

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *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 NEW YORK CENTRAL BLACK ROCK FREIGHT HOUSE

other names/site number _____

name of related multiple property listing Historic Resources of the Black Rock Planning Neighborhood, Buffalo

2. Location

street & number 68-120 Tonawanda Street [] not for publication

city or town Buffalo [] vicinity

state New York code NY county Erie code 029 zip code 14207

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.)

Roger Dennis Mackay
Signature of certifying official/Title

4/2/18
Date

DSHPD
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) _____

Signature of the Keeper

date of action

[Signature]

5/18/18

New York Central Black Rock Freight House**Erie County, New York**

Name of Property

County and State

5. Classification**Ownership of Property**

(check as many boxes as apply)

☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

1

Noncontributing

-

buildings

-

sites

-

structures

-

objects

10**TOTAL****Name of related multiple property listing**

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

Historic Resources of the Black Rock Planning Neighborhood, Buffalo

Number of contributing resources previously listed in the National RegisterN/A**6. Function or Use****Historic Functions**

(enter categories from instructions)

TRANSPORTATION/Rail-related**Current Functions**

(Enter categories from instructions)

VACANT/Not in use**7. Description****Architectural Classification**

(Enter categories from instructions)

NO STYLE**Materials**

(Enter categories from instructions)

foundation concretewalls brickroof metal

other _____

Narrative Description

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

New York Central Black Rock Freight House

Name of Property

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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

Areas of Significance:

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

Period of Significance:

1906- ca.1962

Significant Dates:

1906, 1940, ca.1962

Significant Person:

N/A

Cultural Affiliation:

N/A

Architect/Builder:

Donald L. Sommerville

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. **NPS #36,008**
- ☐ 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

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other repository: _____

New York Central Black Rock Freight House**Erie County, New York**

Name of Property

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10. Geographical DataAcreage of Property 1.76 acres**UTM References**

(Place additional UTM references on a continuation sheet.)

1 17 671569 4755414
Zone Easting Northing3 17
Zone Easting Northing2 17 4 17 **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.)

11. Form Prepared Byname/title Caitlin Moriarty, Ph.D., Matthew Shoen, Kelsie Hoke, M.Arch [Edited by Jennifer Walkowski NYSHPO]organization Preservation Studios date 1/29/2018street & number 170 Florida Street telephone 716-725-6410city or town Buffalo state NY zip code 14208**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's locationA **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 _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 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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New York Central Black Rock Freight House
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Narrative Description of Property

The New York Central Black Rock Freight House is located at 68 Tonawanda Street in Buffalo, Erie County, New York. It sits in a small industrial corridor in the Lower Black Rock neighborhood, approximately four miles northwest of downtown Buffalo. Residential neighborhoods composed of housing stock from the late nineteenth to the early twentieth century are present to the north, while the Scajaquada Expressway and the Scajaquada Creek are present to the south and east. Two blocks to the south and west are some light industrial buildings with the Niagara Thruway and Niagara River beyond. Across the street to the east from the building is a large open field flanked on either side by early twentieth century red brick factory buildings.

The property boundary encompasses a long narrow parcel directly between Tonawanda Street to the east and the rail line to the west. The freight house itself is surrounded on each side by a combination of gravel and asphalt pavement in rather poor condition, and currently the area directly in front of the building is used for parking. Immediately adjacent to the west is the New York Central Belt Line.

Built in 1906, the New York Central Black Rock Freight House is a long, narrow, rectangular one-story building. It is only a single bay wide by thirty-nine bays long. Originally, the building had a two-story administrative portion at the south end; however, this was damaged by a fire in 1940 and the upper story was lost. Utility and economy were key to the design of this warehouse and shipping building, and this is conveyed through the use of serviceable materials and a simple, repetitive design based on functionality. Simply designed and economically built of standard red brick, the building is a good example of a typical early twentieth century freight house. Its regular repeated bays feature brick arches over each of the wide openings with subtle brickwork details throughout and, in some locations, remaining attractive wood knee braces from the historic awnings. On the interior, the building now houses a variety of steel and metallurgy artisans and is largely intact to its historic appearance and character. The walls are exposed brick with exposed original steel trusses at the ceiling, and some original doors are still in place. Overall, the building is in fair condition inside and out, and it retains sufficient architectural integrity to convey its importance as an example of a local, early twentieth-century freight house.

Exterior.

The building is an elongated rectangle in form and measures approximately 750 feet long by 48 feet wide. It is built of solid red brick set on a raised forty-two inch poured concrete base and has a gabled, corrugated metal-clad roof. The building is divided into seven sections, each composed of five regular bays. The southern end of the building, which was historically two-stories in height and, due to a fire, is now only a single level, is only four bays in width and is slightly different from the rest of the building in terms of fenestration and brick detailing.

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The primary façade of the building is its long east elevation, which fronts along Tonawanda Street. Flat brick pilasters frame each of the thirty-five regular bays, while a large segmental arched opening is present in every other bay. At the center of each pilaster is a corbelled brick projection that originally supported the large wood knee braces of a continuous historic awning. Just beneath the height of the awning, a corbelled brick course stretches between the pilasters. Above the roofline, each of the seven sections are separated by a crow-stepped parapeted fire wall which give the building an attractive rhythm against the skyline. Historically, each of the arched openings contained a pair of paneled wood doors with an upper transom that slid open on an interior track, as depicted on original plans for the building. Now, however, most of the openings have either been filled in with painted CMU, metal panels, and corrugated metal, or replaced with new entries and modern garage doors. Scattered new door and window openings of varying sizes are present in several of the bays both at the walls and within the existing door infills. These openings were gradually added as the building changed hands and function over the course of its history but are largely reversible. In some locations, original knee braces still remain and support sections of modern corrugated metal awnings. In other places, replacement braces in varying styles have been added to support scattered awnings and overhangs across the façade. Beneath several of the awnings there are non-historic steel, brick, or concrete steps which access the different sections of the building and the businesses that they currently contain.

The remaining four bays at the south end of the east elevation differ somewhat from the rest of the building. A simple, flat water table caps the foundation at this end and the elevation is simple flat brick without pilasters or corbelled belt courses. In each of the four bays, there is a pair of tall windows each with a deep stone sill resting on a flat stone sill course. The windows are inset into the thick brick walls and original wood paneling is present in two of the jambs. Four of the openings retain their original six-over-six double-hung wood windows, although both the remaining windows and the remaining paneling is in fairly poor condition. After the 1940 fire, which consumed the second floor, the damaged roofline was rebuilt to feature a stepped parapet above the first floor.

The west elevation of the building is very similar to the primary façade, with only a few differences. Here, the grade is approximately three feet higher than on the east side of the building and so is at the level of the large historic openings. Arched openings are present in every other bay but almost all have been filled in with brick or CMU and the elevation has been painted a deep red color. At the northern end, a large 1980s loading dock addition extends west from the elevation and obscures most of the third and fourth sections from the north. The loading dock has a steel structure and is clad in corrugated metal. At the southern end of the elevation, a wide overhead door opening is centered on the final four bays with a blank brick bay to either side.

The north and south end elevations of the building are both very simple. At the south end, a large overhead door opening with a flat lintel is located just east of center and contains a tall pair of non-historic corrugated metal doors. Two window openings are present to the west and one window opening is present to the east, each

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matching those on the east and west elevations. The north elevation is more intact and features tapered brick pilasters framing the corners and a large rectangular opening at the center. Above the opening is a pair of small, round-arched windows. Just east of the paired windows is a rectangular window opening that was added at a later date. On both sides of the doorway, later brackets support decorative aluminum sculptures. The most interesting feature of this elevation, however, is the tall, crow-stepped and gabled parapet which crowns the building and is repeated in each of the parapeted fire walls beyond.

Interior

The interior of the building is very simple throughout and is generally arranged across a single floor level. Primary access is provided by the many doors on the east elevation, as well as one large door opening at the north end of the west elevation. Each of the seven sections is an open-volume space and all are connected to one another via large arched openings at the center of each on the north and south walls. Each section has exposed painted brick walls and a concrete floor. Overhead, the ceiling in each section is formed by four exposed original steel trusses with modern batt insulation between the steel purlins, obscuring the roof framing above. In four of the sections, modern partitions have been introduced to enclose office or storage space with gypsum walls, carpeted or tiled floors, and dropped gypsum ceilings. Original steel fire doors are present at two of the large openings at the walls in between the sections, but the remainder are modern replacements. A single original freight loading door remains in the second northernmost section. The wide door slides on a steel track and has beadboard-filled panels across the lower portion with an arched transom across the top where sunlight would have been visible over the freight trains.

At the south end of the building, the administrative portion looks much as it did after the 1940 fire. It has exposed and severely fire-damaged brick walls with a dirt floor and an exposed metal roof with a metal deck beyond. Some original interior paneling is present in two of the eastern window jambs, but otherwise no original finishes are intact. Although the second floor burned in the fire and was largely lost as a result, a single bay of the original second floor does remain at the north end of the administrative portion, though no original finishes are present. Currently, this bay of the second floor contains a modern apartment dating to the 1990s with a non-original dormer of the same date at the east end. The apartment has gypsum walls throughout and a gypsum ceiling with a combination of laminate and tile flooring. At the south end of the apartment, remaining exposed original structure indicates that a monitor once lit the second floor along the spine of the roof, giving a small clue as to what this floor of the building once looked like.

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Statement of Significance

The New York Central Black Rock Freight House is located at 68-120 Tonawanda Street in Buffalo, Erie County, New York. Constructed in 1906 by the New York Central Railroad, the building facilitated freight transfer until the early 1960s. After a fire in 1940 destroyed an adjacent passenger station and damaged the office portion of the Freight House, the New York Central repaired and continued to use the building for freight service until about 1962. The New York Central Black Rock Freight House is significant under Criterion C in the area of Architecture as a good example of a railroad freight house, a building type that emerged in the late nineteenth century, as railroads proliferated in cities across the county. New York Central Railroad engineer Donald L. Sommerville designed the Black Rock Freight House to facilitate freight loading, unloading, and storage processes. Like other freight houses across the county, the building features a utilitarian layout and materials that communicate its function while also portraying company pride. Brick walls with steel trusses create large, open, fireproof storage areas, and simple design elements such as brick corbeling and arched window headers provide a professional interface for the New York Central Railroad. While once common along Buffalo's railroad tracks, this resource type is now rare, as many examples were demolished in the twentieth century as other forms of transportation superseded rail. The Freight House is further significant under Criterion A in the area of Transportation for its role in regional transportation. The building served an important function in the New York Central Railroad's network of shipping and transporting goods for local industries and residents. The site of the building, near the intersection of Tonawanda and Niagara Streets, was one of three railroad hubs in the Buffalo area. Constructed after the International Bridge opened in 1873, the New York Central Black Rock Freight House served international trade and local industrial facilities. Additionally, the residential development that accompanied industrial growth in the area also fostered a significant demand for freight of "less-than-carload" (LCL) sizes. Prior to widespread vehicular delivery services, small businesses and residents relied upon LCL service for large household deliveries. The New York Central Black Rock Freight House is a tangible connection to the concentration of railroad related architecture that occupied much of the surrounding area prior to the mid-twentieth century.

The period of significance begins in 1906 with the construction of the Freight House and ends ca. 1962, when the New York Central Railroad sold the property. During this time, the New York Central Railroad dominated rail transportation in Buffalo and the New York Central Black Rock Freight House was one of five freight houses in the company's local network. The building is the only extant New York Central freight house in Buffalo, and it continues to communicate its function through its design, materials, and setting.

The New York Central Black Rock Freight House also satisfies the requirements outlined in the 2010 *Historic Resources of the Black Rock Planning Neighborhood* Multiple Property Document Form (MPDF) for National

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Register eligible Transportation and Railroad Architecture.¹ The New York Central Black Rock Freight House is located within the Black Rock Planning Neighborhood boundary and it retains sufficient architectural and contextual integrity to communicate its historical associations to the New York Central Railroad.

Transportation Networks and the Development of Black Rock

The New York Central Black Rock Freight House is located in a historic neighborhood known as Lower Black Rock, which is generally defined as the area along the Niagara River just north of the Scajaquada Creek. The Lower Black Rock neighborhood was part of the Village of Black Rock, a community that grew alongside Buffalo and was annexed by the City of Buffalo in 1854. From the Erie Canal to the railroad system, nineteenth century transportation networks shaped early development patterns in Black Rock and the Buffalo area more generally. Transportation options fostered industrial activity and concurrent residential and community development.

The Early Development of Railroads in Buffalo

Opened in 1825, the Erie Canal made it possible to efficiently trade goods between the Midwest and Northeast by offering a direct route between New York City and the Great Lakes. The route started on the Hudson River near Albany and ended on the Niagara River in Buffalo. While the canal provided an unprecedented connection, travelling between Buffalo and Albany on the Erie Canal took four days.² Much of this time was spent in locks, which raised or lowered the water level in the canal to allow barges to continue their travels. Travel along the canal was most laborious in the fifteen miles between Schenectady and Albany, where travelers spent an entire day passing through twenty-seven locks.³

Prior to the opening of the Erie Canal in 1825, Lower Black Rock was heavily wooded and sparsely settled by farmers.⁴ After the Erie Canal opened, however, people began building mills and factories along the Niagara River and Scajaquada Creek, and the foot of Amherst Street quickly attracted industrialists and settlers.⁵ By the 1830s, mills and factories in Lower Black Rock produced tons of flour and other products and were joined by cooperages and lumberyards along Hertel Avenue.⁶

¹ Jennifer Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," National Register of Historic Places Multiple Property Documentation Form, Clinton Brown Company Architecture, Buffalo, 2010.

² Edward T. Dunn, *A History of Railroads in Western New York*, 2nd ed. (Buffalo: Canisius College Press, 2000), 6.

³ *Ibid.*, 3.

⁴ Walkowski, "Historic Resources of Black Rock," Section E, Page 2.

⁵ Anne Schentag and Daniel McEneny, "The Market Square Historic District," National Register of Historic Places Nomination/Inventory Form, New York State Historic Preservation Office, Buffalo, 8/14/2011, Section 8, Page 2.

⁶ Walkowski, "Historic Resources of Black Rock," Section E, Page 9.

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Shortly after the final stretches of the Erie Canal opened, trains posed a threat to its dominance by offering more time efficient travel. Although trains provided a quicker connection, legislation ensured that canals remained the cheaper freight transportation option, so early train lines served primarily as passenger lines.⁷ In 1830, the Mohawk & Hudson Railroad incorporated, connecting Albany and Schenectady by rail and allowing passengers to bypass the cumbersome canal. After the Mohawk & Hudson incorporated, other railroads began to develop and connect the cities of New York State. Despite the financial risks involved in investing in railroads, by 1843 passengers could take a train between Buffalo and Albany in twenty-five hours, making railroads the preferred transportation network for travelers.⁸ In Buffalo, four railroads chartered between 1833 and 1842 connected the city to other urban centers in New York State. Each railroad terminated in Buffalo near the waterfront, and by 1853 the city had three passenger stations at Erie Street, Exchange Street, and Michigan Avenue.⁹

After the state legislature removed the restrictions that favored the Erie Canal's freight business in 1851, railroads quickly expanded and began developing the capacity to move large quantities of freight in addition to passengers. In 1853, the eight major railroads operating in New York State merged into the New York Central Railroad.¹⁰ At its inception, the new conglomerate had 555 miles of railroad tracks, seventy-six passenger depots, and seventy-two freight houses across the state.¹¹

Buffalo quickly emerged as a vital link in the New York Central Railroad's network, and the company developed a vast network of railroads, train yards, depots, and freight houses to accommodate the growing industrial city. Three areas of the city, the East Side, the waterfront, and Black Rock, became major railroad hubs. The New York Central Railroad's train yards dominated the East Side near Broadway and a huge meatpacking and slaughterhouse business emerged alongside the East Side railroad tracks.¹² In addition to the massive freight yard, the New York Central Railroad operated a passenger terminal on the East Side, not far from where the New York Central Railroad's Central Terminal (1929, NR 1984) was built decades later.¹³

Near the harbor, Buffalo had two major clusters of railroad activity. The first consisted of freight houses and depots that were built directly on the water to transfer freight from steamers to the shore. Two of the most prominent companies operating tracks and stations around the waterfront were the New York Central Railroad and the Lehigh Valley Railroad Company. The New York Central had a freight house at the junction of Carroll

⁷ Dunn, *A History of Railroads in Western New York*, 24.

⁸ Ibid., 6.

⁹ Ibid., 19.

¹⁰ Ibid., 24.

¹¹ Ibid., 25.

¹² Mark Goldman, *City on the Edge: Buffalo, New York* (Amherst: Prometheus Books, 2007), 41.

¹³ Dunn, *A History of Railroads in Western New York*, 98.

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and Louisiana Street as well as another depot at Green and Washington Streets.¹⁴ The second cluster consisted of several massive stations and passenger terminals around Exchange Street. The New York Central Railroad had two terminals on Exchange Street and Erie Street. Another major company, the Lehigh Valley Railroad, had a passenger terminal and freight house near Exchange Street at the corner of Washington and Scott Streets.¹⁵ These depots and freight houses served the passengers and industrial interests of downtown Buffalo, moving people and freight away from the waterfront to dozens of points to the east and west of the city.

While the majority of freight and passenger traffic occurred on the East Side or near the harbor, significant rail traffic developed in Lower Black Rock after the International Bridge (extant) was built in 1873. The Canadian Grand Trunk Railroad erected the bridge in response to the Suspension Bridge, the first international railroad bridge that opened in 1855 in Niagara Falls.¹⁶ Aiming to take advantage of closer proximity to Buffalo, the Grand Trunk Railroad engineered its International Bridge using Squaw Island (now called Unity Island) as an anchor point to span the Niagara River from Fort Erie, Canada, to Black Rock. While intended to connect Canadian rail networks to American infrastructure and foster new markets for Canadian goods, the bridge spurred increased transfer into Canada as well.

In response to the new gateway, several railroad companies developed new infrastructure in the area, transforming the land between Tonawanda Street and the Black Rock harbor into the largest rail node in the northern part of the city. The Grand Trunk Railroad, Erie Railroad, New York Central Railroad, and Delaware, Lackawanna & Western Railroad built train yards, passenger stations, and freight terminals in this area (See Fig. 4).

The New York Central Railroad quickly became the most influential railroad in Lower Black Rock. By the early twentieth century, the company built a large train yard that contained seven miles of tracks just north of the junction of Amherst and Tonawanda Streets.¹⁷ These train yards and stations were crucial to the New York Central's ability to move freight and passengers from Buffalo to Canada and all points west. The 1906 New York Central Black Rock Freight House replaced earlier facilities on site that processed freight traveling between Canada and Buffalo. It also served local customers, who utilized delivery services for freight hauls less than a full train carload.

¹⁴ Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 180; Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 3.

¹⁵ Dunn, *A History of Railroads in Western New York*, 78, 99.

¹⁶ Ibid., 31, 52.

¹⁷ Walkowski, "Historic Resources of Black Rock," Section E, Page 13.

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The Belt Line and Industrial Development in Black Rock

In addition to its international rail business, the New York Central Belt Line ingrained the railroad company into the fabric of the city and fostered industrial development in Lower Black Rock. Constructed between 1871 and 1883, the Belt Line looped around Buffalo and made it possible to travel its perimeter in less than an hour. The goal of the new circuit was to expand rail access beyond the waterfront and East Side and to encourage new industrial development in other, largely undeveloped, areas of the city. The rail line had nineteen stations spaced one mile apart and connected portions of the former Buffalo and Niagara Railroad, the New York Central and Hudson River Railroad, and the Lake Shore and Michigan Southern Railway.¹⁸ Factories located along the Belt Line's railroad tracks, which also connected to the New York Central Railroad's tracks over the International Bridge.

The construction of the Belt Line and International Bridge made Lower Black Rock an attractive site for industrialists who saw the junction of two critical pieces of transportation architecture as a major asset to their operations. Pratt & Letchworth was one of the earliest and most successful firms to take advantage of the Belt Line. In 1872, the company built a thirty-five-acre saddle-making factory at the junction of Niagara and Tonawanda Streets and connected the factory to the Belt Line via a rail spur. In addition to Pratt & Letchworth, smaller companies like the A. Cutler & Son Desk Manufacturers, Empire Metallic Bedstead Company, and Buffalo Cooperative Stove Company all built factories near the Belt Line by 1899.¹⁹ Like Pratt & Letchworth, these factories had rail spurs connected to tracks owned by the New York Central Railroad. By 1926, the Belt Line served over 350 industries.²⁰ Many of these industries required daily trains to move materials into and out of their facilities and built rail spurs to facilitate the movement of large 100 car trains through their factories.

The population in Lower Black Rock increased alongside railroad and industrial development, and the population grew from 1,400 in 1855 to 2,200 in 1875.²¹ Polish and German immigrants came to work in the area's factories and built houses near the railroads and factories. Houses and fraternal halls were built along Amherst Street, and Niagara Street became a major commercial district within Lower Black Rock. Two of the community's largest and most significant Catholic Churches, St. Francis Xavier Church (1893, NR 2011), and St. John's Church (1894, NR 1894) were built on East Street and Amherst Street, respectively.²² Like the houses and businesses of Lower Black Rock, neither church was located far from the railroads.

¹⁸ Aaron T. Heverin, "Past Tracks: A Queen City Built by Rail," The Buffalo History Works, last updated October 1, 2010, [Buffalohistoryworks.com/ptracks/](http://buffalohistoryworks.com/ptracks/).

¹⁹ Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 348.

²⁰ Ibid., 215. Jerry Zremski, "Immigrants End the Decline in Erie County Population," *The Buffalo News*, March 26, 2015, <http://buffalonews.com/2015/03/26/immigrants-end-the-decline-in-erie-county-population/>

²¹ Walkowski, "Historic Resources of Black Rock," Section E, Page 9.

²² Schentag & McEneny, "The Market Square Historic District," Section 7, Page 4-5.

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Economic growth promoted by the International Bridge and railroads helped Lower Black Rock grow throughout the nineteenth and early twentieth century; however, after World War II the neighborhood suffered the same precipitous population loss that affected the rest of Buffalo. Residents began moving to the suburbs as the cultural push for living away from the industrial neighborhoods of the nineteenth century gained momentum. As people left Lower Black Rock, the neighborhood's industries closed, as did the railroads, which were undermined by the construction of interstate highways and the rise of long haul trucking. Lower Black Rock declined throughout the late twentieth century; however, the economic revival occurring throughout Buffalo is also visible in Lower Black Rock, where refugees and Americans are helping to produce modest growth in the neighborhood.²³

History of the New York Central Black Rock Freight House

Several railroads operated from a Black Rock freight yard by 1879, and by 1889 the New York Central, Hudson River Railroads, and Michigan Central Railroad maintained freight houses north of the New York Central Belt Line Black Rock passenger station, flanking a platform across from Watts Street (see Fig. 1).²⁴ The 1906 New York Central Black Rock Freight House replaced and consolidated these pre-existing freight services on Tonawanda Street in a new building located adjacent to the New York Central Belt Line passenger station.

As local industry and the surrounding neighborhoods grew, this freight location increased in importance, and the New York Central Railroad constructed the extant brick and steel building to formalize its freight service facilities. Designed by Division Engineer D.L. Sommerville and constructed at a cost of \$50,000, the building consisted of a two-story office section and a long, one-story freight storage wing extending north between the railroad tracks and Tonawanda Street.²⁵ The office portion of the building interconnected with the east side of the passenger depot, which likely dated to about 1880, when the Belt Line opened.

The two-story southern section of the building contained offices for the freight service manager. Per industry standards, the office maintained a view of the tracks and provided a secure record keeping area. The freight area of the building provided storage and facilitated easy transfer to automobiles. The freight service at the New York Central Black Rock Freight Station consisted primarily of "less-than-carload" (LCL) shipments for local delivery. LCL freight was too large or expensive for mail but not big enough for full train car service, and it required significant manual labor for sorting and handling individual packages.²⁶ While large companies had

²³ Jerry Zremski, "Immigrants End the Decline in Erie County Population," *The Buffalo News*, March 26, 2015, <http://buffalonews.com/2015/03/26/immigrants-end-the-decline-in-erie-county-population/>.

²⁴ *Annual Report of the State Engineer and Surveyor on the Railroads of the State of New York* (Albany: Weed, Parsons and Company Printers, 1880), 582. According to this report, New York Central employee Dennis Woods crushed his right arm while working in the Black Rock freight yard on February 2, 1879.

²⁵ "Building News," *The American Architect and Building News* 90, no. 1603 (1906): viii.

²⁶ Dunn, *A History of Railroads in Western New York*, 219.

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rail spurs to bring train cars directly into their facilities, smaller clients—including neighborhood residents—relied upon the local freight house and delivery companies.

There is little evidence of any notable architectural changes to the building from its construction in 1906 until a fire in 1940. One building permit from 1916 indicates requests to “alter” the building and could be related to an existing partial monitor in the second story of the near (north) portion of the administrative wing, as the 1950 Sanborn indicates “raised 8 ft.” in that location. Due to the very functional nature of the building and its continued use for freight storage, it may not have required any large architectural changes.

In 1940, a three-alarm fire destroyed the passenger station and severely damaged the office section of the Freight House. Burning for two hours, the fire imposed \$25,000 of damage and left a fifty-foot hole in the roof.²⁷ The New York Central stabilized the building for freight service but did not rebuild the passenger station or the office interiors. By this time, railroads relied heavily on freight service to counterbalance the precipitous drop in passenger rail use. Local passenger service in Buffalo dropped 42 percent between 1926 and 1933, as buses and automobiles began to dominate transportation, and in 1941, rail passenger revenue measured only one-ninth of rail freight revenue across the country.²⁸ The decision by the New York Central not to invest in rebuilding passenger facilities in Black Rock reflects this trend. The company operated the New York Central Black Rock Freight House until 1962.²⁹

The utilitarian design of the New York Central Black Rock Freight House facilitated warehouse and manufacturing operations after the railroad departed. Fedders Quigan, who occupied a factory across the street, used the building as a warehouse in the 1960s and it was later used by a steel fabricating company.

Typology of Freight House

The New York Central Black Rock Freight House on Tonawanda Street is a good example of an early twentieth century freight house, a type of railroad architecture that was once common along Buffalo’s rail lines. Simple yet purposefully designed, freight houses emerged in the late nineteenth century as a unique building type to facilitate the transfer of goods from train cars to wagons or other modes of local ground transportation.³⁰ They also functioned as storage areas for freight transferring to connecting rail lines.

Designed as utilitarian facilities, freight houses consisted of a few basic components tailored to the cargo loading and unloading process. Almost always long and narrow rectangular buildings, they typically featured

²⁷ “Freight Depot is Damaged by 3-Alarm Blaze,” *Buffalo Courier-Express*, September 19, 1940, 1.

²⁸ Dunn, *A History of Railroads in Western New York*, 259, 255.

²⁹ It appears that the railroad maintained a passenger route between Buffalo and Niagara Falls into the late 1940s.

³⁰ Matthew Heins, *Globalization of American Infrastructure: The Shipping Container and Freight Transportation* (New York: Taylor and Francis, 2016), 144.

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raised platforms to access the train tracks, an open freight room for storage, and an office for the railroad attendant.³¹ Freight house designs were conceived to serve trains, which would pull up alongside the long freight house buildings, which provided quick, efficient access to multiple train cars to unload or load cargo. While designers privileged structural engineering to maximize interior open space, they also included architectural embellishments that signaled the company's formal presence and investment in the local community.³²

The 1906 New York Central Black Rock Freight House followed this layout pattern, with an office at the southern end and seven contiguous sections for freight storage and transfer. Raised platforms on the west and north provided access to trains, and inside the Freight House, exposed steel trusses minimized interior obstructions and facilitated an open series of freight storage areas. At approximately 750 feet long, the building provided efficient loading and unloading for forty-four train cars. Brick and steel construction and the use of a fire wall between each storage section reflected common concerns for fire damage, which could compromise any freight in storage.

These primary features of a freight house are still legible, despite a damaging fire in 1940 and various industrial uses post-1962. The long rectangular footprint clearly communicates the original function of providing easy access for train loading and unloading, while firewalls and some original metal doors between storage bays reference the importance of fire safety for the freight storage business. In addition, the building's relationship to active rail line remains intact.

Although freight houses are modest and functional in form, engineers focused on their details and relationship to the train tracks in order to maximize efficiency. The New York Central Black Rock Freight House still exhibits many of these subtle qualities. Experts advised placing the floor of the freight house at the same level as the floor of the freight car, generally four feet above the tracks.³³ Raised platforms, sloped slightly towards the tracks for drainage, bridged the distance and prevented the need for vertical transfer. The platforms are no longer present, likely removed after 1962, when New York Central Railroad ceased operations, but the height of the thresholds gives evidence of the original arrangement. The spacing of freight house doors also mirrored the form of the train, corresponding with the spacing of doors on standard cars, and the bays illustrate this pattern.

When selecting doors and arranging windows, freight house designers anticipated piles of stored freight inside the building. Typically, freight houses featured sliding doors, seven to ten feet wide and seven to twelve feet

³¹ Walter G. Berg, *Buildings and Structures of American Railroads* (New York: John Wiley & Sons, 1893), 205.

³² Charles W. Bohi and H. Roger Grant, "Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe," *Kansas History* 4 (1981): 40.

³³ Berg, *Buildings and Structures*, 204.

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high, or lifting doors that would not take up floor space when open.³⁴ While door openings generally provided ample light when open, windows and transoms provided additional light to the interior of the building. The latter were particularly important because piles of freight could block lower windows. In larger freight houses, clerestories provided additional light and ventilation.³⁵

The fenestration of the New York Central Black Rock Freight House exemplified these standard practices. Originally, the bays of the long freight storage area alternated between blank walls and eleven-foot-tall sliding doors. Transom windows at the top of the doors provided light when the doors were closed, and the blank walls accommodated tall piles of freight without concern for blocking windows. In the absence of other windows at typical sill height, clerestory windows centered in the roof above the blank bays provided additional light to the interior. One of these original exterior doors remains on the east elevation, and while some openings are filled with brick and concrete block, the original pattern of regular openings is legible.

Despite the prevailing emphasis on its freight transfer function, the New York Central Black Rock Freight House building also features several aesthetic touches. Brick arches and corbeling communicate the sturdiness of the building and instill confidence in the New York Central Railroad. The attendant's office, where customers interfaced directly with the railroad representative for payments and receipts, also featured aesthetic touches. Blueprints indicate that a handsome custom-made desk and built-in cabinets adorned the room and, per industry standards, the office afforded a view of the train tracks.³⁶ As a result, and in contrast to the freight storage area, the office portion of the building contained windows rather than doors. While severely damaged in the 1940 fire, the distinct purpose of the office space at the southern end is legible from its human scale doorways, which contrast the large openings of the storage bays, and window fenestration; in addition, some original door and window casing shows a higher level of finish in the office area, where customers interacted with railroad workers.

Many railroad companies standardized freight house design for ease of replication. A standard, modular design expedited the construction process and could be adjusted to suit particular sites. It also created an "architectural corporate logo," that the public associated with the operating company.³⁷ The blueprints for the New York Central Black Rock Freight House are labeled, "Standard Freight House Details for 40 ft. House," suggesting that the New York Central Railroad employed a standardized freight house design.

The New York Central Black Rock Freight Station typifies the freight station typology, a building type created by railroad company designers specifically to house and transfer freight. In particular, the layout and

³⁴ Ibid., 207.

³⁵ Ibid.

³⁶ Donald L. Sommerville, "Standard Freight House Details, N.Y.C. & H.R.R.R., 44 Tonawanda" Blue prints, 1906.

³⁷ Bohi and Grant, "Standardized Railroad Stations," 40.

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fenestration communicate the utilitarian impetus for its construction. The steel trusses, firewalls, and sliding metal doors emphasize the industrial purpose of the storage areas, while the original circulation pattern is evident through doorways and thresholds that distinguish between the front office, where customers entered and interacted, and the back areas, which exclusively served freight storage and loading functions. This freight house is one of the last remaining examples of this resource type in Buffalo and its location near the International Bridge is a tangible link to the railroad hub that developed there in the late nineteenth century.

The History of Freight Houses in Buffalo

Freight houses played a critical role in transferring goods throughout Buffalo and many were built in areas of high industrial density. The majority of freight houses in Buffalo were built in three locations: along the waterfront near the Buffalo River, the Ship Canal, and Exchange Street; near the International Bridge in Black Rock; and as part of East Side railroad complexes. Few of these freight houses remain intact and many were demolished after the major railroads bankrupted in the 1960s and 1970s. The New York Central Railroad had five freight houses in Buffalo, located on Carroll Street, Louisiana Street, Erie Street, the corner of Ohio and Moore Street, and Tonawanda Street.³⁸ Of these facilities, only the New York Central Black Rock Freight House on Tonawanda Street remains extant in 2017.

Freight Houses by the Buffalo Waterfront

The New York Central Railroad's most important freight house was located on Ohio Street, south of downtown on the Buffalo River. At 2,200 feet long, the freight house was capable of handling 200 boxcars at once and was used to hold materials offloaded by lake steamers.³⁹ The New York Central Railroad operated two additional freight houses by the waterfront (not extant). The first, at the junction of Carroll and Exchange Streets, had a capacity of 273 cars and featured a large crane to help unload boxcars.⁴⁰ The second, located along Louisiana Street, had a capacity of 186 cars. The latter station was the destination for all western freight entering Buffalo along the New York Central Railroad's tracks.⁴¹

Other examples of freight houses located by the waterfront include the Cleveland & Buffalo Transit Company Freight House near Ohio and Illinois Streets, the Delaware, Lackawanna & Western Railroad Freight House on the banks of the Buffalo River near Main Street, and the Erie Railroad Freight House at 441 Ohio Street.⁴² In

³⁸ Dunn, *A History of Railroads in Western New York*, 218.

³⁹ *Ibid.*, 221.

⁴⁰ *Ibid.*, 218.

⁴¹ *Ibid.*

⁴² Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 122; Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 1; Jonathan D. Epstein, "Erie Freight House Comes Down, Buffalo River Development to Come," *The Buffalo News*, March 23, 2015, <http://buffalonews.com/2015/03/23/erie-freight-house-comes-down-buffalo-river-development-to-come/>.

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1915, the Lehigh Valley Railroad constructed another large freight house at Washington and Scott Street. This massive terminal was over 600 feet long and featured thirteen tracks in the yard and an electric crane capable of lifting forty tons. The freight house was opened by T.N. Jarvis, vice-president of the Lehigh Valley Railroad, who asserted that Buffalo was the greatest freight-producing city in the entire country.⁴³

In addition to railroad freight houses, the waterfront was also populated by a number of freight houses designed to store cargo offloaded from lake vessels.⁴⁴ Freight houses like the Northern Steamship Company Freight House, built along the City Ship Canal, had railroad tracks running alongside them to ensure a quick transfer of goods from the freight house to destinations away from the waterfront.⁴⁵

Buffalo's waterfront is no longer an industrial setting; instead much of the land has been turned over to entertainment and recreational purposes. Canalside, KeyBank Center, HarborCenter, and Coca-Cola Field are located on land that was once crisscrossed by railroad tracks. Additionally, parking lots for these venues and many other smaller groups occupy much of downtown. The changing use of land in downtown, as well as the collapse of most major railroads in the 1960s led to the destruction of many freight houses along the waterfront. Urban Renewal "clean up" campaigns included removing old railroad infrastructure. The great stations on Exchange Street have also been demolished and replaced by the Niagara Thruway. Currently, in 2018, Amtrak is renovating and expanding a small passenger station on Exchange Street, the only remnant of the massive rail network that once dominated Buffalo's harbor.

Freight Houses by the International Bridge

The New York Central Black Rock Freight House was built near the International Bridge in Black Rock, in 1906. With a capacity of forty-four cars, the New York Central Black Rock Freight House was one of the smallest freight houses operated by the New York Central Railroad in Buffalo; however, the station was an important transfer point for MC (motor carrier) business freight.⁴⁶ By 1906, at least three other railroads had freight houses by the International Bridge. The Grand Trunk Railroad had a freight house at the intersection of Dearborn and Wayne Streets, the Delaware, Lackawanna & Western Railroad had a freight house at the intersection of Parish and Thompson Streets, and the Erie Railroad had a freight house that ran diagonally and touched Tonawanda and Gorton Streets.⁴⁷ None of these freight houses remain and the area has largely transformed into a residential neighborhood with the exception of the New York Central Black Rock Freight

⁴³ "Declares Buffalo Nation's Greatest Freight Producer," *The Buffalo Courier*, December 16, 1915, 6.

⁴⁴ Dunn, *A History of Railroads in Western New York*, 215.

⁴⁵ Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 112.

⁴⁶ Dunn, *A History of Railroads in Western New York*, 221.

⁴⁷ Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 342; Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 340; Sanborn Map Company, *Buffalo, Erie County, New York*, 1899, Sheet 348.

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House and a two-story building at 1765 Niagara Street (NR eligible) that was used by the Grand Trunk Railroad as an office building.

Freight Houses in East Side Rail Complexes

The freight depots built in the East Side were far more scattered than those built by the International Bridge and along the waterfront. Many East Side freight houses were also built as part of massive railroad complexes that included coal storage buildings, train turntables, and repair shops. Some examples of East Side freight houses include the Erie Railroad's freight house at Babcock Street and the Delaware, Lackawanna & Western Railroad's freight house on Lovejoy Street. Although the East Side has more extant railroad tracks than anywhere else in the city of Buffalo, none of the old train architecture remains except for the New York Central Railroad Central Terminal. The turntables, repair shops, and freight houses have all been demolished and replaced with modern buildings.

Much of Buffalo's railroad infrastructure has been removed in the last fifty years, as automobiles and long haul trucking became the preferred method of transporting people and freight. Freight houses, passenger terminals, and other buildings crucial to operating trains were demolished throughout this time leaving buildings like the New York Central Black Rock Freight House as rare and important examples of the transportation infrastructure that once made Buffalo one of the most important railroad cities in America.

Designer—Donald Sommerville (1871-1938)

Donald Laing (D.L.) Sommerville was born in 1870 and attended Pennsylvania State College.⁴⁸ In 1890, Sommerville entered the engineering corps of the Beech Creek Railroad, a small rail line in Central Pennsylvania.⁴⁹ He held various positions related to the location, construction and maintenance of railroad buildings. In 1899, when the New York Central Railroad (NYCRR) purchased the Beech Creek Railroad, Sommerville was promoted to Supervisor of Bridges and Buildings in the Pennsylvania Division. He later advanced to the role of Division Engineer.

Sommerville worked in Pennsylvania until 1905, when he became Division Engineer for the NYCRR's Western Division, which was centered in Buffalo.⁵⁰ Subsequently, Sommerville served as superintendent of several Upstate divisions of the NYCRR, including the Adirondack Division, St. Lawrence Division, Mohawk

⁴⁸ "D.L. Sommerville," *Railroad Men: A Monthly Publication Devoted to the Railroad Service* 18, no. 11 (1905): 414.

⁴⁹ Ibid.

⁵⁰ Ibid.

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Division, Rochester Division, and Corning Division.⁵¹ Sommerville retired in 1931 after forty-one years in the railroad industry.⁵² He died in 1938 after an apoplectic attack and was buried in Jersey Shore, Lycoming County, Pennsylvania.⁵³

Summary

The New York Central Black Rock Freight House is an important link to the history of railroads in Buffalo. It is a utilitarian building designed to facilitate the freight transfer process, and it was a local freight hub for almost sixty years. The building is one of the last remaining freight houses in the city and is a tangible connection to the dense railroad networks that permeated the city in the early twentieth century. The Black Rock Freight House is significant under criterion C and A as a good, locally significant example of an early twentieth century railroad freight house.

⁵¹ "Central Appoints Timothy W. Evans Ass't Gen. Manager," *The Buffalo Courier*, May 21, 1916, 73; "Promotions Made by N.Y. Central Railroad Company," *The Buffalo Courier*, October 25, 1924, 14; "Personnel," *Railway Review* 62 (1918): 632

⁵² Death Certificate for Donald L. Sommerville, 29 November 1938, File No. 90409, Commonwealth of Pennsylvania. Ancestry.com.

⁵³ Ibid.

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Sanborn Map Company. *Buffalo, Erie County, New York*, 1899. Sheet 180.

Sanborn Map Company. *Buffalo, Erie County, New York*, 1899. Sheet 340.

Sanborn Map Company. *Buffalo, Erie County, New York*, 1899. Sheet 342.

Sanborn Map Company. *Buffalo, Erie County, New York*, 1899. Sheet 348.

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Verbal Boundary Description

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

Boundary Justification

This area contains all property historically and presently associated with the New York Central Black Rock Freight House.

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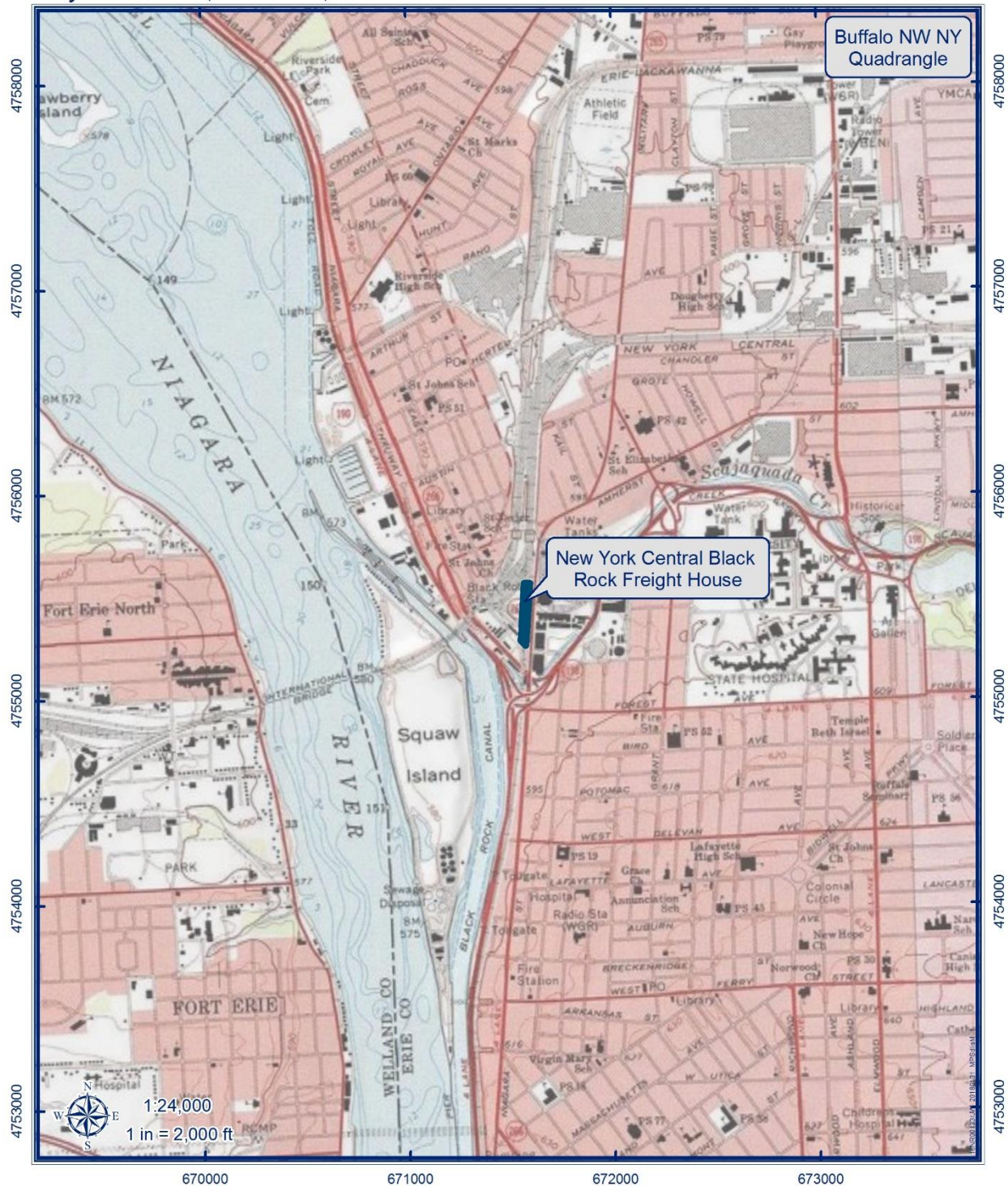
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New York Central Black Rock Freight House
Name of Property
Erie County, New York
County and State

New York Central Black Rock Freight House
City of Buffalo, Erie Co., NY

68-120 Tonawanda Street
Buffalo, NY 14207



Coordinate System: NAD 1983 UTM Zone 17N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

0 5501,100 2,200 Feet



Black Rock
Freight House



NEW YORK
STATE OF
OPPORTUNITY
Parks, Recreation
and Historic Preservation

United States Department of the Interior
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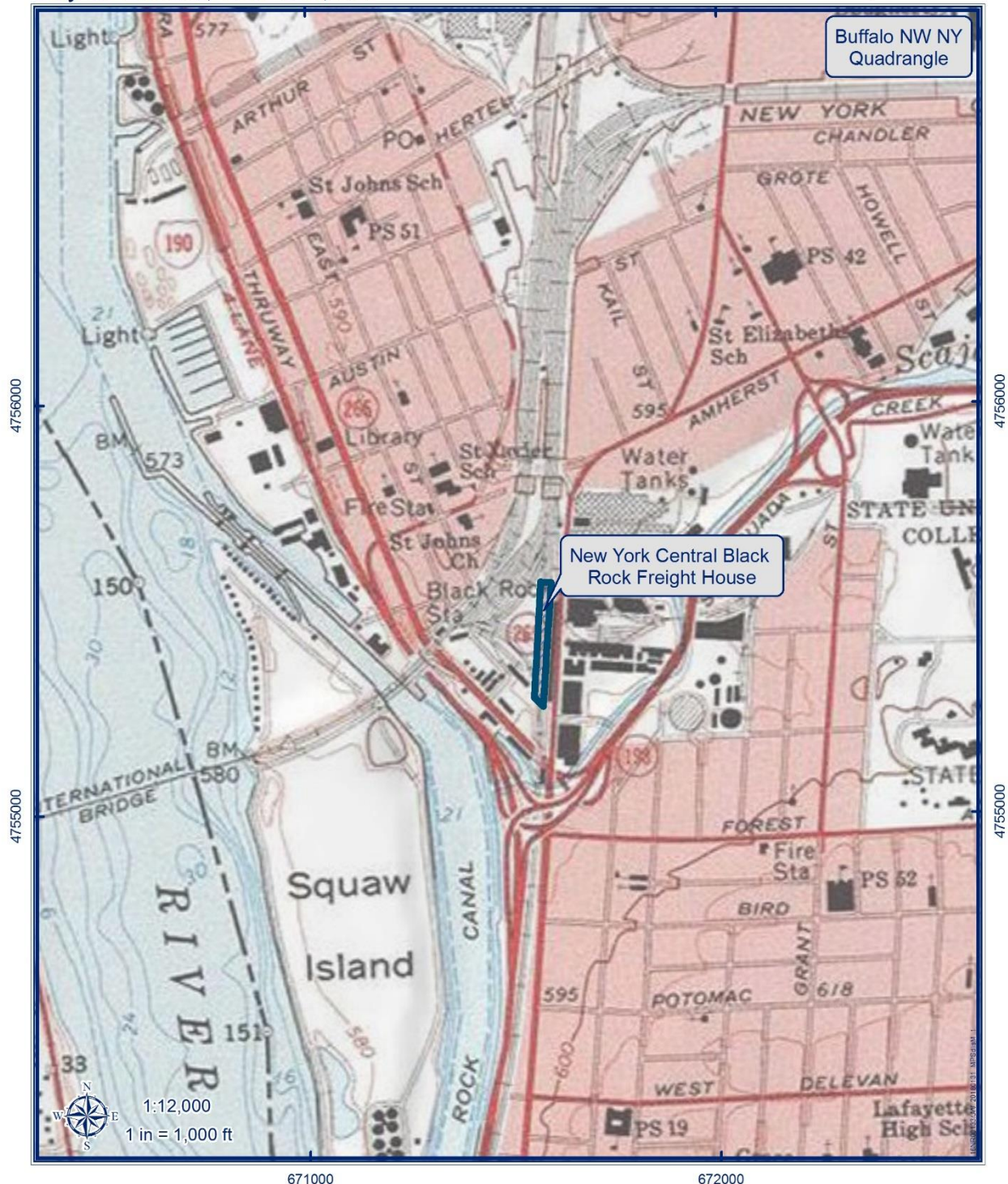
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New York Central Black Rock Freight House
Name of Property
Erie County, New York
County and State

New York Central Black Rock Freight House
City of Buffalo, Erie Co., NY

68-120 Tonawanda Street
Buffalo, NY 14207



Coordinate System: NAD 1983 UTM Zone 17N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

0 290 580 1,160 Feet

Black Rock
Freight House



Parks, Recreation
and Historic Preservation

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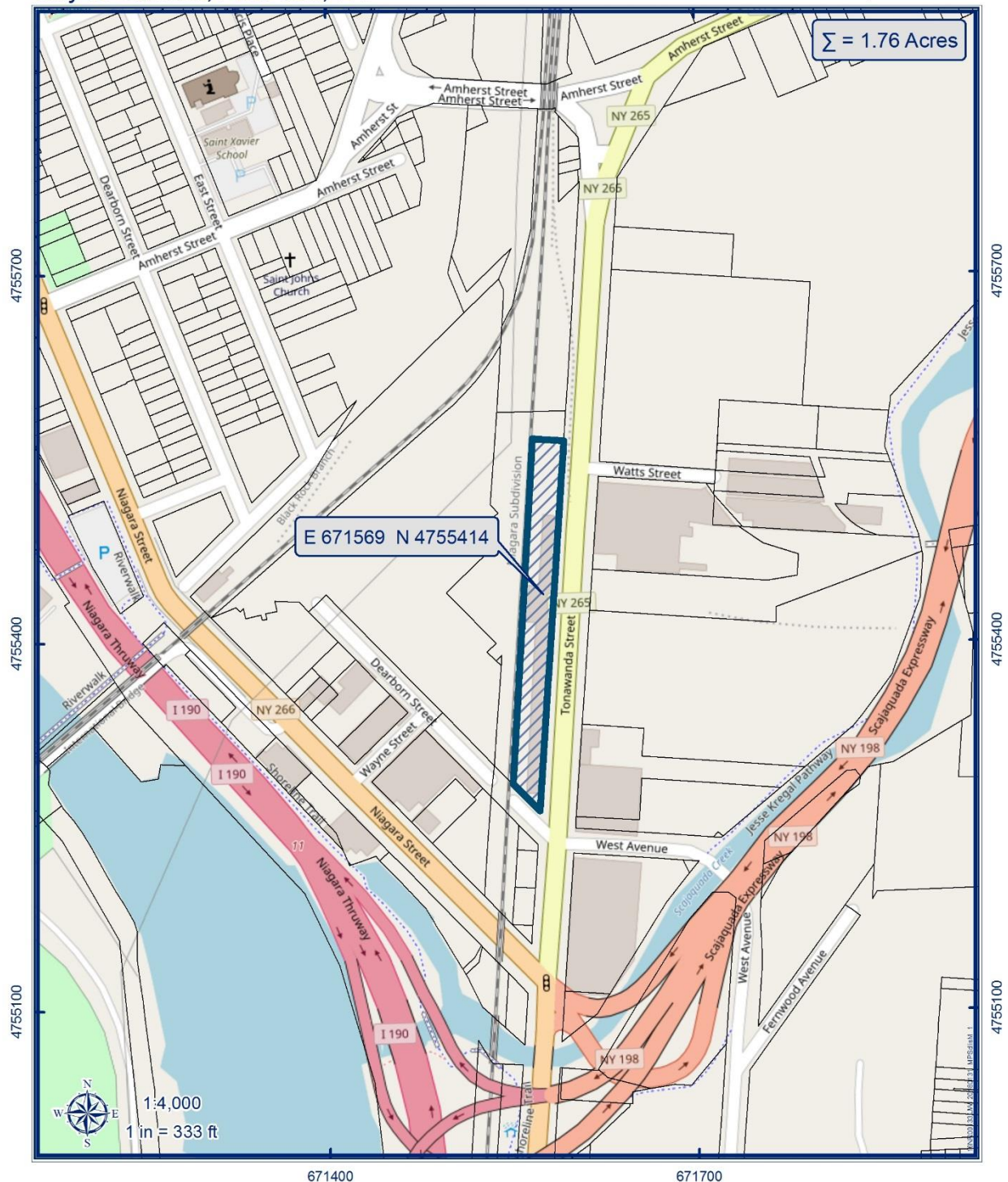
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New York Central Black Rock Freight House
Name of Property
Erie County, New York
County and State

New York Central Black Rock Freight House
City of Buffalo, Erie Co., NY

68-120 Tonawanda Street
Buffalo, NY 14207



Coordinate System: NAD 1983 UTM Zone 17N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

0 95 190 380 Feet



Black Rock
Freight House



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Additional Information

List of Photographs

Name of Property: New York Central Black Rock Freight House
City or Vicinity: Buffalo
County: Erie
State: NY
Name of Photographer: Derek King; Mike Puma
Date of Photographs: August 2017
Number of Photographs: 9

NY_Erie County_New York Central Black Rock Freight House_0001
East and north elevations, northeast corner, camera facing southwest

NY_Erie County_New York Central Black Rock Freight House_0002
West and north elevation, northwest corner, camera facing southeast

NY_Erie County_New York Central Black Rock Freight House_0003
East and south elevations, southeast corner, camera facing northwest

NY_Erie County_New York Central Black Rock Freight House_0004
West and south elevations, southwest corner, camera facing northeast

NY_Erie County_New York Central Black Rock Freight House_0005
First floor, southern depot space, camera facing south

NY_Erie County_New York Central Black Rock Freight House_0006
First floor, southern depot space, camera facing north

NY_Erie County_New York Central Black Rock Freight House_0007
First floor, northern freight space, camera facing south

NY_Erie County_New York Central Black Rock Freight House_0008
First floor, historic fire door, camera facing south

NY_Erie County_New York Central Black Rock Freight House_0009
First floor, northern freight space, camera facing north

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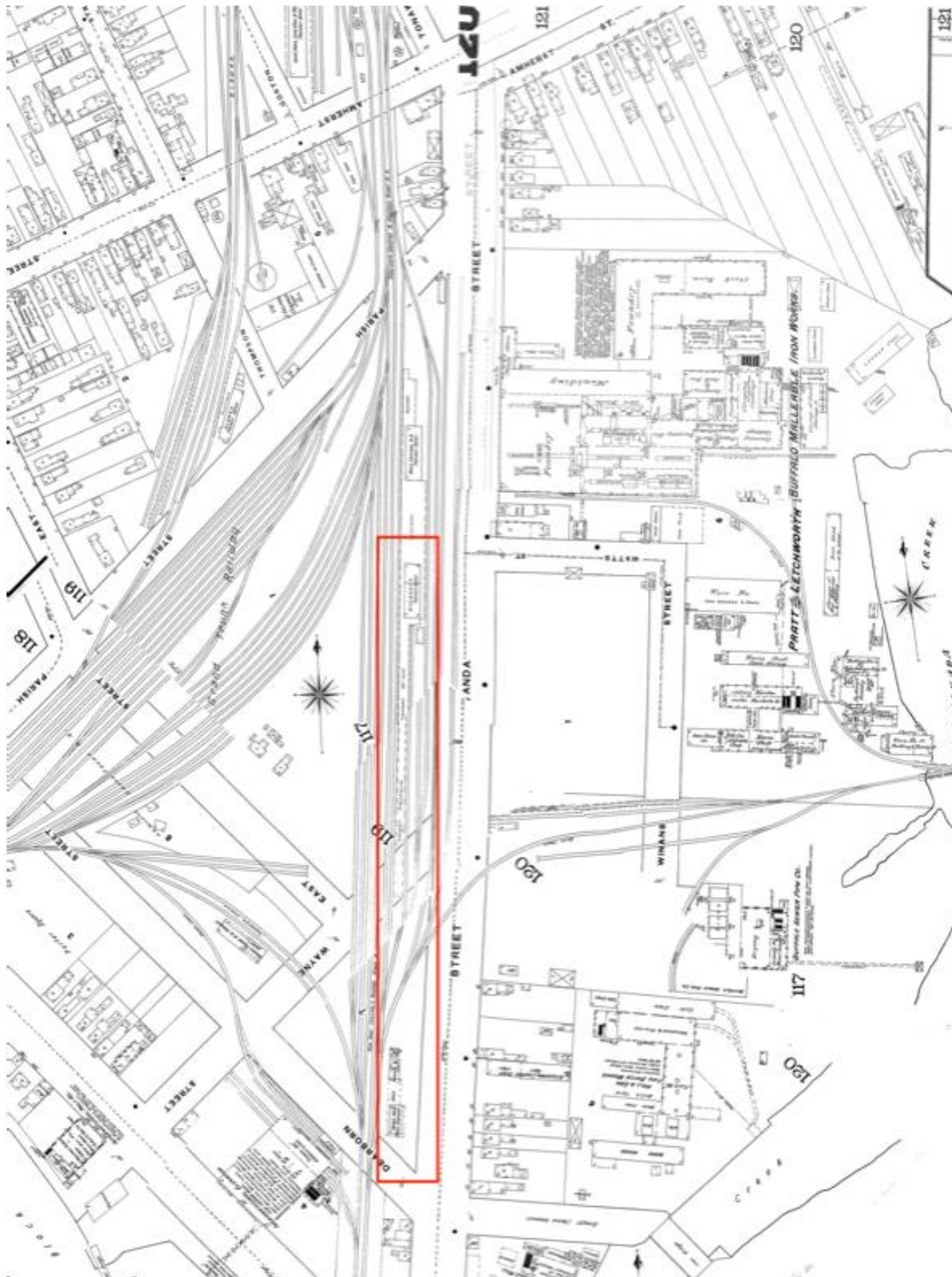


Fig. 1a Sanborn Maps, 1889 vol. 3, Sheets 117, 119, 120. The Black Rock Station is located on Dearborn Street and the New York Central freight depot is located across from Watts Street.

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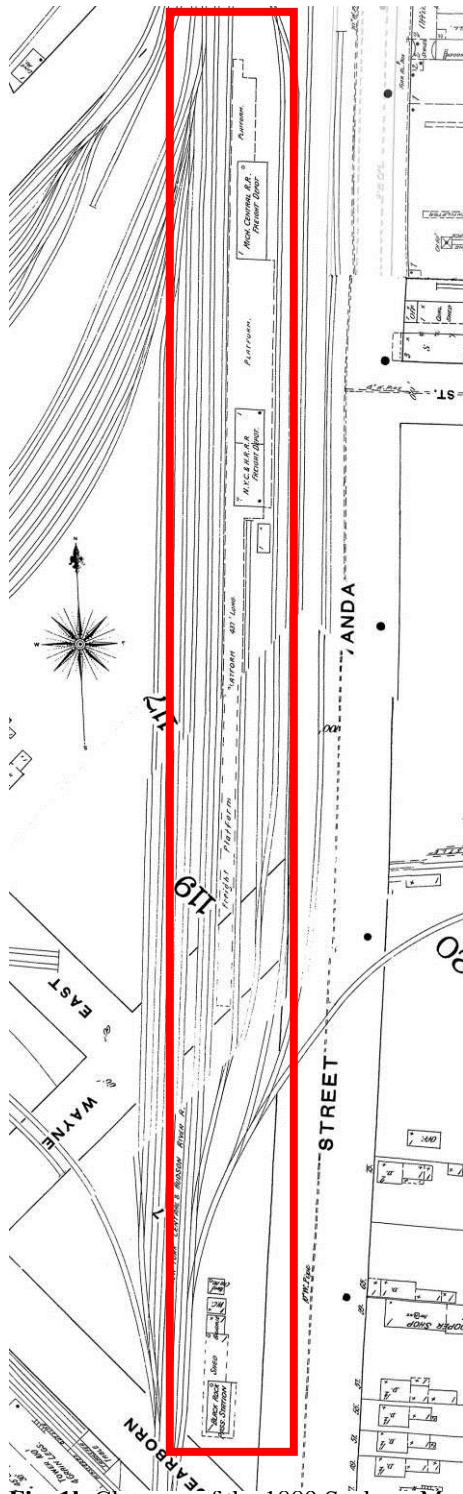


Fig. 1b Close-up of the 1889 Sanborn Map

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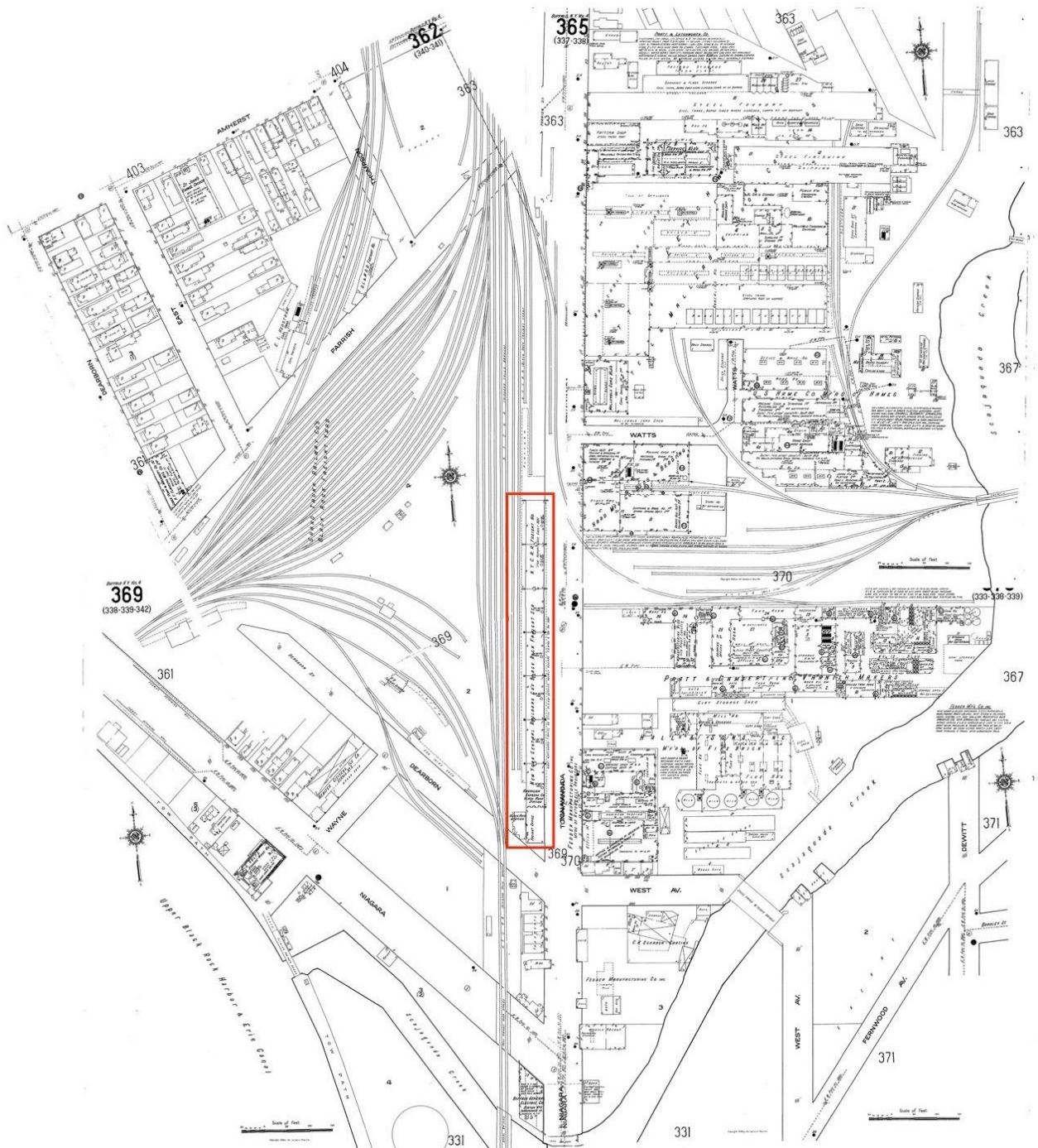


Fig. 2a Sanborn Maps, 1916 vol. 4, Sheets 362, 365, 369, 370. The Black Rock passenger station is adjacent to the New York Central Black Rock Freight House.

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← New York Central Railroad Black Rock Freight Yard

← Platform

← New York Central Railroad Company's Black Rock Freight House

← Black Rock Station and Freight Office

Fig. 2b Close-up of the 1916 Sanborn Map

Fig. 2b Close-up of the 1916 Sanborn Map

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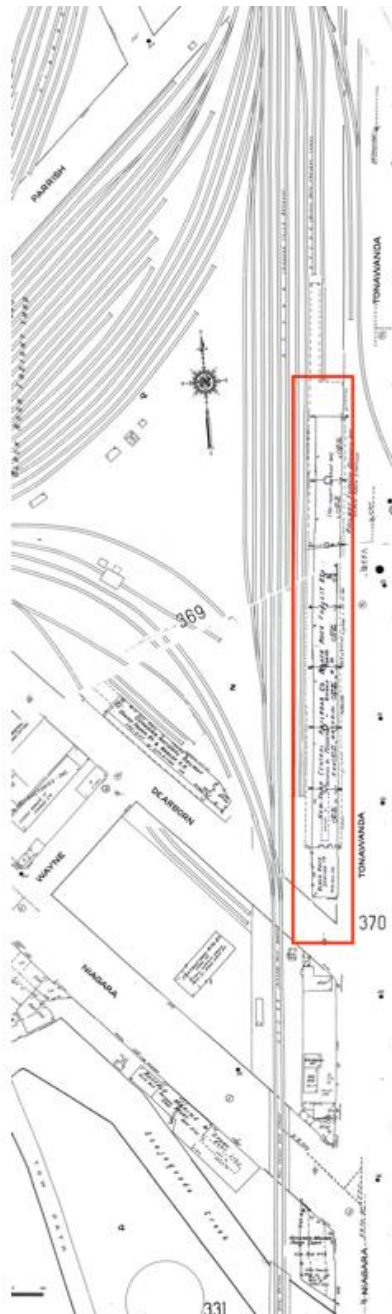


Fig. 3a Sanborn Maps, 1925 updated to 1950 vol. 4, Sheets 362, 369. A fire in 1940 destroyed the passenger station but the New York Central Railroad maintained freight service from the New York Central Black Rock Freight House.

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Erie County, New York

County and State

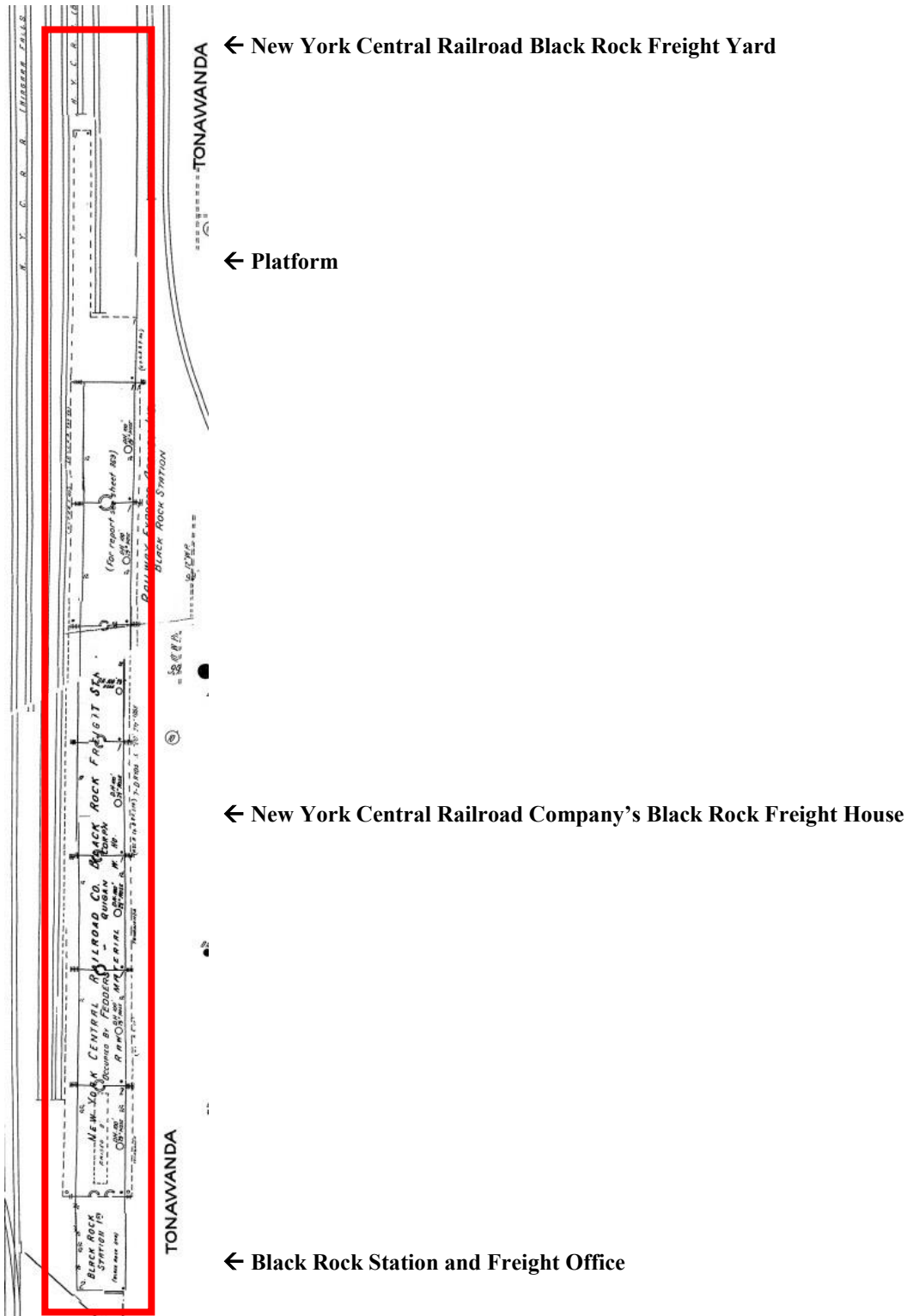


Fig. 3b Close-up of the 1950 Sanborn Map

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 11 Page 8

New York Central Black Rock Freight House

Name of Property

Erie County, New York

County and State

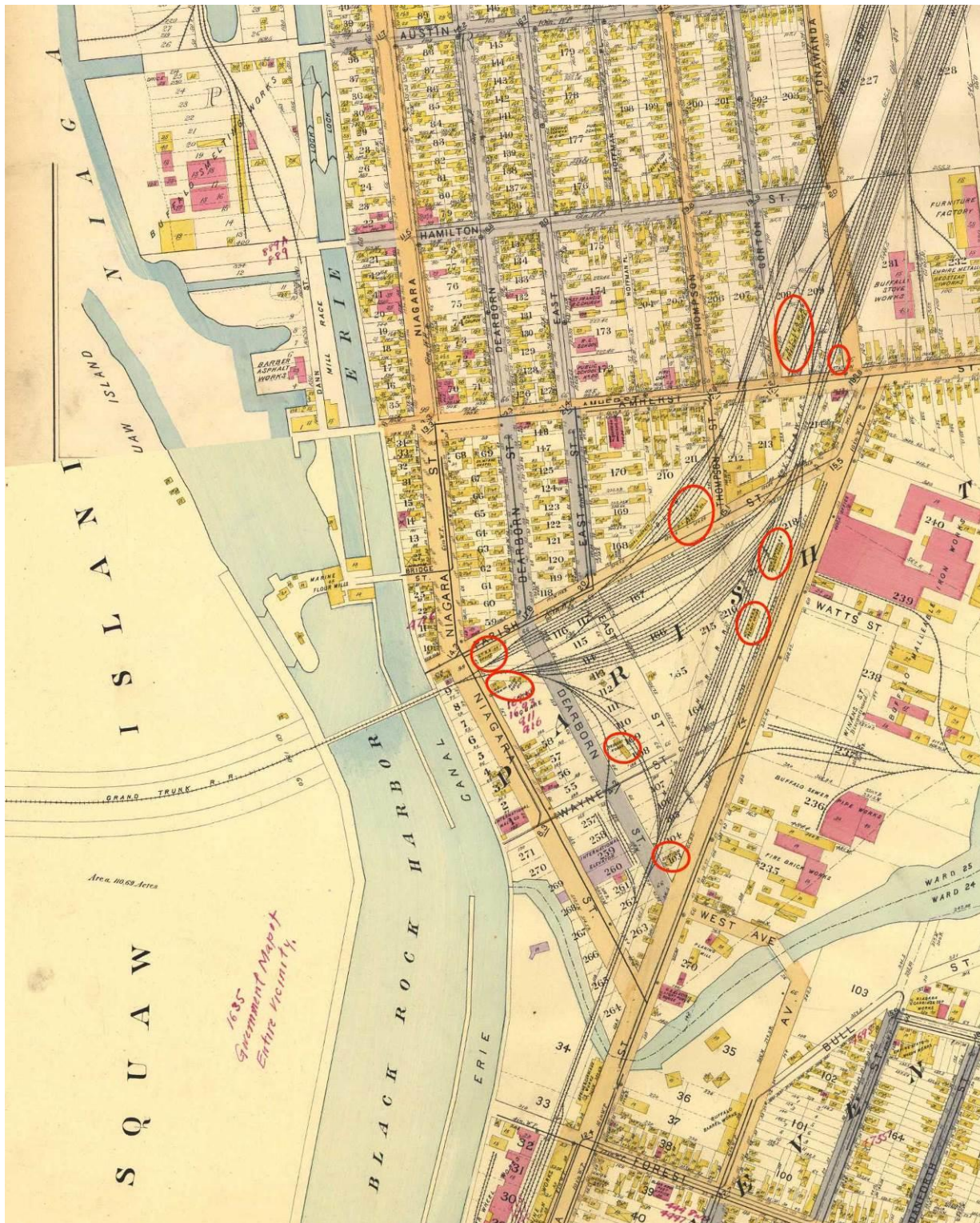


Fig. 4 1894 Atlas showing railroad related buildings near the International Bridge.

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National Park Service

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Section 11 Page 9

New York Central Black Rock Freight House
Name of Property
Erie County, New York
County and State

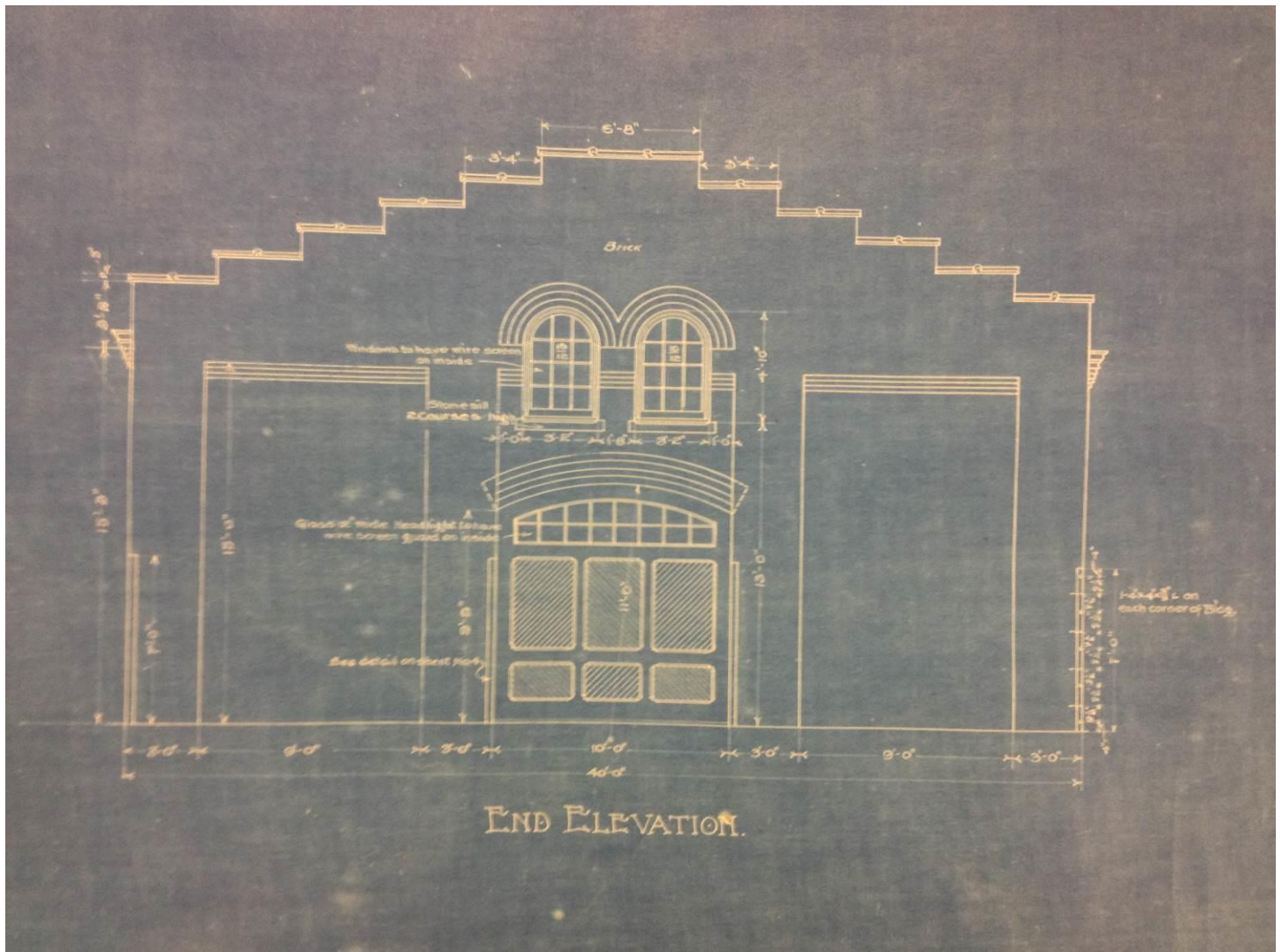


Fig. 5 End Elevation, NYC & HRR Standard Freight House Details, Blue Prints, July 1906

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Section 11 Page 10

New York Central Black Rock Freight House
Name of Property
Erie County, New York
County and State

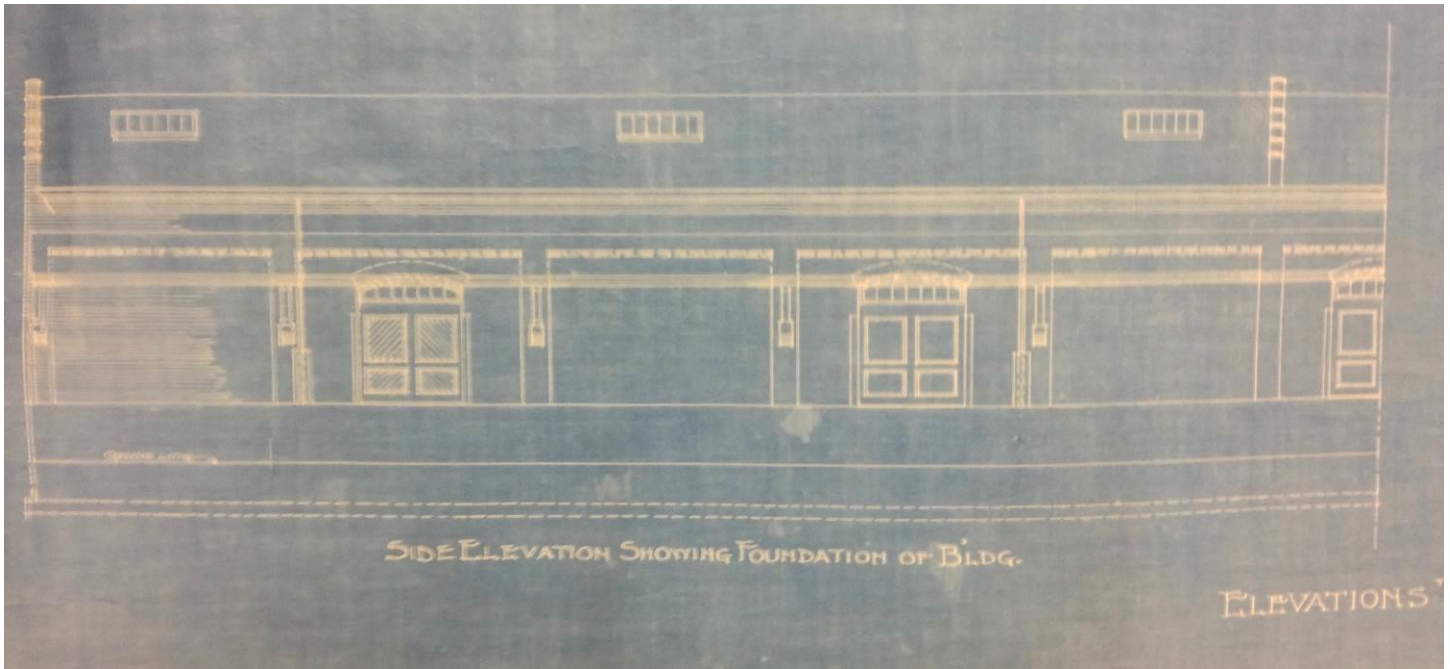


Fig. 6 Side Elevation, NYC & HRR Standard Freight House Details, Blue Prints, July 1906

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Section 11 Page 11

New York Central Black Rock Freight House

Name of Property

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County and State



Fig. 7 Door Interior, NYC & HRR Standard Freight House Details, Blue Prints, July 1906







SALE
MILITARY
856-2872

NO DUMPING

NO
STANDING
ANY
TIME











FT Campbell
101 DIV

NIGHT STICKS

NIGHT STICK
FILLER
1/2" x 1/2" x 1/2"

AO 2-0-84
5-1-84



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Nomination	
Property Name:	New York Central Black Rock Freight House	
Multiple Name:	Black Rock Planning Neighborhood MPS	
State & County:	NEW YORK, Erie	

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
4/11/2018	5/3/2018	5/18/2018	5/29/2018	5/18/2018

Reference number:	MP100002461
Nominator:	State

Reason For Review:

<input type="checkbox"/> Appeal	<input checked="" type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other	<input type="checkbox"/> TCP	<input type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

☒ Accept ☐ Return ☐ Reject 5/18/2018 Date

Abstract/Summary Comments:	
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Recommendation/ Criteria	
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Reviewer	<u>Alexis Abernathy</u>	Discipline	<u>Historian</u>
Telephone	<u>(202)354-2236</u>	Date	<u></u>

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

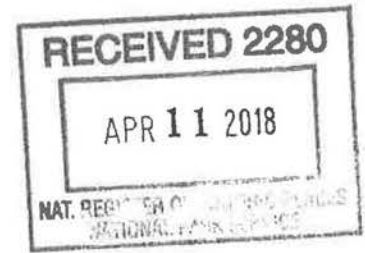
If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner



6 April 2018

Alexis Abernathy
National Park Service
National Register of Historic Places

Mail Stop 7228

1849 C Street NW
Washington DC 20240

Re: National Register Nominations

Dear Ms. Abernathy:

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

Hawley-Green Street Historic District Boundary Expansion, Onondaga County
New York Central Black Rock Freight House [Historic Resources of the Black
Rock Planning Neighborhood] Erie County
Seippel Bakery and Richard Apartments, Niagara County
First Baptist Church of Ogdensburg Complex, St. Lawrence County
Aaron Haines Family Cemetery, Greene County

In addition, please find a new CD for the Vernooy-Bevier Stone House and Barns, as per your request. Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office