



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, DC 20240

IN REPLY REFER TO:

Supplementary Listing Record

NRIS Reference Number: SG100001806

Date Listed:

Property Name: Oswego and Syracuse Railroad Freight House

County: Oswego

State: NY

This Property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation


Signature of the Keeper


Date of Action

=====

Amended Items in Nomination:

In Section 8 of the National Register nomination the period of significance has been changed to 1848-1912.

Criteria A and C

Areas of Significance: Transportation and Architecture

Level of Significance: State

The NEW YORK SHPO was notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

SG100001806

Oswego and Syracuse Railroad Freight House

20-24 W. Utica St.

Oswego, NY

The Oswego and Syracuse Railroad Freight House was constructed in 1848 and is one of the oldest intact railroad buildings in New York State. The building functioned as a railroad building until 1912 when the railroad rented the building to the Oswego Candy Works. In the 1950s the building functioned as warehouse for a beer distributor.

Under the area of significance for transportation the freight house is an excellent example of how goods were stored until moved; moving from one railroad to another or in this case from railroad to canal. The door placement, the open space, etc were critical for how the goods were moved into and out of the building.

When the freight house was rented to the candy company the building no longer functioned in the area of significance of transportation. The freight house did have a continued use however, and justification for the area of significance for commerce could possibly be made with additional information.

Alexis Abernathy

Historian

202-354-2236

Alexis_abernathy@nps.gov

11.6.2018

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Oswego & Syracuse Railroad Freight House

other names/site number N/A

related multiple property listing N/A

2. Location

street & number 20-24 West Utica Street

N/A

not for publication

city or town Oswego

N/A

vicinity

state NY code 36 county Oswego code 075 zip code 13126

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national X statewide local

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:)

Signature of the Keeper

Date of Action

Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- | | |
|-------------------------------------|------------------|
| <input checked="" type="checkbox"/> | private |
| <input type="checkbox"/> | public - Local |
| <input type="checkbox"/> | public - State |
| <input type="checkbox"/> | public - Federal |

Category of Property

(Check only **one** box.)

- | | |
|-------------------------------------|-------------|
| <input checked="" type="checkbox"/> | building(s) |
| <input type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input type="checkbox"/> | structure |
| <input type="checkbox"/> | object |

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail-related

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

foundation: STONE: Limestone

walls: STONE: Limestone

roof: ASPHALT

other:

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

Narrative Description

Summary Paragraph

The Oswego & Syracuse Railroad Freight House (Oswego County, New York) is a one-story, 33' x 125', limestone building that sits on a level city lot of 99' x 200' at 20-24 West Utica Street on the west side of the city of Oswego. It is close to various mid-nineteenth century bridges, tunnels, and trestles that gave railroads access to the port of Oswego on Lake Ontario. The building was constructed in 1848 for the first railroad in the city. It is the oldest rail-related building in Oswego and one of the oldest intact railroad buildings in New York State. The building retains five important features that define it as a rail freight building. It is supported on massive fieldstone piers to support the weight of the freight. The interior is open to move and manage shipments, as a result of the truss system that supports the roof. The front of the building is subdivided with windows and doors that mark its use as an office. Exterior traces of the original platforms can be seen in timber sockets on both sides of the building. The sliding doors are set opposite one another to enable freight to be moved directly from trains to wagons for local delivery. In addition, the building retains most of its integrity. It has lost historic additions and platform, but the roof gables, interior trusses, piers, and exterior stonework remain, along with the doors, which are historic (if not original) and retain most of their hardware.

Narrative Description

Oswego County

Situated at the southeast corner of Lake Ontario, Oswego County encompasses an area of 1,312 square miles; one third of the area is water. The land is generally level and gently undulating, much of it lake plain. Drainage of the northern and eastern portions of the county is through the Salmon River and a great number of smaller streams that flow directly into Lake Ontario. The western and southern parts of the county drain principally through the Oswego River, which is formed by the junction of the Seneca and Oneida Rivers at Three Rivers Point. The Oswego is one of few rivers in New York State that flows north and the second largest river flowing into Lake Ontario after the Niagara River. It is 23.7 miles long and falls 128 feet in its course in several distinct falls, each of which furnished excellent water power.

City of Oswego

The City of Oswego straddles the mouth of the Oswego River and is a major port on Lake Ontario. As a result of contention among the Haudenosaunee, French, and British, at least three forts – George, Oswego, and Ontario – were sited there in the eighteenth century. One, Fort Ontario (NR listed, 1970), survives on the east bank of the river and was occupied by the British until 1796, after which American settlement began.

Oswego incorporated as a village in 1828, and the same year saw the opening of the Oswego branch of the Erie Canal, greatly amplifying the importance of the port. The canal paralleled the Oswego River but, today its successor, the New York State Barge Canal (NR listed, 2014), is mostly within the river. The Oswego & Syracuse Railroad was constructed in 1848 along much the same route from Syracuse, to supplement the canal by providing all-weather freight and passenger service. By the late nineteenth century, Oswego had become a railroad hub with service by the New York Central; Delaware, Lackawanna and Western; and New York, Ontario and Western Railways. Trains entered the city from the west along the shore of Lake Ontario or followed Oswego & Syracuse route from the east. A tunnel (now filled in) took trains from the top of the river bank to warehouses in the port and a mid-river coal trestle. Rail service continues to the port of Oswego but most of the tracks through the city itself have been abandoned and removed.

Development occurred on both banks of the Oswego River, with the earliest commercial and residential development on the west bank. A wide variety of civic and commercial buildings on this side of the city are listed on the National Register

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

– the Walton and Willett Stone Store (1828, NR listed, 1976), Oswego Market House and Village Hall (1835, NR listed, 1974), U. S. Customhouse (1858, NR listed, 1976), Oswego City Hall (1870, NR listed 1973), among others. Two contiguous residential districts are also listed – the Franklin Square (NR listed, 1982) and Montcalm Park (NR listed, 2001) Historic Districts. By the mid-nineteenth century, civic buildings were also being built on the east side, notably the Oswego City Library (1855, NR listed, 1971) and Oswego Courthouse (1859, NR listed, 2000). The nearby Washington Square Historic District (NR listed, 2010) is a residential area that was laid out by Benjamin Wright in 1797, the year after the British left Fort Ontario, and contains buildings from the early nineteenth century.

West Utica Street

West Utica Street is several blocks south of the commercial district on the west side of the Oswego River. The street grid consists of regular blocks, approximately 200' wide. Until 1883, the street was full of rail tracks and rail-associated buildings linked to the development of the Oswego & Syracuse Railroad and its successors. Among them was the one-story 33' x 125' Oswego & Syracuse Railroad Freight House, which sits on a level city lot of 99' x 200' at 20-24 West Utica Street, between West Second and West Third Streets. The site is located two blocks west of the Utica Street Bridge and the Port of Oswego.

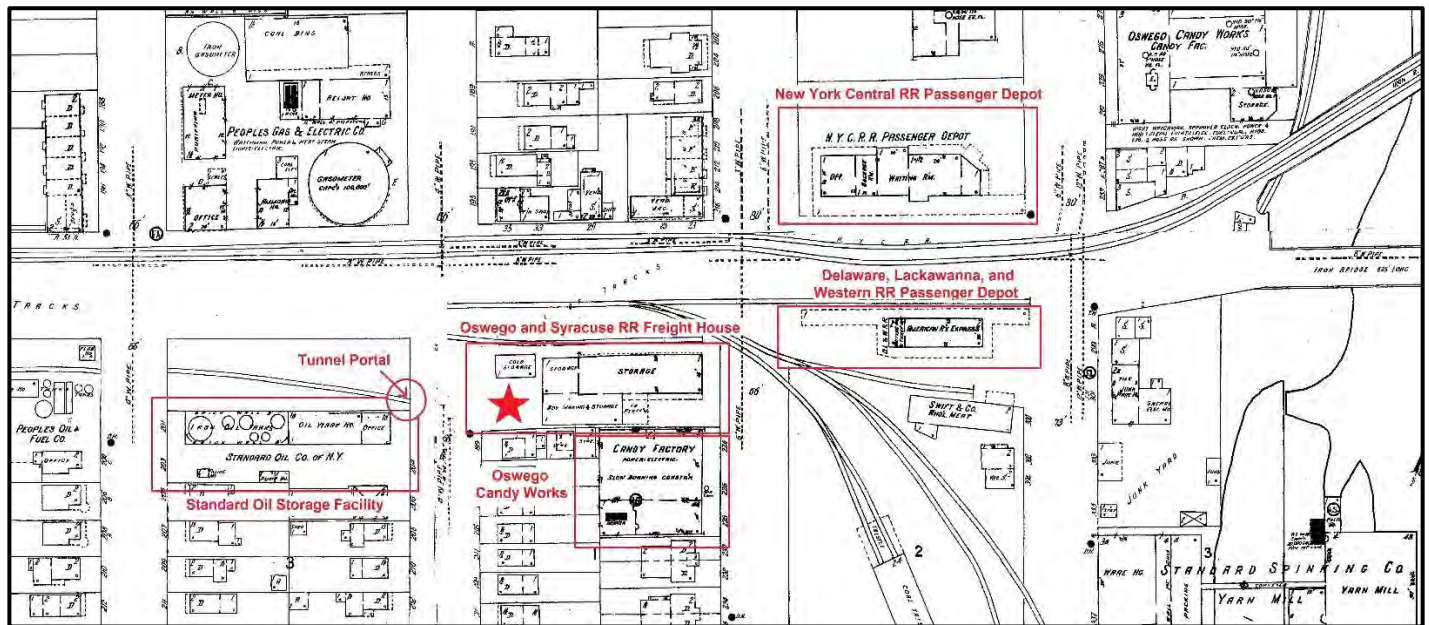


Figure 1. 1924 Sanborn Insurance Map, Oswego (composite). Note the bridges and density of development along the Oswego River where, along with the port facilities, factories like the Standard Spinning Company were also located.

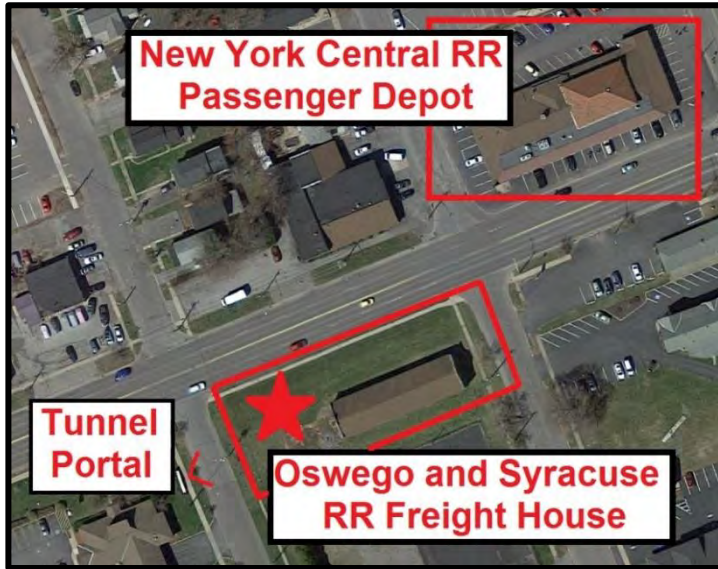
A Sanborn Insurance map (Figure 1) from 1924 shows the freight house one block west of the former Delaware, Lackawanna, and Western Railroad passenger depot, across the street from the New York Central Railroad passenger depot (built in 1906 in Spanish Revival style), next door to a candy factory, and one block east of an oil storage facility. Tracks from the oil facility went into a tunnel leading down to the port and passed close to (or under) the southeast corner of the building.

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State



Today, only the freight house, New York Central Railroad passenger depot, and tunnel portal remain. The old passenger depot is now embedded in a supermarket and much changed; the tunnel has been filled in.¹ The Delaware, Lackawanna, and Western Railroad passenger depot (formerly used by the Oswego & Syracuse Railroad) is gone, as are the oil storage facility and candy works.

All of the tracks along West Utica Street – and all the sidings – were removed after the last train ran in this part of Oswego in 1983. The cold storage shed on the freight house lot has also disappeared.

Figure 2. Oswego & Syracuse RR Freight House.
(Google Maps, 2017)

The Oswego & Syracuse Railroad Freight House

The Oswego & Syracuse Railroad Freight House was constructed in 1848, the year the Oswego & Syracuse Railroad opened. The building is constructed of limestone, laid in irregular courses of irregular stone, with the long side along West Utica Street. (Such stonework is also found on the 1828 Walton & Willett Stone Store [NR 1976] at 1 Seneca Street, Oswego.) The roof has stepped gables with stone caps and is currently covered with asphalt shingle. The basement is supported on fieldstone piers.

The front of the building faces east on West Second Street; it is four bays wide with a center window, two flanking windows, and a later door added on the south. Above the center window, in the peak below the stepped gable, is a shorter doubled window. The older openings have wide stone lintels and narrower stone sills. The flanking window on the south lacks a lintel and appears to have been infilled below the current sill; this suggests that it may have been a door before the current door (with a narrow lintel) was added to the south. The windows are currently boarded up for security but some traces of original sash can be seen inside the building. There is a drip edge at the level of the stone foundation. Just below, there is a small vent under the center window. This end of the freight house was used as an office.

¹ The New York Central Railroad also built a brick freight house on the other side of the river at the northeast corner of East First and Cayuga Streets around 1900; it remains intact.

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State



Figure 3. South elevation and east façade of Oswego & Syracuse Railroad Freight House.



Figure 4. North and west elevations of Oswego & Syracuse Railroad Freight House.

The north side of the building originally faced two sidings and at least five lines of track down the middle of West Utica Street. It has six bays, with two windows and a vent on the eastern third where the offices were located, and three sliding cargo doors on the western two-thirds of the building – the part used for storage. According to the current owner, the second window from the east was a ticket window; from the size of the lintel on the outside and brick infill on the inside, it appears to have been added later to the building. The vent is a small barred opening in the middle of the wall between the office windows and the first cargo door; its function is not clear nor its connection with the office or storage area. All three cargo doors are made of vertical boards and show rub marks that indicate they are historic, although perhaps not original. Sockets and vents are spaced somewhat regularly at the level of the foundation, some with timber remnants. An area under the first window is badly deteriorated but may have held a window or hatch into a basement furnace room.

The west end of the building holds one window on the north side, a stove hole above the window, and a new concrete entrance to the basement. Tar marks on the stepped gable show the location of a full-sized shed addition that appears on the 1890 and 1924 Sanborn Maps (Figure 5). The window lacks a broad lintel and is probably a later addition. To prevent vandalism, the new entrance is now closed with a panel; however, the historic basement door (vertical boards with three cross braces and historic hardware) has been left inside the basement. There is an extensive crack through the west wall near the south corner of the building. According to the current owner, this crack was caused by the movement of trains through the tunnel that ran from the portal on West Third Street to the port area.

The south side of the building was used for deliveries within Utica and included a platform along its east end. However, until at least 1924, a separate addition at the west end was wrapped around to the south and covered one of the cargo doors. This missing component (used for box making and storage) probably explains the lack of timber sockets on this side of the building. Overall, the south elevation has four bays – a window into the office area on the east and the three cargo doors (located opposite the cargo doors on the north). There is another window or hatch into the basement furnace room under the window on the east. The three cargo doors on this side are more deteriorated than those on the north. One shows evidence of a diagonal timber door with iron rings under an outer covering of vertical boards.

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

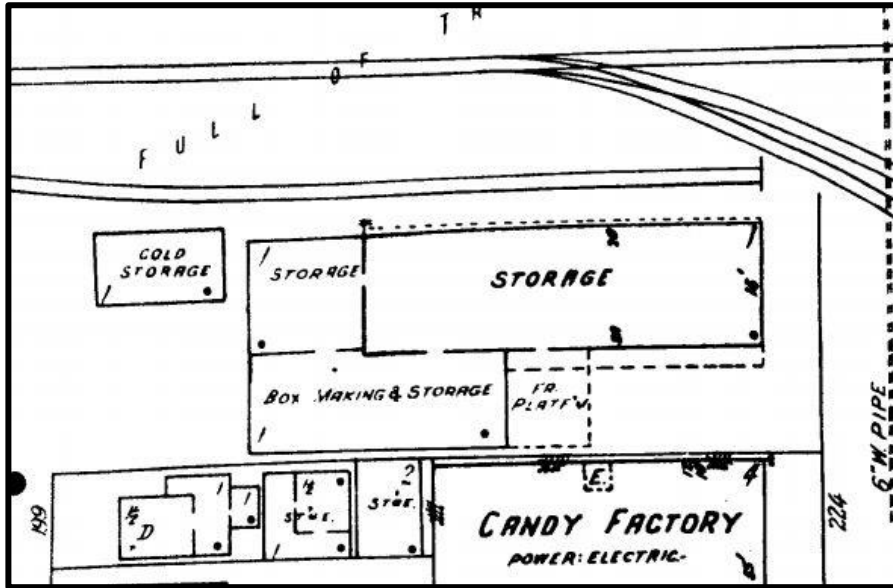
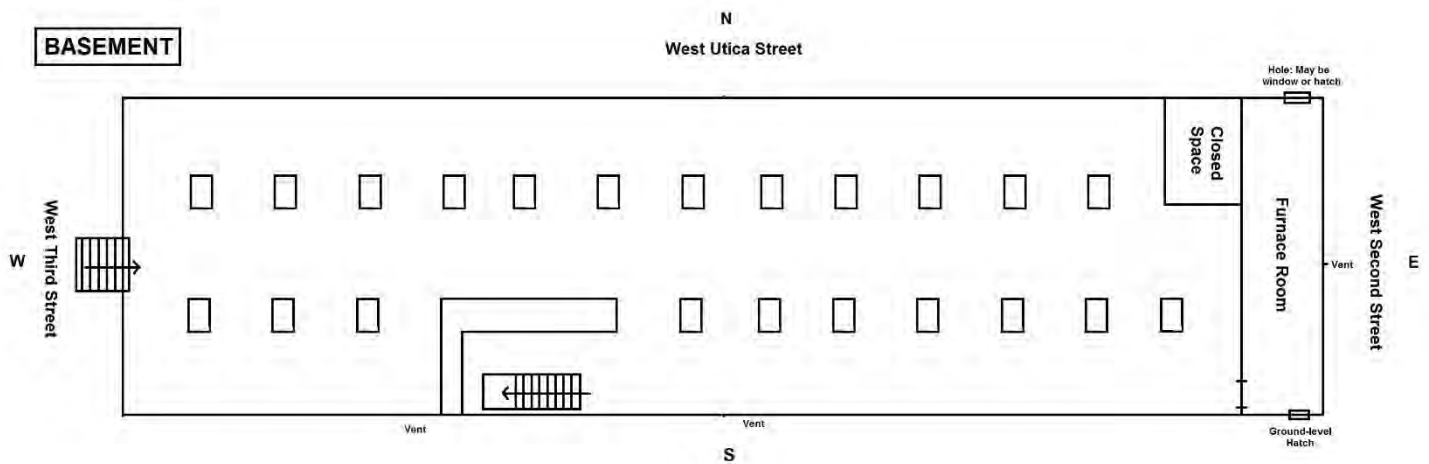


Figure 5. Detail, 1924 Sanborn Map of Oswego, showing additions and platforms, which are reflected in tar marks on the rear (west) parapet and the presence of timber sockets on the side (north and south) building elevations.

The freight house was built to handle heavy loads. The basement is supported by a double row of fieldstone piers – twelve on the north and thirteen on the south. Each pier is two by three feet deep. At some time, a furnace room was constructed under the office area on the east end of the building; some piers appear to have been removed at that time. There is also another room next to the furnace room on the north and a solid wall between piers four to six on the south; the wall supports the floor area adjoining a stair opening. The current stair appears to be a mid-twentieth century addition. The floor is dirt.



Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State

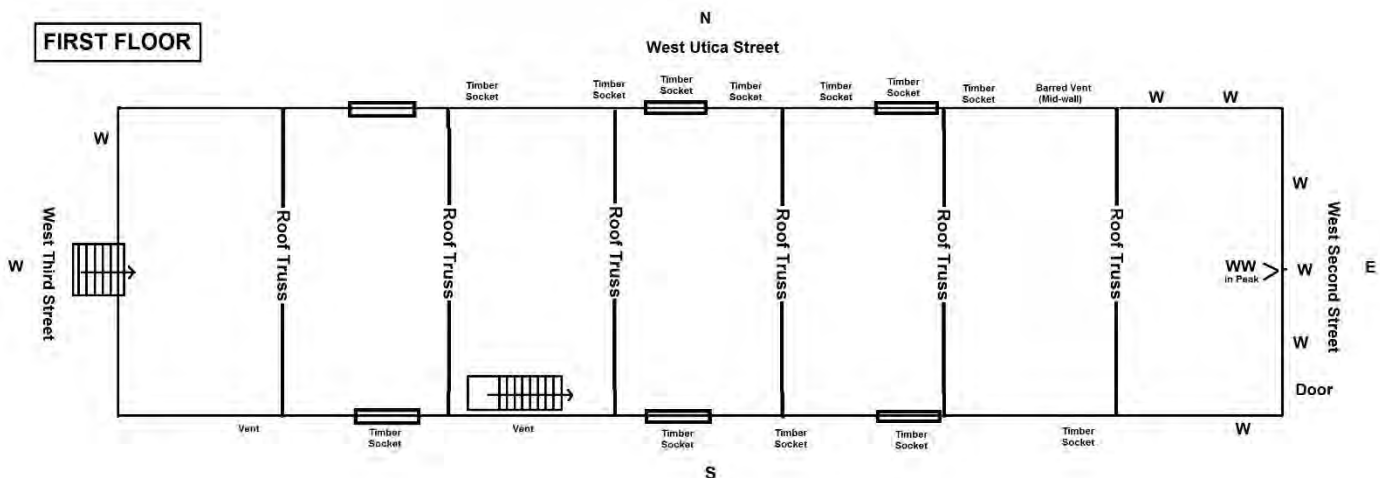


Figure 6. Basement piers; some of the supporting beams show circular saw marks.



Figure 7. Truss system supporting roof.

The freight house originally contained an office at its east end; this area was finished but has now lost its partitions and wall coverings. The rest of the first floor is completely open except for cribbing built when the current owner repaired the roof in the front third of the building. The rest of the original roof construction survives. It lacks a ridge board and is supported by six large trusses. One of the trusses is now supported by a central post, which seems to have been a later addition. Two of the trusses are connected horizontally. Some window elements survive in the front area that was used for offices; the condition of the rear window could not be appraised. The hardware for the sliding cargo doors survives on most of the doors. The floor has been patched near the current basement stair. However, in other areas, it appears to be original – made of heavy planks, set diagonally.



Character-defining Features

The Oswego & Syracuse Railroad Freight House retains its character-defining features as a railroad warehouse and freight delivery depot. It is supported on massive fieldstone piers to support the weight of the freight. The interior is

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

completely open to easily handle shipments, as the result of a truss system that supports the roof. The front of the building is subdivided with windows and doors that mark its use as an office for the management of deliveries. Exterior traces of the original platforms can be seen in timber sockets on both sides of the building. The sliding doors are set opposite one another to enable freight to be moved directly from trains to wagons for local delivery. It has lost its historic additions, which were used for additional storage and box-making, but it is not clear that these were original or necessary for the building to function as a freight house.

Summary

Overall, the Oswego & Syracuse Railroad Freight House has remarkable integrity. The building remains in its original location, and the setting, despite the loss of the railroad tracks on West Utica Street, has not been encroached upon by new commercial or residential buildings. The design, materials, and workmanship survive almost unaltered from 1848. Roof gables, interior trusses, piers, exterior stonework, and doors remain. The core building is highly intact and reads as one of the oldest surviving railroad buildings in New York State.

Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- | | | |
|--------------------------|---|--|
| <input type="checkbox"/> | A | Owned by a religious institution or used for religious purposes. |
| <input type="checkbox"/> | B | removed from its original location. |
| <input type="checkbox"/> | C | a birthplace or grave. |
| <input type="checkbox"/> | D | a cemetery. |
| <input type="checkbox"/> | E | a reconstructed building, object, or structure. |
| <input type="checkbox"/> | F | a commemorative property. |
| <input type="checkbox"/> | G | less than 50 years old or achieving significance within the past 50 years. |

Oswego & Syracuse Railroad Freight House

Name of Property

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1848-1968

Significant Dates

1848

Oswego County, NY

County and State

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Period of Significance (justification): Period of construction (1848) through 1968. The Oswego & Syracuse Railroad Freight House remained in service as a warehouse until the railroad tracks were removed from West Utica Street after the last train ran in 1983.

Criteria Considerations (explanation, if necessary): N/A

Statement of Significance Summary Paragraph

The 1848 **Oswego & Syracuse Railroad Freight House** is the earliest railroad building built in the newly-incorporated city of Oswego and is significant at the state level under **Criterion A: Transportation** for its association with the beginning of railroad transportation in New York State. Only a few New York State rail buildings are of similar age. The Cobblestone Railroad Pumphouse in the hamlet of Fishers, Ontario County (NR listed, 1992) was constructed about 1845 and predates it; the Cohecton Railroad Station in Sullivan County (NR listed 1973) was built around 1850 and is probably a few years younger. The former is a small service structure built by the Auburn and Rochester Railroad; the latter is a frame building constructed for the Erie Railroad that combined ticketing and freight operations in the same building.² Oswego became a major port on Lake Ontario at the beginning of the nineteenth century, a position that was enhanced when the village was connected to the Erie Canal by the Oswego Canal, built 1828. However, canal transportation had limitations, and as early as 1839 there was an effort to build a railroad to connect steamships on Lake Ontario to the expanding railroad network through the center of the New York State. The 1848 opening of the Oswego & Syracuse Railroad provided easier, faster, and more efficient transport of freight and passengers in all seasons of the year and facilitated the growth of Oswego as a major port. The Oswego & Syracuse Railroad Freight House was built the year the railroad opened. It is a simple step-gabled limestone building, with massive foundation piers to hold the freight and three cargo doors on each side to move shipments from trains to waiting wagons. Later in its history, it was leased as a

² Nancy L. Todd, "Cobblestone Railroad Pumphouse" [National Register nomination] (Albany, NY: New York State Office of Parks, Recreation, and Historic Preservation, 1992), Section 8; Mary Curtis, "Cohecton Railroad Station" [National Register nomination] (Albany, NY: New York State Office of Parks, Recreation, and Historic Preservation, 1992), Section 8.

Oswego & Syracuse Railroad Freight House

Oswego County, NY

Name of Property

County and State

warehouse for an adjoining candy company but continued to be owned by a succession of railroad companies until 1983. In that year, the last railroad using the old rail line closed its operations in Oswego, took out the tracks down West Oswego Street, and sold the property to its current owner. The Oswego & Syracuse Freight House is also significant at the local level under **Criterion C: Architecture** as a highly-intact representative of an important type of early railroad building. Its piers, roof trusses (which kept the center of the building open), platforms, and door placements facilitated freight handling. Trains came alongside the north side of the building, boxes and barrels were unloaded into the center of the building for short-term storage, and wagons took goods for local delivery from the platform on the south side of the building – and vice versa. Finally, the Oswego & Syracuse Railroad Freight House is locally important for its stone architecture, which is like that of the Walton and Willett Stone Store (NR listed, 1976), built twenty years earlier along the Oswego River. Both are limestone buildings with stepped gables and represent a style of conservative utilitarian architecture frequently seen along the eastern shore of Lake Ontario, where outcroppings of Trenton limestone provided plentiful building material.

Context

Oswego County has had an important influence on New York and United States history due to its strategic location on Lake Ontario at the mouth of the Oswego River. From the Oswego, it is possible to access Oneida Lake and the Oneida Carry, thus connecting the entire Mohawk-Hudson River system to the Great Lakes. This area was first occupied by Native American tribes. The first documented European explorers arrived in the 17th century and, in 1615, Samuel de Champlain passed through the eastern part of the county. A century later, Native Americans of the later Six-Nations established seasonal trading posts, including one at the site of present-day Oswego. In 1722, the New York colonial government built its own trading house. From that date, considerable trade was carried on between Oswego and Albany through the Oswego River, Oneida River, and Oneida Lake.

Throughout the eighteenth century, a long drawn-out fight for control of Oswego occurred between the Native Americans, French, British, and Americans. The need to control the mouth of the river to protect the fur trade and inland transportation links had quickly become evident. In the spring of 1727, Governor William Burnet sent masons and carpenters to build Fort Oswego – in his written words, "...a stone house of strength at a place called Oswego..."³ The 1753 French and Indian War led to the 1755 construction of two additional forts – Fort Ontario on the east bank of the river and Fort George on the west. Battle reached Oswego shortly thereafter. The Marquis de Montcalm, commander of the French forces in North America, arrived in Oswego in August 1756 and quickly defeated the British in the Battle of Oswego. Forts Oswego and George were permanently destroyed.⁴ After the war, Fort Ontario was rebuilt and enlarged by the British, making it the most important military station on the western frontier. During the American Revolution, it was first abandoned by the British, destroyed by American troops from Fort Stanwix, and then reoccupied by the British and rebuilt in 1782 to serve as the headquarters for marauding parties harrying American frontier settlements. It continued in the possession of the British until 1796, when it was surrendered under provisions of Jay's Treaty.

Before the British departure, settlements east of the Oswego River started under the auspices of George Scriba, a prominent New York merchant who (with other investors) bought a contract for 530,000 acres of land from John and Nicholas Roosevelt in 1793.⁵ Scriba's Patent comprised nearly all of what became the Oswego County, although the state

³ John C. Churchill, *Landmarks of Oswego County, N.Y.* (Syracuse, NY: D. Mason & Company Publishers, 1895), 53. Fort Oswego was also referred to as Fort Burnet or Fort Pepperrell and by the French as Fort Choueguen.

⁴ Ironically, a century later, a street and park in Oswego on the site of Fort George were named in Montcalm's honor.

⁵ In exchange for discharging debts owed Scriba's bank, Scriba and his fellow investors assumed the contract negotiated by John and Nicholas Roosevelt with the State of New York in 1791. The State issued Scriba the patent for the land in 1794.

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

reserved some land near Fort Ontario – as a result, part of the east side of the city was not sold to the public until 1827. Nonetheless, once the British left, settlement of the rest of Oswego began.

[Oswego's] distinctive and modern history dates from its surrender by the British in 1796. The withdrawal of the British garrison took away from the place all that had ever been established of civilized society, and left it as new as though man had never resided there. During the year following the evacuation, Neil McMullen, a merchant of Kingston, moved thither, bringing with him a house framed at Kingston. When Mr. McMullen and his family landed at Oswego, they found two American residents—John Love and Ziba Phillips. They were traders and left soon after. Capt. Edward O' Conner, of the Revolutionary Army, came in during the same year; Matthew McNair and Bradner Burt and his father came in 1802; Henry Eagle in 1808; Alvin Bronson in 1810; and Wm. Dolloway in 1811. In 1810 the population numbered 300. Rankin McMullen, son of Neil McMullen born in 1800, was the first child born within the present limits of the City.⁶

In 1799, Oswego was commissioned as the first fresh water port of entry in the United States by act of Congress, but only “two or three vessels were owned on the American side of the Lake.”⁷ However, commerce in salt from Salina (now part of Syracuse) offered great opportunities for trade, and in 1802 a warehouse was built on the west side of the river. The following year, Matthew McNair purchased a schooner for trade and, within the next year, built and bought several more.

In 1804 all commercial transactions were carried on with unrestricted freedom. No ship papers, licenses, reports, or oaths were required, the keen-scented Custom House Officers not having yet smelt out the commerce of the Lakes. From this period ship-building was carried on briskly, and it formed a leading interest until the breaking out of the war in 1812.⁸

The War of 1812 was a set-back. On May 5, 1814, the British attacked Oswego and took Fort Ontario, in a quest for naval stores destined for Sackets Harbor. They left two days later, but the state of open warfare between British Canada and the United States ended direct commerce between them on Lake Ontario until the peace.

Two years later, on March 1, 1816, the New York State Legislature formed Oswego County out of Oneida and Onondaga Counties, perhaps to strengthen settlement along the vulnerable shore. The location for the county seat was an issue of contention from the beginning. Oswego was considered the most logical place due to its relatively large population and established civic leaders, businessmen, and capital. However, its location was not perceived as central enough, so a compromise emerged – two county seats, one in Oswego and the other in Pulaski.⁹

By this time, ship building and shipping had resumed, and the first steamships appeared on Lake Ontario. In 1818, 36,000 barrels of Onondaga salt were shipped from the city, with 26,000 going west by way of a portage around Niagara Falls. The opening of the Oswego Canal in 1828 and the Welland Canal in the Niagara Peninsula in 1829 greatly enhanced Oswego's importance as a port and boosted exports to the developing mid-west. However – successful as the canals and lake shipping were – they had limitations as modes of transportation. Winter closed the canals and made lake

⁶ Hamilton Child, *Gazetteer and Business Directory of Oswego County, N. Y., for 1866-7* (Oswego: Daily Commercial Advertiser Office, 1866), 45.

⁷ Child, 46.

⁸ Child 46.

⁹ This arrangement lasted until 1853, by which time Oswego had more than 12,000 inhabitants while Pulaski had a population of a thousand or less.

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

shipping very dangerous. Further, canals could only be located in river valleys, required immense amounts of water to maintain their levels, and needed “flights” of locks to lift boats around major escarpments. These problems were present in other parts of the state as well as Oswego. The Albany & Schenectady Railroad became the first regularly scheduled railroad in New York State in 1831 when it began service to enable passengers on the Erie Canal between Albany and Schenectady to bypass the locks around the Cohoes Falls.¹⁰ Thereafter, railroads proliferated throughout the state, often duplicating canal routes.

The Oswego & Syracuse Railroad

The business leaders of Oswego soon followed – the Oswego & Syracuse Railroad was organized on April 29, 1839, by application to the New York State Legislature. The plan was to build a railroad to connect passengers and freight between the growing villages of Oswego and Syracuse. However, state officials were not supportive and imposed restrictions. They had spent large sums of money and incurred a great deal of debt building the Erie Canal and its connecting canals; the idea of authorizing a parallel mode of transportation and reducing canal revenue was unwelcome. At first, they ruled that only excess baggage could be shipped by train and only during winters and down-time for canal repairs. The railroad must begin construction in two years and be completed by 1843. These stipulations were not ideal.

When the railway stock was first offered, it was not sufficiently subscribed. The continuing recession after the financial Panic of 1837 seems to have limited private investment.¹¹ A public meeting was held in December of 1840 at the Oswego Market House, with many stakeholders promoting the railroad and considering how to make the project work. This effort was spearheaded by civic leader Alvin Bronson, the first president of the village of Oswego and a former New York State senator, who had been instrumental in obtaining the Oswego Canal. In March, 1841, another meeting was held at the Market House, spearheaded by Oswego assemblyman and future mayor Henry Fitzhugh, who was also the brother-in-law of central New York businessman Gerrit Smith. However, full subscription of the stock remained elusive.

The movement revived in early 1845, and Gerrit Smith became a major investor. On March 16, 1847, it was announced that the necessary stock had been raised in the nick of time, as the extended charter was about to expire. On March 23, 1847, the *Oswego Palladium* exclaimed, “It can be done and MUST BE DONE.”

The railroad was quickly constructed over the least difficult terrain. It began at Onondaga Lake, and ran along the Seneca River and the western side of the Oswego River. The official connection of 35 miles opened to traffic on November 14, 1848. The excitement of the first trip from Syracuse made the news in the *Syracuse Journal* of October 13, 1848. The story focused on the perception that the new railroad was worth every bit of the investment. The low fares and short time of travel, estimated to be regularly about an hour and a quarter or less, gave the editorialist the belief that this route would be “one of the most popular and best patronized in the state.”

Yesterday the first train of cars, consisting of the locomotive, one baggage and one passenger, passed over this road as far as six miles below Fulton. The trains will commence on Monday next and run as far as within four miles of Oswego, and in about one week the entire road will be ready for use.

It is just about one year since this road was commenced. Its whole length is 35 miles and is unsurpassed as to grades and curves. The only grade worthy of notice is between this city and Geddes, and that is trifling and

¹⁰ Timothy Starr, *Early Railroads of New York's Capital District* (Self-published, 2011), 23.

¹¹ Even ten years later, the local newspaper noted “The reverses of 1836-7, which produced a great depression here...” “Appearance of Oswego,” *Oswego Palladium* (July 6, 1847), 1.

Oswego & Syracuse Railroad Freight House

Oswego County, NY

Name of Property

County and State

temporary. The road is straighter and smoother than any road of equal length in the range of our acquaintance and is built in the most substantial manner.

The good management of this very important enterprise is apparent from the fact that it has been built cheaper and in the less time than any other road in the country. Its entire cost is but about \$13,000 per mile, more than half of which was expended on iron. ...

The large and increasing commerce of Oswego, and the rapid growth of our own thriving city, cannot fail to put the full capacity of the new and admirable road in requisition. The travel from the west down Lake Ontario, and the rapidly increasing business between Canada and this State will find the most ample accommodations as well as the most expeditious route by the new link in the chain of travel through the Empire State.¹²

Within a short time, the value of the railroad was clear. New factories developed along its line, and an 1850 article in the *Oswego Palladium* congratulated the city on its accomplishment:

It is but a few years since the project of a Rail Road from this place to intersect the road at Syracuse was scouted out as a visionary scheme; and it was often said, that, were such a road constructed, no company could afford to keep it in repairs, and run a Locomotive upon it for the entire avails; yet, after the experience of two years we find it doing a large and increasing business, both in freights and passengers, both Summer and Winter; and instead of its being a poor investment, made solely "for the benefit of the cities and the travelling public," the stock is selling at a premium.¹³

Construction of the Oswego & Syracuse Passenger Depot and Freight House

The arrival of Oswego & Syracuse Railroad made it necessary to build a passenger depot at the southwest corner of West Utica and First Streets to handle baggage, express packages, and mail, along with offices for the railroad administration. One block west, the company built a freight house to handle incoming and outgoing freight, much of it destined for or forwarded from the Port of Oswego.

The Oswego County Clerk's Office records the deed for the two Oswego & Syracuse Railroad depots, dated September 22, 1849.¹⁴ The land was acquired from prominent local entrepreneurs Mr. and Mrs. Frederick T. Carrington and Mr. and Mrs. Myron Pardee and included two parcels in Blocks 64 and 65 of the Third Ward, each sized 66 x 33 feet. The lot on Block 65 faced West Utica Street between West First and West Second Streets, and the lot on Block 64 faced West Utica Street between West Second and West Third Streets. Both lots were strategically located at the end of the railroad line near the free bridge across the Oswego River. The purchase price was \$2,000. In part the deed reads:

To have and to hold to the said party of the second part, while, and so long as the said Oswego and Syracuse Railroad Company shall use and occupy the north 66 feet of said Blocks as Rail Road Depots and shall make, grade, keep and maintain in good condition said 33 feet in width through said Blocks, to be used, occupied and kept as and for a public highway and street and no other purposes.

¹² "Syracuse and Oswego Railroad," *Syracuse Journal* (October 13, 1848). Reprinted in the *Albany Evening Journal* (October 17, 1848).

¹³ "Fire," *Oswego Palladium* (October 25, 1850), 5; "Rail Roads," *Oswego Palladium* (November 29, 1850), 2.

¹⁴ Deed Book 52, 284. (Oswego County Clerk's Office, Oswego, NY)

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

The first passenger depot was built in 1848 and replaced by a more efficient depot about 1867 or 68; after that time, it was known as the passenger depot for the Delaware, Lackawanna, & Western Railroad.¹⁵ The second depot was a two-story, red brick, Italianate style building measuring 27' x 57'. On the first floor were two waiting rooms, a baggage area, and a ticket office; the second floor had offices for the administration. This depot was demolished in 1951 after passenger transport to Oswego was suspended in 1949.

The Oswego & Syracuse Freight House was also built in 1848, to manage large quantities of incoming and outgoing freight, mostly grain, coal, and lumber. It was designed so that trains came right up to the doors on the north elevation, and there was a platform on the south elevation to load goods on wagons. Two additions were historically part of the building. The one at the rear is marked "Additional Storage" on a 1924 Sanborn Map, while a second that overlaps the rear addition and stone building on the south is marked "Box Making & Storage." (See Figure 5.) These additions were removed sometime in the mid-20 century.

Mid to Late Nineteenth Century Railroad Operations

In the beginning, the majority of the stockholders in the Oswego & Syracuse Railroad resided in Oswego. They elected the prosperous industrialists, bankers and attorneys of Oswego as officers of the company with the goal of facilitating local development. The first locomotive of the Oswego & Syracuse Railroad was named for Luther Wright, the first and long-time treasurer, who was a well-respected citizen and banker. However, over the next fifty years, the Oswego & Syracuse Railroad began to be swept up in the process of railroad competition and consolidation that created a monopolistic system of railroads across the United States by the early twentieth century. A variety of railroads serviced Oswego in addition to the Oswego & Syracuse – the Delaware, Lackawanna, & Western; New York, Oswego & Midland; New York, Ontario & Western; Delaware & Hudson; and New York Central. Ultimately, the Oswego & Syracuse was incorporated into the Delaware, Lackawanna, & Western system, although it retained its corporate identity until 1945.

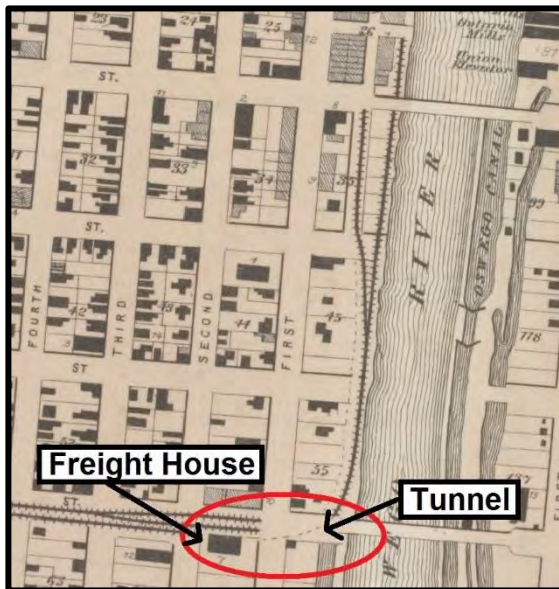


Figure 8. C. K. Stone, *New Topographical Atlas of Oswego County, N. Y.*, 1867.

In 1854-1855, the Oswego & Syracuse Railroad built an 800-foot tunnel beneath West Utica Street beginning at West First Street and heading east toward the outlet of the Oswego River. The railroad connection allowed freight cars to exit on the Oswego River bank and access a freight facility on the riverbank for salt and lumber. This investment in the tunnel and tracks along the river increased the line's competitiveness, even though associated improvements at the port were not completed for another ten years.¹⁶

In 1868, *Poor's Manual of the Railroads of the United States* identified 63 freight cars running on the Oswego & Syracuse line along with six locomotives, ten passenger cars, and four baggage and express mail cars. There was a "third rail" on part of the line to accommodate narrow-gauge cars and 3.15 miles of sidings. In the previous year, the trains had run over 100,000 miles and carried 178,000 passengers and 67,317 tons of freight. The cost of the road was \$1,160,940 and the rolling stock was worth \$139,834. The line had been profitable for at least the seven previous years; in 1867, it

¹⁵ There are no photographs of that first depot and no detailed descriptions as of yet.

¹⁶ Churchill, 351.

Oswego & Syracuse Railroad Freight House

Oswego County, NY

Name of Property

County and State

had dividends of \$38,017 on capital stock worth \$482,400 and a surplus of \$15,436. The management was still based in Oswego and included treasurer Luther Wright, secretary A. P. Grant, superintendent W. B. Phelps, assistant superintendent Hiram Waid, and general ticket agent and chief clerk C. G. Shead.¹⁷

In 1869, the railroad was formally leased by the Delaware, Lackawanna & Western Railroad. The third rail allowed its trains to access Oswego harbor, and both companies benefited from greater consolidation of the rail network. Within a year, train mileage increased to 112,232 miles and freight almost doubled to 107,035 tons. (The same year, Hamilton Child recorded that 700,000 barrels of salt from Syracuse were being shipped from Oswego – many of which must have been shipped on Oswego & Syracuse track.)¹⁸ Passenger numbers declined to 165,637, though they rebounded the following year.¹⁹ Access to the port seems to have been the principal reason for the lease. By 1872, the line had 213 freight cars. *Poor's Manual* reported that the Oswego & Syracuse owners were being paid 8 percent on their stock.²⁰

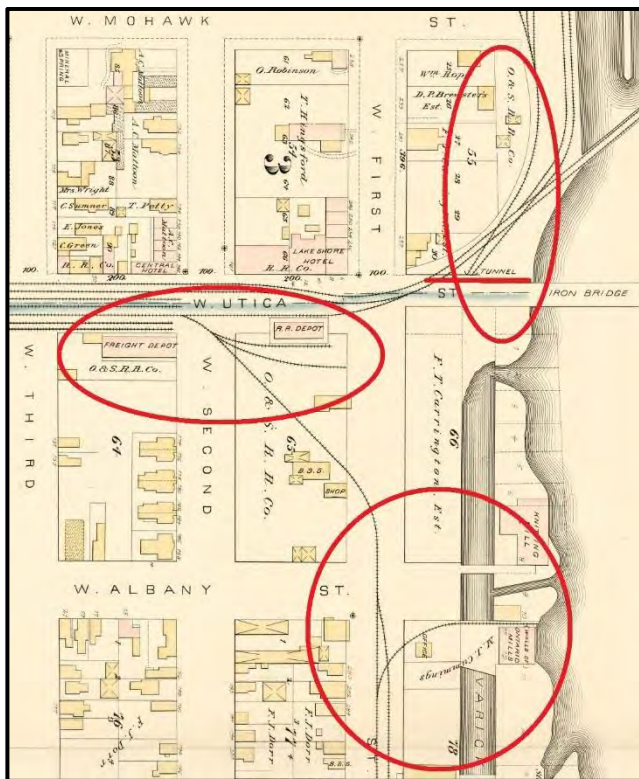


Figure 9. G. M. Hopkins, *Atlas of the City of Oswego*, N. Y., Plate H, 1880.

In 1874, Oswego had twelve flour mills, elevators that could store one and a half million bushels of grain, and a fleet of one hundred vessels engaged in commerce; it competed with Buffalo as a port by using the Welland Canal in Ontario to bypass the Niagara Falls. However, an amendment that year to the New York State constitution began to reduce the tolls on state canals; by 1882, they were free. As a result, Oswego's economy began to shift to industry. Passengers and freight volumes on the Oswego & Syracuse were maintained but did not grow.²¹

The 1880 *City Atlas of Oswego* (Figure 9) shows the way that the freight house was connected to port facilities and industries along the Oswego River. By this time, there were also a round house and repair shops (no longer extant) further west between West Ninth and Tenth Streets. In 1883, a coal trestle was relocated from further up the river, which made it easier for trains to collect coal from the port.²²

In 1889, *Poor's Manual* reported that the owners of the Oswego & Syracuse received rental of \$182,896 on their investment. There were now fourteen locomotives, twelve passenger cars, four baggage cars, 510 box cars, 101 platform

¹⁷ Henry V. Poor, *Manual of the Railroads of the United States, for 1868-69*, Volume 1 (New York: H.V. & H. W. Poor, 1868), 145-146.

¹⁸ Child, 46-47.

¹⁹ Henry V. Poor, *Manual of the Railroads of the United States, for 1872-73*, Volume 5 (New York: H.V. & H. W. Poor, 1872), 573. The information for 1868-69 comes from the 1872 volume which gives operations and results for the preceding ten years.

²⁰ Poor, *Manual of the Railroads*, 1872, 573. The information for 1868-69 comes from the 1872 volume which gives operations and results for the preceding ten years.

²¹ Churchill, 217-218. By 1895, there were only two flour mills and one elevator in operation. However, tolls were being removed from the Welland Canal, shipping had started to substantially improve.

²² "Oswego, New York – Delaware, Lackawanna, & Western," Kodtrak Kountry. Available at: <http://kodtrak.railfan.net/oswego%20dlw.html>

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

cars, six cabooses, and twenty-six service cars. The three officers no longer lived in Oswego; instead they were reported in New York City.²³

The Oswego & Syracuse Railroad maintained its corporate identity into the mid-twentieth century, but all interest, taxes, investments, and debt were paid by the Delaware, Lackawanna, & Western Railroad after 1869.²⁴ It was officially acquired and merged into the larger railroad on December 20, 1945. Eventually the Delaware, Lackawanna, & Western merged with the Erie Railroad.

In the early twentieth century, the Oswego and Syracuse Freight House was rented for storage by a private company. In 1912, David Long, proprietor of the Oswego Candy Works, expanded the candy business he had started in 1901 and developed a chocolate factory called Long's Chocolate Works in a four-story warehouse adjacent to the freight house. A photograph from the 1930s shows the freight house with the four-story warehouse and factory behind. The freight house is covered with ivy and its rail siding seems unused. A 1934 update to the Sanborn Insurance Map for Oswego shows the relationship between the two structures.

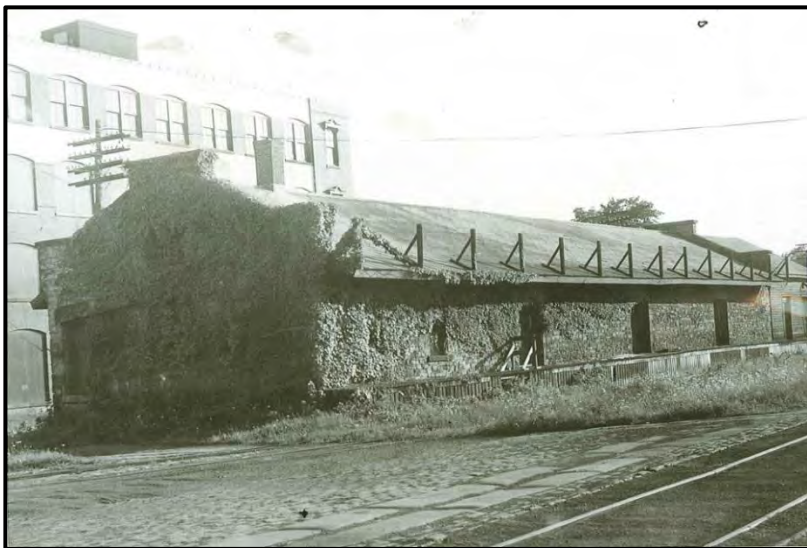


Figure 10. Photograph, 1930s. (Oswego County Historian)

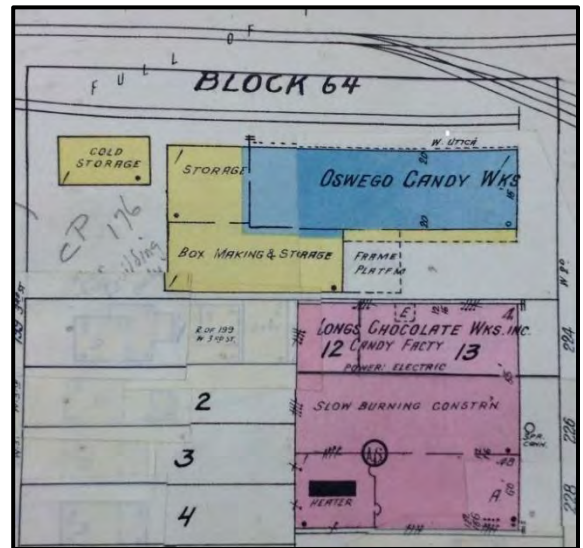


Figure 11. Sanborn Map, 1924-1934.

The current owner recalls that the building was leased to a local beer distributor around 1950 for storage. It was purchased by the current owner in 1983 from the Consolidated Railroad Company, a successor of the Erie Railroad, after the last train ran on West Utica Street. The tracks were removed, and the tunnel to the Oswego River was blocked. The freight house has been largely vacant since then.

Criterion C: Architecture

The Oswego & Syracuse Railroad Freight House is a highly-intact representative of an important type of early railroad structure. It was designed for freight and built to handle heavy loads. In the basement, a double row of fieldstone piers – twelve on the north and thirteen on the south – is capable of supporting the tons of freight that passed through the

²³ Henry V. Poor, *Manual of the Railroads of the United States, for 1889*, Volume 22 (New York: H.V. & H. W. Poor, 1889), 149.

²⁴ Henry V. Poor, *Manual of the Railroads of the United States, for 1907*, Volume 40 (New York: H.V. & H. W. Poor, 1907), 96.

Oswego & Syracuse Railroad Freight House

Name of Property

Oswego County, NY

County and State

building. The building is one-story high and roof trusses kept the interior open, so that freight could be temporarily stored or forwarded immediately. The trusses are similar to those in bridges of the same period with iron hip verticals connecting the two chords of the truss.²⁵ The platforms and door placements further facilitated freight handling. Trains came alongside the north side of the building; boxes and barrels were unloaded into the center of the building; and wagons took goods for local delivery from the platform on the south side of the building – and vice versa.

The Oswego & Syracuse Railroad Freight House is also significant for its stone architecture. The use of stone rather than timber provided added security against fire. The building is constructed of Ordovician limestone, whose outcroppings in Oswego, Jefferson, and Lewis counties are easy to split into building material. In design, the freight house is most like the Walton and Willett Stone Store (1828, NR listed, 1976), built only a half mile north along the Oswego River. Both have utilitarian designs and the same stepped gable ends, although the Walton and Willett store was built twenty years earlier as a ship chandlery and has three stories. The same stepped gables are also found fifty miles north at Sackett's Harbor, where the Madison Barracks (NR listed, 1974) was constructed as officers' quarters between 1816 and 1819. When compared with contemporary civic buildings like the Oswego Market House and Village Hall (1835, NR listed, 1974), the Oswego & Syracuse Freight House seems dated in design.



In *Stone Houses of Jefferson County*, Maureen Hubbard Barros speculates that the large number of stone houses built in that county in the first half of the nineteenth century might reflect the availability of military masons who worked in their trade after finishing tours of duty at Sackett's Harbor.²⁶ Many of those houses are also quite conservative in style, showing little change over a forty-year period. The ongoing reconstruction of Fort Ontario after 1839 probably ensured a similar supply of masons in Oswego capable of constructing a utilitarian structure like the Oswego & Syracuse Freight House but not necessarily concerned about current architectural styles.

Figure 12. Walton and Willett Store, built in 1828. (National Register nomination)

Conclusion

The Oswego & Syracuse Railroad Freight House is a significant building within the city and county of Oswego for its association with the city's first railroad. It also has statewide significance as one of the oldest surviving rail-related buildings to survive intact. The Cobblestone Railroad Pumphouse in the hamlet of Fishers, Ontario County (NR listed, 1992), was constructed about 1845 by the Auburn and Rochester Railroad and is older; the Cohecton Railroad Station in Sullivan County (NR listed 1973) was built around 1850 for the Erie Railroad and is probably a few years younger. The Oswego & Syracuse Freight House is also significant for its architecture, both as a representative building of its type and for being built in Ordovician limestone.

²⁵ "Historic Bridges of Michigan and Elsewhere," *HistoricBridges.org*. Available at:

²⁶ Maureen Hubbard Barros, Brian W. Gorman, and Robert A. Uhlig, Eds., *Stone Houses of Jefferson County* (Syracuse, NY: Syracuse University Press, 2015), 176. Canal building in both Jefferson and Oswego counties also brought skilled stone masons to both counties (Barros, 7).

Oswego & Syracuse Railroad Freight House

Oswego County, NY

Name of Property

County and State

9. Major Bibliographical References

Bibliography

"Appearance of Oswego." *Oswego Palladium* (July 6, 1847), 1.

Barros, Maureen Hubbard, Brian W. Gorman, and Robert A. Uhlig, Eds. *Stone Houses of Jefferson County*. Syracuse, NY: Syracuse University Press, 2015.

Child, Hamilton. *Gazetteer and Business Directory of Oswego County, N. Y., for 1866-7*. Oswego: Daily Commercial Advertiser Office, 1866.

Churchill, John C. *Landmarks of Oswego County, N.Y.* Syracuse, NY: D. Mason & Company Publishers, 1895.

Curtis, Mary. "Cochecton Railroad Station" [National Register nomination]. Albany, NY: New York State Office of Parks, Recreation, and Historic Preservation, 1992.

"Fire." *Oswego Palladium* (October 25, 1850), 5,

"Historic Bridges of Michigan and Elsewhere." HistoricBridges.org. Available at:
<http://historicbridges.org/info/intro/index.htm>

Hopkins, G. M. *Atlas of the City of Oswego*. Philadelphia: G. M. Hopkins, 1880.

Hudson, John D. and Suzanne Hudson. *The Delaware, Lackawanna & Western Railroad's Syracuse Division* (Scenes Along the Rails, Volume 3). Loveland, OH: Depot Square Publishing, 2002.

Johnson, Crisfield. *History of Oswego County*. Philadelphia: L.H. Everts, 1877.

"Oswego, New York – Delaware, Lackawanna, & Western." *Kodtral Kountry*. Available at:
<http://kodtrak.railfan.net/oswego%20dlw.html>

Poor, Henry V. *Manual of the Railroads of the United States, for 1868-69*. Volume 1. New York: H.V. & H. W. Poor, 1868.

Poor, Henry V. *Manual of the Railroads of the United States, for 1872-73*. Volume 5. New York: H.V. & H. W. Poor, 1872.

Poor, Henry V. *Manual of the Railroads of the United States, for 1889*. Volume 22. New York: H.V. & H. W. Poor, 1889.

Poor, Henry V. *Manual of the Railroads of the United States, for 1907*. Volume 40. New York: H.V. & H. W. Poor, 1907.

"Rail Roads." *Oswego Palladium* (November 29, 1850), 2.

Sanborn Insurance Maps, City of Oswego, 1880 through 1924 – 1934.

Snyder, Charles M. *Oswego: From Buckskin to Bustles*. Oswego, NY: I. J. Friedman, 1968.

Starr, Timothy. *Early Railroads of New York's Capital District*. Self-published, 2011.

Stone, C. K. *New Topographical Atlas of Oswego County, New York*. Philadelphia: C. K. Stone, 1867.

"Syracuse and Oswego Railroad," *Syracuse Journal* (October 13, 1848). Reprinted in the Albany Evening Journal (October 17, 1848).

Todd, Nancy L. "Cobblestone Railroad Pumphouse" [National Register nomination]. Albany, NY: New York State Office of Parks, Recreation, and Historic Preservation, 1992.

Oswego & Syracuse Railroad Freight House

Oswego County, NY

Name of Property

County and State

Wellman, Judith. *Landmarks of Oswego County*. Syracuse, NY: Syracuse University Press, 1987.

Archival Sources

Oswego County Clerk's Office, Oswego, NY.

Oswego County Historian's Office Reference Material, Oswego, NY.

Oswego County Historical Society Archives, Oswego, NY.

Oswego County Records Center and Archives, Oswego, NY.

Newspapers

Oswego Palladium.

Oswego Palladium-Times.

Oswego Times.

Syracuse Journal

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository: **Oswego County Historian' Office**

Historic Resources Survey Number (if assigned): _____

Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State

10. Geographical Data

Acreage of Property .46 acres

UTM References

1 18N 377783E 4812123N
Zone Easting Northing

3
Zone Easting Northing

2
Zone Easting Northing

4
Zone Easting Northing

Verbal Boundary Description

The boundary is indicated by a heavy line on the attached map with scale.



Boundary Justification

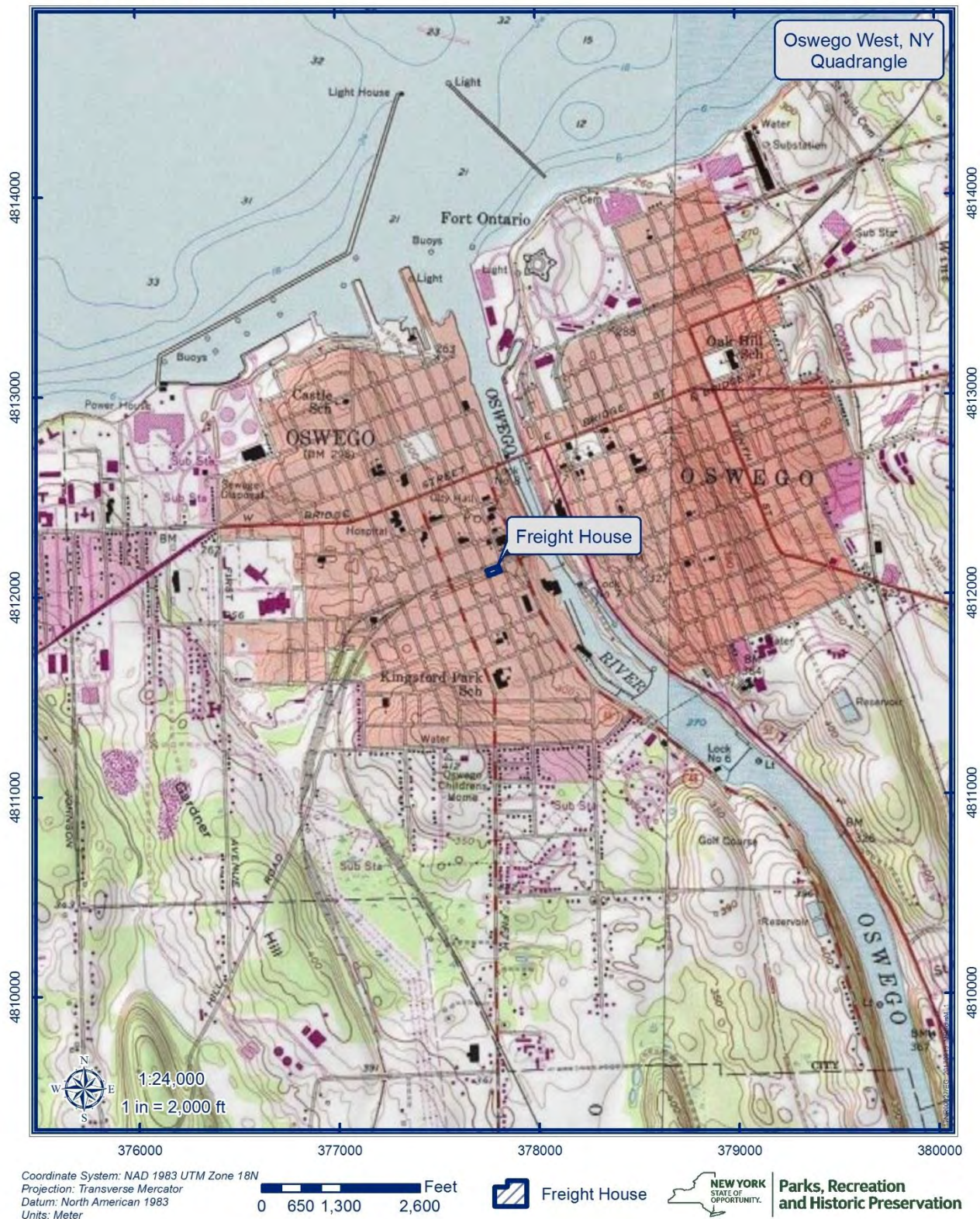
The boundary encompasses the lot historically and currently associated with the nominated building.

Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State

Oswego & Syracuse Railroad Freight House
Oswego, Oswego Co., NY

20-24 West Utica Street
Oswego, NY 13126





Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State

Oswego & Syracuse Railroad Freight House
Oswego, Oswego Co., NY

20-24 West Utica Street
Oswego, NY 13126



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

0 80 160 320 Feet



Parks, Recreation
and Historic Preservation

Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State

11. Form Prepared By

name/title Justin White (and Emilie W. Gould, Historic Program Analyst, NY SHPO)

organization Oswego County Historian date September 4, 2017

street & number 384 East River Road telephone 315-349-8460

city or town Oswego state NY zip code 13126

e-mail _____

Oswego & Syracuse Railroad Freight House

Oswego County, NY

Name of Property

County and State

Photographs:

Name of Property: Oswego & Syracuse Freight House

City or Vicinity: Oswego

County: Oswego

State: New York

Photographer: Emilie W. Gould

Date Photographed: March 30, 2017

Description of Photograph(s) and number:

0001 of 13. Façade, facing east toward West Second Street.

0002 of 13. Façade, drip edge running below center vent.

0003 of 13. North elevation, windows into first-floor office area and possible hatch into furnace room.

0004 of 13. North elevation, first-floor vent and first cargo door, with timber sockets visible in foundation.

0005 of 13. North elevation, detail of stepped gable on west elevation.

0006 of 13. South elevation, cargo door showing detail of diagonal plank door with hardware.

0007 of 13. Basement, looking west at furnace room entry.

0008 of 13. Interior, northeast corner showing area used as offices.

0009 of 13. Interior, facing north, ticket window showing brick infill and surviving sash.

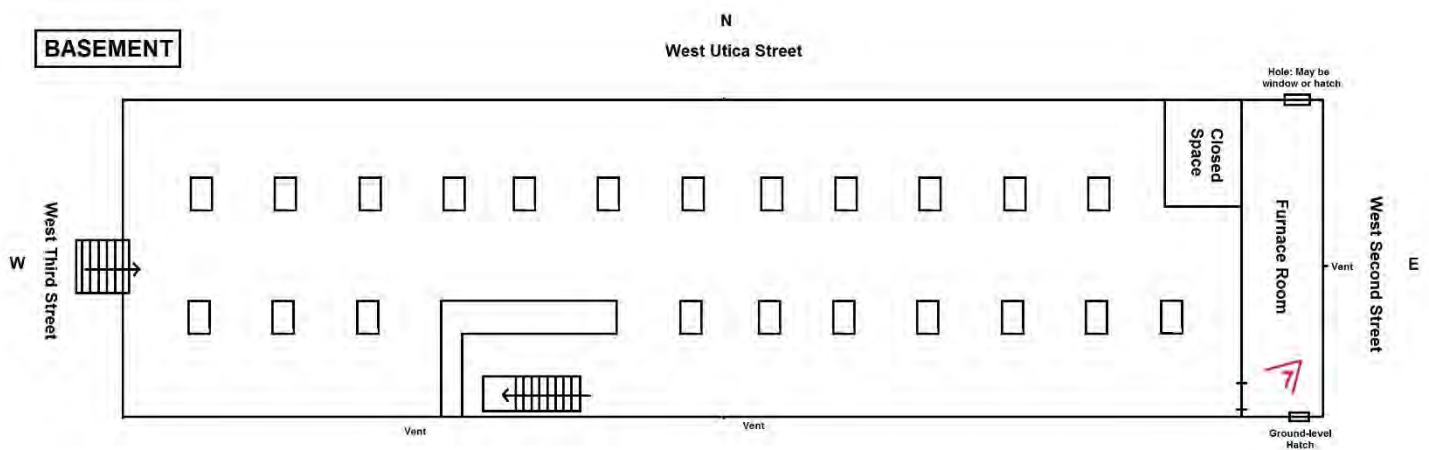
0010 of 13. Interior, facing north, interior of cargo door.

0011 of 13. Interior, west elevation.

0012 of 13. Interior, closeup of roof truss.

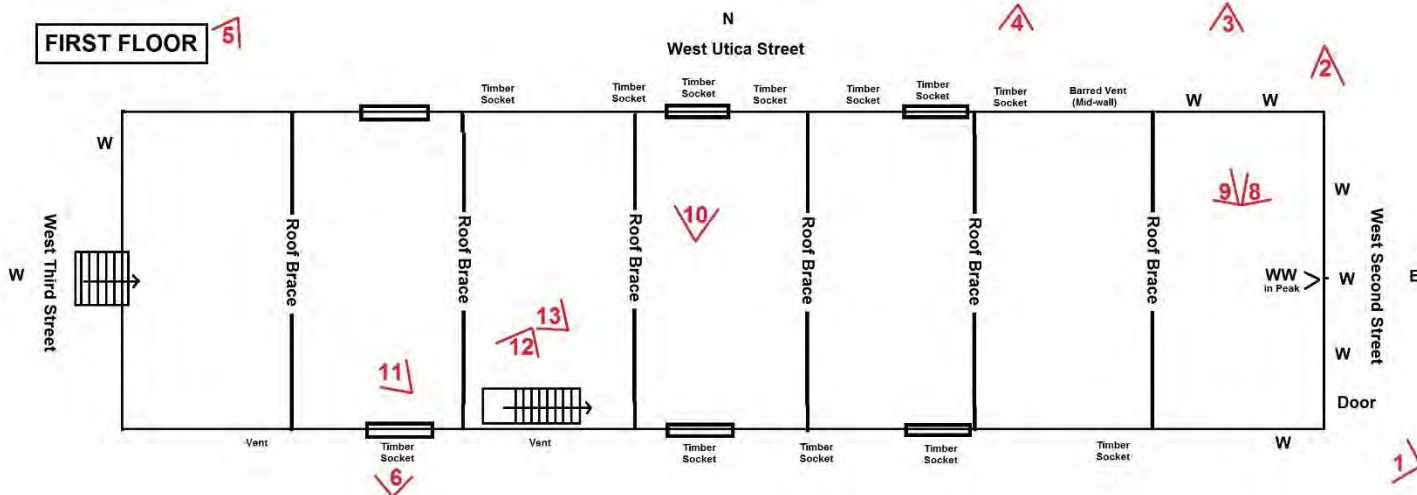
0013 of 13. Interior view of roof, with additional ties.

Photo keys:



Oswego & Syracuse Railroad Freight House
Name of Property

Oswego County, NY
County and State



Property Owner: _____
 name _____
 street & number _____ telephone _____
 city or town _____ state NY zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



























UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Nomination	
Property Name:	Oswego and Syracuse Railroad Freight House	
Multiple Name:		
State & County:	NEW YORK, Oswego	

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
9/25/2017	10/26/2017	11/13/2017	11/9/2017	11/9/2017

Reference number:	SG100001806
Nominator:	State
Reason For Review:	

 X Accept Return Reject 11/9/2017 Date

Abstract/Summary Comments:	<p>The Oswego and Syracuse Railroad Freight House was constructed in 1848 and is one of the oldest intact railroad buildings in New York State. The building functioned as a railroad building until 1912 when the railroad rented the building to the Oswego Candy Works. In the 1950s the building functioned as warehouse for a beer distributor.</p> <p>Under the area of significance for transportation the freight house is an excellent example of how goods were stored until moved; moving from one railroad to another or in this case from railroad to canal. The door placement, the open space, etc were critical for how the goods were moved into and out of the building.</p> <p>When the freight house was rented to the candy company the building no longer functioned in the area of significance of transportation. The freight house did have a continued use however, and justification for the area of significance for commerce could possibly be made with additional information.</p> <p>Alexis Abernathy Historian 202-354-2236 Alexis_abernathy@nps.gov 11.6.2018</p>
-------------------------------	---

Recommendation/ Criteria	<p>Amended Items in Nomination: In Section 8 of the National Register nomination the period of significance has been changed to 1848-1912.</p> <p>Criteria A and C Areas of Significance: Transportation and Architecture Level of Significance: State</p>
-----------------------------	--

Reviewer	<u>Alexis Abernathy</u>	Discipline	<u>Historian</u>
Telephone	<u>(202)354-2236</u>	Date	<u> </u>

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner



22 September 2017

Alexis Abernathy
National Park Service
National Register of Historic Places

Mail Stop 7228

1849 C Street NW
Washington DC 20240

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to submit the following twelve nominations, all on disc, to be considered for listing by the Keeper of the National Register:

Holy Cross African Orthodox Pro-Cathedral, New York County
Bethel Christian Avenue Historic District, Suffolk County
Old Bethel Cemetery, Suffolk County
Spear and Company Factory, Queens County
Saugerties and New York Steamboat Company Warehouses, Ulster County
Lefferts Manor Historic District (Boundary Increase), Kings County
Ellis Squires Jr, House, Suffolk County
William A. Farnum Boathouse, Suffolk County
Warren-Benham House, Ontario County
Oswego & Syracuse Railroad Freight House, Oswego County
Forest Hill Cemetery, Oneida County
Caffe Cino, New York County

Please note that the last nomination, Caffe Cino, is the fourth of five nominations submitted under our Underrepresented Communities grant for LGBT sites in New York City. The fifth is scheduled for review at our next board meeting in December.

In addition, I am also enclosing a CD with better photos of the Charles and Anna Bates House, Suffolk County, as requested. Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office