

United States Department of the Interior  
National Park Service



358

### 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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

#### 1. Name of Property

historic name The Herschell-Spillman Motor Company Complex

other names/site number The Remington-Rand, Inc. Complex

#### 2. Location

street & number 184 Sweeney Street [ ] not for publication

city or town North Tonawanda [ ] vicinity

state New York code NY county Niagara code 063 zip code 14120

#### 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 as 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 [ ] nationally [ ] statewide [X] locally. ([ ] see continuation sheet for additional comments.)

Rudolph A. Kuyperant DBHPO  
Signature of certifying official/Title

3/21/13  
Date

New York State Office of Parks, Recreation & Historic Preservation  
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] see continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

#### 4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
- [ ] see continuation sheet
- [ ] determined eligible for the National Register
- [ ] see continuation sheet
- [ ] determined not eligible for the National Register

[ ] removed from the National Register

[ ] other (explain) \_\_\_\_\_

to Signature of the Keeper

Alyis Atkinson

date of action

6/5/13

**Herschell-Spillman Motor Company Complex**

**Niagara County, New York**

Name of Property

County and State

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
<u>1</u>	<u>                    </u>	buildings
<u>                    </u>	<u>                    </u>	sites
<u>1</u>	<u>                    </u>	structures
<u>                    </u>	<u>                    </u>	objects
<u>2</u>	<u>                    </u>	<b>TOTAL</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

N/A

**6. Function or Use**

**Historic Functions**

(enter categories from instructions)

**Current Functions**

(Enter categories from instructions)

INDUSTRY/PROCESSING/ manufacturing/  
energy facility

DOMESTIC/Multiple Dwelling

COMMERCE/TRADE /warehouse

COMMERCE/TRADE/warehouse/business

EDUCATION/school

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

**Materials**

(Enter categories from instructions)

LATE 19<sup>th</sup> C/EARLY 20<sup>th</sup> C AMERICAN/commercial/  
warehouse/energy facility

foundation concrete, stone, sandstone

walls brick, concrete

roof membrane, metal

other                                     

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)

**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 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 that 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 boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location
- C** a birthplace or grave
- D** a cemetery
- E** a reconstructed building, object, or structure
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 Building Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Areas of Significance:**

(Enter categories from instructions)

Architecture

Industry

**Period of Significance:**

ca. 1895 – ca. 1965

**Significant Dates:**

1895, 1913, 1917, 1920, 1921

**Significant Person:**

N/A

**Cultural Affiliation:**

N/A

**Architect/Builder:**

Durolithic Co., (1917 addition)

J.W. Cowper Co. (contractor 1920-21 addition)

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Other repository: \_\_\_\_\_

Herschell-Spillman Motor Company Complex  
Name of Property

Niagara County, New York  
County and State

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**10. Geographical Data**

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**Acreeage of Property** 1.8

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 18 184356 4770675  
Zone Easting Northing

3 18            
Zone Easting Northing

2 18          

4 18          

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

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**11. Form Prepared By**

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name/title Kerry Traynor (Daniel McEneny, NYSHPO)

organization kta preservation specialists date 1/4/2013

street & number 422 Parker Avenue telephone 716.864.0628

city or town Buffalo state NY zip code 14216

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**Additional Documentation**

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Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location  
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with SHPO or FPO for any additional items)

**Property Owner** (Complete this item at the request of the SHPO or FPO)

name Remington Lofts on the Canal, LLC

street & number 298 Main Street, Suite 400 telephone 716.853.2792

city or town Buffalo state NY zip code 14202

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**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. 470 *et seq.*)

**Estimated Burden Statement:** public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503

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Herschell-Spillman Motor Company Complex

Name of Property

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Niagara County, New York

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Narrative Description

The Herschell-Spillman Motor Company Complex is located at 184 Sweeney Street, North Tonawanda, Niagara County, New York. The block where the property is located is bounded by Marion Street to the west, Tremont Street to the north, Sweeney Street to the south and the CSX railroad line, raised on an embankment to the east.<sup>1</sup> A bascule bridge located to the east, carries the rail way tracks across the Erie Canal/Tonawanda Creek, which is located across Sweeney Street to the south. The complex consists of the Buffalo and Niagara Electric Railway Power House building constructed in ca. 1895 and factory additions constructed for Herschell-Spillman in ca. 1913, ca. 1917, ca. 1920 and ca. 1920-21.<sup>2</sup> A sixty foot iron water tower base located at the rear of the site contributes to the complex.

North Tonawanda was known historically as “The Lumber City.” The abundance of raw materials and the Erie Canal and railroad lines facilitated the city’s advances in industries related to milling from the mid-nineteenth century through the 1970s. The readily available supply of lumber combined with an extensive transportation network facilitated the success of the Herschell-Spillman Company and the Allan Herschell Company, which became world leaders in carousel manufacturing. Their factory complex on Sweeny Street was composed of an ca. 1895 Power House building constructed for the Buffalo and Niagara Electric Railway Company, and early 20<sup>th</sup> century factory/warehouse buildings. The location, eight miles from Buffalo, on the lines of the New York Central, Hudson River Rail Roads (Batavia Branch), and the Niagara Falls Trolley, in addition to its proximity to the Erie Canal, facilitated the transshipment of raw materials and finished products.

The first building in the Herschell-Spillman Complex was a Power House constructed for the Buffalo & Niagara Electric Railway Company in ca.1895. The function of this building was to house equipment to power a 25-mile stretch of double track running between Buffalo and Niagara Falls. The building was only in service as a Power House until 1899, at which time the Herschell-Spillman Company purchased it for use as a factory building. The Herschell-Spillman Company added a four-story reinforced concrete frame addition to the north elevation of the Power House in ca. 1913. In ca. 1917 the company added another concrete frame addition to the west elevation of the ca. 1913 addition. This addition ran east/west, parallel to Sweeney Street. At the western extent of this addition a single-story wing extended south along Marion Street toward Sweeney Street. The resulting plan was “U” shaped. The final building campaign occurred between ca. 1920-1921. In ca. 1920 three stories were added to the single-story ca. 1917 building. A four-story concrete frame addition was added

<sup>1</sup> The railroad line to the west was part of the Buffalo & Niagara Electric Trolley Line. It became the New York Central and Hudson Rail Road .

<sup>2</sup> The 1951 *Sanborn Fire Insurance Map* notes that an addition to the north elevation of the 1895 building was constructed in ca. 1913. A notice on page 385 of *Steel and Iron, Vol 50* 1916 notes that “Plans are being prepared by Duroolithic Co., Ellicott Building, Buffalo for a 4-story 60x165 foot concrete factory to be erected on Sweeney St for Herschell-Spillman Co., estimated cost \$50,000.” The 1951 *Sanborn Fire Insurance Map* shows an “L” shaped structure dated 1917. The long end, added to the ca. 1913 addition runs parallel to Sweeney Street, and the short arm of the ‘L’, which is noted as being only one-story tall in 1917, marks the corner of Sweeney and Marion Streets. A photo of the building is published in *Automotive Industries* in January 1918. An article in the November, 1919 edition of *Tractor World* notes that J.W. Cowper Co., a Buffalo contractor , will “erect a four-story building of reinforced concrete and brick in Marion Street, and this will be completed before the end of the year”. This addition is also “L” shaped, adjoining the north elevation of the ca. 1917 addition and turning the corner at Tremont Street. According to the 1951 *Sanborn Fire Insurance Map* a 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> floor was added to the ca. 1917 addition at Marion Street in 1920.

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to the north elevation of the ca. 1917 factory building. The “L” -shaped plan ran along Marion Street before turning the corner at Tremont Street. The composition created a court space to the east, adjacent to the rail way embankment. Historically, as evidenced on historic maps and photos, there were two carousels in the court, and a ramp cut across the space to connect to the rail road. A five-story steel frame water tower was also located in the court. The tank has been removed; however, the steel frame remains extant.

When constructed the factory featured large daylight windows in each bay. These were later modified and replaced with concrete block. The windows have been reconstructed to match the original historic units. The wood, double loading doors on the north elevation of the ca. 1913 addition and fire doors with the stairwells remain extant.

**EXTERIOR**

**Ca.1895 Buffalo & Niagara Electric Railway Power House Building**

The Power House building, constructed in ca.1895 for the Buffalo & Niagara Electric Railway Company, is a simple one-story, red brick, gable end structure, rectangular in plan facing Sweeney Street and Erie Canal/Tonawanda Creek. The standing seam roof features two light monitors. As documented in contemporary trade magazines, the building was a simple brick shell, enclosing equipment to power the branch of lines south of Niagara Falls not powered by the Cataract Construction Company. The building retains a high level of integrity as evidenced by a comparison of a ca.1895 picture published in *Electrical Engineer* with the existing building. The plant is described in this publication as being “housed in a brick building, with steel trusses and corrugated iron roof, and is substantial throughout.”<sup>3</sup>

South Elevation

The front elevation facing Sweeney Street is defined by corner pilasters and divided into thirds by masonry pilasters whose front face aligns with the plane of the corbelled brick fascia above. When constructed the outer bays featured two, four-over-four double-hung wooden sash windows with segmental brick heads and stone sills. By ca. 1900, as illustrated in a period sketch, three sash windows with a continuous stone header had been cut into the center bay. These windows maintained the same sill line, but were not as tall as those in the flanking bays. As exists there are three, four-over-four replacement windows in the bay to the west and four, four-over-four replacement windows in the outer bay to the east. The door in the east bay is now a window and the lower portion of the opening has been in-filled with brick masonry. The windows in the center bay now feature paired double doors with a continuous transom. The continuous stone lintel evident in the ca. 1900 photo remains extant. Above the door in the gable is a limestone inset panel noting “Power House Buffalo & Niagara Falls Electric Railway ~1895~”.

East Elevation

<sup>3</sup> *Electrical Engineer* Vol. 20, 1895. The architect and builder are not noted in the publication. It is likely that this was a standardized, in-house design by the Railway Company.

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The east elevation, adjacent to the railway line, features six bays separated by pilasters whose face aligns with the plane of the continuous corbelled frieze. In ca.1895 this elevation featured large service entrances on the second and sixth bays from the south. These openings remain extant. The 1895 picture shows a single four-over-four sash window centrally located on the first, third and fifth bays. Large service entrances are located at the second and sixth bays. By 1900 there are two, four-over-four double hung wooden sash windows in the fourth bay and three, four-over-four double-hung wooden sash windows in the fifth bay. All of the windows have stone sills and segmental arch brick headers. There are two windows in the fourth and three in the fifth bay, each with a continuous, cut stone limestone sill. Each opening is headed by a brick masonry segmental arch. The limestone sills are continuous beneath the paired and triplet windows.

North Elevation

A four-story reinforced concrete and brick addition was added to the north elevation in ca. 1913.

West Elevation

A single story, steel frame building with concrete floors was added along Sweeney Street for shipping and receiving as part of the 1920-1921 building campaign. The addition spans between the third bay of the west elevation of the ca.1895 Power House and the ca. 1917/1920 factory building to the west. As a result of the addition only the two bays to the south, and a portion of the third bay, remain on the exterior. There are two windows in the first bay, three in the second, and one on the third bay. Each bay features paired windows with a continuous quarry-faced limestone sill and segmental brick masonry arches at the head.

The original corrugated metal roof has been replaced with a metal standing seam roof. Two light monitors at the ridge provide light into the space.<sup>4</sup>

Reinforced Concrete Additions

South Elevation

The south elevation, facing Sweeney Street and the Erie Canal/Tonawanda Creek, is composed of the four-story reinforced concrete addition constructed in ca. 1917 and ca. 1920 to the west, the red-brick, single-story receiving and shipping building constructed after 1921, and the upper stories of the ca. 1913 addition. The gable end of the ca.1895 Power House, discussed above, is also part of the north elevation along Sweeney Street, located in front of the ca.1913 addition.

ca. 1913 Addition

<sup>4</sup> Historically the light monitors would also have provided ventilation into the space.

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The ca. 1913 factory was added to the north gable of the ca.1895 Power House. The four-story building is three bays wide and features a shallow gable roof. Only the floors above and outside the line of the gable are visible from the exterior. The reinforced concrete frame and brick spandrel define each bay, which consists of four, nine-over-nine double-hung wooden sash windows that replaced later glass block in-fill. The reconstructed windows match the original, historic in kind. Where the building meets the ca.1895 building at the second-story bay to the east, there are three double-hung wooden sash windows. The window to the east is a nine-over-nine unit, while the middle one is six-over-six and the third is three-over-three. The sash are reduced to accommodate the power house gable.

A stair/elevator tower is located in the ell of the ca. 1913 and ca. 1917 factories. Historically there were windows at and between each floor in the tower; however, the floor level windows have been in-filled with brick.

ca.1917 Addition

The four-story factory added in ca. 1917 was designed and constructed by Durolithic Co., which had offices in the Ellicott Building in Buffalo. In 1916, *Steel and Iron Vol 50* announced that Durolithic Co. was preparing the plans for a four-story 60 x 165 foot concrete factory to be constructed along Sweeney Street for Herschell-Spillman Co. at an estimated cost of \$50,000. The lower story of the four-bay structure is obscured by the single-story receiving and shipping building added after 1921. Each bay in the upper three stories is defined by reinforced concrete framing with brick spandrels, above which is a continuous concrete sill supporting three metal-framed industrial windows separated by a thin metal mullion. Each window has twenty-five lights, arranged five-by-five, with a ten-light hopper centered in the lower half of the center window unit and a six-light hopper centered in the lower half of the flanking windows. This is the typical arrangement, though the size of the hopper unit varies for windows constructed after the ca. 1913 addition.

ca. 1917 and ca.1920 Additions

As documented in the *Sanborn Fire Insurance Maps*, the first floor of the four-story wing to the west at the corner of Marion and Sweeney Streets was constructed in ca. 1917 and the second through fourth floors added in ca. 1920, though evidence of this addition is not visible on the exterior. The west corner of the three-bay wing is anchored by a masonry stair tower. The tower features paired, fifteen-light windows in the second through fourth floors and two windows, one at each pier, on the first floor. Each bay is defined by reinforced concrete framing with brick spandrels above and a continuous concrete sill supporting three metal-framed industrial windows separated by a thin metal mullion. Each bay of the upper three stories is defined by the reinforced concrete frame and brick spandrel. The steel-frame windows are similar to those on the ca. 1917 wing, except that the hoppers are all six-light units.

Receiving & Shipping Building (after 1921)



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The Receiving & Shipping Building is set within a portion of the court formed by the ca.1895 Power House to the east, the ca. 1917 factory building to the north and the ca. 1917/1920 wing to the west. Only the south elevation of the single story building is visible from the exterior. The eight-bay, red-brick elevation features a shallow gable and broad eaves. At the southeast corner is an entry door. To the west, are seven loading bays. The middle bay features double entry doors set back in the plane of the wall. Flanking this entrance are three, eight-light overhead doors.

East Elevation

The east elevation consists of the ca.1895 Power Plan, discussed above, the ca. 1913 factory addition, and the factory building constructed ca. 1920 – 1921.

ca. 1913 Addition

The east elevation of the ca. 1913 reinforced factory addition is located immediately to the west of the railroad embankment and tracks. Each of the four bays is detailed similarly to the south elevation. Four, nine-over-nine double-hung wooden sash windows that match the originals define each bay. A door provides access to the first floor at the first bay to the south. A two-story metal platform, one bay wide, is located at the northeast corner of the elevation. A door at the second floor provides access to the platform.

ca. 1920 – 1921 Addition

The ca. 1920 – 1921 addition consists of wings that run along Tremont Street and Marion Street. Three bays of the wing running parallel to Marion Street and three-bays of the wing at Tremont Street make up the east elevation of this addition. A stair/elevator tower is located in the ell of the wings. The bays of each wing are defined by the concrete frame and masonry spandrel. There are no windows on the first floor, which have been in-filled with contemporary concrete block, except at the south corner of the Tremont Street wing, where the bay is in-filled with red brick masonry and a louvered vent. Three metal frame industrial windows, each with twenty-five lights and six-light hoppers, are located within each bay, except at the south bay of the Marion Street wing and the south bay of the Tremont Street wing. At the Marion Street wing there are only twenty lights in each window and a four-light hopper unit. At the Tremont Street wing the bay has been in-filled with red brick masonry, and the second through fourth floors feature paired, nine-light units. There are no windows on the first floor of the stair tower, while the second through fourth floors each feature a sixteen-light unit.

North Elevation

The north elevation is composed of the ca. 1913 and ca. 1917 factory buildings facing the court space and the ca. 1920 - 1921 addition along Tremont Street. The November 1919 edition of *Tractor World* lists J.W. Cowper Co. of Buffalo as the general contractor for a “four-story building of reinforced concrete and brick 70 x 160 feet in Marion Street, and this will be completed before the end of the year.”<sup>5</sup>

<sup>5</sup> *Tractor World*, Volume 1, No., 1, November 1919.

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ca. 1913 Addition

The ca. 1913 addition facing the court space is composed of three bays with shallow concrete pediment at the roof line, similar to the south elevation.. The second through fourth floors of the first and third bays to the east feature nine-over-nine double-hung reconstructed wooden sash units, while the center bay has paired, floor to ceiling doors. A hoist beam is located in the concrete gable. A garage door is located at the center bay of the first floor. The flanking bays have masonry in the lower portion and louvered vents in the upper portion. The three bays to the east feature a shallow concrete pediment at the roof line, similar to the south elevation.

ca. 1917 Addition

The ca. 1917 addition consists of five bays facing the court space. Each bay has three metal clad industrial windows, each with twenty-five lights and nine-light hoppers at the second through fourth floors. The first floor bays have been in-filled with contemporary block.

ca. 1920 – 1921 Addition

The ca. 1920 – 1921 addition is seven bays along Tremont Street. The first floor level has been in-filled with contemporary block. Each bay in the second through fourth floors features three metal clad industrial windows. The bay to the east is not as wide as the other bays. The middle window at this bay is fifteen-light, arranged three by five, and the flanking windows are twenty-light units with an eight-light hopper. The second and third bays from the east feature a center, fifteen-light window, and twenty-five-light flanking units. The remaining bays have three windows, each with twenty-five lights and eight-light hopper units.

West Elevation

The west elevation along Marion Street is seventeen bays long, running the entire depth of the lot. The seven bays to the north were constructed in ca. 1920 – 1921, while the ten to the south were constructed in ca. 1917 and ca. 1920. The first and seventh bays from the south are stair/elevator towers.

ca. 1917 and ca. 1920 Additions

The first through tenth bay from the south were constructed in ca. 1917. When constructed, bays seven through ten were part of the four-story wing running parallel to Sweeney Street, while the first through sixth bay were a single story wing running parallel to Marion Street. The upper floor levels of the Marion Street wing were added in ca. 1920. An entrance is located at the stair tower and at bay six. The first floor of bays nine and ten has been in-filled with contemporary block. The remaining first floor bays have three metal clad industrial windows similar to the floors above. As is the case elsewhere, the number of lights in each window is determined by the structural grid. The windows in the ca. 1917 and ca. 1920 addition typically have a center

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window with twenty lights and a four-light hopper unit. The flanking windows have twenty-five lights with a six-light hopper unit.

ca. 1920 – 1921 Addition

The first floor of the west elevation of the ca. 1920-1921 factory addition is in-filled with contemporary block, except at the eleventh and seventeenth bays, which have a garage door. The structural span in the ca. 1920 – 1921 addition is wider than the one in ca. 1917 addition and, as a result, each bay typically has three industrial twenty-five light windows with hoppers ranging in size from six to ten lights.

**Roof**

The roof is expressive of the plan of the overall composition, with the penthouses for the stair/elevator towers the only vertical markers. A simple steel and cable rail and pavers define the roof garden, which is planted with ground cover. Views from the garden show the context of the residential neighborhood, downtown business district, railroad, bascule bridge and Tonawanda Creek/Erie Canal.

**INTERIOR<sup>6</sup>**

First Floor

Ca.1895 Power House

The Power House building was an open space defined by brick masonry walls, steel trusses and two light monitors that provided light and ventilation. The building functioned simply, as described in the October 2 issue of *The Electrical Engineer* as a space to house equipment necessary to generate steam electricity. Herschell-Spillman used the space as a machine shop.

The building currently functions as a restaurant and maintains the essential interior historic volume and concrete floors.

ca. 1913 Addition

The first floor of the ca. 1913 building functioned as a machine shop for the Remington-Rand Corporation. Currently it is divided up into support spaces for the restaurant, including kitchen and storage space, public restroom facilities and garage space.

ca. 1917 Factory Addition

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<sup>6</sup> The historic function of the interior space as defined for the Remington-Rand company has been documented on *Sanborn Fire Insurance Maps*. Only the 1910 *Sanborn Fire Insurance Map* provides information as to how Herschell-Spillman used the 1895 Power House.

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The first floor of the ca. 1917 addition that runs along Sweeney Street functioned as a machine shop for the Remington-Rand Corporation. Today it is an open garage space featuring square piers at the perimeter walls with contemporary block infilling each bay. Round columns with mushroom capitals define the structural grid. The cast reinforced concrete ceiling retains impressions of its wood formwork. The floor is polished concrete.

ca. 1917 and ca. 1920 Additions

The first floor of the ca. 1917 addition that runs along Marion Street functioned as a shipping and storage, and paint removal space, suggesting that there were dividing partitions. The front, south, portion of the space is currently being used by a cosmetology school and maintains the open volume and visible column grid. The north portion of the addition has been partitioned into smaller spaces for use by a retail tenant, currently a yoga studio. In ca. 1920 three stories were added above the first floor.

ca. 1920 – 1921 Addition

The first floor of the 1920 – 1921 addition historically functioned as a paper storage facility for Remington-Rand. As with all of the interior spaces in the factory, the plan was open, defined by the column grid. The grid remains visible in the open volume of the parking garage. Square piers are located at the perimeter, and the bays have been in-filled with contemporary block, except at the east elevation, which is glazed. Square columns are located where the building turns the corner at the intersection of Marion and Tremont Street and where the building interfaces with the ca. 1917 wing. Round columns with mushroom capitals mark the interior column grid, supporting a cast-in-place reinforced concrete slab above. The wood formwork impressions remain visible in the slab. The floors are polished concrete.

Receiving and Shipping Building

The receiving and shipping building is a one-story, steel frame structure constructed after ca. 1921. The open volume is defined by the loading bays and what were exterior walls of the ca. 1913 factory addition and ca. 1895 Power House. A curved partition wall separates a common space to the south from the tenant space to the north. The tenant space retains much of the original volume with columns visible within the space. The concrete floors remain extant, as does the original volume.

Upper Floors

The upper levels of the original factory building served a variety of function ranging from advertising and storage, to assembling and printing during the Remington-Rand era. The formal and structural characteristics of a daylight factory/manufacturing building allows for a variety of functions given the open floor plan defined by its column grid.

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The upper levels of the building have been rehabilitated as living units. Corridors run along the north elevation of the ca. 1917 addition and the east elevation of the ca. 1920 – 1921 addition, allowing views into the court space. A corridor also connects the stair/elevator towers along the west elevation of the ca. 1917/1920 addition. At the stair tower to the north the corridor crosses the bays diagonally to join with the corridor along the east elevation. The vertical circulation is maintained at the existing stair/elevator towers. The steel and concrete stairs, with simple pipe railing are expressive of the functional industrial aesthetic. This arrangement allows each living unit to have a complete bay of windows. The units at the corners, as expected, have window bays on two elevations. The rhythm of the structural grid is articulated on the perimeter walls and, at various locations along the corridor, the round, mushroom columns are visible. Columns also remain exposed within the residential units. The original volume is maintained throughout, exposing the poured, cast-in-place ceiling slabs with their wood formwork impression. Mechanical systems are exposed throughout, consistent with the factory aesthetic. The floors throughout are polished concrete.

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**Statement of Significance**

The Herschell-Spillman Motor Company Complex is significant under criteria C in the area of architecture as a good example of an early 20<sup>th</sup> century industrial complex. The property consists of a brick, front-facing gable building constructed in ca. 1895 as a Power House for the Buffalo & Niagara Electric Railway Company and reinforced concrete frame and brick factory buildings added in ca. 1913, ca. 1917, ca. 1919 and ca. 1920-1921 for the Herschell-Sweeney Motor Company.<sup>7</sup> The ca. 1895 Power Building and factory building additions retain sufficiently high levels of integrity to convey their historic identity and allow for an understanding of their original use and function. A high level of integrity of materials and workmanship associated with a late 19<sup>th</sup> brick-masonry industrial building, and early 20<sup>th</sup> century reinforced concrete and brick daylight factory buildings is also retained as evidenced in a comparison of the existing facility with historic photos.

The property also meets the requirements of criterion A in the area of industry for its association with two important companies; the Herschell-Spillman and Remington-Rand Companies. The reinforced concrete and brick factory additions were added by the Herschell-Spillman Company, to the ca. 1895 Power House, which they had purchased in 1899. The company was highly successful as pioneer inventors and manufacturers of engine motors for the emerging aeroplane and automotive industries. The company also gained national and international recognition as inventors and manufacturers of carousels.<sup>8</sup> Herschell-Spillman occupied the plant until it was sold to the Remington-Rand Corporation in 1925. James Rand Sr. and Jr., founders of the company, were natives of North Tonawanda. The Remington-Rand Corporation are renowned internationally for their invention and manufacturing of a variety of products that revolutionized record-keeping and storage methods. The Sweeney Street plant was a printing facility and factory where “visible” equipment used in the Remington Rand Retrieval System were produced and assembled until the company shut their North Tonawanda operations down in ca. 1965, ending the period of significance.

**Early North Tonawanda**

North Tonawanda is located on the border between Erie and Niagara Counties, New York. The city is located in Niagara County, on the north side of the Erie Canal/Tonawanda Creek. The south side of the creek is part of Erie County. The area was first settled in 1809 by George N. Burger. Although James Sweeney was one of the proprietors in the purchase of land where the village of North Tonawanda would be laid out from the Holland Land Company, he did not move there until 1828. Prior to the construction of the Erie Canal the area remained unsettled. The Erie Canal Commission was formed in 1810 and by 1825 the canal stretched across New York State and through North Tonawanda.<sup>9</sup> With its completion, as a description in 1824 notes, the area “at the confluence of the Niagara and Tonawanda rivers, where the Erie Canal from Buffalo enters the Tonawanda, and

<sup>7</sup> The building located at 184 Sweeney Street was noted in the 1903 *City Directory* for North Tonawanda as 162 – 198 Sweeney Street.

<sup>8</sup> Note the carousel horse on the ridge of the front-facing gable in the 1910 photo.

<sup>9</sup>William L. Stone and George W. Clinton. *The Holland Land Co., and Canal Construction, in Western New York Buffalo-Black Rock Harbor Papers, Journals and Documents. Buffalo: Anton and Times, 1910.*

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where boats pass from the canal into the Niagara river by a lock” was considered “a safe and spacious harbor, as well for canal boats as for vessels navigating Lake Erie.”<sup>10</sup> A dam across the Tonawanda River raised its level to that of Lake Erie and supplied water for mills. George Goundry, James Sweeney and John Sweeney advertised in 1824 the advantageous position of the village to settlers who were interested in purchasing building lots for trade, market and manufactures.

Within a few years, railroad companies established lines throughout the region to supplement and compete with the canal. In 1844 the first locomotive was put on the track between Tonawanda and Black Rock. North Tonawanda became a village in 1865 and was incorporated as a city on April 24, 1897. By this time North Tonawanda was a successful industrial city and, at the height of the Erie Canal, was the largest port on the Great Lakes. The city took advantage of a natural abundance of forested land and established herself as “The Lumber City” with more than one-hundred-and-fifty lumber companies. The lumber industry dominated, resulting in the city being known as “The Lumber City.” The canal and railroad allowed companies, such as Herschell-Spillman Company, to profit from readily available lumber and the ability to easily transport their good across the country and to distant markets.

**Power House Buffalo & Niagara Falls Electric Company, ca.1895**

The oldest building in the Herschell-Spillman Motor Company Complex is the Power House, constructed for the Buffalo & Niagara Falls Electric Company in ca.1895. The electric street car allowed for travel within the city, and for connection to inter-urban rail lines. The Buffalo and Niagara Falls Electric Railway Company was formed from the consolidation of “a former corporation of the same name with the Buffalo and Tonawanda Electric Railway.”<sup>11</sup> The president of the company was W. Caryl Ely, the vice-president was Burt Van Horn, and the secretary and treasurer was George H. Dunbar. The company constructed a double track railway, running thirty miles between Buffalo and Niagara Falls, and established exclusive traffic arrangements with the Buffalo Railway for Niagara Falls traffic for a period of fifty years, and the Niagara Falls and Suspension Bridge Electric Railway for Buffalo traffic for thirty-five years. In 1895 an individual could use this system to travel between Buffalo and Niagara Falls, through Tonawanda, North Tonawanda, LaSalle and back for fifty cents. The power for a five-mile section of double track nearest Niagara Falls was provided by the Cataract Construction Company. Power for the rest of the line was provided by the Power House in North Tonawanda. The steam plant consisted of cutting edge equipment: “four 125 horse power return tubular boilers, built for high pressure by the Phoenix Iron works; two compound condensing Ball engines and two H.P. 200 multipolar generators, furnished by the General Electric Company. This plant has been housed in a brick building, with steel trusses and corrugated iron roof, and is substantial throughout.” The first car passed over the line on Thursday, September 19<sup>th</sup>, 1895.<sup>12</sup>

<sup>10</sup> *Tonewanta* is the spelling from an original handbill as quoted in *History of Niagara County, New York*, p. 376.

<sup>11</sup> *The Electrical Engineer*, 1895 provides a thorough discussion of the Buffalo and Niagara Falls Electric Railway.

<sup>12</sup> “The Buffalo and Niagara Falls Electric Railway.” *The Electrical Engineer*, 1895.

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In 1899 the Buffalo & Niagara Falls Electric Company became part of the International Traction Company, which was formed to consolidate all of the street railway systems operating in Buffalo and the area north of the city, including the Tonawandas.<sup>13</sup> At this time they sold the ca.1895 Power House building to the Herschell-Spillman Company.<sup>14</sup> The International Traction Company became the International Railway Company in 1902. In 1904 the International Railway Company completed a new power house in North Tonawanda. This power plant supplied energy for the Buffalo & Niagara Falls line from La Salle to the Buffalo City line.<sup>15</sup>

Armitage-Herschell Company (ca. 1872 – 1899)

Allen Herschell was a Scottish immigrant trained as a molder, James Armitage, a machinist, was born in England. Together, in 1872, with George Herschell and J.A. Gillies, they established the “Tonawanda Engine and Machine Company.” a small brass and iron foundry located in North Tonawanda. The firm was reorganized as the Armitage-Herschell Company in 1876 and became a successful manufacturer of steam engines, boilers and gears for local industry.<sup>16</sup> In 1882, during a trip to New York City to see a specialist for a medical condition, Alan Herschell saw an travelling amusement ride called a “carrousel” that was made of carved horses. Herschell conceived of what he called a “steam riding gallery”; a carousel driven by a series of gears and powered by steam. The company began manufacturing steam riding galleries or “merry-go-rounds” in 1887 and by 1891 had produced and sold over one hundred of Herschell’s “Tonawanda Machine”.<sup>17</sup> The company was also successful internationally. In 1894 Herschell “made a trip over nearly all the eastern world for his house, visiting British India, France, Egypt, the British Isles and other parts” introducing the company’s machines.<sup>18</sup> It is said that in India he sold a carousel to a maharajah and another to a sultan. The 1897 publication *Landmarks of Niagara County, New York* described the company as a “leading industry of the Lumber City and the largest of its kind in the country.” The company produced carrouseles from 1883 until 1899, when the company went bankrupt.<sup>19</sup> Herschell withdrew from his partnership with Armitage and formed the Herschell-Spillman Company with his brother-in-law, Edward Spillman, who had earned a degree in mechanical engineering from Cornell University in 1897.<sup>20, 21, 22</sup> The newly formed company purchased the Niagara Electric Railway Power House building in 1899 and began manufacturing carrouseles and motors out of

<sup>13</sup>See *McGraw Electric Railway Manual: The Red Book of American Street Railway Investments*, 1908 for a complete discussion of the consolidation.

<sup>14</sup> *The Commercial & Financial Chronicle*, 1899.

<sup>15</sup> *The Electrical World & Engineer, Volume 43*, 1904.

<sup>16</sup> *Landmarks of Niagara County*, 1897. Herschell-Armitage became a stock company and was incorporated in 1890.

<sup>17</sup> Herschell’s “Tonawanda Machine” did not use a center pole with radiating spokes and dangling horses as was the standard practice. Rather his design incorporated a platform that carried the animals which moved on wheels around a circular steel track. The horses were hinged on supports to the platform, and a mechanism underneath gave them a “galloping” motion.

<sup>18</sup> *Landmarks of Niagara County*, 1897.

<sup>19</sup> The company had diversified in land speculation. It has been suggested that a loss in land deals and an economic recession contributed to their bankruptcy. James Armitage left the industry and became active in politics.

<sup>20</sup> Allan Herschell obituary, *Buffalo News*, October 6, 1927.

<sup>21</sup> *Cornell University Alumni Directory*, 1922.

<sup>22</sup> Allan Herschell married Ida Spillman in 1892.



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that location.<sup>23</sup> They had also acquired the assets of the Armitage-Herschell Company and continued to primarily produce carousels out of the Oliver and Goundry Streets factory.

Herschell-Spillman Company (ca. 1899 – 1913)

WORLD'S LARGEST MANUFACTURERS OF  
**CAROUSSELLES AND MERRY-GO-ROUNDS**

2, 3, and 4 ABREAST ROAD CAROUSELS,  
CAROUSELS ON WAGONS,  
PARK CAROUSELS

20<sup>TH</sup> CENTURY MERRY-GO-ROUNDS  
STRIKING MACHINES. DOLL RACKS  
GASOLINE ENGINES FOR AUTOMOBILES,  
TRUCKS AND TRACTORS

TWO PLANTS – 162-196 SWEENEY STREET;  
GOUNDRY, OLIVER AND MECHANICS STS.

Main Office – Sweeney Street<sup>24</sup>

The Herschell-Spillman Company gained notoriety for its design and manufacturing of carousels and motors. In 1899 Allen Herschell and Edward Spillman bought the Power House building located at 162-168 Sweeney Street.<sup>25</sup> A ca.1900 historic photo of the ca.1895 Power House building shows a large opening in the front-facing gable and what appears to be a circular carnival tent, suggestive of a carousel, in the right hand corner. The company produced carousels at this location and patented the “jumping mechanism.” which allowed the horses to move up and down. In 1901 the company began producing company catalogues. The 1904 Company Catalogue illustrates the elaborate details and styles available ranging from ostriches, chickens dogs, cats, polar bears and so on, detailed with glass jewels, glass eyes, and horsehairs. A single carousel could have up to eighteen menagerie. It was this type of detailing and variety that distinguished the Herschell-Spillman Company in the industry and contributed to its domestic and international success.<sup>26</sup> The 1905 *City Directory* elaborated that the company was the manufacturers of “Merry-Go-Rounds, Ocean Waves, Miniature Railways, Mystic Swings, Ferris Wheels and Gasoline Engines”.

In 1913 Allan Herschell retired from the company, and the Herschell-Spillman Company moved the carousel manufacturing component of the company to the corner of Goundry and Oliver Streets in North Tonawanda.

<sup>23</sup> An advertisement in *The Saturday Evening Post* on July 10, 1920 claims that the company is the “Builder of High grade motors since nineteen hundred”.

<sup>24</sup> *City Directory for North Tonawanda*, 1919 Advertising Department page 3.

<sup>25</sup> *The Commercial & Financial Chronicle*, 1899.

<sup>26</sup> A list of carousels and their current location can be found in the census data of the National Carousel Association website. <http://nationalcarousel.org/census/census-INAC.html>

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The engine motor manufacturing component remained at the Sweeney Street location.<sup>27</sup> At this time, according to the Sanborn Maps, an addition was added to the north gable of the ca.1895 Power House. In 1916 Allan Herschell came out of retirement and formed the Allan Herschell Company. This new company manufactured carousels, in competition with the Herschell-Spillman Company, out of a factory on Thompson Street at the corner of Vandervoort Street. The Allan Herschell Carousel Factory is listed on the National Register of Historic Places. (listed April 18, 1985)

In addition to carousels, the Herschell-Spillman Company was enormously successful in the production of motors used in automobiles, trucks and tractors, and airplanes. The Spillman "8" was considered to be "the most efficient and most highly developed 8-cylinder motor on the market."<sup>28</sup> The company also made smaller 4-cylinder and 2-cylinder engines for small moderately priced cars. The motors were acclaimed for a superior lubrication and cooling system; an even, constant supply of fuel to both blocks of the motor; accessibility of parts and a design that was considered "not an experiment but a proved certainty." The Herschell-Spillman engine was used by a number of automobile manufacturers in the early 20<sup>th</sup> century including Cadillac, the Abbott Motor Car Company, the Murray Motor Car Company, the Piedmont Motor Company and the Mason RoadKing Truck Company. By 1920, Herschell-Spillman engines were used by nearly fifty automobile manufacturers.

Herschell-Spillman manufactured four, six and eight-cylinder airplane engines for Curtiss Aeroplane and Motor Car Company, which was developing a hydroaeroplane, the HS-2L, for the United States military out of its factories in Buffalo, New York.<sup>29</sup> The Curtiss Aeroplane and Motor Company was the largest manufacturer of airplanes in the United States. Possibly in response to orders from Curtiss, Herschell-Spillman began to expand its facilities. The first expansion, as noted on the Sanborn Maps in ca. 1913, was an addition to the north gable end of the Power House building. In ca. 1916 they began construction of an addition to the ca. 1913 factory. The January 3, 1918 edition of *Automotive Industries* published a photograph of addition. The caption under the picture read "There has been no time during the last 18 months where some new addition to the plant was not under construction".<sup>30</sup> This addition was constructed at a cost of \$500,000 and almost immediately the company planned another addition along Marion Street to double its capacity.<sup>31</sup> An article in *Tractor World* documented that in 1919 the plant was producing forty-five four-cylinder engines a day and planned to increase the production to one hundred a day with the construction of an addition on Marion Street. With the increase in

<sup>27</sup> In 1916 Allan Herschell came out of retirement and formed the Allan Herschell Company. This new company manufactured carousels, in competition with the Herschell-Spillman Company, out of a factory on Thompson Street at the corner of Vandervoort Street. The Allan Herschell Carousel Factory is listed on the National Register of Historic Places. (90NR01971)

<sup>28</sup> *Automotive Industries* March 7, 1918

<sup>29</sup> The Curtiss Aeroplane and Motor Company moved their headquarters and manufacturing activities to Buffalo, New York in 1916. The company was the largest aircraft manufacturer World War I, specifically the Curtiss HS-2L flying boat used for anti-submarine patrols. The Curtiss Aeroplane and Motor Company had a number of factory spaces they rented in Buffalo. In 1915 Curtiss built a factory on Churchill Street and in 1917 the 31-acre factory at 2050 Elmwood Avenue begins manufacturing airplanes.

<sup>30</sup> *Automotive Industries*, January 3, 1918.

<sup>31</sup> *Michigan Manufacturer and Financial Record*, January 1920

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factory space, the company would be able to increase its production to one-hundred six-cylinder motors a day. In 1920 the company produced and sold 70,000 motors, and anticipated orders over \$12,000,000 in 1921.

In 1920 Edward Spillman formed Spillman Engineering Corporation, listed in the 1921 city directory as 104 at Oliver Street. The Herschell-Spillman Motor Company remains listed at the Sweeney Street address in 1921. The factory at Oliver and Goundry Streets continued to produce carrousel and amusement rides in competition with Allan Herschell Company; however, the city directory only notes engine motors being manufactured at the Sweeney Street plant.

The Herschell-Spillman Motor Company was petitioned into bankruptcy on December 23, 1923.<sup>32</sup> On March 7<sup>th</sup>, 1924 its “entire assets including real estate, machinery, equipment, inventory designs, et cetera” were sold at the offices of the plant.<sup>33</sup> The factory complex on Sweeney Street was purchased by the Remington-Rand Corporation. Spillman Engineering Corporation remained in business at the Oliver Street facility until it was purchased by the Allan Herschell Company, Inc. in 1945.<sup>34</sup>

**Remington-Rand Corporation**<sup>35</sup>

no matter what they are, where they are kept, for what purpose they are used or the line of business they serve. ...Rand Visible Card Records are adaptable to almost any need. ...The Rand idea of Visibility has made many business records 75% more efficient through increased accessibility and usefulness.<sup>36</sup>

James H. Rand, Sr. a native of North Tonawanda invented the world’s first “visible ledger” in 1890. This invention and other improvements Rand made revolutionized record-keeping methods. In 1898 he formed the Rand Ledger Company with a plant located at 95-97 Goundry Streets. In 1908, after graduating from Harvard, his son James Jr., joined the firm as a sales manager. James Rand Jr. proposed to store visible records in steel cabinets, what he called KARDEX cabinets. This “facts at a glance” invention was not well supported by the Rand Corporation and, as a result, in 1915 James Rand Jr. organized the American Kardex Company. By 1921 the company’s annual sales totaled more than one million dollars. An advertisement in the October 1924 issue of the *Rotarian* states “Ask Your Banker Why Kardex Is Indispensable in Modern Business. Accuracy – speed – and entire freedom from fear that something may be overlooked or left undone – are the advantages of Kardex record-keeping methods to the business world”.<sup>37</sup>

<sup>32</sup> *United States Investor*, 1926.

<sup>33</sup> *Automotive Industries*, 1924

<sup>34</sup>“Spillmans, Cramer Retiring From The Biz.” *The Billboard*, June 30, 1945.

<sup>35</sup> The Hagley Museum and Library in Wilmington, DE has an extensive archival collection of information on the Remington Rand Corporation and is the source for information cited.

<sup>36</sup> *The Niagara Area: A Monthly News Journal*, Volume 7. 1916.

<sup>37</sup> *The Rotarian*, October 1924.

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Between 1915 and 1925 father and son were business rivals. On April 1, 1925 the two reconciled their differences and merged the two firms into one large company called the Rand Kardex Company, which then purchased the foreclosed Herschell-Spillman Motor Complex on Sweeney Street. Over the next two years the company would expand, and merge with other firms specializing in the information management and storage industries. In November 1925 the Rand Kardex Company merged with the Library Bureau, founded in 1875 by Melville Dewey, to form Rand Kardex Bureau, Incorporated. Library Bureau brought an expertise in filing, indexing, and analyzing information and systems. In 1927 the Rand Kardex Bureau, Inc. merged with The Remington Company to form Remington Rand, Inc. The Remington Company's inception began with E. Remington & Sons, who manufactured sewing machines and farm equipment. In 1876 E. Remington & Sons purchased patents for a typewriter invented by Christopher Latham Sholes, and hence the Remington Number 1 was produced. By 1913 the name of the firm was changed to the Remington Typewriter Company. Remington-Rand also acquired the Dalton Adding Machine Company, which had been producing "tabulating" machines since 1903.

In 1927 the Remington-Rand Corporation, which had become one of the most important manufacturers of record-control systems, began operations out of the Sweeney Street factory. As documented in historic photos on file at the North Tonawanda Historical Society, the Sweeney Street factory was a printing facility and produced and assembled the visible equipment and supplies used in the Remington Rand Retrieval System, including bankers' and clerical supplies. These products included bookkeeping machines, tabulating machines, autographic cash registers, check protectors, and writers and ledgers.

In 1955 the Sperry Rand Corporation was formed by the merger of the Sperry Gyroscope Company, which made Naval and commercial electronics, with Remington Rand, Incorporated. James Rand Jr. continued to lead the company as vice-president until he retired in 1958. In the 1960s the Sweeney Plant printed the KARDEX and Rector Retrieval System Forms and employed almost one thousand area residents, however by the end of the decade the factory had closed down its operations at this location.

**Post-1960**

The vast amount of factory space available in the factory complex constructed by Herschell-Spillman was never fully utilized after the Sperry Rand Corporation closed its operations down. Portions of the space were used by small woodworking and warehousing companies. The 167,000 square foot factory was purchased and rehabilitated as residential lofts with restaurant and retail space in 2011.

**Early 20<sup>th</sup> Century Reinforced Concrete Frame Factory Construction**

Concrete is a fire resistant compound made from sand, gravel and cement. The cement, when mixed with water, hydrates and becomes hard, binding the sand and gravel together. Concrete is strong when compressed;

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however, it lacks tensile strength. In 1884, American Ernest Ransome (1844-1917) received a patent for a system of embedding steel rods into concrete, the beginning of reinforced concrete.<sup>38</sup> Reinforced concrete combines the compressive and fire resistant qualities of concrete with the tensile qualities of steel, resulting in a complementary combination of materials. Reinforced concrete, as a poured, formable, cast-in-place material would become the perfect system for industrial buildings. Reinforce concrete structural framing allowed for large open spans with wide bays on the exterior walls for light and ventilation. This, in combination with elevators and hoists, gave rise to the “daylight factory.” a typology perfectly suited to meet the functional requirements of warehouses and factories. It is this typology that was utilized in the additions constructed by Herschell-Spillman in ca. 1913, ca. 1917, ca. 1920 and ca. 1920-1921 at their Sweeney Street plant.

Comparison of the ca. 1913 reinforced concrete addition with the two added later in the decade illustrate the advances made in the construction technology in a relatively short period of time. The ca. 1913 addition was similar to a traditional post and beam system. Slender, closely spaced square columns supported a coffer system formed by dropped girders and beams with flat ceiling above. The ca. 1917, ca.1920 and ca.1920-1921 additions are characterized by round, mushroom capped columns supporting a continuous slab above.

The beauty of the industrial aesthetic is found in the simple vertical and horizontal repetitive proportion and rhythm of the bays, defined by the concrete frame, brick spandrel and large window openings on the exterior and wide open spaces defined by their material composition and column grid on the interior.

**Summary**

The Herschell-Spillman Motor Complex is National Register eligible, meeting the requirements of Criterion A and Criterion C. The complex was home to invention and technological advancement. The ca.1895 Power House built for the Buffalo & Niagara Electric Railroad Company housed state of the art equipment to provide steam power for twenty-five miles of double railway track that would transport people and goods between Buffalo and Niagara Falls via North Tonawanda. The Herschell-Spillman Company made major contributions to the “amusement ride” industry, specifically the innovative mechanical and aesthetic designs for the carousel. The Herschell-Spillman Company and, later, the Spillman Engineering Company both manufactured engine motors for the developing automobile industry and military aeronautics program. The Rand Corporation and, later, the Remington-Rand Corporation revolutionized modern business practices, specifically the storage and handling of records and data. Each company, which operated its manufacturing business at 184 Sweeney Street, was nationally and internationally renowned for the contributions made to their fields. The Herschell-Spillman Motor Complex is significant, meeting the requirements of Criterion A, for its association with pioneering inventions that contributed to the development of the transportation industry and modern business practices, nationally and internationally.

<sup>38</sup> Ernest Ransome (1852-1917) was an English-born architect and engineer. His father’s business produced artificial stone, a process he had patented in 1844. Ernest worked in the family business until he moved to the United States in the 1870s. Ransome experimented with “ferro-concrete”, and patented a system of inserting iron rods in concrete to improve tensile strength. The material was used in the construction of bridges and eventually concrete frame industrial architecture. The material would prove to be relatively inexpensive, easily standardized and fireproof.

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The Herschell-Spillman Motor Complex also meets the requirements of Criterion C. The ca.1895 Power House building is a good example of the late 19<sup>th</sup> century industrial aesthetic that combined conventional and contemporary building materials in a traditional formal language. The early 20<sup>th</sup> century reinforced concrete and brick additions are good examples of the “factory aesthetic” where beauty is derived from the physicality of material composition achievable in reinforce concrete and masonry and expressed in the functional utility of the daylight factory.

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*Sanborn Fire Insurance Map, North Tonawanda, New York, 1886, 1893, 1910, 1925, and 1951.* Pelham, New York: Sanborn Map Company, 1981. Print.

"Spillmans, Cramer Retiring From Biz." *Billboard*. 30 1945: 53. Web. 27 Dec. 2012.

*Steel and Iron*. 15. Pittsburg: National Iron and Steel Publication Company, 1916. 385. Print.

*The Commercial & Financial Chronicle*. New York: William B. Dana Company, 1899. eBook.

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 10 Page 1

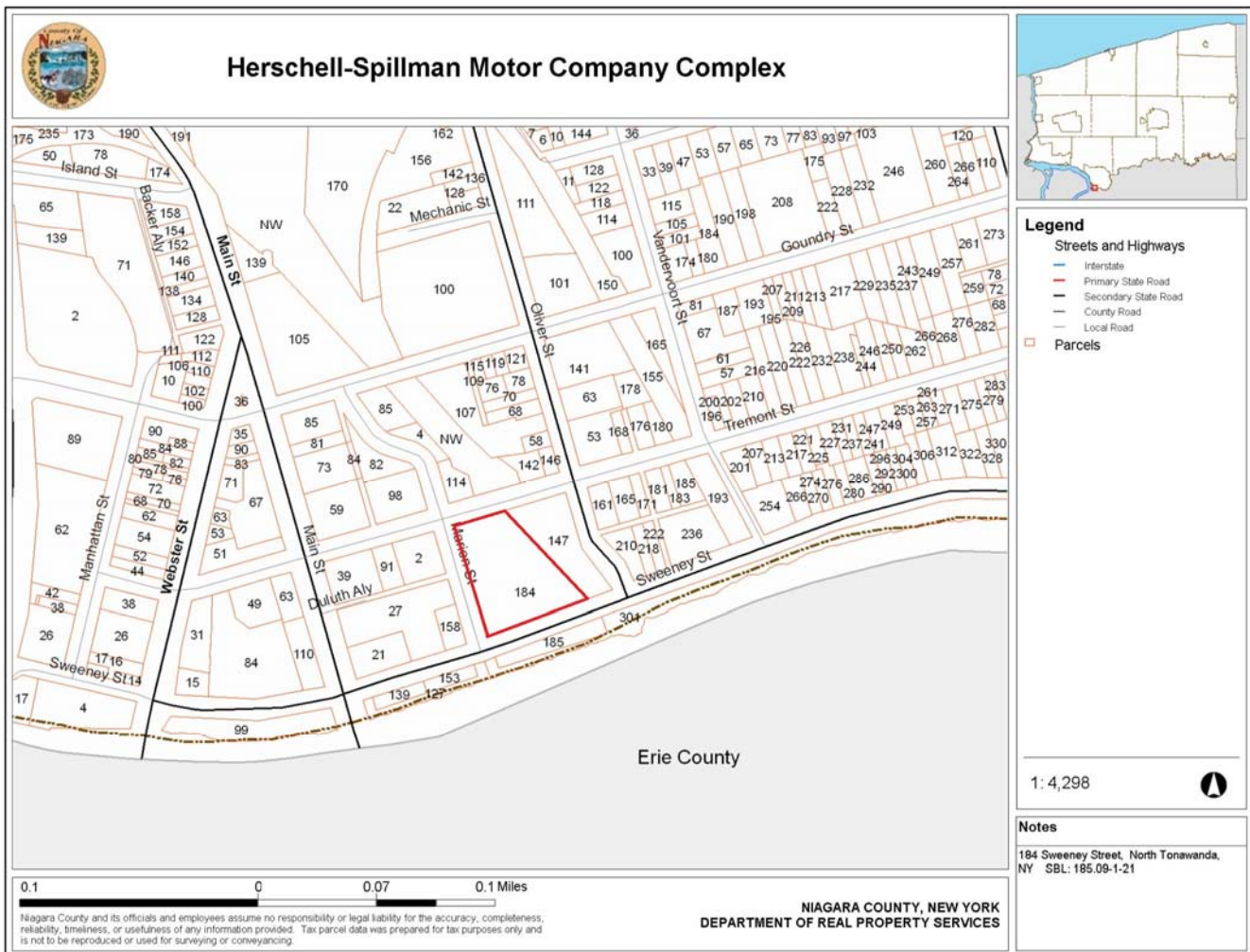
Name of Property  
Niagara County, New York  
County and State

Verbal Boundary Description

The boundary for the property is indicated by a heavy line on the enclosed map and is defined by GIS documentation: Section – Block – Lot (SBL) 185.09-1-21

Boundary Justification

The boundary is drawn to include the original parcel associated with this complex of building additions as they developed during the period of significance.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 1

Name of Property  
Niagara County, New York  
County and State

Additional Information

Photo Log:

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 1 (NY\_NiagaraCounty\_Herschell-Spillman\_0001)

View of west and south elevations looking northeast across the Erie Canal/Tonawanda Creek.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 2 (NY\_NiagaraCounty\_Herschell-Spillman\_0002)

View looking north showing the south elevation of the Herschell-Spillman Company Complex.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 2

Name of Property  
Niagara County, New York  
County and State

Photo # 3 (NY\_NiagaraCounty\_Herschell-Spillman\_0003)

Looking northwest across the Erie Canal/Tonawanda Creek showing the south and east elevations of the Herschell-Spillman Company Complex.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 4 (NY\_NiagaraCounty\_Herschell-Spillman\_0004)

West elevation along Marion Street and south elevation at Sweeney Street looking northeast from across the Erie Canal/Tonawanda Creek.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 5 (NY\_NiagaraCounty\_Herschell-Spillman\_0005)

South and east elevations of the ca. 1920 – 1921 addition looking northwest.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 3

Name of Property  
Niagara County, New York  
County and State

Photo # 6 (NY\_NiagaraCounty\_Herschell-Spillman\_0006)

South elevation of the ca. 1917/1920 addition and ca. 1913 addition looking northeast. The single story shipping and receiving building constructed after 1921 and a portion of the 1895 Power House are in the foreground.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 7 (NY\_NiagaraCounty\_Herschell-Spillman\_0007)

West and south elevations of the 1895 Power House looking northeast.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 8 (NY\_NiagaraCounty\_Herschell-Spillman\_0008)

South elevation of the 1895 Power House looking north.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 4

Name of Property  
Niagara County, New York  
County and State

Photo # 9 (NY\_NiagaraCounty\_Herschell-Spillman\_0009)

East elevation of the 1895 Power House looking west. The south elevation of the ca. 1913 addition is visible to the north.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 10 (NY\_NiagaraCounty\_Herschell-Spillman\_0010)

A portion of the east elevation of the 1895 Power House, and south and east elevations of the ca. 1913 addition looking northwest.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 11 (NY\_NiagaraCounty\_Herschell-Spillman\_0011)

North elevation of the ca. 1913 addition and partial elevation of the ca. 1917 addition looking south.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 5

Name of Property  
Niagara County, New York  
County and State

Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 12 (NY\_NiagaraCounty\_Herschell-Spillman\_0012)  
North elevation of the ca. 1917 and east elevation of the ca. 1920 – 1921 additions looking southwest.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 13 (NY\_NiagaraCounty\_Herschell-Spillman\_0013)  
East and south elevations of the ca. 1920 – 1921 addition looking northwest.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 14 (NY\_NiagaraCounty\_Herschell-Spillman\_0014)  
South and east elevations of the ca. 1920 – 1921 addition looking northwest. Note location of metal frame of water tower in foreground.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 6

Name of Property  
Niagara County, New York  
County and State

Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 15 (NY\_NiagaraCounty\_Herschell-Spillman\_0015)

North elevation along Tremont Street and east elevation of the ca. 1920 – 1921 addition looking southwest.  
Note metal frame of water tower to the east.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 16 (NY\_NiagaraCounty\_Herschell-Spillman\_0016)

West elevation along Marion Street and partial north elevation along Tremont Street looking southeast.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 17 (NY\_NiagaraCounty\_Herschell-Spillman\_0017)

Looking northeast from roof. Note metal frame of water tower in view.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 7

Name of Property  
Niagara County, New York  
County and State

County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 18 (NY\_NiagaraCounty\_Herschell-Spillman\_0018)

Parking garage, looking northeast in ca. 1920-1921 addition. Tremont Street is located to the north.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 19 (NY\_NiagaraCounty\_Herschell-Spillman\_0019)

Parking garage looking east, ca. 1913 addition. Note windows at east elevation ca. 1913 windows in distance.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 20 (NY\_NiagaraCounty\_Herschell-Spillman\_0020)

First floor, Shipping and Receiving Building (post 1921) looking northwest.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 8

Name of Property  
Niagara County, New York  
County and State

State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY 14216  
Number of Photographs: 29

Photo # 21 (NY\_NiagaraCounty\_Herschell-Spillman\_0021)  
First floor, Shipping and Receiving Building (post 1921) looking east toward brick masonry wall of ca. 1895 Power House.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Carmina, Woods, Morris, PC (CWM)  
Date of Photograph: April 2013  
Location of Original Digital Files: CWM  
Number of Photographs: 29

Photo # 22 (NY\_NiagaraCounty\_Herschell-Spillman\_0022)  
Interior, ca. 1895 Power House Building looking northeast.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Carmina, Wood, Morris, PC (CWM)  
Date of Photograph: December 2012  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY  
Number of Photographs: 29

Photo # 23 (NY\_NiagaraCounty\_Herschell-Spillman\_0023)  
Ca. 1917 addition looking west toward ca. 1920 – 1921 addition. Note window details.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 9

Name of Property  
Niagara County, New York  
County and State

State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY  
Number of Photographs: 29

Photo # 24 (NY\_NiagaraCounty\_Herschell-Spillman\_0024)  
Interior corridor space ca. 1920 – 1921 addition. Note mushroom capped columns.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY  
Number of Photographs: 29

Photo # 25 (NY\_NiagaraCounty\_Herschell-Spillman\_0025)  
Looking southwest toward Sweeney Street from corridor ca.1920-1921 addition. Marion Street is located to the west.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY  
Number of Photographs: 29

Photo # 26 (NY\_NiagaraCounty\_Herschell-Spillman\_0026)  
Mushroom capped column, looking northeast, ca. 1913 addition

Name of Property: Herschell-Spillman Motor Company Complex

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 10

Name of Property  
Niagara County, New York  
County and State

City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY  
Number of Photographs: 29

Photo # 27 (NY\_NiagaraCounty\_Herschell-Spillman\_0027)  
Interior second floor corner apartment, ca. 1913 addition looking west.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY  
Number of Photographs: 29

Photo # 28 (NY\_NiagaraCounty\_Herschell-Spillman\_0028)  
Loading doors, interior north elevation ca. 1913 addition looking northwest.

Name of Property: Herschell-Spillman Motor Company Complex  
City of Vicinity: North Tonawanda  
County: Niagara  
State: NY  
Name of Photographer: Kerry L. Traynor  
Date of Photograph: April 2013  
Location of Original Digital Files: 422 Parker Avenue, Buffalo, NY  
Number of Photographs: 29

Photo # 29 (NY\_NiagaraCounty\_Herschell-Spillman\_0029)  
View of utilitarian stair. Typical.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 11

Name of Property  
Niagara County, New York  
County and State

Historic Photos



Historic Photo of ca. 1895 Power House looking northwest. Photo published in *Electrical Engineer*, 1895.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 12

Name of Property  
Niagara County, New York  
County and State

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Historic Photo taken ca. 1900 of ca. 1895 Herschell-Spillman Motor Company Complex looking northwest.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 13

Name of Property  
Niagara County, New York  
County and State



Photo looking northwest along Sweeney Street showing the Herschell-Spillman Company buildings. Note administration building (demolished) in the foreground, and ca. 1895 Power House building in the middle. Photo taken ca. 1910.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 14

Name of Property  
Niagara County, New York  
County and State



Looking southwest showing ca. 1913 and ca. 1917 concrete frame additions. Note buildings in foreground. Photo published in *Automotive Industries*, March 7, 1918.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

Section 11 Page 15

Name of Property  
Niagara County, New York  
County and State



View of east and north elevations of ca. 1913 addition, and north elevation of ca. 1917 addition looking southwest. Photo published in *Automotive Industries*, January 2, 1918.



United States Department of the Interior  
National Park Service

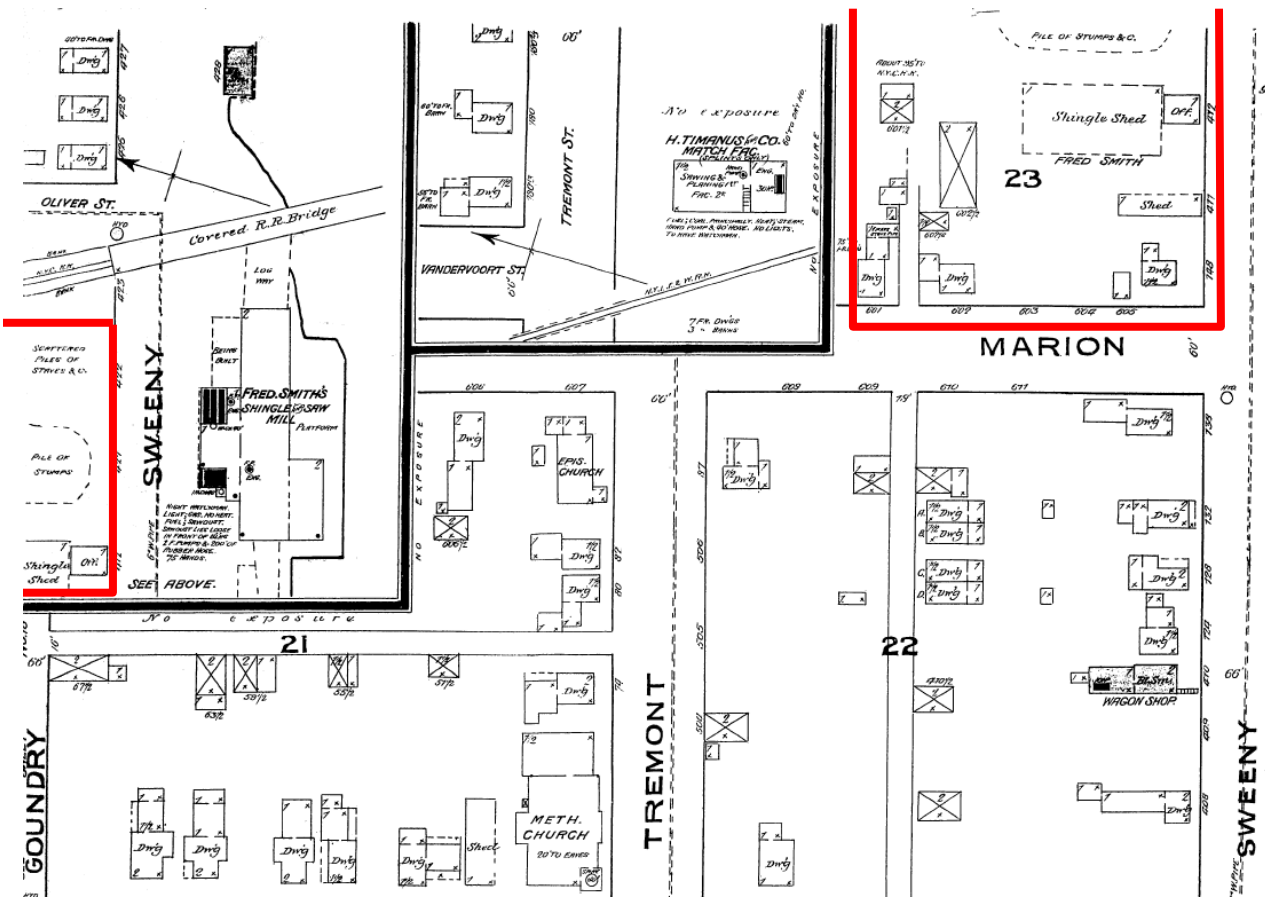
National Register of Historic Places  
Continuation Sheet

Herschell-Spillman Motor Company  
Complex

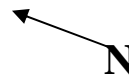
Section 11 Page 16

Name of Property  
Niagara County, New York  
County and State

Sanborn Fire Insurance Maps



1886 Sanborn Fire Insurance Map: detail



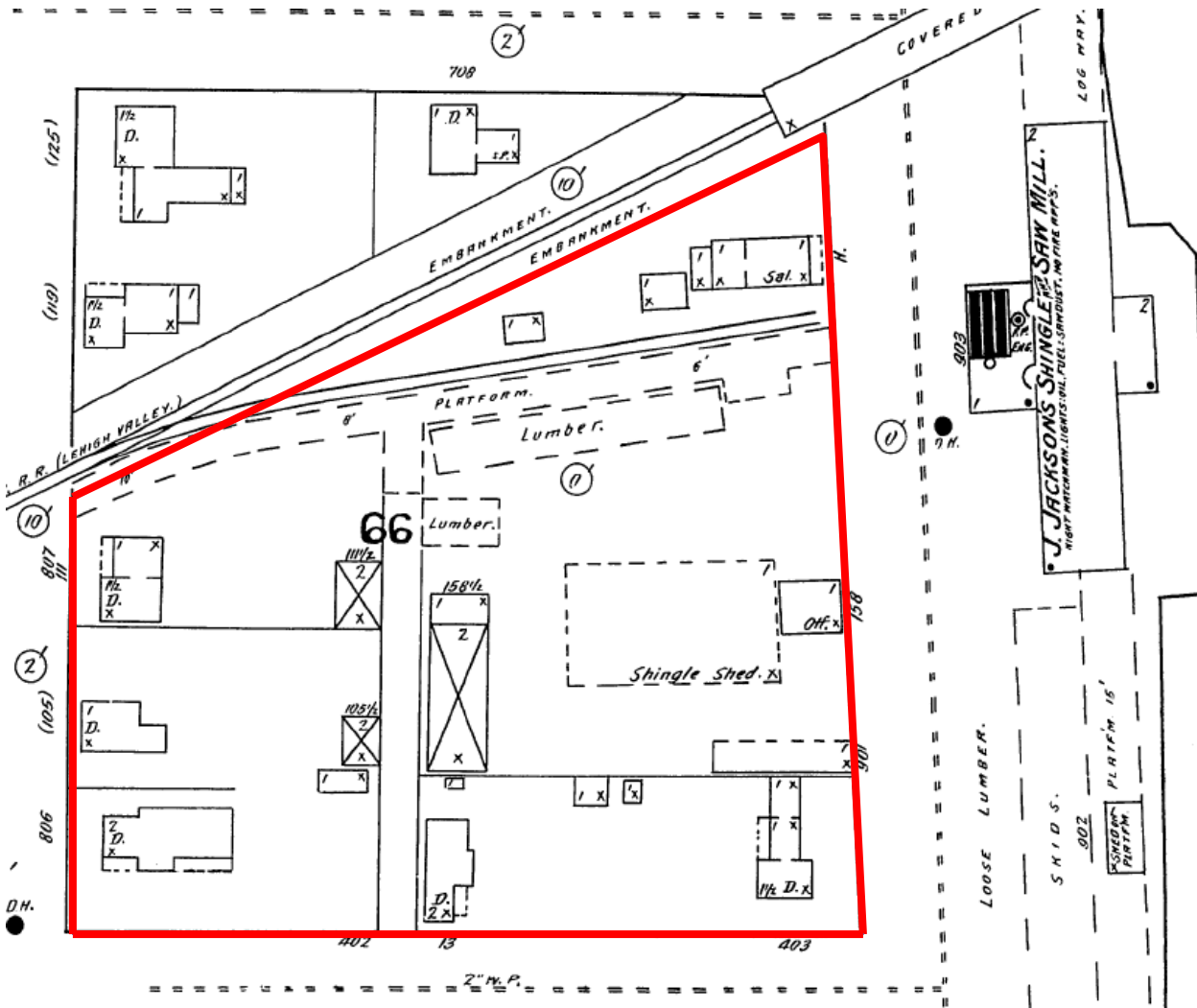
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

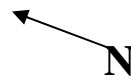
Herschell-Spillman Motor Company  
Complex

Section 11 Page 17

Name of Property  
Niagara County, New York  
County and State



1893 Sanborn Fire Insurance Map: detail



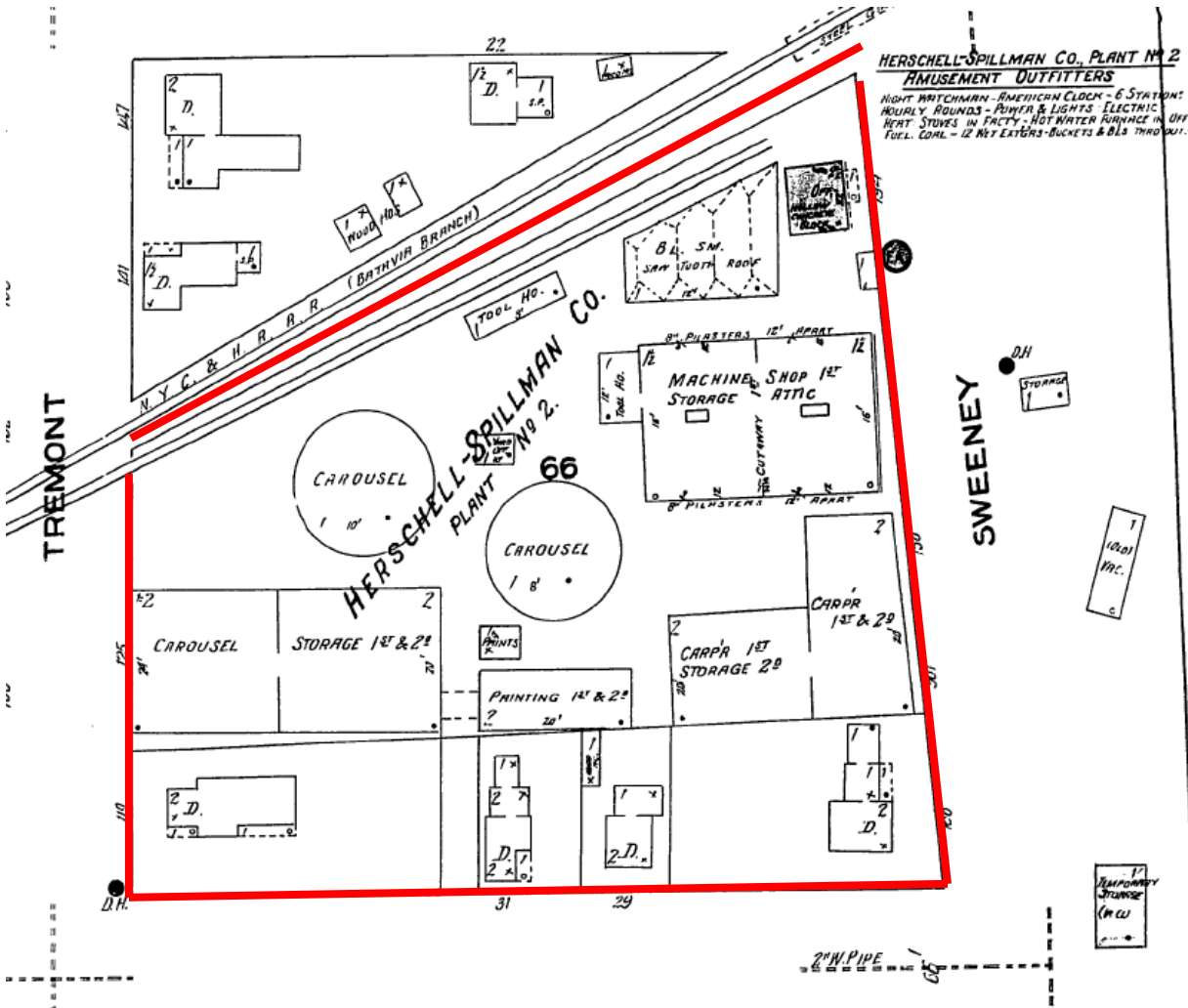
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

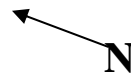
Herschell-Spillman Motor Company  
Complex

Section 11 Page 18

Name of Property  
Niagara County, New York  
County and State



1910 Sanborn Fire Insurance Map: detail



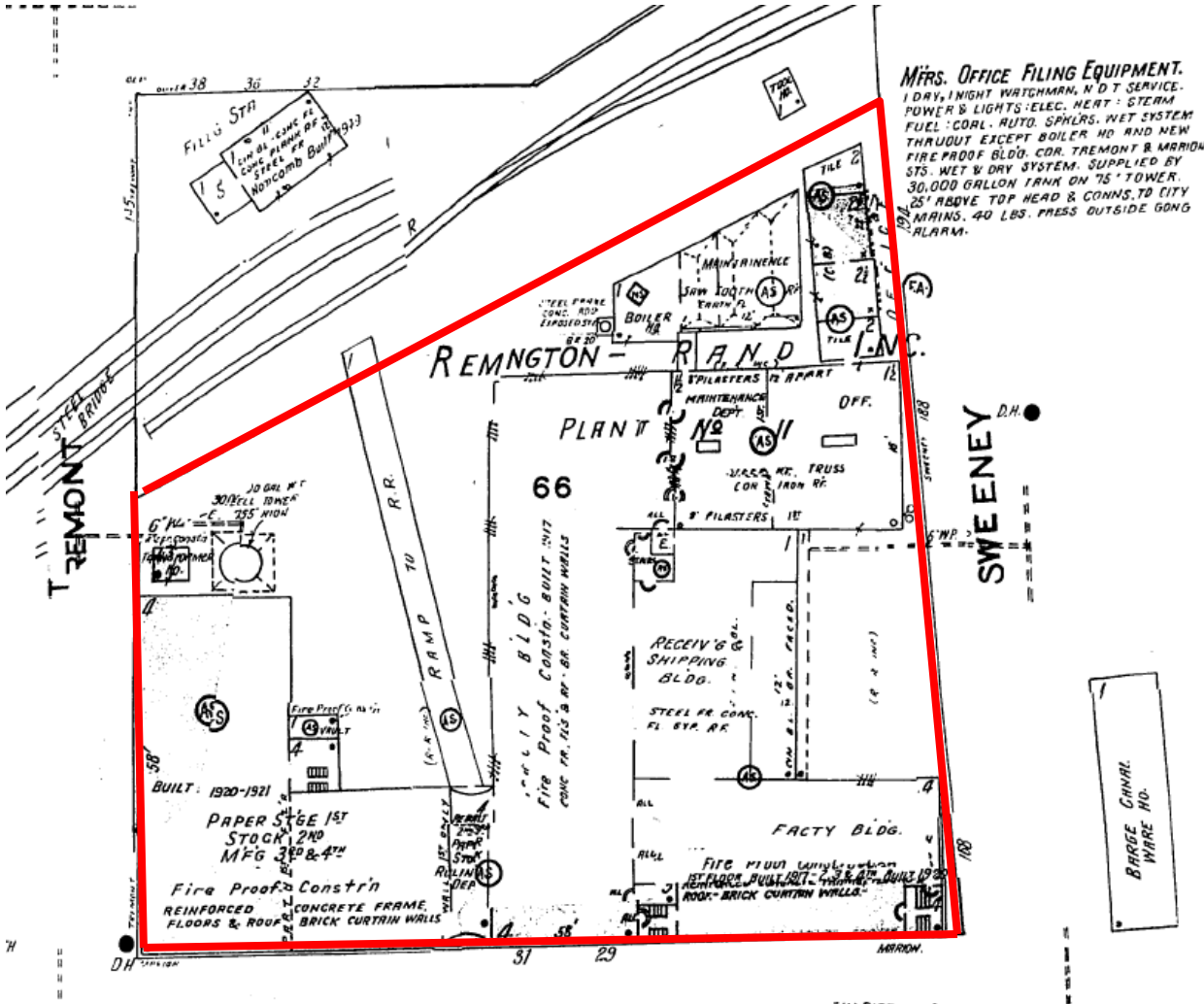
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

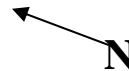
Herschell-Spillman Motor Company  
Complex

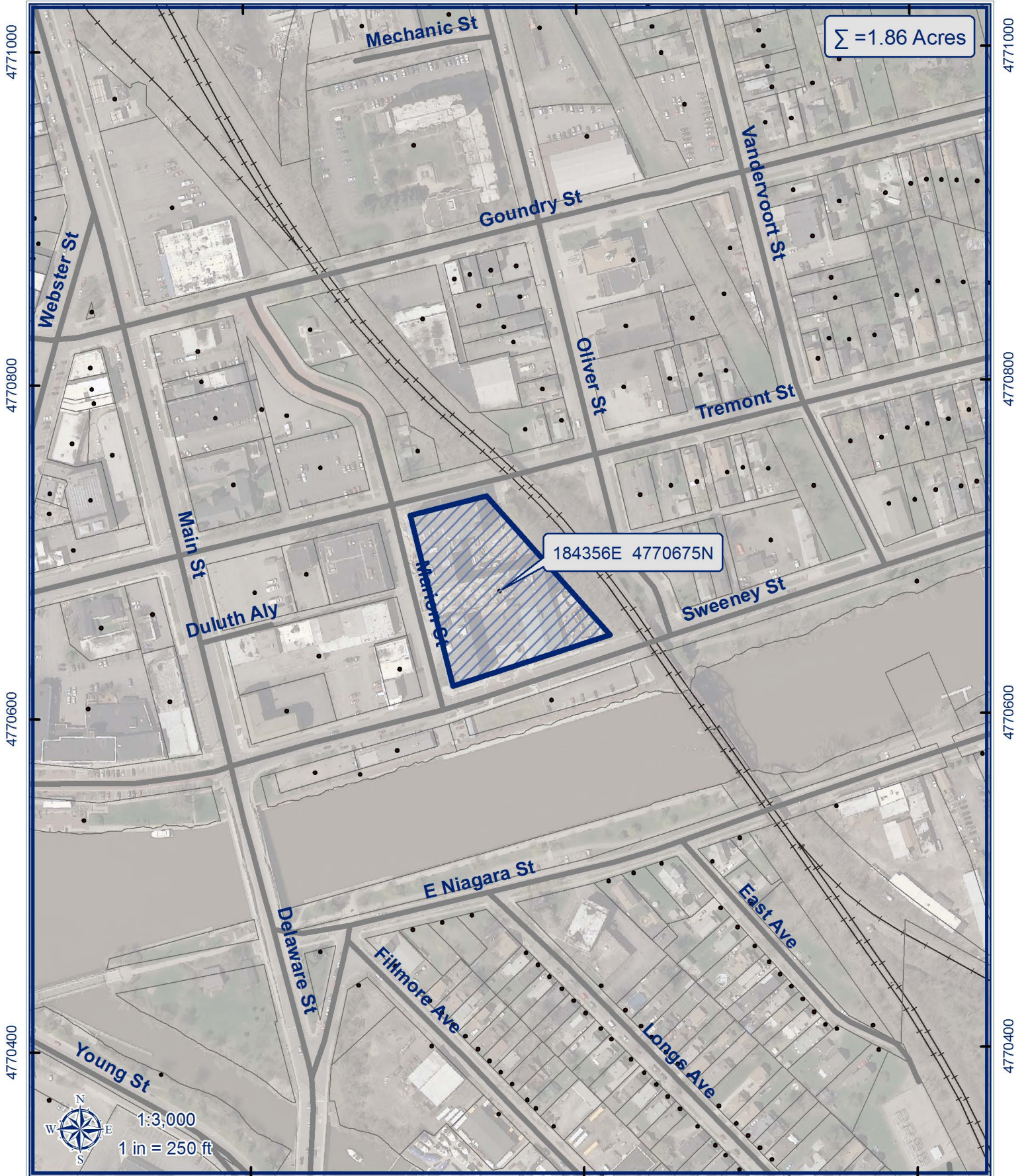
Section 11 Page 19

Name of Property  
Niagara County, New York  
County and State



1951 Sanborn Fire Insurance Map: detail





$\Sigma = 1.86$  Acres

184356E 4770675N

1:3,000  
1 in = 250 ft

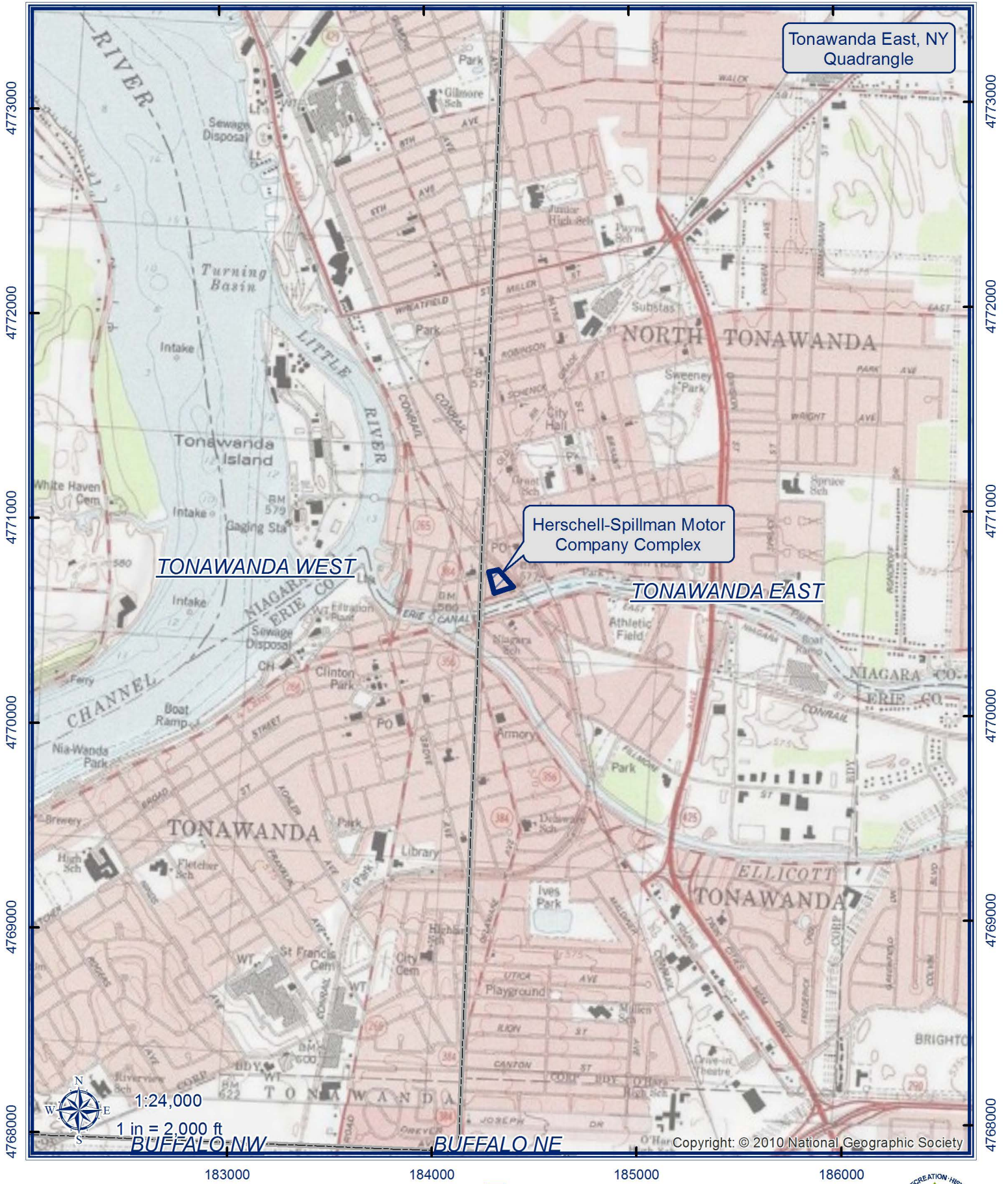
0 75 150 300 Feet

 Herschell-Spillman Complex

Tax Parcel Data:  
Niagara Co. RPS  
<http://gis1.erie.gov/GC/>





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



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



 Herschell-Spillman Complex  
 USGS quad index

Tax Parcel Data:  
Niagara Co. RPS  
<http://gis1.erie.gov/GC/>





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ELECTRIC RAILROAD  
1888

NO  
PARKING  
ANY  
TIME



















NO PARKING  
ANY TIME

TENANT  
PARKING













EXIT

EXIT

VALET  
PARKING



















UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Herschell--Spillman Motor Company Complex, The

MULTIPLE NAME:

STATE & COUNTY: NEW YORK, Niagara

DATE RECEIVED: 4/19/13      DATE OF PENDING LIST: 5/17/13  
DATE OF 16TH DAY: 6/03/13      DATE OF 45TH DAY: 6/05/13  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000358

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: Y  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    6/5/13 DATE

ABSTRACT/SUMMARY COMMENTS:

*A good regional example of an industrial example in the North Tonawanda area. Significant for the manufacture of caravels and then engines, including airplane engines. Also significant for architecture of the warplane 3 of the region*

RECOM./CRITERIA ATC

REVIEWER Abernathy

DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_

DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

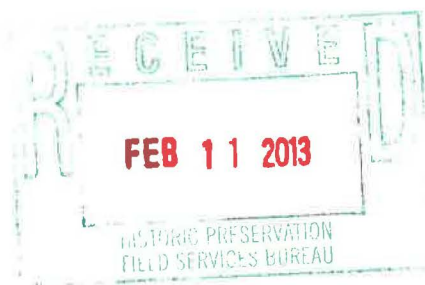
CITY OF NORTH TONAWANDA

*Office of the Mayor*

ROBERT G. ORTT

February 6, 2013

Ruth L. Pierpont, Commissioner  
New York State Office of Parks,  
Recreation and Historic Preservation  
Division for Historic Preservation  
Peebles Island  
P.O. Box 189  
Waterford, New York 12188-0189



Re: Herschell-Spillman Motor Company Complex, 184 Sweeney Street, North Tonawanda

Dear Ms. Pierpont:

Please accept this letter of support and strong endorsement for the nomination of the Herschell-Spillman Motor Company Complex, 184 Sweeney Street, North Tonawanda, NY to the State and National Registers of Historic Places.

The property located at 184 Sweeney Street consists of a brick, front-facing gable building constructed in 1895 as a Power House for the Buffalo & Niagara Electric Railway Company, and reinforced concrete frame and brick factory buildings added in ca. 1913, ca. 1917, ca. 1919 and ca. 1920-1921 for the Herschell-Sweeney Motor Company. The ca. 1895 Power Building and factory building additions retain sufficiently high levels of integrity to convey their historic identity and allow for an understanding of their original use and function. A high level of integrity of materials and workmanship associated with a late 19<sup>th</sup> brick-masonry industrial building, and early 20<sup>th</sup> century reinforced concrete and brick daylight factory buildings is also retained as evidenced in a comparison of the existing facility with historic photos. The property meets Criterion C of the National Register eligibility requirements as a good example of the industrial factory aesthetic.

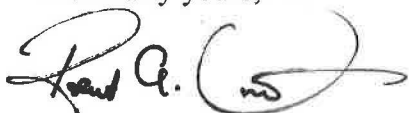
The property also meets the requirements of Criterion A. The reinforced concrete and brick factory additions were added by the Herschell-Spillman Company purchased the 1895 Power House in 1899. The company was highly successful as pioneer inventors and manufacturers of engine motors for the emerging aero plane and automotive industries. The company also gained national and international recognition as inventors and manufacturers of carousels. Herschell-Spillman occupied the plant until it was sold to the Remington-Rand Corporation in 1925. James Rand Sr. and Jr., founders of the company were natives of North Tonawanda. The Remington-Rand Corporation is renowned internationally for their invention and manufacturing of a variety

of products that revolutionized record-keeping and storage methods. The Sweeney Street plant was a printing facility and factory where "visible" equipment used in the Remington Rand Retrieval System were produced and assembled until the company shut their North Tonawanda operations down in the mid-1960s ending the period of significance.

The Herschell-Spillman Motor Company Complex is a significant part of our City's history, and continues to be a focal point of our downtown corridor along the historic Erie Barge Canal. This complex is important to both the economic health and historic value of our great City.

Thank you again for your careful consideration with having the Herschell-Spillman Motor Company Complex on the State and National Register of Historic Places. Please do not hesitate to contact me should you have any questions.

Faithfully yours,

A handwritten signature in black ink, appearing to read "Robert G. Ort", with a large, stylized flourish extending to the right.

Robert G. Ort  
Mayor

THE SENATE  
STATE OF NEW YORK



**GEORGE D. MAZIARZ**  
Senator, 62nd District

**ALBANY OFFICE:**  
ROOM 708  
LEGISLATIVE OFFICE BUILDING  
ALBANY, NY 12247  
(518) 435-2024  
FAX: (518) 426-6987

**DISTRICT OFFICE:**  
175 WALNUT STREET  
SUITE 6  
LOCKPORT, NY 14094  
(716) 434-0680  
FAX: (716) 434-3297

**E-MAIL ADDRESS:**  
maziarz@nysenate.gov

**VICE PRESIDENT PRO TEMPORE**

**CHAIRMAN**  
ENERGY & TELECOMMUNICATIONS

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CONSUMER PROTECTION

CRIME VICTIMS, CRIME & CORRECTION

EDUCATION

ENVIRONMENTAL CONSERVATION

HIGHER EDUCATION

RULES

TRANSPORTATION

March 1, 2013

Ruth L. Pierpont  
Deputy Commissioner for Historic Preservation  
Historic Preservation Field Services Bureau  
NYS Office of Parks, Recreation, and Historic Preservation  
PO Box 189  
Waterford, NY 12188-0189



Dear Ruth:

Thank you for informing me that the Herschell-Spillman Motor Company Complex in North Tonawanda is being considered for inclusion on the National and State Registers of Historic Places. Please know that I fully support this designation.

As a North Tonawanda native, I grew up not far from this site and today I am proud to represent the city and region in the State Senate. I am very familiar with its history and I think its inclusion on the National and State Registers of Historic Places is fitting and proper.

I am grateful for the opportunity to weigh in on your upcoming decision, and please let me know if there are any questions or concerns you may have.

Sincerely,

A handwritten signature in blue ink that reads 'George D. Maziarz'.

George D. Maziarz  
Senator, 62<sup>nd</sup> District

GDM:at



## New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com



**Andrew M. Cuomo**  
Governor

**Rose Harvey**  
Commissioner

12 April 2013

Alexis Abernathy  
National Park Service  
National Register of Historic Places  
1201 Eye St. NW, 8<sup>th</sup> Floor  
Washington, D.C. 20005

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to enclose seven National Register nominations to be considered for listing by the Keeper of the National Register. Four of these are submitted on disc. They are:

Rome Elks Lodge No. 96, Oneida County  
Herschell-Spillman Motor Company Complex, Niagara County  
Brace Farm, Herkimer County  
Meetinghouse Green Road Cemetery, Herkimer County

The other three are submitted on paper. They are:

Rockland Print Works, Rockland County  
Cartin-Snyder-Overacker Farmstead, Rensselaer County  
Auclair-Button Farmstead, Rensselaer County

Please feel free to call me at 518.237.8643 x 3261 if you have any questions.

Sincerely:

Kathleen LaFrank  
National Register Coordinator  
New York State Historic Preservation Office