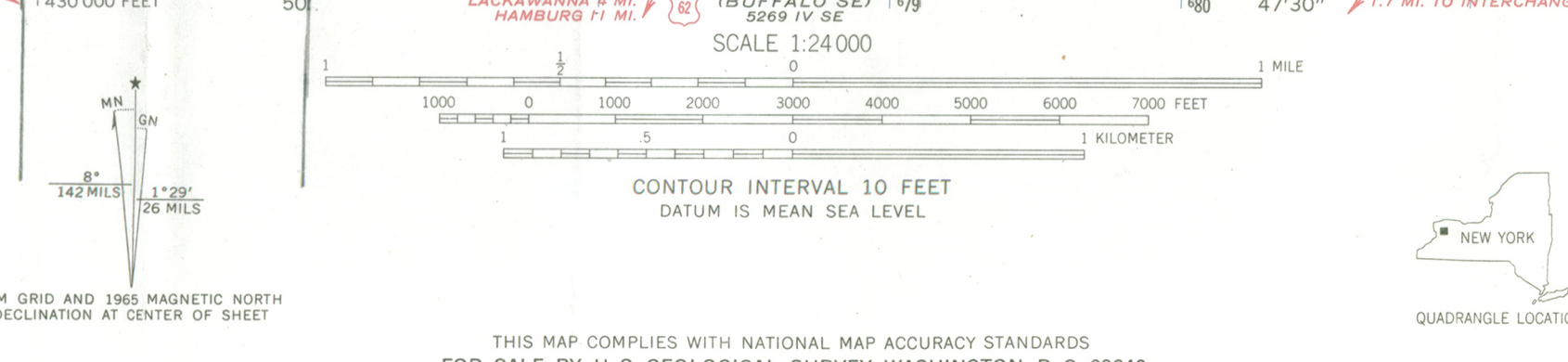
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

BUFFALO NE QUADRANGLE
NEW YORK—ERIE CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NE/4 BUFFALO 15' QUADRANGLE

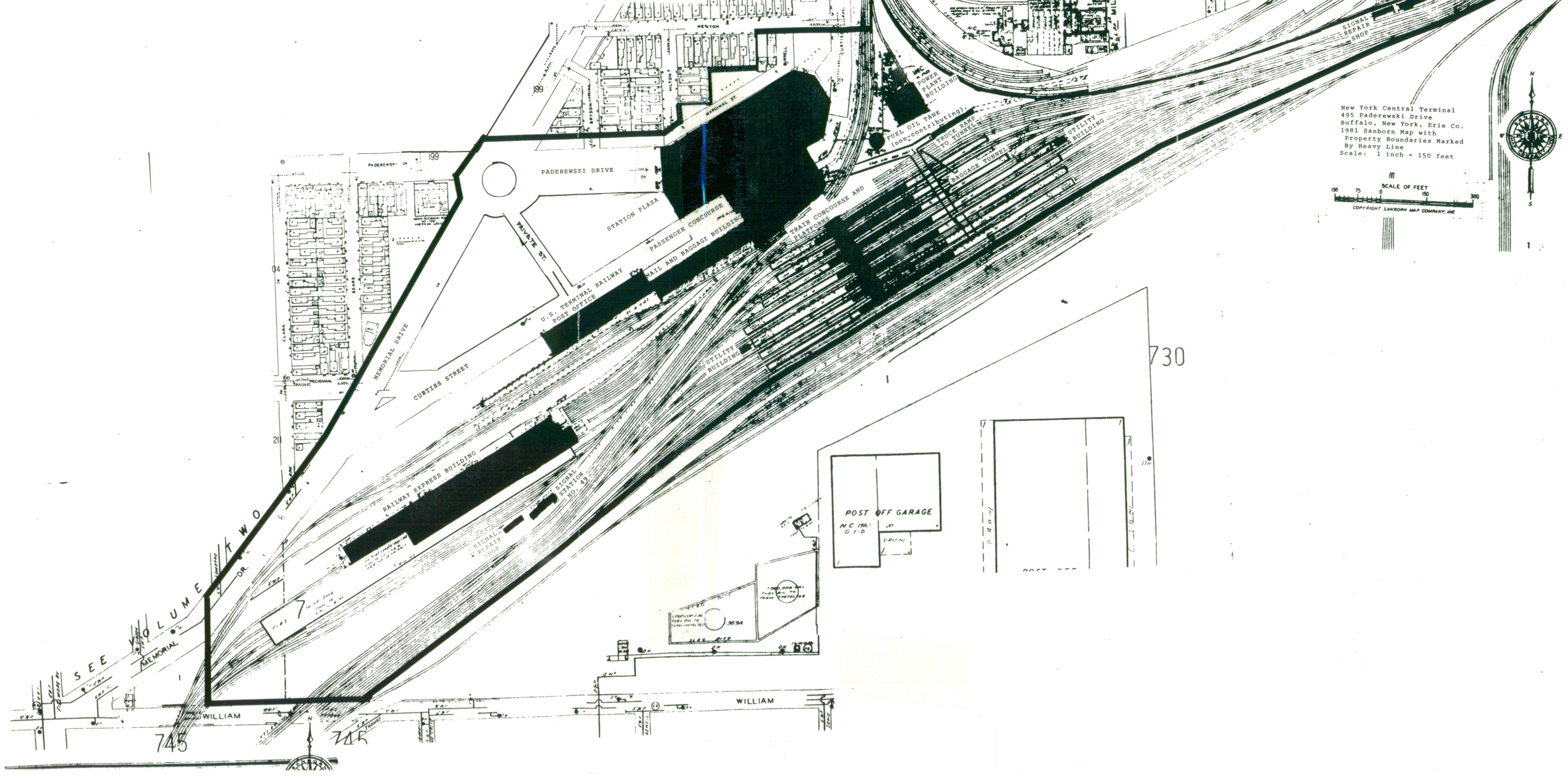


New York Central Terminal
495 Paderewski Drive
Buffalo NE, Erie Co., NY
Zone 17/ 1:24000
Point A: Easting: 676600
Northing: 4750200
Point B: Easting: 676880
Northing: 4750620
Point C: Easting: 677050
Northing: 4750640
Point D: Easting: 677260
Northing: 4750780
Point E: Easting: 677620
Northing: 4750720
Point F: Easting: 677820
Northing: 4750800
Point G: Easting: 677840
Northing: 4750760
Point H: Easting: 677480
Northing: 4750590
Point I: Easting: 677050
Northing: 4750320
Point J: Easting: 676660
Northing: 4750080

Mapped, edited, and published by the Geological Survey
in cooperation with New York Department of Public Works
Control by USGS, USCGS, USCE, and U.S. Lake Survey
Planimetry compiled by U.S. Corps of Engineers from
aerial photographs taken 1942. Topography by
planetable surveys 1948. Revised 1965
Polyconic projection. 1927 North American datum
10,000-foot grid based on New York coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route U.S. Route State Route
BUFFALO NE, N. Y.
NE/4 BUFFALO 15' QUADRANGLE
N4252.5—W7845/7.5
1965
AMS 5269 IV NE—SERIES V921



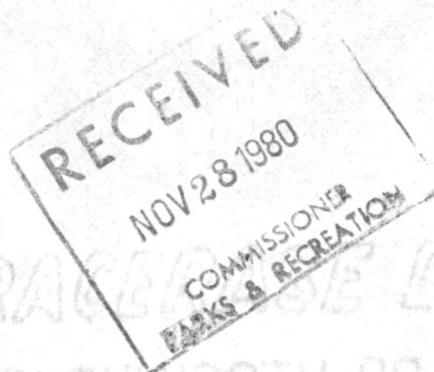
New York Central Terminal
495 Paderewski Drive
Buffalo, New York, Erie Co.
1981 Sanborn Map with
Property Boundaries Marked
By Heavy Line
Scale: 1 inch = 150 feet



POST OFF GARAGE
NC 196
G 1-b

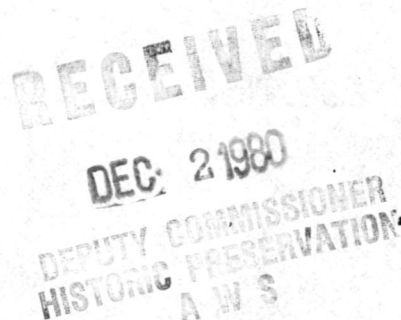
1,000,000 GAL
FUEL OIL TANK
FROM PROTECTED

WILLIAM



36 Sweet Ave.
Buffalo, New York 14212
November 24, 1980

Mr. Orin Lehman
State Historical
Preservation Officer
N.Y. State Office of
Parks and Recreation
Gov. Nelson A. Rockefeller
Empire State Plaza
Albany, N.Y. 12238



Mr. Lehman,

I am writing you in regard to the old New York Central Railroad Terminal on Buffalo's east side. I encourage you to do all you are capable of to keep this building standing.

Many of the residents here and I see it from our homes and frankly can't imagine this area without it. As a matter of fact, when giving people direction to our neighborhood, we refer to the Terminal. It's automatic.

Your undivided attention to this building will be greatly appreciated by all of us. Thank you.

Yours very truly,

Peter M. Filim
Peter M. Filim



20 Angle Street
Buffalo, New York 14214

November 28, 1980

Orin Lehman
State Historic Preservation Officer
Attn: Historic Preservation Field Services Bureau
New York State Office of Parks & Recreation
Governor Nelson A. Rockefeller
Empire State Plaza
Albany, New York 12238

RE: BUFFALO CENTRAL TERMINAL

Dear Commissioner Lehman:

I would like to express my support for including Buffalo's Central Terminal on the National Register of Historic Places. This majestic building testifies to Buffalo's former pre-eminence in the transportation field. I believe this train station is unequal throughout the country.

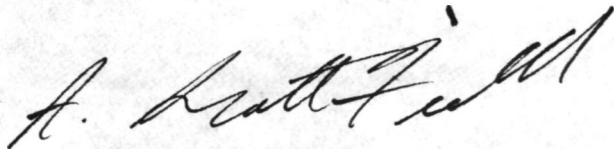
As a resident of Buffalo, I have used the terminal on many occasions in the past when taking the train. The immense arched space of the grand concourse and the exquisite art deco details, most of which are still intact, never failed to amaze.

The building is in the core of a residential neighborhood but located close to the downtown area. From the top of it's 16th story office tower, you can see the neat organization of the community as well as the downtown skyline. The whole layout of the terminal site was well thought out. The approach to the building is by a 600 foot long ascending roadway which allows you to take in the full grandeur of the building as you approach. Provisions were made for a trolley car stop on the lower level, as well as a taxi stand to separate pedestrians from auto traffic.

From my office in downtown Buffalo the terminal can be clearly seen and is the most impressive site on the skyline. Although Amtrak has abandoned the building, the current owner is attempting to restore the building and adopt it to new uses. By placing the building on the National Register, preservation of its many fine features will be encouraged and the task of restoration will be made easier.

The Central Terminal deserves recognition not only for its outstanding architecture and details, but for the significant role it has played in the history of Buffalo. I strongly urge you to nominate the building to the National Register of Historic Places.

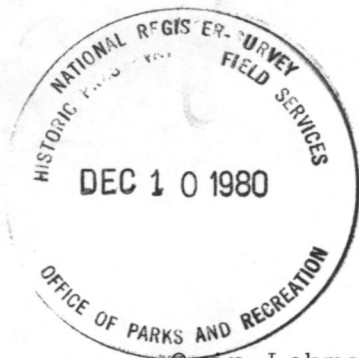
Sincerely,

A handwritten signature in cursive script, reading "A. Scott Field". The signature is written in dark ink and is positioned above the printed name.

A. SCOTT FIELD

ASF:lal

2025 OCT 10 10 10 AM
FOX RIVER FOND



WESTERN NEW YORK RAILWAY HISTORICAL SOCIETY, INC.
BOX 416
BUFFALO, NY
14221

Handwritten: ~~AW~~ ~~Rocher~~ ~~OL~~ FS

November 29, 1980

RECEIVED

DEC 5 1980

**DEPUTY COMMISSIONER
HISTORIC PRESERVATION
A W S**

Orin Lehman
State Historic Preservation Officer
ATTN: Historic Preservation Field Services Bureau
New York State Office of Parks and Recreation
Gov. Nelson A. Rockefeller Empire State Plaza
Albany, New York 12238

Dear Mr. Lehman,

It has come to our attention that Buffalo's Central Terminal is currently under consideration for landmark status. Our organization would like to express our **support** for Central Terminal being given this special status.

Buffalo was once the terminus of most of the major railways of New York State. With the demolition of the Lehigh Valley and Lackawanna Railroad terminals in the downtown area, Buffalo's Central Terminal represents the last existing terminal in Western New York.

Completed in 1929 in an architectural style heralding the beginnings of art-deco design that would later be used more extensively by the same architects in building Cincinnati's Union Station, Central Terminal is architecturally unique and today remains almost unchanged from the day it was opened.

Central Terminal embodies much of the spirit of the railways that made Western New York great and is an irreplaceable symbol of what was and what may be again in Buffalo.

If landmark status can in any way help to preserve this classic terminal, then the Western New York Railway Historical Society, Inc. stands 100% behind approval of such status. Too much has been lost already in the area of railway preservation to allow this structure to remain unprotected.

Respectfully yours,

Handwritten signature: Stephen J. Kocsis

Stephen J. Kocsis
Trustee, Western New York
Railway Historical Society, Inc.

AWS
app action

RECEIVED
DECO 11980

We the undersigned wish to have the
New York Central Terminal
on Paderewski Drive

In Buffalo N.Y.

to be put on the official list, as a historic
building.

It's a lovely piece of architectural
wonder and beauty.

Please consider saving and putting this
building for historic and cultural preservation,
for our future and generations to come.

Signed:

Josephine Golata - 162 Kosciuszko St. Bfl.
Gertrude Golata 162 Kosciuszko St Bfl.

Robert Jeynatawski 22 Laepere St Bfl

Victoria Golata 162 Kosciuszko Bfl

Judy Szyrblewski 159 Kosciuszko St. Bfl.

Edward P. Pabb 42 Zilmer St. Bfl

Mr. & Mrs. Ignatius Andryjewski

161 Kosciuszko St. Bfl

Mrs. Vivian Jasenicki 142 Playter St. Bfl

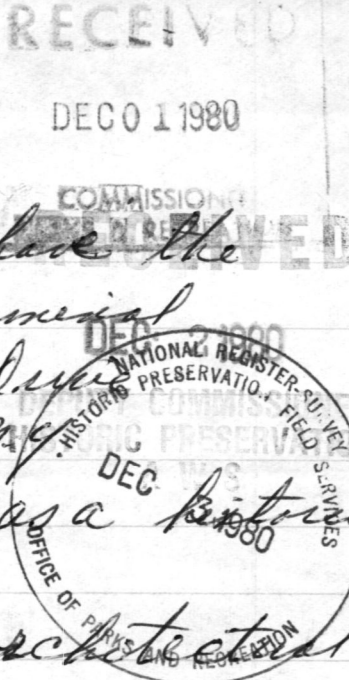
Lucy Bylewski

124 Gibson Bfls 14212

Walter B Bylewski 124 Gibson St Bfl. 14212

Richard F. Gorko

197 Cantwell Drive
Buffalo N.Y. 14212



Leo Lee 46 Wally Ave. Bflo N.Y. 14212
 Alfred W. Guichard 104 Leasure St Bflo N.Y. 14212
 Carl E. Thompson 566 Auburn Ave B. (L) N.Y. 14212
 Louis Blizniak 163 Lombard Bflo. 14212
 Elizabeth M. Matras 161 Wally Bflo N.Y. 14212
 Marie Salasba 139 Schindler Bflo N.Y. 14212
 Shirley Wolarski 18 Empire St Bflo N.Y. 14212
 Crown R. Kozzowski 2 Empire St Bflo N.Y.
 Doreen A. Jendowski 22 Sycamore St Buffalo N.Y.
 Angeline M. Melawicz 102 Swinburn St Buffalo N.Y. 14212
 Mary Profic 157 Kosciuszko St.
 Antoinette Profic - 157 Kosciuszko St. 14212
 Frank Profic - 157 Kosciuszko St. 14212
 James Szasulenski 159 Kosciuszko St. 14212
 Emily Szasulenski 159 Kosciuszko St.

Please - preserve our beauty in this country
 this is a lovely structure.

I still could get more signatures but deadline
 is Dec 1 - so I am sending it in

Josephine Solata
 162 Kosciuszko St.
 Buffalo N.Y.
 14212



New York State Office of Parks, Recreation and Historic Preservation

The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1 Albany, New York 12238

518-474-0456

August 19, 1983

Mr. J.W. Fallon
Conrail
Division Superintendent
2929 Walden Avenue
Depew, NY 14043

Re: Central Terminal Complex
Interlocking Towers No. 48 & 49
Buffalo, Erie County

Dear Mr. Fallon:

Following a detailed review on July 29, 1983, the Committee on the Registers of the New York State Board for Historic Preservation has recommended to the Board that the property identified above be listed on the New York State Register of Historic Places and nominated to the National Register of Historic Places. The Board has concurred and it has forwarded its recommendation to the Commissioner of Parks, Recreation and Historic Preservation who is the New York State Historic Preservation Officer (SHPO).

The next step in the process will be the completion of the official nomination form for submission to the SHPO. After reviewing the nomination, if the SHPO agrees with the Board recommendation and is satisfied that all technical requirements have been met, he will sign and forward the nomination to the Keeper of the National Register in Washington, D.C. The SHPO's (Commissioner's) signature also constitutes listing on the State Register of Historic Preservation.

Your letter requesting that your property not be listed on the National Register will be forwarded to the Department of the Interior (DOI) with the nomination according to the provisions of the National Historic Preservation Act Amendments of 1980. A majority of owners, in the case of multiple ownership must object before a property will not be listed on the National Register. Since the owner of the other Central Terminal has not objected, it would appear that the National Park Service will list the property on the National Register assuming that technical requirements have been met by the SHPO. We shall inform you of the DOI's action as soon as possible after the listing.

There is no provision in the New York State Historic Preservation Act allowing for owner consent to New York State Register listing.

If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Gobrecht", with a stylized flourish at the end.

Larry E. Gobrecht
National Register Program Coordinator
Historic Preservation Field
Services Bureau

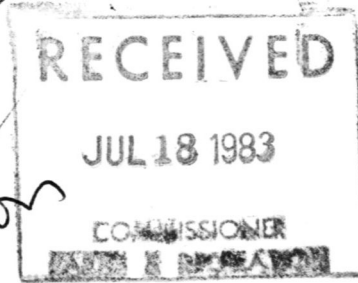
CR/sl

CONRAIL



July 14, 1983

AEC
Ravine
α
affiliated
action



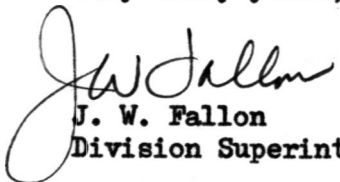
Mr. Orin Lehman
State Historic Preservation Officer
Historic Preservation Field Services Bureau
Agency Building #1
State Plaza
Albany, NY 12238

Dear Sir:

Concerning your letter of June 28, 1983 addressed to Gerald Maslona of our Real Estate Department, I regret to reply at this time it would not be feasible to include Interlocking Towers No. 48 and No. 49 into the rolls of the National and State Historical Registers. Current plans for restructuring a portion of the railroad through the City of Buffalo, in time, will eliminate the need to man these two sites. While these two locations will not be in use as active towers, their location in and around the main line track operation through Buffalo would be prohibitive to any public thoroughfare. Also, future changes in track relocation concurrent with business changes would not guarantee our ability to leave these structures in place.

In view of these circumstances, I request that these two locations not be listed for inclusion into the historical registers.

Very truly yours,


J. W. Fallon
Division Superintendent

2929 Walden Avenue
Depew, NY 14043

1/maf

cc: R. W. Ryan
G. P. Maslona
R. J. Conway



Buffalo Landmark and Preservation Board

July 15, 1983



Claire Ross
NYS Parks, Recreation & Historic Preservation
Agency Bldg. 1, Empire State Plaza
Albany, New York 12238

re: Erie County, Buffalo
St. Andrew's Evangelical Lutheran Church Complex
New York Central Terminal Complex

Dear Claire Ross:

The Buffalo Landmark & Preservation Board unanimously supports the nominations of the above-referenced building complexes to the National Register of Historic Places.

The Board, several years ago, designated portions of these as landmarks under the Buffalo Landmark & Preservation Code.

Yours very truly,

BUFFALO LANDMARK & PRESERVATION BOARD

Olaf W. Shelgren Jr.
Olaf W. Shelgren, Jr.
chairman

BLPB:j
cc: Secretary - BLPB

NATIONAL
HISTORICAL



RAILWAY
SOCIETY

NRHS BUFFALO CHAPTER, INC.

P.O. Box 298
Getzville, New York 14068

July 22, 1983

Ms. Marjorie L. Quinlan
Curator of Architecture
Central Terminal
Buffalo, New York

Dear Ms. Quinlan:

Central Terminal has been a very visible landmark in the lives of Buffalonians since the day that it opened in 1929. Thousands of businessmen, tourists, and people traveling to visit relatives passed along its concourse. During World War Two, thousands of service men left Buffalo from Central Terminal and those that returned felt that they were truly "home" when they detrained at the terminal. Central Terminal provided more than just a place to get on and off of trains, however. It offered food in its restaurant, coffee shop, and cafeteria. Goods and services could be obtained, by travelers and others, at its drug store, haberdashery, toy shop, fruit stand, soda fountain, bootblacks, book store, and liquor store. u.w.11

As much as the Wilcox Mansion or the Ellicott Square Building, and more than the USS Sullivans or USS Little Rock, Central Terminal was an integral part of the life of Buffalo. Before the dominance of highway and air travel, Central Terminal was Buffalo's "window on the world". It should be preserved as a living monument to the days when Buffalonians were tied to the rest of the country, and the world, by railroad tracks.]

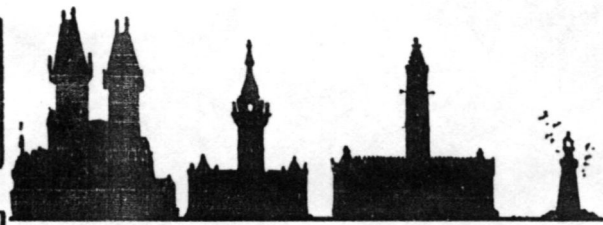
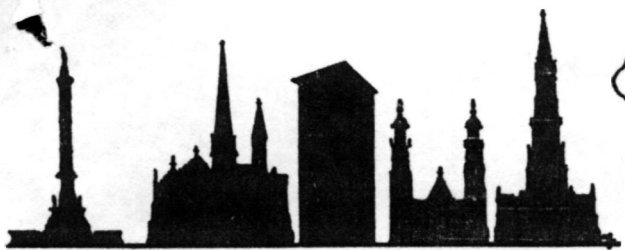
Preservation of the terminal could take many forms. A 1974 conference in Indianapolis, Indiana, sponsored by the National Endowment for the Arts and the Educational Facilities Laboratories of New York, explored the ways that railroad stations could be recycled into useful buildings. The precise use, or more likely multiple uses, of Central Terminal are almost limitless - offices, retail sales establishments, museums, eating places, senior citizens facilities, youth group meeting places, perhaps even residences. Its designation as an Historic Building, however, is a necessary prerequisite to its recycling.

Due to its architectural and functional heritage, but above all because of the role that it played in the life of Buffalo, Central Terminal should be designated an Historic Landmark and should be preserved.

Sincerely yours,

David A. Smith

David A. Smith
President



20 ANGLE ST.

BUFFALO N.Y. 14214

July 22, 1983

*Acc
Parks
OL*

*appeal
action*

Orin Lehman
State Historic Preservation Officer
N.Y. State Office of Parks, Recreation and Historic Preservation
The Gov. Nelson A. Rockefeller Empire State Plaza
Agency Building 1
Albany N.Y. 12238

Re: N.Y. Central Terminal Complex
Williamsville Water Mill

Dear Commissioner Lehman:

The Preservation Coalition strongly recommends the two above buildings for inclusion in the National and State Register of Historic Places.

The Central Terminal is a superb example of an Art Deco train station. The complex of existing support buildings is unique and illustrates the importance of the railroads in our history.

The Williamsville Water Mill, as Erie County's oldest continually operated business as well as one of the country's earliest concrete mills is significant historically as well as being a fine example of a water mill.

We regret that we are unable to comment on the St. Andrews Church complex at this time, due to lack of time to study the building.

Sincerely,

SAM McCartney

Susan A. McCartney
President

SAM/ASF



July 25, 1983

Ms. Marjorie L. Quinlan
Curator of Architecture
Central Terminal
Buffalo, New York

Dear Ms. Quinlan:

Professor Edward J. Taaffe, Professor of Geography, The Ohio State University, has divided the history of United States transportation into four eras:

The Local Era (walking/animal power)
The Trans-Appalachian Era (animal power/canals)
The Era of Railroad Dominance (railroads)
The Era of Competition (all modes)

Buffalo's Central Terminal is undoubtedly an excellent example of the Era of Railroad Dominance.

Following in the footsteps of British industrial archeologists (see, for example, Barrie Trinder's new book, THE MAKING OF THE INDUSTRIAL LANDSCAPE), we in America have created museums of carriages and wagons, canal memorabilia, railroad rolling stock, and vintage aircraft. Most of these museums, however, emphasize the vehicles of transport and neglect the role that terminals play in the transport process. Buffalo's Central Terminal is an excellent example of such a terminal function. It ranked, at one time, with the likes of Victoria Station, London, the Gare du Nord, Paris, or Grand Central Station, New York City. Unlike the present AMTRAK station in Depew, or Exchange Street Station, it was a multi-faceted beehive of diverse activity, all peripheral to transportation. It should be preserved as a reminder of the Era of Railroad Dominance.

Central Terminal can be preserved as more than just a monument, however. That function can be carried out, but at the same time much of the building can be renovated to provide modern day space for modern day activities. This would fulfill two goals: preservation and the provision of economically viable activities in the terminal.

I fully support the preservation and renovation of Central Terminal.

Sincerely yours,

David A. Smith

David A. Smith
Associate Professor of Transportation
Geography

Buffalo and Erie County Historical Society

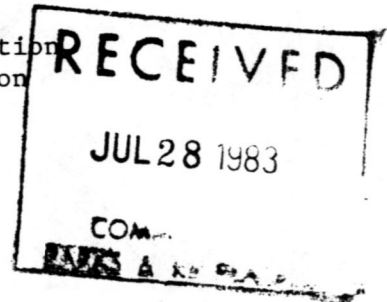


Founded 1862

25 Nottingham Court · Buffalo · New York 14216 ☎ 716-873-9644

July 25, 1983

Orin Lehman, Commissioner, State Historic Preservation Officer
and Ann Webster Smith, Deputy Commissioner for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1
Albany, New York 12238



Dear Commissioner Lehman and
Deputy Commissioner Smith:

On behalf of the Buffalo and Erie County Historical Society, I am responding to the June 28, 1983 request for comments about the Williamsville Water Mill, Williamsville, New York, along with the St. Andrews Evangelical Lutheran Church Complex and the New York Central Terminal Complex which are both located in Buffalo. Each nomination has the Society's support. Each is worthy of National and State Register designation.

The Williamsville Water Mill has long been a landmark in Erie County. State and national recognition are long overdue. At one time the operating mill was a necessity to every community and this particular grain and cider mill has been in continuous operation since 1811, the date it was established. Its vernacular style has Federal characteristics, and the attention it has had over the years has been exemplary and accounts for its present well-cared-for condition.

As to the New York Central Terminal, built in 1929, it is one of Buffalo's outstanding Art Deco style structures (ranking with our superb City Hall), as a real part of the social fabric of this area. It harks back to a time when Buffalo was a railroad center. For close to a century (from the mid-nineteenth century until the mid-twentieth century), many of the nation's tracks led to Buffalo. This Terminal and the complex of building making up St. Andrew Evangelical Lutheran Church at Sherman and Peckham Streets are both recognized as city landmarks by the Buffalo Landmark and Preservation Board. The corner stone of the Gothic style church was laid in 1884 and the 1859 church became a parish hall. There is also a parsonage on the site. Historically the continuing German tradition that the congregation represents has been a source of pride for 125 years. In the face of a declining membership in the center of Buffalo, this church complex represents more than mere architecture, for the German population has been a major force in the growth of this city.

I hope that these brief comments will be helpful in supporting the nominations before you.

Sincerely,

Mrs. Clyde E. Helfter
Acting Director

CEH:cr

cc: A. T. Fedele



495 Paderewski Drive, Buffalo, New York 14212
716-855-2216

July 25, 1983

Ms. Claire Ross, Program Assistant
Historic Preservation Field Services
New York State Parks & Recreation
Agency Building #1
Empire State Plaza
Albany, New York 12238

Dear Ms. Ross,

I'm sorry not to have been able to talk with you on the occasions I telephoned you in Albany, but urge you to get in touch with me if there is any additional information you need to present to the Review Board on Friday.

Enclosed herewith are letters from Buffalonians connected with the Railroad Industry or "shippers" to support our contention that the Central Terminal was needed and its facilities fully utilized from 1929-1979. These letters refer to the freight and passenger services offered by the Central Terminal along with smaller terminals throughout the city, to the various kinds of freight which originated in Buffalo or was switched through Buffalo, and to the demand for education facilities for the training of traffic personnel to handle the enormous volume of traffic in and out of Buffalo, especially during the industrial heyday of the 1940's and 1950's.

In addition, there is hardly a family in Buffalo who did not send off to the Military Service a son, daughter, husband, brother, father or wife during the four years of World War II, from the Central Terminal in Buffalo.

In regard to the drawings you requested during your visit here last month, Mr. Fedele assures me he gave them to you at that time. As for the black and white photos with a current date, we await receipt of the old ones for duplication of the photography.

You will have already received directly a letter from Mr. Clarence Voll on Central Railway Club letterhead. In addition to the Buffalo Traffic Club and the Central Railway Club, Buffalonians were members of the Great Lakes Shippers Advisory Boards, The Transportation Club of Buffalo, and the National Freight Traffic Men's Association, among other traffic groups active in Buffalo. Please advise us as soon as you have any word on a decision concerning the historic Central Terminal at Buffalo.

Sincerely,

Marge Quinlan
Marjorie L. Quinlan

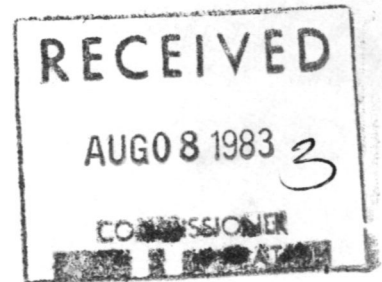
Enclosures

*Acc
Power
OC*



County of Erie

EDWARD J. RUTKOWSKI
COUNTY EXECUTIVE



PHONE: 716-846-8500

*after
action*

July 27, 1983

Mr. Orin Lehman
Commissioner and State Historic
Preservation Officer
New York State Office of Parks
Recreation and Historic Preservation
Agency Building 1
Empire State Plaza
Albany, New York 12238



Dear Commissioner Lehman:

I am pleased to learn the Williamsville Water Mill, Spring Street, Williamsville, (Erie County), New York, and the New York Central Terminal Complex, Paderewski Drive, Buffalo, New York, are being considered for nomination to the National and State Registers of Historic Places.

Both of these sites are recognized as highly significant elements of this area's historical and architectural heritage. Based on review and recommendation by the Erie County Preservation Board, I support and recommend placing these sites on the National and State Registers of Historic Places.

Very truly yours

EDWARD J. RUTKOWSKI
County Executive

EJR:jma

cc: James Keysa, Chairman
Erie County Preservation Board

CONRAIL



NR FILE

April 18, 1984

File No. 077.5

State Historic Preservation Officer
Historic Preservation Field Services Bureau
Attn: Ms. Claire Ross
Agency Building #1
State Plaza
Albany, N.Y. 12238

Dear Ms. Ross:

While talking to my staff on April 10th, you indicated that there were no objections on file to the inclusion of Towers No. 48 and No. 49 to the historical registers. Attached is a copy of the objection sent by Conrail on July 14, 1983.

Please include this correspondence with the nomination form for historical registration. For safety reasons, Conrail is still opposed to the inclusion of these two towers on the historical register.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "H. J. Kiley".

H. J. Kiley
Regional Superintendent
Industrial Engineering



July 14, 1983

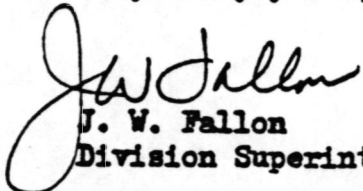
Mr. Orin Lehman
State Historic Preservation Officer
Historic Preservation Field Services Bureau
Agency Building #1
State Plaza
Albany, NY 12238

Dear Sir:

Concerning your letter of June 28, 1983 addressed to Gerald Maslona of our Real Estate Department, I regret to reply at this time it would not be feasible to include Interlocking Towers No. 48 and No. 49 into the rolls of the National and State Historical Registers. Current plans for restructuring a portion of the railroad through the City of Buffalo, in time, will eliminate the need to man these two sites. While these two locations will not be in use as active towers, their location in and around the main line track operation through Buffalo would be prohibitive to any public thoroughfare. Also, future changes in track relocation concurrent with business changes would not guarantee our ability to leave these structures in place.

In view of these circumstances, I request that these two locations not be listed for inclusion into the historical registers.

Very truly yours,

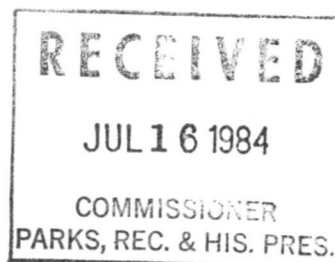
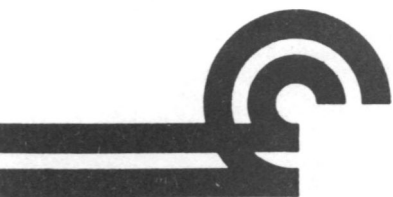

J. W. Fallon
Division Superintendent

2929 Walden Avenue
Depew, NY 14043

1/maf

cc: R. W. Ryan
G. P. Maslona
R. J. Conway

CONRAIL



July 10, 1984

Mr. Orin Lehman
Historic Preservation Field
Services Bureau
Agency Building #1
Empire State Plaza
Albany, NY 12238

Re: State Nomination
New York Central Terminal Complex
Buffalo, NY

Dear Mr. Lehman:

I am chief real estate counsel for Consolidated Rail Corporation in its Law Department. By this letter, Consolidated Rail Corporation vigorously objects to the nomination of the New York Central Terminal Complex (the "Terminal Complex") in Buffalo to the national and state registers.

Admittedly, the Terminal Complex consists of old buildings. However, they meet none of the statutory criteria established to identify a building as worthy of nomination to the historic registers.

The Terminal Complex consists entirely of ordinary, brick buildings, indistinguishable from any of numerous other brick buildings erected in Buffalo during the same time period. These buildings do not possess any characteristics of unique architecture, (unique) design, or (unique) workmanship. They are not associated with any significant historic¹ or cultural events. ¹They are unlikely, at best, to yield any important historic¹ information either with respect to the City of Buffalo, Erie County, or the State.

¹Conrail's predecessors did play some role in the economic development of the City of Buffalo and to that extent, the Terminal Complex may be deemed "historic", but such historicity is clearly neither "significant" nor "important" either in a broad or a specific context.

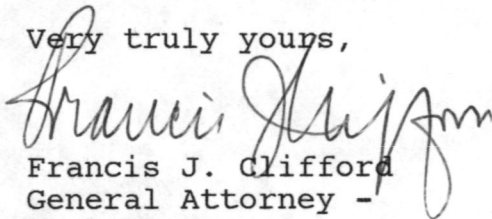
July 10, 1984
Page 2

Neither does the Terminal Complex have any connection with any religion that would deem it worthy of any historic value.

The New York legislature did not have such structures as the New York Terminal Complex in mind when it outlined even the most sweeping criteria for nomination to the State Register and it would be a palpably erroneous administrative judgment under the specific statutory language to place the Terminal Complex on the registers.

For the record, I am representing that Consolidated Rail Corporation does own some real estate interests within the Terminal Complex.

Very truly yours,


Francis J. Clifford
General Attorney -
Real Estate

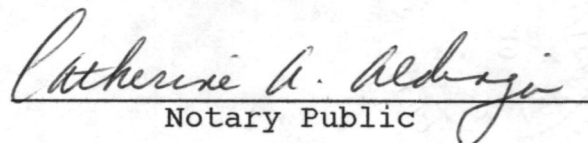
FJC/jk

cc: Ronald Conway
James Fallon
Robert Ryan

ACKNOWLEDGMENT

County of Philadelphia :
Commonwealth of Pennsylvania : ss

On the 10th day of July, 1984, personally appeared before me, the undersigned, Francis J. Clifford, Esquire, known to me to be the person who executed the foregoing for the purposes therein contained.


Notary Public

CATHERINE ALDINGER
Notary Public, Phila., Phila. Co.
My Commission Expires Aug. 3, 1985



Historic Central Terminal
P. O. Box 1168
Williamsville NY 14221
July 18, 1984

Ms. Claire Ross
New York State Office of Parks & Recreation
Empire State Plaza
Agency Bldg # 1, Albany NY 12238

Dear Claire:

Thanks for sending back to me the two booklets loaned last year for compiling a nomination for the New York Central Terminal to the register of historic sites. Also, thanks for the black and white photos of the buildings which we took together at that time.

In regard to the new consideration of nomination for the Historic Central Terminal, I understand that Dr. Andrea Shaw, Trustee, has been in contact with you and has informed you of the unanimous (though informal) decision of the Board of Trustees to support and recommend the nomination.

Andrea assures me that there has been no objection to the nomination received in your office from the private owner of the property. Meanwhile, our efforts to keep the building and its history in the public eye, it is the subject of frequent lectures on Buffalo architecture which I have been giving during the Spring and Summer and Autumn months this year. I have begun serious and concentrated work on my dissertation topic, Art Deco Architecture in Buffalo, which will, of course, include the New York Central Terminal.

Thanks for all of your support and efforts to place the Terminal on the State and National Register of Historic Places.

Sincerely,

Marge Quinlan
Marjorie L. Quinlan

cc: Peter M. Filim, President
36 Sweet Avenue
Buffalo NY 14212



New York State Office of Parks, Recreation and Historic Preservation

The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1 Albany, New York 12238

518-474-0456

COMMITTEE ON THE REGISTERS

ONE HUNDRED FIRST MEETING

JULY 20, 1984

Final Reviews

1. Huntington (Town) Multiple Resource Area, Town of Huntington and Villages of Asharoken and Huntington Bay, Suffolk Co. AOB _____
2. Cobble Hill Historic District, Brooklyn, Kings Co. AOB _____
3. George W. Denton House, Flower Hill, Nassau Co. AOB _____
4. Richard Cox House, Mattituck, Suffolk Co. AOB _____
5. Riverside Drive Viaduct, 125th to 135th Streets, New York, New York Co. MH _____
6. Buildings at 322-344 East 69th Street, New York, New York Co. MH _____
7. Central Plan Dairy Barns Thematic Resources: Zoller-Frasier Barn, Town of Danube, Herkimer Co. MLP _____
8. Cincinnatus Historic District, Cincinnatus, Cortland Co. MLP _____
9. Pittsford Village Multiple Resource Area, Pittsford, Monroe Co. JJ _____
10. Main Street Historic District (boundary expansion), Geneseo, Livingston Co. JJ _____
11. First Period Buildings Thematic Group, New York State College of Agriculture at Cornell University: Bailey, Caldwell, Comstock, East Roberts, Fernow, Rice, Roberts, Stone, and Wing Halls, City and Town of Ithaca, Tompkins Co. JJ _____
12. Cohoes Multiple Resource Area, City of Cohoes, Albany Co. LAB _____
13. Oakwood Cemetery, Troy, Rensselaer Co. LAB _____
14. New York Central Terminal Complex, 495 Paderewski Dr., Buffalo, Erie Co. CLR _____
15. Van Buren Family Thematic Group, Volney, Oswego Co. JFH _____
16. Mexico Multiple Resource Area, Town and Village of Mexico, Oswego Co. JFH _____
7. Middle Mills Historic District (boundary expansion), New York Mills, Oneida Co. JFH _____

- | | |
|---|-----------|
| 18. Vernon Center Green, Vernon Center, Oneida Co. | JFH _____ |
| 19. Richardson-Shepherd House, Illion, Herkimer Co. | JFH _____ |
| 20. Dr. Ives House, Jamesville, Onondaga Co. | JFH _____ |
| 21. Merrill-Magee House, Warrensburg, Warren Co. | RWS _____ |

Study Reviews

- | | |
|---|-----------|
| 1. Hawkins-Jacobsen House, Yaphank, Suffolk Co. | AOB _____ |
| 2. Main Street Historic District, Amagansett, Suffolk Co. | AOB _____ |
| 3. Academy and Convent of the Sacred Heart, South Campus, City College of New York, Convent Avenue and 130th Street, Harlem, New York Co. | MH _____ |
| 4. Beard Stores, 421-573 Van Brunt Street, Red Hook, Brooklyn, Kings Co. | MH _____ |
| 5. New York Mills High School, New York Mills, Oneida Co. | JFH _____ |
| 6. Edwards Town Hall, Edwards, St. Lawrence Co. | JFH _____ |
| 7. Troy Multiple Resource Area: Lansingburgh Historic District, Hudson River Vista Historic District, Powers Park Historic District, Rensselaer Co. | LAB _____ |
| 8. Former Suffolk County Almshouse Barn, Yaphank, Suffolk Co. | AOB _____ |
| 9. Gardner Cox House, Hannawa Falls, St. Lawrence Co. | JFH _____ |
| 10. Brown-Hoard House, Ogdensburg, St. Lawrence Co. | JFH _____ |
| 11. Soullen Mansion, Helena, St. Lawrence Co. | JFH _____ |
| 12. Saranac Lake Multiple Resource Area, Saranac Lake, Franklin Co. | JFH _____ |
| 13. Carriage House at 8 Backus Street, Rochester, Monroe Co. | JJ _____ |
| 14. Minton's Playhouse, 206-210 West 118th St., Harlem, New York Co. | MH _____ |
| 15. Strawberry Castle, Penfield, Monroe Co. | JJ _____ |