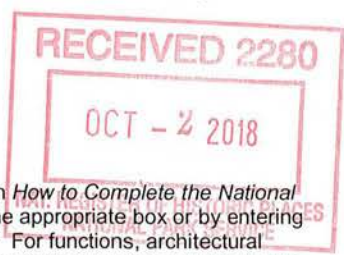


MP 3112

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 CHANDLER STREET INDUSTRIAL BUILDINGS

other names/site number _____

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

2. Location

street & number 27-63 Chandler Street [] not for publication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 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 meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide locally. ([] see continuation sheet for additional comments.)

Roger Daniel Muckey
Signature of certifying official/Title

9/25/2018
Date

DSYPO
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]
Signature of the Keeper

11/9/18
date of action

Chandler Street Industrial Buildings

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	Noncontributing	
3	0	buildings
-	-	sites
-	-	structures
-	-	objects
3	0	TOTAL

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

Historic Resources of the Black Rock Planning Neighborhood, Buffalo _____

6. Function or Use

Historic Functions

(enter categories from instructions)

INDUSTRY/manufacturing facility _____

Current Functions

(Enter categories from instructions)

VACANT _____

7. Description

Architectural Classification

(Enter categories from instructions)

Other/No Style _____

Materials

(Enter categories from instructions)

foundation Stone _____

walls Brick _____

roof Asphalt _____

other _____

Narrative Description

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

Chandler Street Industrial Buildings

Erie County, New York

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property 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. **NPS #38,173/38,174/38,828**
- 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:

1902-1929 _____

Significant Dates:

1902, 1903, 1911, 1929 _____

Significant Person:

N/A _____

Cultural Affiliation:

N/A _____

Architect/Builder:

Robert Reidpath (41-63 Chandler) _____

G. Morton Wolfe (41-63 Chandler) _____

Primary location of additional data:

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

10. Geographical Data

Acreege of Property 2.09 Acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>17</u>	<u>672141</u>	<u>4756639</u>	3	<u>17</u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

2	<u>17</u>	<u> </u>	<u> </u>	4	<u>17</u>	<u> </u>	<u> </u>
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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 By

name/title Matthew Shoen, Caitlin Moriarty Ph.D., Architectural Historians, Kelsie Hoke, M.Arch Project Manager

organization Preservation Studios, LLC date 1/31/2018

street & number 170 Florida Street telephone 716-725-6410

city 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 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 _____

street & number _____ telephone _____

city or town _____ state NY zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 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. 205

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Continuation Sheet

Section 7 Page 1

Chandler Street Industrial Buildings
Name of Property
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Narrative Description of Property

The Chandler Street Industrial Buildings is a small historic district that encompasses three contiguous, thematically associated factory buildings located on the south side of Chandler Street in the City of Buffalo, Erie County, New York. The district includes the **Jewett Refrigerator Company Factory** at 27 Chandler Street (1902), the **Double Truss Cornice Brake Factory** at 37 Chandler Street (1902) and the **Keystone Manufacturing Company Building** at 41-63 Chandler Street (1903). The buildings are located at the center of a block bounded by Chandler Street to the north, Military Road (New York State Route 265) to the west, Howell Street to the east, and Grote Street to the south. The block itself is the westernmost block of Chandler Street, which runs east-west and terminates at a rail spur to the east.

The district is located in the northern portion of the Grant-Amherst neighborhood, roughly five miles north of Buffalo's downtown. Chandler Street was initially created as a small, local industrial corridor directly adjacent to the New York Central's Belt Line rail line and, although a number of other early twentieth century industrial buildings remain on adjacent blocks to the east, the three buildings in this district are bordered by many vacant lots and are some of the last remaining industrial buildings along the western end of the corridor. As a result, this enclave of neighboring industrial buildings is one of the last remaining areas that reflects the high density of small industrial and manufacturing facilities along Chandler Street during the height of its prominence around the turn of the twentieth century.

District boundaries are drawn to encompass the contiguous buildings associated with Black Rock's industrial heritage at the western end of Chandler Street and consist of the parcels historically and currently associated with the three nominated properties. The block surrounding the proposed district has a great deal of vacant land to the east and south, but immediately to the west of the buildings toward Military Road and at the corner of Howell and Grote to the southeast there a number of single and multi-family residences. On the northern side of Chandler Street is the former New York Central Rail Road's Belt Line (now CSX) and a large vacant lot associated with a demolished steel factory, making these three buildings the only extant buildings associated with the neighborhood's industrial heritage on this stretch of Chandler Street. There is no landscaping along Chandler Street, which is a simple two-lane street, four blocks long and roughly twenty-feet in diameter with sidewalks along the southern side of the street.

The nominated district's three buildings are all industrial in nature, all with relatively modest turn-of-the-twentieth-century designs, and all one-and-a-half to three-stories in height. Each building is constructed of brick, with simple detailing (such as denticulated brick cornices and slight parapets), although each employs the material to slightly different effect. The massing of each varies as well: 41 Chandler is the shortest, at one-and-one-half stories, though it is also the widest; 37 Chandler is the tallest, at three stories, but the narrowest. There are no outbuildings or other resources in the district.

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The lots of the three properties are very different, with 27 and 37 Chandler's property lines extending all the way to Grote Street in rough rectangles, while 41 Chandler's tax parcel runs east-west along the rear property lines of eleven houses that front Grote Street.

The three properties are excellent examples of the small-scale industrial presence in the Black Rock Neighborhood, which was surveyed and documented in the National Register Multiple Property Documentation Form (MPDF), *Historic Resources of the Black Rock Planning Neighborhood*. The Jewett Refrigerator Company Factory at 27 Chandler Street and the Double Truss Brake Company Factory at 37 Chandler Street were both constructed in 1902, while the Keystone Manufacturing Company Building was constructed just a year later in 1903. All three facilities benefitted from the proximity to the nearby rail line and are typical of the small-scale industrial presence in other parts of the Black Rock neighborhood which, similar to the City of Buffalo as a whole, experienced a great deal of manufacturing investment at the end of the nineteenth and start of the twentieth century.

The buildings in the proposed district maintain integrity of location, setting, feeling, and association, while also retaining original historic features in terms of massing, fenestration, brick and stone work, and other elements characteristic of turn-of-the-twentieth-century industrial buildings in a manufacturing corridor. While some window modifications and material changes have been made, many were confined to the rear of the buildings, and changes to facades (in particular window changes) do not inhibit the ability to read these buildings as intact examples of the manufacturing presence that defined this neighborhood in northern Buffalo.

**CHANDLER STREET INDUSTRIAL BUILDINGS
RESOURCE LIST**

1. JEWETT REFRIGERATOR COMPANY FACTORY

27 Chandler Street

Constructed 1902; addition ca. 1940

One contributing building

The Jewett Refrigerator Company Factory is a three story, red brick factory building with a rectangular footprint and a flat roof. It measures approximately 54 feet wide and 150 feet deep with three bays across the front (north) and twelve bays along the sides (west and east).

The primary north, façade is built of red face brick laid in running bond. It is largely symmetrically composed and has regular bays framed by tall brick pilasters and a heavy parapet along the roofline. At each story, every bay has three closely spaced window openings with concrete sills and a deep, continuous, steel lintel. Currently, the openings do not retain their original windows and the first floor has louvers at all of the openings while the

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Chandler Street Industrial Buildings

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second and third floor have one-over-one replacement windows with blank transom panels. The primary entry is located at grade in the westernmost bay and consists of a single flush metal door with a tall original transom above. The building is modestly articulated with subtle details, including pale grey stone bases and capitals at the pilasters, decorative tie-back connections at the steel lintels, and a row of heavy scarring at the top of the third story which reads as a beltcourse but appears to indicate the location of an original cornice or other detail. Capping the elevation is a parapet with a denticulated brick cornice and original camelback, clay-tile coping.

The east, west, and rear elevations are largely unarticulated and are built of variegated, standard red brick laid in common bond. On the east and west elevations, the two northernmost bays are blank while the ten bays to the south have a large, rectangular window opening at each story. All of the openings have a stone sill with a steel lintel and are currently filled in with painted plywood. At the north end of the west elevation, there are traces of a painted sign with the words "Jewett Refrigerator" at the second and third stories. The rear elevation has a garage door centered at the first floor, accessed by a ramped truck loading dock, and a large, rectangular window opening centered above at the second floor. Both the garage door and second floor window are modern. Between 1940 and 1943, some single-story, frame, storage additions were added along the rear by the Davenport Company; however, these have since been demolished by previous owners. Overall the exterior of the building is in good condition.

2. DOUBLE TRUSS CORNICE BRAKE COMPANY FACTORY

37 Chandler Street

Constructed 1902

One contributing building

The Double Truss Cornice Brake Company factory is an L-shaped, two-story, red-brick building with a flat roof. The front (north) portion is nine bays wide and four bays deep while the remaining eleven bays to the south are only seven bays in width, so that the building overall measures approximately 70 feet wide by 120 feet deep. At the southern, or rear, end of the building, the two final bays were originally only a single story in height but a second story was added in 1947 in a visibly different shade of red brick, bringing the building to a consistent two stories in height.

The primary north façade is simple and symmetrical, finished in a red face brick laid in running bond. It has a single window opening in each bay at both the first and second stories, with those at the first story about 25 percent taller than those at the second. Each of the openings has a segmentally arched brick lintel and a rough-hewn stone sill. The first story bay just east of center originally held the entry door but has been converted into a window opening matching the others. The original sash are no longer present at the openings and each is filled in with a plywood panel or a combination of plywood and glass block. Above, the primary north façade is capped by a corbelled parapet with a clay-tile coping.

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Chandler Street Industrial Buildings
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The east and west elevations of the building are largely unarticulated and built of standard red brick laid in common bond. Like the primary façade, each bay has a tall window opening at the first story and a shorter opening at the second story, all with segmentally arched brick sills and stone lintels. The first story windows are filled in with glass block on the east elevation and painted concrete block on the west elevation, while the second-story windows largely contain one-over-one replacement windows. At the southern end, the final two bays on both elevations (including the 1947 second-story addition) are blank. Just south of center on the east elevation, the fifth, southernmost, bay contains a double-door opening at the first story with an original, multi-light, transom window above, and a pair of non-historic panel doors below enclosed in a non-historic frame vestibule. At the projecting eastern wing, regular window openings are present at the second floor while a single entry door is present at the first floor flanked by a short window to either side. A gable-roofed porch supported on decorative brackets shelters the doorway; however, it is not a historic element of the building.

The rear elevation of the building is quite simple. A frame loading bay stretches across the first story. Above this, the second floor 1947 addition has four single window openings, each with a flat lintel, a brick sill, and a one-over-one replacement windows. Overall, the exterior of the building is in good condition.

3. KEYSTONE MANUFACTURING COMPANY BUILDING

41-63 Chandler Street

Constructed 1903; additions 1911, 1979

Architect, 1903: Robert J. Reidpath; Architect, 1911: G. Morton Wolfe

One contributing building

The Keystone Manufacturing Company Building is an early twentieth century, masonry factory building. It was expanded on several occasions over the course of its history and is composed of three interconnected parts with a roughly square footprint measuring 150 feet wide by 136 feet deep. The western portion of the building, built in 1903, is the earliest and consists of a long, rectangular, single story volume lit by a tall monitor along its length. In 1911, a smaller, two-story volume was built sixteen feet to the east. In 1979, the factory was dramatically increased in size with a one-story addition that connected the 1903 and 1911 portions and filled in the remaining open space on the lot, though with a setback at the northeast corner to provide space for parking and deliveries. Despite this enlargement, the historic portions of the building fronting Chandler Street are highly legible. The earlier portions of the building are built of brick while the 1979 portion is built of concrete block; currently, all of the masonry is painted.

The 1903 portion of the building is a story-and-a-half in height with a tall monitor along its spine and measures five bays wide by nine bays deep. It has red brick walls sitting on a tall base of rough-hewn stone capped by a heavy sandstone sill course and is characterized by wide bays with large, arched openings. On the primary façade, a large window opening is present in each bay, framed at either side by shallow brick piers with a corbelled capital. The center bay has a single, flush, metal entry door at the east end but the openings are

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Chandler Street Industrial Buildings
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otherwise filled in with plywood. Above, the building is capped by a stepped parapet with a camelback clay tile coping which steps up significantly in the center bay to accommodate the monitor and is articulated with a corbelled frieze and a tall inset panel of brick. The west side elevation of this portion of the building is composed of nine regular bays with matching, large, arched openings and framing pilasters of brick. These window openings are also filled in with plywood, although some have a short transom of non-historic glass block along the top. At the south, the rear elevation is identical to the primary façade.

The 1911 portion of the building is a turn-of-the-century, brick, industrial building seven bays in width, five bays deep, and two stories in height. It has a short stone foundation at the base and large, brick quoins articulating the corners. The first floor of the building has regular, tall window openings in the five easternmost bays and a single doorway in the second westernmost bay flanked by a short window opening at the west end. Each of the openings has a flat stone sill and a segmentally arched brick lintel with a keystone at the center. At the second floor, a shorter, rectangular window opening is present in each bay; each has a stone sill and a jack-arched, brick lintel with a keystone at the center. The second-floor openings retain their original, twelve-over-one, double-hung wood windows while those at the first floor are filled in with plywood. Across the top of the building is a corbelled brickwork frieze, flat stone cornice, and a brick parapet with a clay tile coping. The east side elevation of this portion of the building has two stories at the four northern bays and a single story at the southernmost bay. The first floor bays have tall, arched, brick openings with a stone sill and plywood infill while the second floor has shorter, rectangular window openings with stone sills and original, two-over-two, steel sash windows.

The remainder of the rear and east elevations are made up of the single-story 1979 addition and both consist of solid concrete block without any openings. Additionally, the sixteen-foot wide area between the 1903 and the 1911 portions was enclosed in 1979 with a solid, painted brick wall in the same plane as the earlier portions and just slightly taller than the 1903 portion.

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Summary

The Chandler Street Industrial Buildings are significant under criteria A and C in the areas of industry and architecture as a locally significant collection of three factory buildings that were erected between 1902 and 1903 in the Grant-Amherst neighborhood of Buffalo, Erie County, New York. The historic district consists of the Jewett Refrigerator Company Factory at 27 Chandler Street, the Double Truss Cornice Brake Company Factory at 37 Chandler Street, and the Keystone Manufacturing Company Factory at 41-63 Chandler Street. The three factories are intact examples of the rapid industrialization that occurred in the Grant-Amherst neighborhood after the completion of the New York Central Railroad Belt Line, a nineteen mile loop of railroad tracks that circled Buffalo and made it possible to decentralize industry and erect factories in fringe communities like the Grant-Amherst neighborhood. Several distinct industrial nodes developed in the neighborhood, among them the Chandler Street industrial node which largely developed between 1900 and 1929 and contained a mix of large multi-acre manufacturing plants and smaller workshops and industrial lofts. This diversity is evident in Chandler Street Industrial Buildings and is important to understanding the breadth of industrial activity that took place around the Belt Line. The products manufactured in the Chandler Street Industrial Buildings also reflect the diversity of production around the Belt Line and the production freedom provided by the railroad. The Jewett Refrigerator Company produced luxury refrigerators, the Double Truss Cornice Brake Company produced a specialized piece of construction equipment, and the Keystone Manufacturing Company produced a wide range of hand tools. Each company shipped products to major markets outside of Buffalo and used the Belt Line to facilitate the movement of raw materials and finished goods. Within the factories, production needs dictated the interior layouts and the factories are good representative examples of two important industrial building types that were popular in the early twentieth century. The Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory are both representative examples of industrial lofts, multi-story buildings designed with open floor plates to facilitate the installation of machinery and the movement of workers throughout the workspace. The Keystone Manufacturing Company Factory meanwhile is a machine shop, which were generally one-story buildings designed to house heavy machinery. The weight and vibration of heavy machines informed the design of machine shops, which frequently used concrete and steel to provide structural stability. The Keystone Manufacturing Company Factory also features an administration building, which separated white-collar workers from the smoke and dust of the manufacturing space. The factories have several architectural similarities, including load-bearing masonry walls, fireproof building materials and design methods, and regularly spaced windows to allow for sunlight infiltration. The period of significance for the Chandler Street Industrial Buildings dates from 1902 to 1929 and covers the physical development of the district, starting with the construction of the factories and ending when the Jewett Refrigerator and Double Truss Cornice Brake Companies sold their factories in 1929. This period encompasses the significant architectural developments at the properties as well as the growth of Chandler Street into a crucial industrial node. The factories were used after 1929; however, subsequent owners largely converted the Double Truss Cornice Brake Company Factory

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to office and storage space and the Jewett Refrigerator Company Factory's new owners made no appreciable changes to the factory. The Keystone Manufacturing Company remained on Chandler Street into the 1980s but did not alter the factory again until 1979. The period of significance also encompasses the period during which the associated companies were at their most prominent in relation to the Belt Line.

The Development of the New York Central Railroad Belt Line

In 1854 the City of Buffalo annexed forty-two square miles of land around its northern and eastern fringes, much of which was thinly settled pastureland. Separated from Buffalo's waterfront and railroads, the area was too isolated for residential neighborhoods or industrial nodes to form. The community of Lower Black Rock, out of which the Grant-Amherst neighborhood developed, was a notable exception. The community's location near the Erie Canal and Scajaquada Creek encouraged people to build grist mills in the mid-nineteenth century, providing an economic base for people in Lower Black Rock.¹ During the 1870s and 1880s Lower Black Rock developed into a locally important railroad hub following the completion of the International Bridge in 1873 and the Belt Line in 1883. These two pieces of railroad infrastructure broadened the neighborhood's industrial base and stimulated the development of industrial nodes in the Grant-Amherst neighborhood.

After the American Civil War, Buffalo experienced a boom in railroad construction as major companies like the New York Central, Lehigh Valley, and Grand Trunk Railroad Companies sought to strengthen their presence in the Great Lakes region. In 1873, the Grand Trunk Railroad completed the International Bridge, a three-and-a-half-mile railroad bridge across the Niagara River that linked Buffalo to Fort Erie in Canada.² The New York Central Railroad Company wanted to use the bridge and built freight houses, passenger stations, and track yards in Lower Black Rock to facilitate the movement of trains and boxcars to and from Canada.³

In 1871, while work on the International Bridge was ongoing, the New York Central Railroad Company laid tracks around Buffalo's northern fringes to take advantage of the coming bridge. The new Junction Railroad ran from Buffalo's East Side, traveled north to Main Street, then west to the International Bridge paralleling Amherst Street.⁴ After laying the Junction Railroad, the New York Central Railroad Company simplified its operations in downtown Buffalo, eliminating a station at Erie Street and linking several unconnected lines, including the Junction Railroad. In doing so, the company created the Belt Line.⁵

¹ Jennifer Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," National Register of Historic Places Multiple Property Documentation Form, 2010, Section E, Page 8.

² Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 10.

³ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 10.

⁴ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 10-11.

⁵ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 11.

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The New York Central Railroad Company inaugurated the Belt Line's commuter and freight services in 1883 hoping the new line would relieve pressure on the company's congested downtown network of railroads.⁶ To that point, shipping goods across the Great Lakes was the most cost-effective method available to Buffalo's industrialists. As a result, areas like the Cobblestone District were filled with industrial complexes and railroad tracks crisscrossed the waterfront. This crowding limited Buffalo's industrial base and growth. Areas without a localized transportation network remained undeveloped while neighborhoods along the city's waterways could only support so many enterprises.

The Belt Line opened areas like the Grant-Amherst neighborhood to development and industrial nodes and residential neighborhoods soon developed around the railroad tracks. Passengers could ride the railroad for a nickel and circle the city in less than an hour. Meanwhile, industrialists built rail spurs connected to the Belt Line, allowing trains to pull off the main tracks to drop off raw materials and load finished products into boxcars.⁷ Industrialists also benefited from the cheap land around the Belt Line which allowed factories to expand without the limitations present around Buffalo's waterfront and industrial nodes developed at several points along the railroad, particularly in Buffalo's East Side and in the Grant-Amherst neighborhood.

The Belt Line was heavily trafficked throughout the late nineteenth century. In its first week, the railroad carried 2,100 people and steadily grew in popularity, particularly with the working class.⁸ However, by the 1890s trolley services started to shrink the railroad's customer base. By 1892, trolley lines running along Seneca Street, Sycamore Street, Genesee Street, Niagara Street, Main Street, and Broadway diverted passengers from the Belt Line.⁹ After electrical current became widely available, more trolley lines were laid, further cutting into the Belt Line's passenger service. By the 1920s, the passenger service ran once in the morning and evening, primarily serving East Side residents working in Lower Black Rock and the Grant-Amherst neighborhood.¹⁰ After the passenger service ended, the Belt Line continued to function as a freight line and serviced Buffalo's major industrial nodes until the city's manufacturing base contracted in the 1960s and 1970s.

The Grant-Amherst Neighborhood

The Grant-Amherst neighborhood developed after the completion of the Belt Line, transitioning over thirty years from open farmland to a working-class community ringed by large industrial complexes.¹¹ The Belt Line played a pivotal role in forming the identity and physical boundaries of the Grant-Amherst neighborhood. The

⁶ Mark Goldman, *High Hopes: The Rise and Decline of Buffalo, New York* (Albany: State University of New York Press, 1983), 68.

⁷ "Belt Line Fares," *The Buffalo Evening News*, January 24, 1893, 1.

⁸ Edward T. Dunn, *A History of Railroads in Western New York*, 2nd ed. (Buffalo: Canisius College Press, 2000), 99.

⁹ "Editorial," *The Buffalo Evening News*, December 13, 1892, 7.

¹⁰ "Not a Passenger in Whole Year, is Record of Station," *The Buffalo Courier*, January 10, 1926, 65.

¹¹ Derek King, "American Radiator Company Factory Complex," National Register of Historic Places Nomination Form, 2015, Section 8, Page 2.

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Chandler Street Industrial Buildings

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railroad formed the neighborhood's northern and western boundaries and physically divided it from Lower Black Rock.¹² The factories built along the Belt Line attracted immigrants to the neighborhood and, between 1880 and 1891, residential streets such as Bush, Howell, and Peter Streets were laid, while Amherst and Grant Streets developed into significant commercial corridors. Eastern European immigrants from Poland, Hungary, and Ukraine living in Buffalo's East Side moved to Grant-Amherst in the 1890s and carved out their own enclaves in the neighborhood.¹³ These enclaves were centered around churches such as the Church of the Assumption (parish established 1888, church erected 1914) and St. Elizabeth's Roman Catholic Hungarian Church (1906-7), which became important centers of worship and socialization for their respective communities.¹⁴

Census data clearly illustrates the impact of the Belt Line on the growth of the Grant-Amherst neighborhood. In 1880 the neighborhood was part of the twelfth ward, which encompassed all of northern Buffalo from the Scajaquada Creek to Delevan Avenue with the city limits as the northern boundary. The ward contained 6,627 people, many of whom were concentrated in Lower Black Rock near the Erie Canal [See Figures 1&1A].¹⁵ By 1900, 20,985 people lived within the same boundaries.¹⁶ These residents were spread across several new neighborhoods, such as the Grant-Amherst neighborhood and wealthier subdivisions around Delaware Park. By 1910, the working class industrial neighborhoods of Lower Black Rock and the Grant-Amherst neighborhood were separated into the eighteenth ward, which had 21,522 people [See Figure 2].¹⁷ The growth of the Grant-Amherst neighborhood between 1880 to 1910 highlights the importance of the Belt Line. The railroad attracted industry to Buffalo's fringes, providing industrialists with a transportation network for their goods and encouraging immigrants and residents from other parts of Buffalo to move to the new neighborhood.

Industrial Growth in the Grant-Amherst Neighborhood

The New York Central Railroad Company's burgeoning railroad network created several distinct industrial nodes in the Grant-Amherst neighborhood. Each node developed near the Belt Line's passenger stations and the most significant nodes were located at Tonawanda Street, Churchill and Amherst Streets, and Chandler Street

¹² Mark Goldman, *City on the Edge: Buffalo, New York* (Amherst: Prometheus Books, 2007), 43. The Grant-Amherst neighborhood's eastern boundary was Elmwood Avenue and its southern boundary ran along Scajaquada Creek.

¹³ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 16; "Exodus of Poles from East Buffalo," *The Buffalo Evening News*, March 16, 1898, 1.

¹⁴ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 12, 17.

¹⁵ U.S. Department of the Interior, *Report on the Population of the United States: Tenth Census, 1880* (Washington, DC: Government Printing Office, 1880), 246.

¹⁶ U.S. Department of the Interior, *Report on the Population of the United States: Twelfth Census, 1900* (Washington, DC: Government Printing Office, 1900), 278.

¹⁷ U.S. Department of the Interior, *Report on the Population of the United States: Thirteenth Census, 1910* (Washington, DC: Government Printing Office, 1910), 197.

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[See Figure 3]. Multiple factories opened at each node and industrialists built private rail spurs connected to the Belt Line and oriented their factories to better utilize the railroad.

The industrial node at Tonawanda Street developed in the 1860s, predating large-scale settlement of the Grant-Amherst neighborhood by two decades. The node developed around the Pratt & Letchworth Company Foundry (1860, not extant), which produced nails, sheet iron, tools, and railroad equipment.¹⁸ The Pratt & Letchworth Company started producing iron and steel products before the Belt Line's construction but quickly made use of the railroad, building a rail spur around 1889 and erecting storage sheds alongside the spur.¹⁹ Additionally, the foundry was located near the Black Rock and Amherst Street passenger stations, which allowed the company to draw workers from across the city.²⁰ Around 1900, the industrial node grew following the construction of the United Hame Company Foundry (1897) and the Hard Manufacturing Company Factory (1902). The United Hame Company (later the Ushco Manufacturing Company) specialized in manufacturing hames for draft horse harnesses, while the Hard Manufacturing Company produced hospital beds.²¹ Both firms had rails spurs connected to the Belt Line and placed their storage and shipping buildings alongside the railroad's tracks.²² Given each company's use of weighty raw materials and production of equally dense goods, direct access to the Belt Line was key to sustaining business. The factories were oriented around their railroad spurs with storage and shipping departments alongside the tracks and production facilities such as machine shops, stamping shops, and blast furnaces moved away from the railroad.²³

The Grant-Amherst neighborhood's next major industrial node developed at the junction of Amherst and Churchill Streets near the Belt Line's Austin Street passenger station.²⁴ Sanborn maps from 1916 show three large factories belonging to the A. Cutler and Son Furniture Manufacturing Company (built circa 1884), the Buffalo Cooperative Stove Company, and the McKinnon Dash and Hardware Company (built circa 1887) operated around the node. These firms specialized in producing desks, stoves, and car parts respectively.²⁵ In 1915 the Curtiss Aeroplane Factory built the largest factory in the Churchill-Amherst industrial node. The 120,000 square foot Curtiss Aeroplane Factory contained spaces for testing engines, assembling planes, and a rail spur at the rear of the factory connected to the Belt Line.²⁶ During World War I, the Curtiss Aeroplane Company employed 18,000 people across multiple factories in Buffalo and produced 100 planes a week from

¹⁸ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 9

¹⁹ Sanborn Map Company, *Buffalo, Erie County, New York*, 1889, Sheet 120.

²⁰ *Map of the City of Buffalo* [Map bounded by Buffalo city limits]. 1:21120. In *Atlas of the Vicinity of Buffalo and Niagara Falls*, G.M. Hopkins & Company, Philadelphia: 1893, Plate 20.

²¹ Jimmy Collins, "Buffalo Frontier Town When Pratt & Letchworth Started," *Buffalo Evening News*, May 15, 1948, 1; "Building Brisk," *The Buffalo Courier*, January 3, 1902, 8.

²² Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 365.

²³ Sanborn Map Company, 1916, Sheet 365.

²⁴ *Map of the City of Buffalo*, G.M. Hopkins & Company, Plate 20.

²⁵ Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 405.

²⁶ Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 401.

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its factory in the Grant-Amherst neighborhood.²⁷ The company manufactured planes for civilian and military use until 1930, when the factory closed and was subsequently demolished.

The City of Buffalo laid Chandler Street around 1889, paralleling the Belt Line for half a mile before terminating at the grounds of the Houk Manufacturing Company Factory.²⁸ Factories developed along Chandler Street's entire length and by 1900 three plants lined the north side of Chandler Street: the Acme Malleable Iron Works Foundry (1895, later known as the Acme Steel & Malleable Iron Works Foundry, not extant), the Buffalo Weaving Company Factory (1891, not extant) and the Clark Manufacturing Company Factory (circa 1899, not extant).²⁹ After 1900, several new factories were built on Chandler Street including the Chandler Street Industrial Buildings.³⁰ Later additions to the industrial node included the Linde Air Products Factory (1907, NR 2017), the Enterprise Oil Company Factory (1914, not extant), and the Barcalo Manufacturing Company Factory (1927, not extant).

The Chandler Street industrial node's development paralleled that of the other industrial nodes; however, key differences distinguished Chandler Street from the Tonawanda and Churchill-Amherst nodes. The most important difference related to the accessibility of the Belt Line from Chandler Street. Factories on the north side of Chandler Street had direct access to the railroad and oriented their shipping and storage spaces to face the Belt Line.³¹ Factories on the south side of Chandler Street could not directly access the Belt Line and were built to accommodate horse carts and later automobiles, which could transport goods to nearby freight houses. Because of this, the factories were generally smaller and offset from neighboring factories so that carts could pass between the buildings.

The Grant-Amherst neighborhood's industrial nodes stimulated commercial and residential growth in the neighborhood. Businesses catering to workers' needs opened around the three industrial nodes and Sanborn maps show saloons, restaurants, and cafeterias concentrated along Amherst Street, Military Road, and Tonawanda Street, three of the neighborhood's most heavily trafficked roadways. These businesses drew in workers for food and drinks as they left the factories for lunch and dinner. The Belt Line formed a ring of industry around the Grant-Amherst neighborhood and factories were rarely located more than a half mile away from the railroad's tracks. Because of this, north-south streets like Howell, Bush, and Germain Streets developed as residential streets, as they were too far away from the railroads as to be useful for industry.

²⁷ "Early Years," *Curtiss-Wright Company History*, Curtiss-Wright, <http://www.curtisswright.com/company/history/>.

²⁸ Sanborn Map Company, *Buffalo Erie County, New York*, 1889, Sheet 120; Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 396.

²⁹ Sanborn Map Company, *Buffalo, Erie County, New York*, 1900, Sheet 355; Sanborn Map Company, *Buffalo, Erie County, New York*, 1900, Sheet 356.

³⁰ "New Factory in Chandler Street," *The Buffalo Courier*, September 6, 1902, 6.

³¹ Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 395; Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 394.

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The Chandler Street Industrial Buildings Historic District

Between 1902 and 1903, the Jewett Refrigerator Company, Double Truss Cornice Brake Company, and Keystone Manufacturing Company erected the factories in the historic district. The construction of these factories coincided with the expansion of the Chandler Street industrial node and the factories represent the industrial diversity of Chandler Street and the Grant-Amherst neighborhood in general. The Jewett Refrigerator Company produced luxury refrigerators while the Double Truss Cornice Brake Company manufactured a specialized piece of construction equipment; finally, the Keystone Manufacturing Company designed and produced hand tools that were useful in home repairs and basic vehicle maintenance. Despite their disparate products, each company needed the Belt Line to move their merchandise and chose to build on Chandler Street because of its proximity to the railroad. These factories quickly became important employers in the Grant-Amherst neighborhood and key manufacturing centers for the three companies.

The Jewett Refrigerator Company and the Jewett Refrigerator Company Factory

The Jewett Refrigerator Company Factory at 27 Chandler Street was the first factory built in the historic district. Founded in 1849 by John C. Jewett as the Jewett Manufacturing Company, by the 1880s the company had two large factories at 51 North Division Street (not extant) and 249 Elm Street (extant) and manufactured household goods, refrigerators, and ice chests.³² By 1899 the company had shuttered its household goods department to focus exclusively on refrigerators, closing the factory at 51 North Division Street in the process. Around this time, the company rebranded as the Jewett Refrigerator Company, reflecting the growing focus on refrigerators. Soon after, the company hired Louise Blanchard Bethune, America's first professional female architect, to design a seven-story, \$150,000 plant on Chandler Street, similar in scale to the factory at 249 Elm Street.³³ Bethune's original design was not adopted and the company erected the extant factory instead.³⁴ The Jewett Refrigerator Company sold the Elm Street Factory in 1912, consolidating operations on Chandler Street thereafter.³⁵ Despite its greater floor space, the Elm Street Factory lacked the railroad access necessary to sustain and expand the company's business. This business grew rapidly around the turn of the twentieth century as the firm started promoting the ownership of Jewett Refrigerators as a mark of wealth and status.

Circa 1910, the Jewett Refrigerator Company started marketing Jewett Refrigerators as a luxury item befitting individuals and businesses of the highest class. The company worked off a number of set designs that had been

³² Sanborn Map Company, *Buffalo, Erie County, New York*, 1889, Sheet 5a; Sanborn Map Company, *Buffalo, Erie County, New York*, 1889, Sheet 7b; William Richard Cutter, ed., *Genealogical and Family History of Western New York* (New York: Lewis Historical Publishing Company, 1912), 531.

³³ Johanna Hays, *Louise Blanchard Bethune: America's First Female Professional Architect* (Jefferson: McFarland & Company, 2014), 165.

³⁴ It is unknown if Bethune designed this smaller factory.

³⁵ "Dwelle-Kaiser Co. Gets Big Glass Contract for New Station at Utica," *The Buffalo Courier*, November 16, 1913, 59.

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improved upon since 1849 to produce quality refrigerators. The firm also offered to produce custom drawings free of charge and to build specialized refrigerators to suit the needs of its wealthy clientele.³⁶ Jewett advertisements claimed “In America’s finest homes – where quality is considered before cost, you invariably find Jewett Refrigerators” and noted the high profile clients who had purchased Jewett Refrigerators, including luminaries like John D. Rockefeller Jr., George Eastman, Henry Ford, Murray Guggenheim, Charles M. Schwab, and Cornelius Vanderbilt.³⁷ Associating Jewett Refrigerators with these wealthy individuals elevated the refrigerator to a status symbol, justifying the company’s high price point.

The Jewett Refrigerator Company also supplied refrigerators to luxury apartment complexes and hotels across North America. Some of the company’s major contracts included The King Edward Hotel in Toronto, the Ritz-Carlton in New York, and the Sisson Hotel Apartments in Chicago.³⁸ In these hotel projects the company touted the importance of its refrigerators, arguing refrigeration should concern architects as much as traditional issues such as heating, plumbing, and lighting.³⁹ The company argued that Jewett Refrigerators, marketed as the most expensive in the United States, would greatly improve a hotel or luxury apartment complex, highlighting the building’s quality to prospective tenants.

The Jewett Refrigerator Company also produced utilitarian products such as the Jewett Water Cooler, a water fountain that had a special container for ice and supplied factory workers with cold water, ensuring their production did not dip in hot weather.⁴⁰ The company also manufactured hospital equipment such as specialized refrigerators for medicine, blood, and serums as well as autopsy freezers. The company advertised its mortuary equipment as top of the line, touting its use in institutions like New Bellevue Hospital and Mt. Sinai Hospital in New York.⁴¹

With contracts across the eastern United States, the Jewett Refrigerator Company needed railroad access to meet the demands of its clientele.⁴² The company’s refrigerators used dense materials such as polished ash, galvanized iron, zinc, porcelain, and polished brass and as orders grew railroad access became crucial to obtaining raw materials and shipping refrigerators to national markets [See Figure 20].⁴³ Though the Jewett Refrigerator Company Factory lacked direct access to the Belt Line, the building was near several freight houses that could have facilitated the transfer of goods.

³⁶ “The Jewett Refrigerator Company,” *Sweet’s Indexed Catalogue of Building Construction* no. 34038 (1909): 1078.

³⁷ “You Naturally Expect a Jewett in Such Homes,” *House & Garden* 39, no 1 (1921): 78.

³⁸ “Jewett Refrigerators in Precision’s Realm,” *The Hotel Monthly* 30 (1922), 1.

³⁹ “Refrigeration Is Too Often Slighted,” *The American Architect* 119, no. 2350 (1921): 45.

⁴⁰ “The Square Design Cuts Ice Bills,” *Manufacturers Record* 79, (1921): 13.

⁴¹ “The Best Solution of This Hospital Problem,” *Hospital Management* 11, no. 3 (1921): 70.

⁴² “Buffalo Firm Gets Contract,” *The Buffalo Courier*, 1913, 7; “Jewett Refrigerators for Hotel Statler, St. Louis,” *The Buffalo Courier*, December 8, 1916, 4.

⁴³ “Weed & Company,” *Buffalo Evening News*, April 30, 1902, 6.

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The Jewett Refrigerator Company opened its factory in 1902 and employed 150 people by 1903.⁴⁴ Following the sale of the Elm Street Factory, the Jewett Refrigerator Company Factory became the company's main production facility. Refrigerator sales grew steadily throughout the 1910s and 1920s, buoyed by the economy of excess and extravagance that defined the Roaring Twenties. During this time, the company opened branch offices in Boston, Chicago, Detroit, Los Angeles, and Montreal as well as a secondary factory at Bridgeburg, Ontario, Canada.⁴⁵ By 1925, the demand for luxury refrigerators had outstripped the Jewett Refrigerator Company's production capacities and the company decided to move on from Chandler Street.⁴⁶ The firm purchased the U.S. Headlight Corporation Factory at 2 Letchworth Street (not extant) for \$200,000 and began transferring operations to the new factory, which had direct access to the Belt Line.⁴⁷ Even after the conversion of the factory at 2 Letchworth Street, the Jewett Refrigerator Company continued to manufacture refrigerators from the Jewett Refrigerator Company Factory.⁴⁸ In 1929, the Jewett Refrigerator Company sold the Jewett Refrigerator Company Factory to the Buffalo Davenport Company, a local firm that specialized in manufacturing beds and other articles of furniture, ending the Jewett Refrigerator Company's tenure on Chandler Street.⁴⁹

The Jewett Refrigerator Company maintained an independent business until Ruslander and Sons, another Buffalo based firm, purchased the company in 1949.⁵⁰ Under Ruslander and Sons, the Jewett Refrigerator Company occupied the factory at 2 Letchworth Street through the rest of the twentieth century, producing specialized refrigerators for blood banks. In 2000, Revco Technologies Incorporated purchased the Jewett Refrigerator Company. Revco closed the Jewett Refrigerator Company's main plant, which had moved to 750 Grant Street, and dissolved the firm 150 years after John C. Jewett founded it.⁵¹

The Double Truss Cornice Brake Company and Double Truss Cornice Brake Company Factory

The second factory erected in the historic district belonged to the Double Truss Cornice Brake Company, which manufactured portable sheet metal brakes.⁵² The firm originated in 1892 when John H. Crocker filed a patent

⁴⁴ "City's Great Industrial Growth," *The Buffalo Courier*, March 26, 1903, 8.

⁴⁵ Jewett Refrigerators in Precision's Realm," *The Hotel Monthly*, 1.

⁴⁶ "Jewett Company Expands and Buys a Larger Site," *The Buffalo Sunday Express*, August 16, 1925, 4.

⁴⁷ "Jewett Refrigerator Buys Properties of U.S. Headlight Corp.," *The Buffalo Courier*, October 28, 1925, 7; Sanborn Map Company, *Buffalo, Erie County, New York*, 1950, Sheet 368.

⁴⁸ "Merchandise," *Buffalo Courier-Express*, March 17, 1929, 14.

⁴⁹ "Records Three Realty Sales," *Buffalo Courier-Express*, March 23, 1929, 5.

⁵⁰ Michael F. Rizzo, *Through the Mayors' Eyes: Buffalo, New York 1832-2005* ed. Genevieve M. Kenyon (Morrisville: Lulu Inc., 2005), 181.

⁵¹ Brian Meyer, "Jewett Being Sold; Most Work at Plant to End," *The Buffalo News*, September 9, 2000, 4.

⁵² "Double Truss Cornice Brake," *Engineering Review: A Consolidation of Heating, Ventilation and the Sanitary Plumber* 18, (1908): 70.

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for the Double Truss Cornice Brake, a device he claimed bent sheet metal more evenly than prior sheet metal brakes and could curve metal to any angle without causing torsion.⁵³ Additionally, Crocker built the Double Truss Cornice Brake with seasoned maple and iron, making it light enough to ship, a major advantage over previous sheet metal brakes which had to be installed in shops. Crocker formed the Double Truss Cornice Brake Company circa 1895 to sell his sheet metal brake and circa 1897 the firm moved to Buffalo. The firm opened a workshop at 259 Grant Street (not extant) and by 1900 the firm had moved to a small industrial loft at 1453 Niagara Street (not extant).⁵⁴ The firm shared space in this loft with the D. Bryant Sons & Company.⁵⁵

In 1902 the Double Truss Cornice Brake Company incorporated with a capital of \$75,000 and erected the two-story factory at 37 Chandler Street, spending \$14,000 in the process.⁵⁶ By 1903 the firm employed 100 people and expected to significantly increase its output of sheet metal brakes.⁵⁷ On the factory's first floor, the company installed wood and iron working departments while reserving a small portion at the front of the factory for offices and space at the rear for a dynamo and storeroom.⁵⁸ The company utilized the factory's second floor for storage, painting, and packing departments while the rear of the lot contained lumber piles, a dry kiln, and storage sheds; these ancillary sheds are no longer present on the property.⁵⁹ In 1905, a fire ignited in the factory's boiler house causing approximately \$4,000 worth of damage.⁶⁰

The Double Truss Cornice Brake Company's sheet metal brake quickly became an important metalworking tool for contractors, tinsmiths, and other professionals involved in the building trades. The brake's main advantage lay in its portability. Weighing between 800 and 1,000 pounds, the brake could be shipped to a jobsite and used to form cornices, gutters, heating and ventilation systems, and other decorative metal elements as they were needed.⁶¹ Previously, contractors had calculated the dimensions of a metal object and sent the information to an independent sheet metal contractor who formed it in a shop. This system had a number of problems, as measurements could be inaccurate or the shaped metal could be damaged in transit.⁶² Using the Double Truss Cornice Brake eliminated these problems. Measurements were made on site and sheet metal could be shipped flat along with the sheet metal brake. The brake's ability to shape metal also made it a valuable tool for people manufacturing furnaces, refrigerators, tanks, pipes, ducts, and a range of other metal products.⁶³ The Double

⁵³ John H. Crocker, Cornice Brake, US Patent 504,710, filed November 7, 1893, and issued September 12, 1893.

⁵⁴ "Sheet Metal Work: Improved Double Truss Brake," *The Metal Worker* 48, no. 1 (1897): 58; Sanborn Map Company, *Buffalo, Erie County, New York* 1900, Sheet 327.

⁵⁵ "C. Vanderbilt, Jr., Invests Here," *The Buffalo Evening News*, September 1, 1902, 7.

⁵⁶ "New Concern Files Papers," *The Buffalo Courier*, April 6, 1902, 23; "More Buildings to be Erected," *The Buffalo Courier*, August 19, 1902, 6.

⁵⁷ "City's Great Industrial Growth," *The Buffalo Courier*, 8; "C. Vanderbilt, Jr., Invests Here," *The Buffalo Evening News*, 7.

⁵⁸ Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 393.

⁵⁹ Sanborn Map Company, 1916, Sheet 393.

⁶⁰ "\$4,000 Fire in Shop," *The Buffalo Courier*, December 3, 1905, 38.

⁶¹ "Double Truss Cornice Brake," *Engineering Review*, 70.

⁶² "Double Truss Cornice Brake," *Engineering Review*, 70.

⁶³ "Double Truss Cornice Brake," *Engineering Review*, 70.

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Truss Cornice Brake Company promoted these benefits and in 1914 offered cash prizes for photographs of ornamental sheet metal work produced using the Double Truss Cornice Brake.⁶⁴

The Double Truss Cornice Brake Company went out of business in the late 1920s after one of the firm's competitors, the Dreis & Krump Company of Chicago, developed a machine powered steel sheet metal brake, superior to the Double Truss Cornice Brake Company's hand operated brake. The new Dreis & Krump Company brake bankrupted the Double Truss Cornice Brake Company and in 1929 the company put the Chandler Street factory up for sale.⁶⁵

The Keystone Manufacturing Company and the Keystone Manufacturing Company Factory

Founded circa 1883, the Keystone Manufacturing Company specialized in hand tools and erected the final factory in the historic district at 41-63 Chandler Street.⁶⁶ Circa 1893, the firm manufactured tools on the second floor of the George H. Jones Sons Building at 314 Terrace (not extant).⁶⁷ In 1903 the firm erected the Keystone Manufacturing Company Factory on Chandler Street. The firm hired Robert J. Reidpath, an architect and civil engineer to design the new factory which cost \$15,000 and doubled the company's production capacity.⁶⁸ After the building's completion, the Keystone Manufacturing Company estimated that it would employ approximately seventy people.⁶⁹ In 1911, the Keystone Manufacturing Company expanded, building an administrative building for its executive and shipping departments next to the manufacturing space [See **Figure 14**]. G. Morton Wolfe, a prominent industrial architect, designed the administrative building for \$5,000.⁷⁰

The Keystone Manufacturing Company designed many of its own products and between 1891 and 1944 the company was assigned at least sixteen patents for hand tools and workshop equipment. The company's hand tools filled a niche market in Buffalo; while other tool manufacturers in the city produced heavy pieces of shop equipment or woodworking tools, the Keystone Manufacturing Company's tools were more suited to vehicle and mechanical repairs. The Keystone Manufacturing Company exported tools across America and by the late 1920s the company had shipping offices in New York City and San Francisco.⁷¹ From these ports, the company exported tools to Asia, Europe, and South America.⁷²

⁶⁴ "Prizes for Cornice Brake Work," *Engineering Review* 82, no. 17 (1914): 563.

⁶⁵ "Manufacturing Property," *The Buffalo Evening News*, July 10, 1929, 4.

⁶⁶ "Keystone Manufacturing Co.," *Alloy Artifacts: Exploring Ingenuity in Iron*, <http://alloy-artifacts.org/other-makers-p2.html>.

⁶⁷ "A Fire Night," *The Buffalo Evening News*, April 26, 1893, 1.

⁶⁸ "New Factory in Chandler Street," *The Buffalo Courier*, 6.

⁶⁹ "New Factory in Chandler Street," *The Buffalo Courier*, 6.

⁷⁰ "Work of G. Morton Wolfe," *Ohio Architect, Engineer & Builder* 28, no. 2 (1916): 17.

⁷¹ H. Katherine Smith, "Buffalo in Foreign Trade," *Buffalo Courier-Express*, January 15, 1950, 14-D.

⁷² Smith, "Buffalo in Foreign Trade," 14-D.

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The Keystone Manufacturing Company maintained a stable business for most of the twentieth century with the only major interruption coming during World War II. During the war, the Curtiss-Wright Aeroplane Company used the factory to produce parts for the SB2C Helldiver.⁷³ After the war, the Keystone Manufacturing Company returned to producing hand tools. The factory remained an active manufacturing center into the late twentieth century, well after many firms on Chandler Street shuttered their manufacturing centers. In 1979, the company erected a \$50,000 warehouse and metalworking shop connecting the administrative building and the original factory space.⁷⁴ Sometime after completing this shop, the Keystone Manufacturing Company dissolved and the factory fell into disuse.

Subsequent History

After 1929, new owners controlled the Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory. The Buffalo Davenport Company, a mattress manufacturer, purchased the Jewett Refrigerator Company Factory in 1929 and occupied the building until 1958. Meanwhile, the Acme Steel & Malleable Iron Works purchased the Double Truss Cornice Company Factory sometime before 1941, converting it into an office and pattern shop.⁷⁵ The Acme Steel & Malleable Iron Works owned the factory until 1985.

The Buffalo Davenport Company

The Buffalo Davenport Company incorporated in 1918 with \$50,000 in capital and by 1922 had a factory at 15 Bradley Street (not extant).⁷⁶ After purchasing the Jewett Refrigerator Company Factory, the Buffalo Davenport Company started producing upholstered furniture, beds, and living room furniture. By 1936, the company employed upwards of 100 people in several production departments.⁷⁷ In 1940, a fire broke out in the factory's basement and damaged the first and second floors.⁷⁸ The fire caused an estimated \$15,000 in damages, the majority of which came to the company's inventory, rather than the building itself. In 1958, the Buffalo Davenport Company went bankrupt and the firm's inventory, as well as Jewett Refrigerator Company Factory, went up for auction.⁷⁹ Following the auction, the factory was used by a few short-term owners, such as the

⁷³ "Nine Firms Here Help Build Planes," *Buffalo Courier-Express*, December 28, 1943, 1.

⁷⁴ City of Buffalo Building Permit Card, dated November 5, 1979, Erie County Permit Card Vault.

⁷⁵ Sanborn Map Company, *Buffalo, Erie County, New York*, 1950, Sheet 393.

⁷⁶ "What Some of the Manufacturers Are Doing," *The Furniture Manufacturer and Artisan* 78, no. 4 (1918): 203.

⁷⁷ "Furniture Manufacturers," *Buffalo Courier-Express*, December 11, 1930, 24; "Upholsterers Strike Ended by Agreement," *Buffalo Courier-Express*, November 11, 1936, 1.

⁷⁸ "Second Plant Blaze Causes \$15,300 Loss," *Buffalo Courier-Express*, December 18, 1940, 6.

⁷⁹ "Public Auction," *Buffalo Courier-Express*, June 22, 1958, 36-D.

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Temp Trol Window Company.⁸⁰ These firms used the factory as a manufacturing center but rarely stayed more than five years. Eventually, the factory was converted into a warehouse.

The Acme Steel & Malleable Iron Works

The Acme Steel & Malleable Iron Works was one of the first major industrial firms to erect a factory on Chandler Street, building its plant in 1895.⁸¹ In 1926, the Buffalo Brake Beam Company, which was owned by Cornelius Vanderbilt Jr., purchased the Acme Steel & Malleable Iron Works. The company became a subsidiary of Vanderbilt's firm, retaining both its name and factory on Chandler Street.

After purchasing the Double Truss Cornice Brake Company, the Acme Steel & Malleable Iron Works moved its administrative workers, machine shop, and pattern shop to the factory. This was a common practice among manufacturers as it separated white collar workers from the unsanitary factory environment and protected sensitive documents and molds from getting damaged. During World War II the Acme Steel & Malleable Iron Works produced truck components for the Allies.⁸² After the war, the company resumed production of cast metal parts on Chandler Street. The company owned the Double Truss Cornice Brake Company Factory until 1985, after which it sold the building, which was subsequently used as a warehouse. Soon after, the Acme Steel & Malleable Iron Works went bankrupt and the firm's factory on the north side of Chandler Street was demolished.

The Industrial Decline of Buffalo and the Grant-Amherst Neighborhood

While the Chandler Street Industrial Buildings remained active into the 1980s, industry in the Grant-Amherst neighborhood and in Buffalo began to contract after the 1950s. In 1959, the completion of the St. Lawrence Seaway rendered Buffalo's harbor and complex rail network obsolete.⁸³ Meanwhile, railroad traffic declined nationwide throughout the 1950s and 1960s as railroad companies faced increasing competition from automobiles and airplanes, both of which subtracted from passenger and freight businesses. Major companies like the New York Central Railroad Company dissolved during this period and locally important rail lines, like the Belt Line, saw a drastic reduction in use. During the 1960s and 1970s Buffalo lost major industries such as the Bethlehem Steel Corporation, eliminating thousands of jobs that had fueled communities such as Lackawanna and Lower Black Rock. The loss of these crucial factory jobs caused many people to leave the city

⁸⁰ "Advertisement," *Buffalo Courier-Express*, June 5, 1960, 18-C.

⁸¹ "New Plant in Town," *The Buffalo Courier*, December 15, 1895, 9.

⁸² Leonard G. Feldmann, "Manpower Shortage Balks Local Plants Producing Parts for War Vehicles," *Buffalo Courier-Express*, January 7, 1945, 7-D.

⁸³ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 18.

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and by 1980 Buffalo had 357,000 residents, a loss of 223,000 people from the city's peak population of 580,000 in 1950.

Industrial neighborhoods such as Grant-Amherst were hit particularly hard by Buffalo's shrinking industrial base, and many of the neighborhood's most important manufacturers closed in the 1980s. In 1981 the Pratt & Letchworth Company closed its plant on Tonawanda Street, which was demolished in 1990.⁸⁴ The Hard Manufacturing Company Factory closed in 1991, though the company's plant is still standing.⁸⁵ On Chandler Street, the Acme Steel & Malleable Iron Works Foundry was demolished in the 1980s and the Buffalo Weaving and Belting Company Factory burned down in 2003.⁸⁶ Presently, only a portion of the factories in the Grant-Amherst neighborhood remain. Some of these factories are active manufacturing centers; however, most are vacant. In the Chandler Street Industrial Buildings Historic District, the Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory were shuttered by the 1980s while Keystone Manufacturing Company, one of the last active manufacturers on Chandler Street, closed sometime after 1985. The loss of manufacturing jobs contributed to a general decline in the Grant-Amherst neighborhood with businesses that once supported factory workers shuttered and residences left vacant and, in some cases, demolished because of deterioration.⁸⁷ Presently, the area is beginning to see reinvestment as former industrial spaces like the Linde Air Products Factory are redeveloped for commercial and residential use.

Architecture of the Factories in the Chandler Street Industrial Buildings Historic District

The Chandler Street Industrial Buildings are typical examples of light industrial architecture from the early twentieth century. The buildings represent two common turn-of-the-century industrial building types, the industrial loft and the machine shop. The Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory are representative examples of industrial lofts, while the Keystone Manufacturing Company Factory is a good example of a machine shop with an administration building. Companies specializing in light industry commonly utilized these two building types as they were suited to producing finished goods.

Industrial Loft Architecture

Industrial lofts are multi-story buildings that developed in the mid-nineteenth century and were generally built with masonry walls and heavy timber frame interiors. Staircases and elevators were grouped together to minimize their intrusion on the workspace, creating open floor plates, one of the building type's defining

⁸⁴ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 15.

⁸⁵ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 15.

⁸⁶ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 18.

⁸⁷ Walkowski, "Historic Resources of the Black Rock Planning Neighborhood, Buffalo, Erie County, NY," Section E, Page 19.

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features. Open floor plates allowed factory owners to efficiently arrange machinery and work benches and the spaces of an industrial loft were generally arranged so that machine intensive activities took place on the first floor while detail-oriented finishing operations occurred on the upper levels.⁸⁸ This arrangement minimized the stress placed on the timber support structure and provided finishing departments with better lighting.

In the Jewett Refrigerator Company Factory, the departments appear to have been organized so that heavy machinery occupied the ground floor and the final assembly of refrigerators took place on the well-lit upper stories.⁸⁹ The Double Truss Cornice Brake Company Factory has a similar arrangement with the firm's iron and woodworking departments on the first floor and storage, packing, and painting on the second floor.

Ensuring light infiltration was a crucial consideration in industrial loft design. Industrial lofts featured regularly spaced windows that allowed daylight to enter the workspace, illuminating it in an era prior to reliable electric lighting. Lighting concerns played a prominent role in determining the width of an industrial loft, and wide loft buildings like the Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory required high ceilings and tall windows to ensure an even distribution of daylight.⁹⁰

Both factories are oriented so the side elevations received the greatest possible light exposure from the sun as it moved across the sky. Banks of windows lit the workspaces in each factory and the firms likely installed their finishing departments on the upper floors to take advantage of the greater light exposure. Given the width of each factory, higher ceilings and taller windows were necessary to ensure an even distribution of light, particularly for the Jewett Refrigerator Company Factory. The Jewett Refrigerator Company Factory's side elevations feature large window openings that provided more light for the men engaged in completing the company's luxury refrigerators. Because these refrigerators were sold to wealthy individuals and celebrity clients, refrigerators had to be finished to a certain standard of excellence to justify their expense. The Double Truss Cornice Brake Company used the second floor of its factory to paint and store sheet metal brakes and the company's choice to light the space with one-over-one windows reflects this less intensive use of the space. The arrangement of elevators and staircases played an important role in creating an industrial loft's open floor plates. Elevators acted as vertical streets, carrying materials through the factory. However, elevators could impact a factory's open floor plates so care was taken to isolate elevators to prevent them from interfering with work on the upper floors.⁹¹ Similar considerations impacted the construction of staircases which were placed at the corners of lofts, minimizing their impact on the workspace and allowing workers to circulate easily.⁹²

⁸⁸ Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York: Oxford University Press, 1999), 32.

⁸⁹ Bradley, *The Works*, 32.

⁹⁰ Bradley, *The Works*, 32.

⁹¹ Bradley, *The Works*, 33.

⁹² Bradley, *The Works*, 31.

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The arrangement of elevators and stairwells in the Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory highlights how the firms tried to ensure an efficient circulation of workers and materials without subdividing their workspaces. The Jewett Refrigerator Company Factory had a large elevator at the rear of the factory that allowed refrigerators to freely flow to and from it without interfering with work on the production floor. Meanwhile, the factory's staircases were placed at the corners of the building.⁹³ Though the Double Truss Cornice Brake Company Factory lacked an elevator, the placement of its staircases at the corners of the building reflects a desire to provide circulation while limiting the intrusion of the stairwell into the second-floor workspace.

Machine Shop and Administration Building Architecture

Machine shops developed in the mid-nineteenth century as a component of larger industrial works, though freestanding machine shops were not uncommon. Machine shops were normally one story tall and built with an emphasis on structural integrity rather than light exposure. Heavy machinery completed much of the work in a machine shop and the weight of these machines, coupled with the vibration they caused, made it unsafe to erect multi-story machine shops.⁹⁴ Building materials such as steel and concrete were common once they became readily available and machine shops often utilized roof lighting provided through skylights or monitor space.⁹⁵ This lighting allowed machine shops to be engineered with wide bays, providing more space for machinery without sacrificing structural integrity.⁹⁶ While the machine shop functioned well as a production center, the noise, dust, and heat associated with the space made it impossible to conduct business in the shop. Because of this, machine shops were frequently separated from white-collar workspaces to minimize the presence of dust and other particulates in these more professional settings.⁹⁷

The Keystone Manufacturing Company Factory illustrates many of the defining features of the machine shop. The factory is one story tall and has a concrete floor and roof. The factory used steel in the frame to support the brick walls and to form the roof trusses, all of which minimized the impact of vibration of the building. Light was diffused throughout the factory by a two-story monitor and through large windows on the façade and side elevations of the factory. The use of a monitor space allowed the factory to be engineered with wide bays, providing more floor space for machinery. Unlike industrial lofts, which could partition off floor space for offices, machine shops required separate administration buildings. Administrative buildings were frequently two-story masonry buildings centrally placed to facilitate supervision of the factory space and yard.⁹⁸

⁹³ Bradley, *The Works*, 31.

⁹⁴ Bradley, *The Works*, 44

⁹⁵ Bradley, *The Works*, 39.

⁹⁶ Bradley, *The Works*, 39.

⁹⁷ Bradley, *The Works*, 44.

⁹⁸ Bradley, *The Works*, 35-6.

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Administrative buildings were also commonly architect designed due to their function as business and managerial spaces.⁹⁹

The Keystone Manufacturing Company Factory's two-story administrative building represents this building type well. Industrial architect G. Morton Wolfe designed the administrative building and separated it from the machine shop. This separation allowed the company's administrators and shipping department employees to work away from the noisy production floor. The administrative building's architecture also visually separated it from the machine shop. The administrative building displays polished architecture and details such as a corbelled brickwork frieze, a flat stone cornice, and a brick parapet help to distinguish the white-collar workspaces from the utilitarian manufacturing space.

Common Features of Factories in the Chandler Street Industrial Buildings Historic District

The Chandler Street Industrial Buildings share a number of common features associated with early twentieth century factory design. Notably, each factory's yard is masked behind an embellished façade and fire resistant building materials were used to build each building. The factories had large industrial yards where piles of lumber were stacked and freestanding storage sheds erected. The manufacturing space masked each yard, a tactic that shielded the workings of the factory behind a public façade and projected the business's authority to the public.¹⁰⁰ Each factory's facade featured simple architectural details that helped potential clients recognize the location of the business offices.¹⁰¹ Although none of the ancillary sheds remain, the shape and massing of the factory buildings still reflects the companies' concern with presenting a professional front and alerting clients to the location of the administrative offices.

The façade of each factory features simple architectural embellishments, distinctive from the more utilitarian architecture on the side and rear elevations. In the Jewett Refrigerator Company Factory, the façade shows a simple belt course and a parapet with a denticulated brick cornice. While faded, the words JEWETT REFRIGERATOR CO are still legible on the factory's western side elevation, which advertised the firm's presence to passersby. Inside the factory, the office and showroom occupy the four northernmost bays. Blue-collar employees working on the factory's second and third floors would have passed the company offices to reach the staircase leading to the upper floors, allowing management to keep an eye on them.

Along its façade, the Double Truss Cornice Company Factory has windows set in arched brick lintels while the roof is capped with a parapet and simple corbelled cornice. The factory's L shape also helped conceal the yard

⁹⁹ Bradley, *The Works*, 35-6.

¹⁰⁰ Bradley, *The Works*, 60.

¹⁰¹ Bradley, *The Works*, 36.

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without sacrificing workspace. The company installed its offices in the projecting wing of the L-shaped factory. This placement allowed administrators to observe the comings and goings of workers and goods.¹⁰²

As has been stated, the Keystone Manufacturing Company's manufacturing space shows little architectural embellishment while the administrative building, which masked the storage buildings and much of the yard, displays polished architecture. Like the office spaces in the Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory, the architecture of the Keystone Manufacturing Company's administrative building helped direct clients to the firm's administrators, while the building's placement overlooking the yard allowed these same administrators to keep an eye on the workers.

While presenting a professional façade and masking the yard played a role in the massing and shape of the factories, fireproofing informed their interior design and layout. Unless contained quickly, fires could cause financial ruin, destroy buildings, and leave products charred or ruined by smoke or water. By the mid-nineteenth century, industrialists and engineers started to develop approaches of fireproofing and the factories in the historic district utilized some of the most common fireproofing methods.

Like many early twentieth century factories the Jewett Refrigerator Company Factory was erected with a heavy timber frame interior. Though heavy timbers were flammable, their thickness allowed industrial buildings to maintain their structural integrity while firefighters brought the blaze under control. Mill engineers highlighted the strength of wood, showing charred beams that continued supporting their floor load next to iron girders that had warped due to heat.¹⁰³ The factory's floor also played a crucial role in fireproofing. The firm laid its floors with minimal gaps between the planks, limiting the pockets sparks could get trapped in.¹⁰⁴ An evenly laid floor with little exposed wood made it difficult for a fire to start and conversely facilitated the quick spread of water. This was compounded by the building's rectangular shape which limited the number of corners a fire could begin consuming. The Jewett Refrigerator Company also erected a small space (not extant) at the rear of the factory for wood shavings, separating these highly combustible waste materials from the factory floor with a fire door. The firm also piled its lumber in the yard, again ensuring the most flammable materials were isolated. The Double Truss Cornice Brake Company employed many of the same methods of fireproofing utilized by the Jewett Refrigerator Company, including the use of heavy timbers, tightly laid wood flooring, and a shape that limited the number of corners a fire could start to burn. The company also piled its lumber away from the factory and placed a dry kiln and shed for seasoned lumber in the yard as well. Additionally, the company stored coal, the factory's power source, in a shed connected to the rear of the factory. Inside the factory, the Double Truss Cornice Brake Company separated its engine room from the rest of the factory with a fireproof

¹⁰² Bradley, *The Works*, 60.

¹⁰³ Bradley, *The Works*, 129.

¹⁰⁴ C.E. Paul, *Heavy Timber Mill Construction Buildings* (Chicago: Engineering Bureau National Lumber Manufacturers Association, 1916), 20.

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door. Coal fed into this room, reducing the risk of the coal igniting and causing an uncontrollable fire in the main factory space. In 1905 a fire swept the engine room; however, because of the factory's fireproof construction, the damage was contained and the company only suffered only a \$4,000 loss.¹⁰⁵

The Keystone Manufacturing Company took a different route to fireproofing its factory, utilizing steel beams and concrete flooring to create a fire-resistant space. The company compounded this by separating its blacksmithing shop, the only space with open flames, behind a fireproof door.¹⁰⁶ The company's administrative building was also built with fireproofing in mind, utilizing concrete floors to hinder the spread of fire.

The Impact of the Belt Line and Electrical Power on the Design of the Factories

The Chandler Street Industrial Buildings were designed and built with elements commonly seen in industrial buildings erected around 1900; however, other elements speak to their location on Chandler Street. Locating near the Belt Line impacted the massing of each factory, while their proximity to the Cataract Power & Conduit Company's transformer house at 2280 Niagara Street (extant) impacted the interior layouts of the factories.

Although the Chandler Street Industrial Buildings lacked direct access to the Belt Line, each benefited from the railroad's presence. The factories were located near the Belt Line's passenger stations, which let them draw workers from across the city. Additionally, proximity to the Belt Line allowed the factory owners to use horse carts and later automobiles to transport their products to the railroad and evidence suggests the factories were designed to provide access for carts. None of the factories occupy the full width or depth of their lots and wide alleyways are present between each [See Figure 7]. Further, imagery of the Keystone Manufacturing Company Factory at 41-63 Chandler Street shows carts and, later, vans circulating through the yard [Figure 11&12]. This spatial arrangement is visible in other factories in the Grant-Amherst neighborhood such as the D. H. Stoll Company Factory at 22 Lansing Street (1911, extant) and the Viner and Son Company Factory at 30 Lansing Street (extant).¹⁰⁷ Like the Chandler Street Industrial Buildings, these two industrial centers specialized in light industry, manufacturing sheet metal presses and church organs respectively.¹⁰⁸ Given the nature of each company's products, which were likely produced to order rather than in bulk, transporting finished products via cart or automobile would have been a viable way to get products to the Belt Line for broader distribution.

Power generation opportunities also played a role in the historic district's development and the Jewett Refrigerator Company and the Keystone Manufacturing Company both used the alternating current provided by

¹⁰⁵ "\$4,000 Fire in Shop," *The Buffalo Courier*, December 3, 1905, 31.

¹⁰⁶ "New Factory in Chandler Street," *The Buffalo Courier*, 6.

¹⁰⁷ Sanborn Map Company, *Buffalo, Erie County, New York*, 1916, Sheet 402.

¹⁰⁸ D.H. Stoll Company, *The D.H. Stoll Company: Manufacturers of Presses, Shears, and Other Sheet Metal Working Machinery* (Buffalo: D.H. Stoll Company), 1; "Viner & Son," *The Central New York Conference* 50, (1916): 7.

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Cataract Power & Conduit Company. The Cataract Power & Conduit Company distributed the electrical power generated by the Niagara Falls Power Company and erected the transformer house on Niagara Street in 1896. In 1902, the idea of utilizing electricity for industry was still in its infancy and people were distrustful of electricity. In Buffalo, companies utilizing electricity located factories around the Cataract Power & Conduit Company's transformer house at 2280 Niagara Street due to a Buffalo city ordinance that decreed electrical wires had to be buried.¹⁰⁹ Because of this, no company was located more than thirty-four miles away from the transformer house.¹¹⁰ While the Jewett Refrigerator Company and Keystone Manufacturing Company made use of alternating current, the Double Truss Cornice Brake Company utilized a dynamo to generate steam for its power supply [See Figure 7]. The Double Truss Cornice Brake Company's decision to utilize steam power instead of alternating current was not uncommon in the early twentieth century as industrialists were unwilling to invest in a power source they did not fully understand, and more important, did not control.

Access to alternating current benefitted the Jewett Refrigerator and Keystone Manufacturing Companies.¹¹¹ By using electricity, both firms eliminated the need to build a generation room or purchase coal, an acute concern in 1902 due to the ongoing coal strike in Pennsylvania.¹¹² Additionally, utilizing alternating current reduced the risk of a fire, as electrical wires did not kick off sparks, a distinct improvement over belt driven steam generators. Executives from the Keystone Manufacturing Company were particularly enthusiastic about using electricity and claimed that the only open flames in their shop would be the blacksmiths' forges.¹¹³ Purchasing electricity also made financial sense. In 1902, bituminous coal sold for an average of two and a half dollars a ton, while high quality anthracite coal retailed for four and a half dollars a ton.¹¹⁴ Meanwhile, power generated at Niagara Falls retailed for seventy-five cents per horsepower used.¹¹⁵ The Jewett Refrigerator Company and Keystone Manufacturing Company drew the equivalent of thirty and twenty-five horsepower to electrify their factories and using the rates provided by the Cataract Power & Conduit Company it is likely the companies paid less than thirty dollars a year for power [See Figure 19].

Robert J. Reidpath

Robert J. Reidpath was an architect and civil engineer who built the Keystone Manufacturing Company's factory in 1903. Reidpath was a well-known engineer in Buffalo and had been active in the city since the 1890s.

¹⁰⁹ Craig A. Woodworth, "Early Electrification of Buffalo," *Engineering and Technology History Wiki*, http://ethw.org/Early_Electrification_of_Buffalo.

¹¹⁰ H.W. Buck, "Recent Developments in Niagara Power," *Cassier's Magazine* 25, no. 2 (1903): 113.

¹¹¹ "Patrons Approve Light and Power Cost and Service," *The Buffalo Courier*, April 5, 1906, 10.

¹¹² "Many Big Plants Will Need No Coal," *The Buffalo Evening News*, October 11, 1902, 1.

¹¹³ "New Factory in Chandler Street," *The Buffalo Courier*, 6.

¹¹⁴ American Iron and Steel Institute, *Annual Average Price per Ton (2,240 LBS.) of Coal*, https://fraser.stlouisfed.org/files/docs/publications/stat_abstract/pages/18654_1915-1919.pdf.

¹¹⁵ Richmond C. Hill, *Edition of 1902*, vol. 2 *Twentieth Century Buffalo* (Buffalo: Matthews-Northrup Works of the J.N. Matthews Company, 1902), 45.

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Originally specializing in the design of late nineteenth century brick mill and factory buildings, Reidpath adapted to the growing popularity of twentieth century building materials such as reinforced concrete.¹¹⁶ During his career, Reidpath designed industrial buildings such as the Buffalo Foundry & Machine Company Factory (1902, not extant), the F.N. Burt Company Factory “C” (1911, NR 2016), and the Alling and Cory Company Warehouse (1911, NR 2009). Reidpath’s largest contracts were for the Larkin Soap Company and his architecture firm designed many of the company’s industrial buildings in the Hydraulics neighborhood, erecting buildings that totaled over 2,000,000 square feet of workspace for the company.¹¹⁷ In addition to industrial buildings, Reidpath worked on structures such as bridges and grain elevators.¹¹⁸

G. Morton Wolfe (1885-1966)

George Morton Wolfe (professionally known as G. Morton Wolfe) was a Connecticut-born architect who began practicing in Buffalo in 1903 and erected the Keystone Manufacturing Company’s administrative building in 1911.¹¹⁹ During his career, Wolfe specialized in industrial architecture, erecting a number of factories and warehouses in communities around Lake Erie. Some of Wolfe’s most notable projects include the Buffalo Weaving & Belting Company’s Office Building (not extant), the Cold Spring Storage Company Building (extant), the United Hame Company Factory (not extant), and the Niagara Silk Mills in Tonawanda (not extant).¹²⁰ Wolfe also designed commercial buildings and entertainment venues such as the Parkside Candy Shoppe (1925, extant, NR 2015) and the Circle Arts Theater (extant, now a mosque).¹²¹

G. Morton Wolfe was also extremely active western New York’s architecture scene and helped to organize the Western New York Society of Architects, the area’s first professional association in 1938.¹²² The Buffalo Western New York chapter of the American Institute of Architects superseded the Western New York Society of Architects in 1944 and Wolfe became the association’s first president.¹²³ Wolfe retired from active practice in 1962 and died in 1966 at the age of eighty-one.

¹¹⁶ Tom Yots, “Alling & Cory Buffalo Warehouse,” National Register of Historic Places Nomination Form, Preservation Studios, Buffalo, 2009, Section 8, Page 4.

¹¹⁷ Building Structure Inventory Form, Seneca Industrial Center, Buffalo, Erie County, New York, 1989.

¹¹⁸ John Brandt Mansfield, *History of the Great Lakes* (Chicago: J.H. Beers & Co., 1899), 542; “Protecting Steelwork Against Locomotive Blasts,” *Engineering News* 72, no. 16 (1914): 764.

¹¹⁹ Francis R. Kowsky and Martin Wachadlo, “Parkside Candy Shoppe and Factory,” National Register of Historic Places Nomination Form, 2015, Section 8, Page 9.

¹²⁰ “Work of G. Morton Wolfe,” *Ohio Architect, Engineer & Builder*, 13-20.

¹²¹ Kowsky and Wachadlo, “Parkside Candy Shoppe and Factory,” Section 8, Page 9.

¹²² Kowsky and Wachadlo, “Parkside Candy Shoppe and Factory,” Section 8, Page 9.

¹²³ Kowsky and Wachadlo, “Parkside Candy Shoppe and Factory,” Section 8, Page 9.

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Conclusion

The Chandler Street Industrial Buildings Historic District is a locally significant collection of three light industrial buildings in the Grant-Amherst neighborhood of Buffalo, New York. The district contains representative examples of two typical industrial building types, the industrial loft and the machine shop. These two building types were well suited to the light industrial work the companies carried out in their respective factories. The factories still retain many of the key architectural elements associated with factories erected around 1900. These elements include masonry load-bearing walls, architecturally embellished facades, regularly spaced window openings, and fire-resistant building materials such as heavy timber posts, steel beams, and concrete flooring. The proximity of the factories to the Belt Line and the Cataract Power & Conduit Company's transformer house also influenced their development. Alleyways wide enough for vehicles to pass through separated the factories and each had a large yard to allow vehicles to circulate. Meanwhile, electricity distributed by the Cataract Power & Conduit Company influenced layout of the Jewett Refrigerator Company Factory and the Keystone Manufacturing Company Factory, neither of which needed generator rooms. The Double Truss Cornice Brake Company, unwilling to electrify, installed a dynamo at the rear of the factory.

All three factories were important employment centers in the Grant-Amherst neighborhood and represent the diversity of production that occurred along the Belt Line. The factories collectively employed hundreds of people in the manufacture of refrigerators, sheet metal brakes, and hand tools and were part of a larger industrial surge that occurred along Chandler Street between 1900 and 1929. This surge saw the half-mile street become one of the Grant-Amherst neighborhood's key industrial nodes. A significant portion of the Grant-Amherst neighborhood's industrial base was lost after Buffalo's economy began to contract in the 1960s and many factories were subsequently demolished. Because of this contraction, the factories in the Chandler Street Industrial Buildings Historic District stand as critical links to the industrial heritage of the Grant-Amherst neighborhood and the industrial activity that helped settle the neighborhood.

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Buffalo [Map bounded by Arthur St., Bush St., Amherst St., Niagara River]. 1:200. In: *The New Century Atlas of Greater Buffalo*. Century Atlas Company. Philadelphia: 1915. Plate 6.

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Chandler Street Industrial Buildings
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Verbal Boundary Description

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

Boundary Justification

The historic district's boundary is drawn to encompass the most cohesive collection of industrial architecture on Chandler Street, using the lot lines of the factories as the boundary. The boundaries encompass all land historically and presently associated with these three manufactories.



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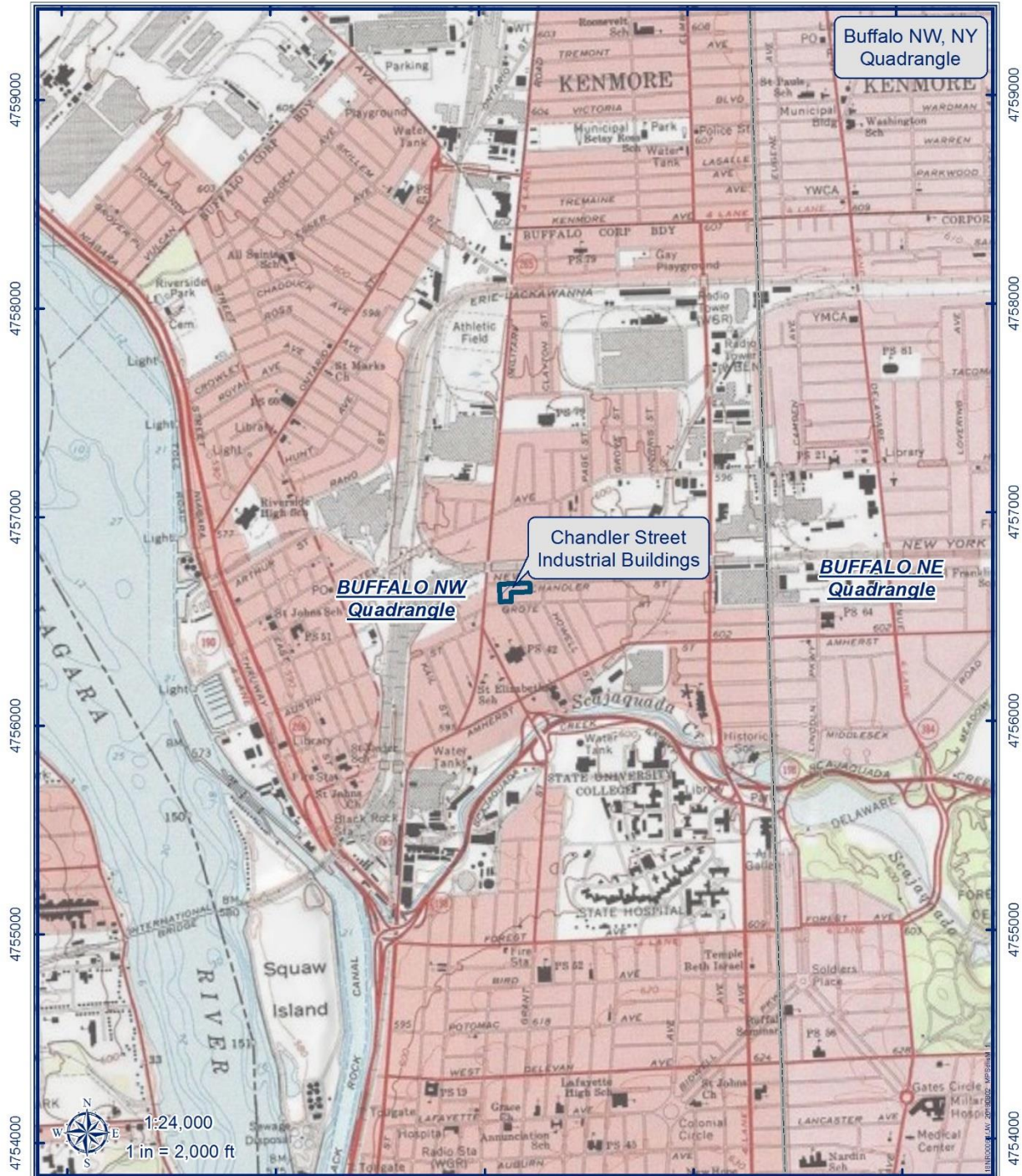
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Chandler Street Industrial Buildings
Name of Property
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Chandler Street Industrial Buildings
City of Buffalo, Erie Co., NY

27-63 Chandler Street
Buffalo, NY 14207



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



Chandler Street Industrial Buildings

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Chandler Street Industrial Buildings

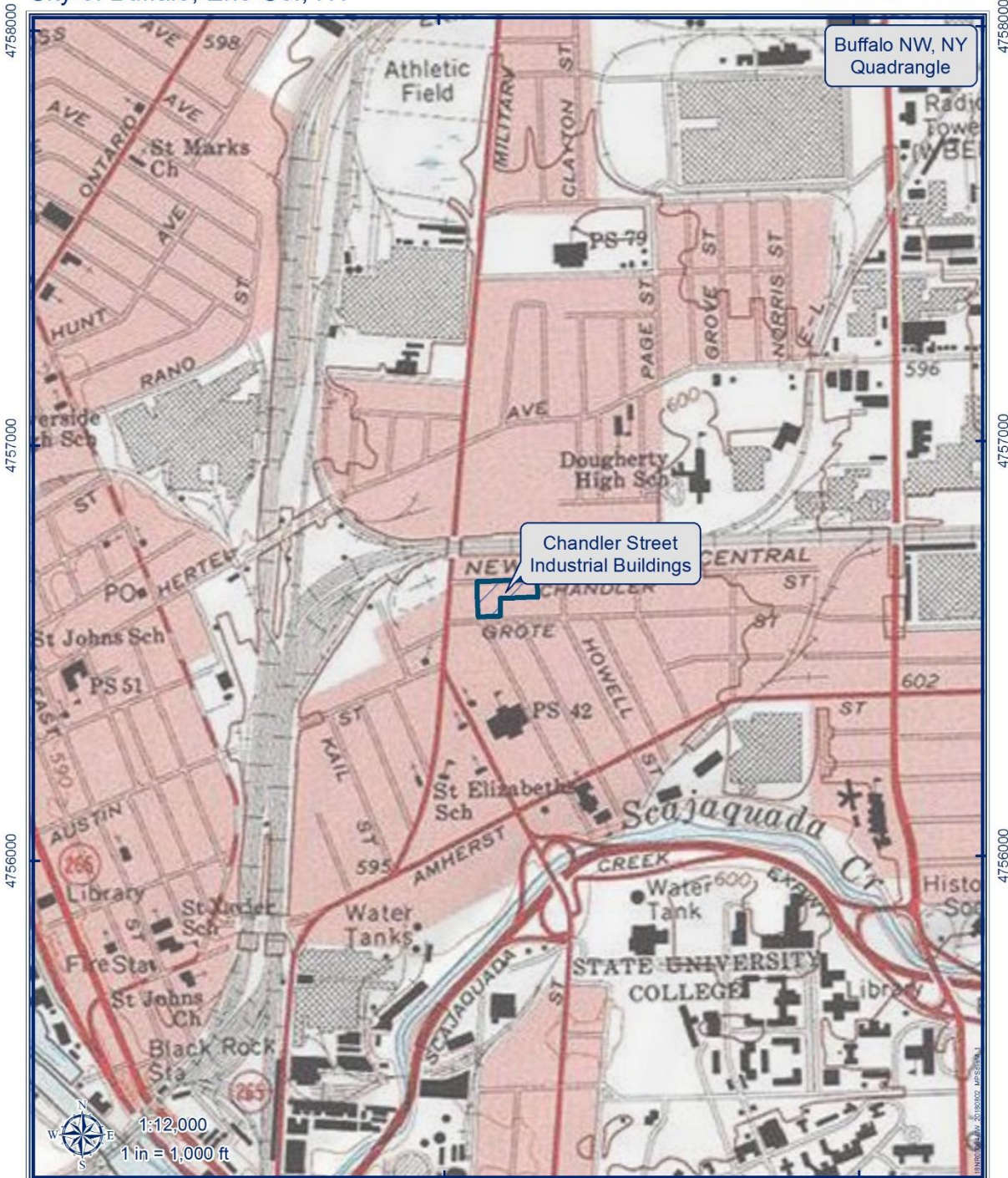
Name of Property

Erie County, New York

County and State

Chandler Street Industrial Buildings
City of Buffalo, Erie Co., NY

27-63 Chandler Street
Buffalo, NY 14207



Buffalo NW, NY
Quadrangle

Chandler Street
Industrial Buildings

1:12,000
1 in = 1,000 ft

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



Chandler
Street
Industrial
Buildings



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STATE
UNIVERSITY
Parks, Recreation
and Historic Preservation
Division for Historic Preservation

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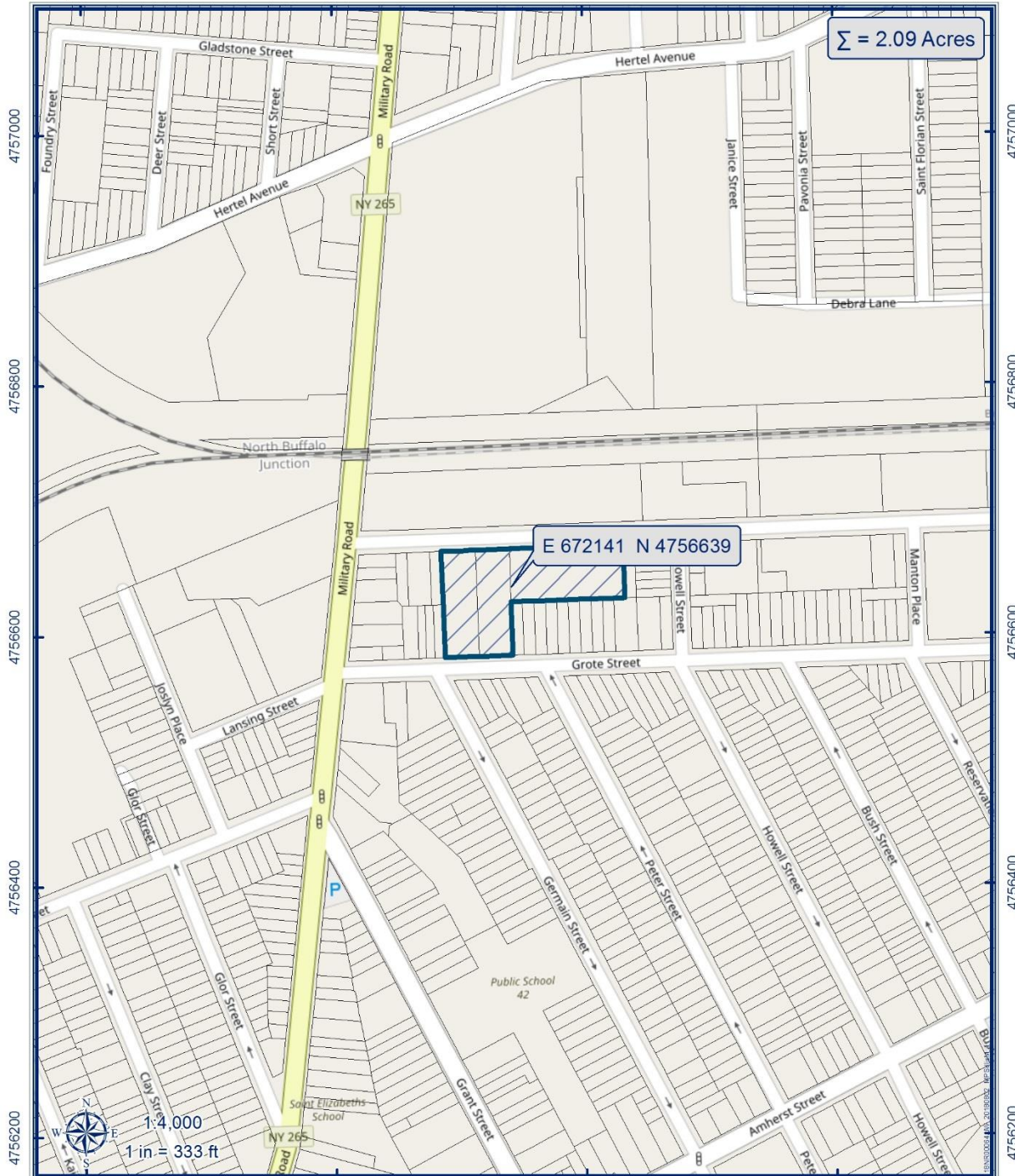
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Chandler Street Industrial Buildings
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City of Buffalo, Erie Co., NY

27-63 Chandler Street
Buffalo, NY 14207



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City of Buffalo, Erie Co., NY

27-63 Chandler Street
Buffalo, NY 14207



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



Chandler
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Chandler Street Industrial Buildings

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Additional Information

Photo Log

Name of Property: Chandler Street Industrial Buildings

City or Vicinity: Buffalo

County: Erie County

State: NY

Name of Photographer: Kelsie Hoke

Date of Photographs: July 26, 2017

Location of Original Digital Files: 170 Florida Street, Buffalo, New York, 14208

Photo #1 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0001)

Building facades, camera facing southeast

Photo #2 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0002)

Building facades, camera facing southwest

Photo #3 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0003)

Façade, Jewett Refrigerator Company Factory, camera facing southeast

Photo #4 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0004)

Façade/side elevation, Double Truss Cornice Brake Company Factory, camera facing southwest

Photo #5 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0005)

Façade, Keystone Manufacturing Company Factory, camera facing southeast

Photo #6 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0006)

Interior, Jewett Manufacturing Company Factory, camera facing southwest

Photo #7 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0007)

Interior, Double Truss Cornice Brake Company Factory, camera facing north

Photo #8 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0008)

Interior, Double Truss Cornice Brake Company Factory, camera facing south

Photo #9 (NY_ErieCounty_ChandlerStreetIndustrialBuildings_0009)

Interior office block, Keystone Manufacturing Company Factory, camera facing northeast

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Chandler Street Industrial Buildings
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Appendix 1: Timeline of the Development of the Chandler Street Industrial Buildings Historic District

1902: The Jewett Refrigerator Company Factory and the Double Truss Cornice Brake Company Factory are built.

1903: The Keystone Manufacturing Company Factory is built.

1905: Fire sweeps the Double Truss Cornice Brake Company Factory's boiler house.

1911: The Keystone Manufacturing Company erect the freestanding administrative building.

1925: The Jewett Refrigerator Company buy the Buffalo Headlight Factory.

1929: The Jewett Refrigerator Company Factory is sold to the Buffalo Davenport Company. Simultaneously the Double Truss Cornice Brake Company put their factory up for sale.

1940: The Buffalo Davenport Company enlarges the Jewett Refrigerator Company, building storage space on the western and rear elevations, these spaces are later removed.

1941: By this date the Acme Steel & Malleable Iron Works own the Double Truss Cornice Brake Company Factory.

1958: The Buffalo Davenport Company go bankrupt and the Jewett Refrigerator Company factory is sold at auction.

1979: The Keystone Manufacturing Company complete a \$50,000 expansion, adding a concrete block building for use as a warehouse and metalworking shop.

1985: The Acme Steel & Malleable Iron Works sell the Double Truss Cornice Brake Company Factory.

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Chandler Street Industrial Buildings
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Figure 1:

Ward map from 1880 showing Buffalo's twelfth ward which encompassed the northern section of the city, which to that point was largely unsettled. The future site of the Chandler Street Industrial Buildings Historic District is marked with a red arrow.

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Figure 1A:

A closer view of the 1880 ward map showing the developing Lower Black Rock and Grant-Amherst neighborhoods.

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Chandler Street Industrial Buildings
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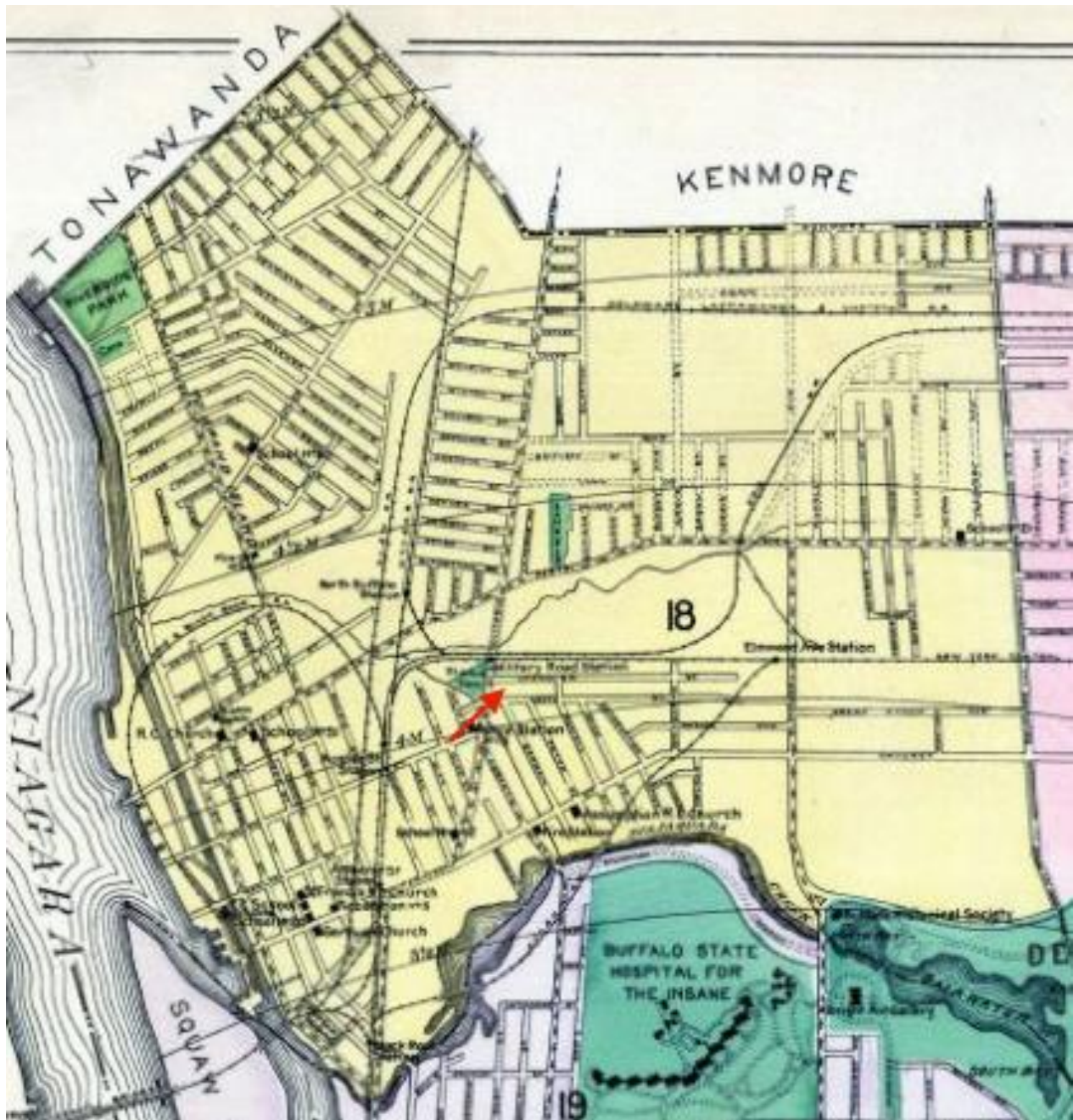


Figure 2:

Ward map from 1909 showing the eighteenth ward, which encompassed the Lower Black Rock and Grant-Amherst neighborhoods. Significantly smaller than the twelfth ward this section of the city had over 20,000 people by 1910 and was heavily traversed by the tracks of several major railroad companies. The historic district is marked with a red arrow.

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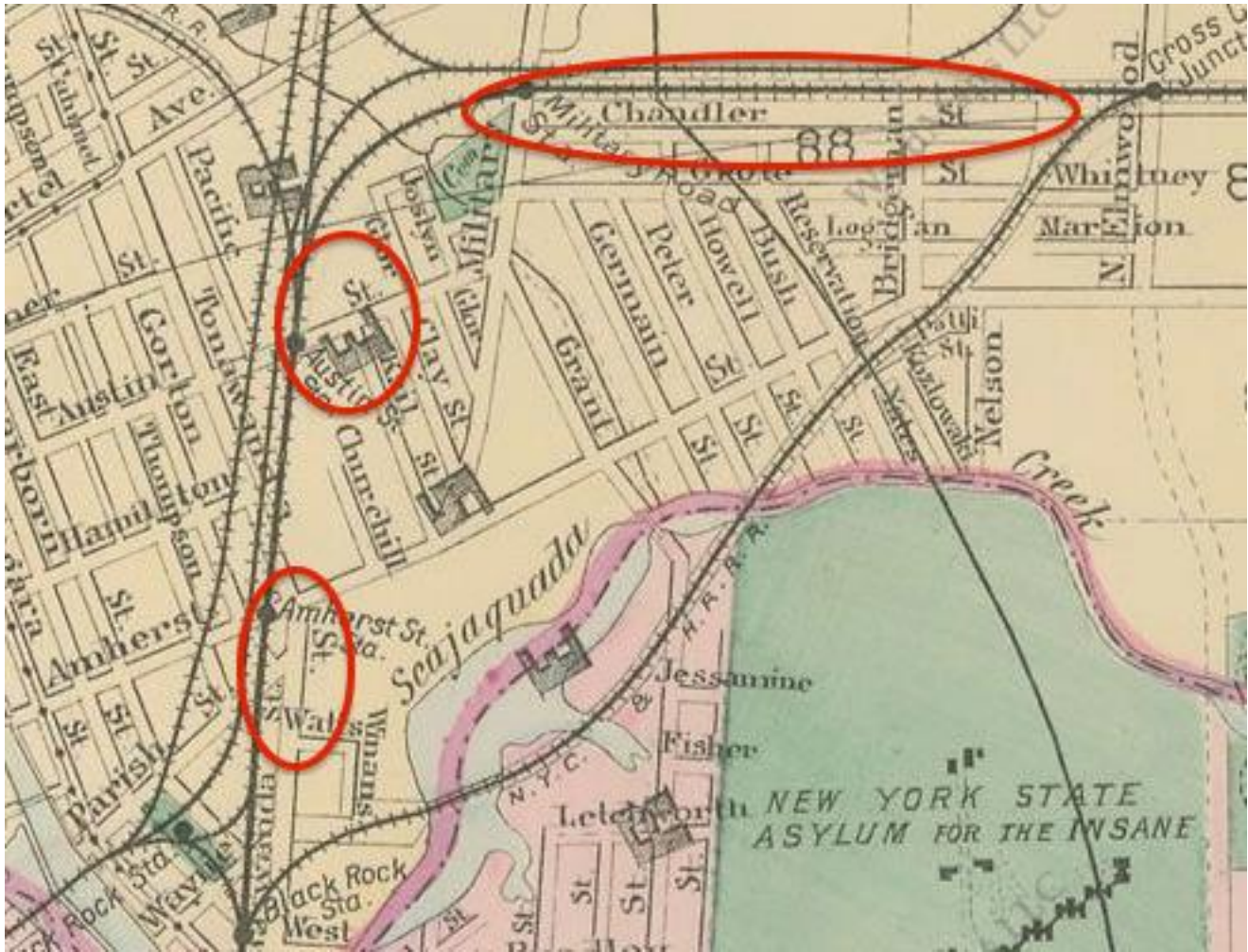


Figure 3:

Buffalo city map from 1893 showing the Grant-Amherst Neighborhood. The red circles denote the three main centers of industrial activity in the neighborhood. Each center was located near one of the Belt Line's passenger railroad stations. The Tonawanda Street industrial node, which predated the Belt Line, was near the Amherst Street Station, the Churchill-Amherst industrial node was near the Austin Street Station, and the Chandler Street industrial node was located near the Military Road Station.

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Chandler Street Industrial Buildings
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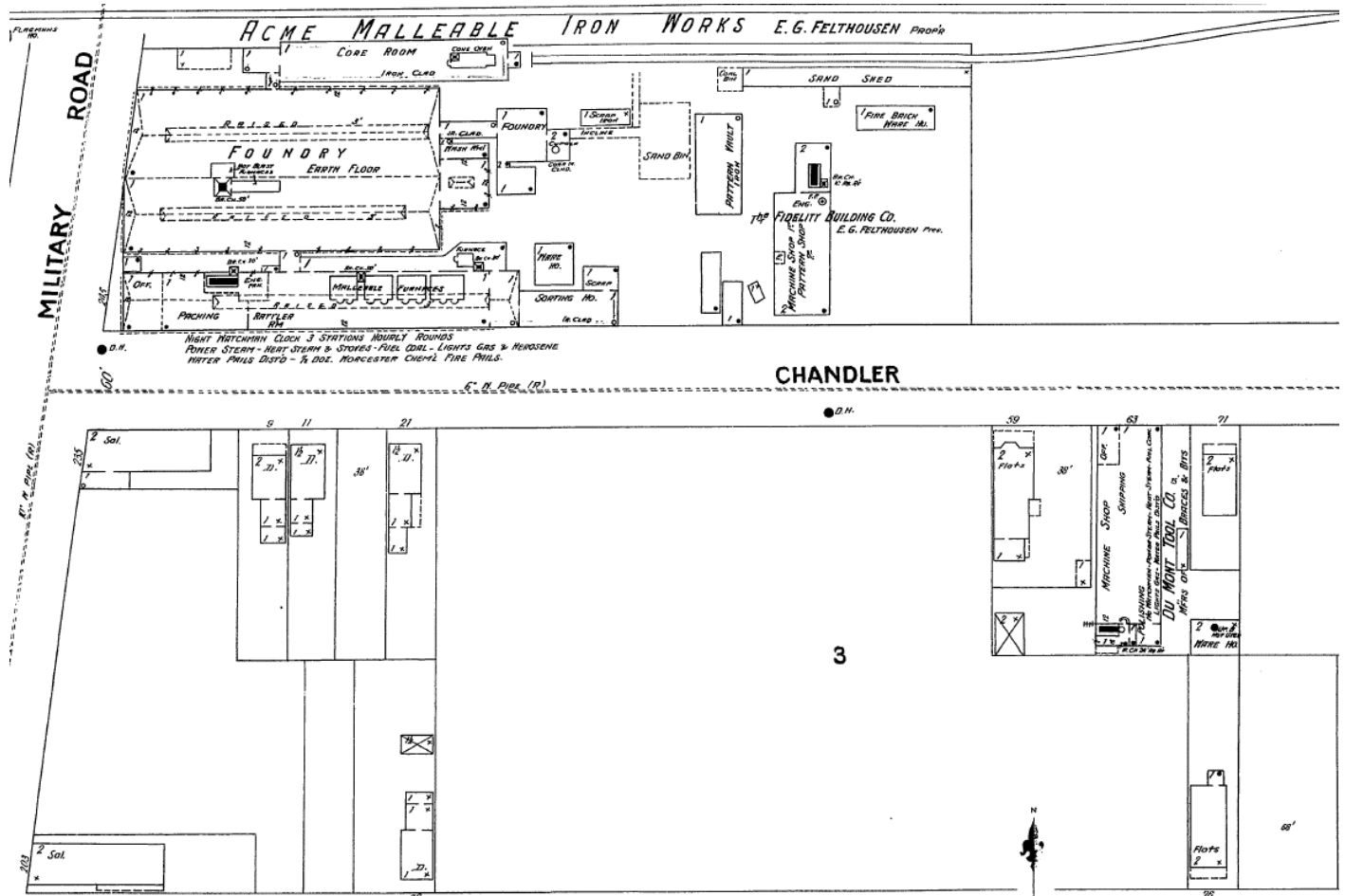


Figure 4:

Sanborn map from 1900 showing Chandler Street between Military Road and Howell Street. By this point there was almost no industry on the south side of Chandler Street, with the Du Mont Tool Company Factory standing as the only industrial building on the block. Within three years, a number of houses as well as the Chandler Street Industrial Buildings will be built.

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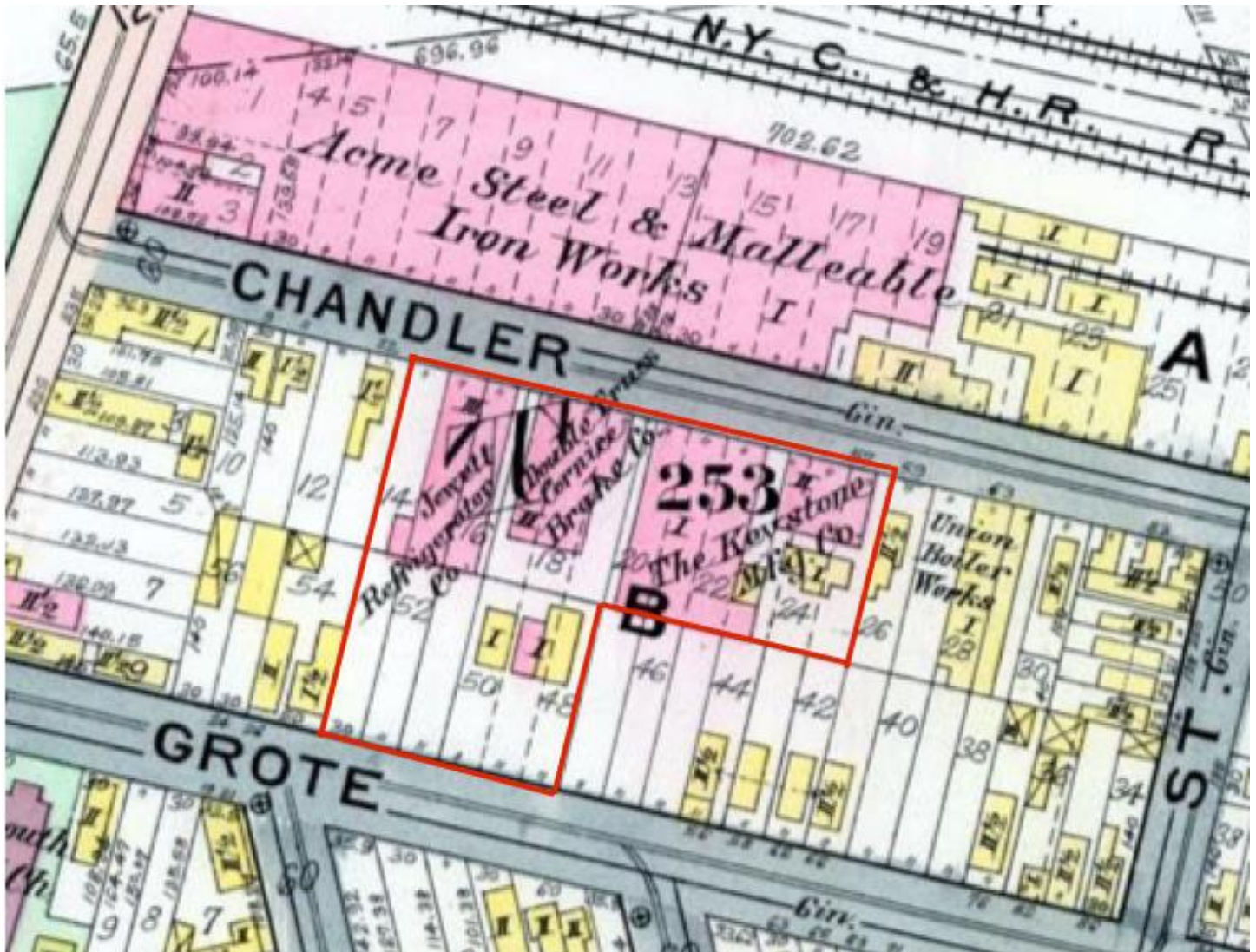


Figure 5:

1915 tax map showing the Chandler Street Industrial Buildings Historic District in relation to the much larger Acme Steel & Malleable Iron Works Foundry. The size of the factories in the historic district is typical of factories on the south side of Chandler Street. The proposed historic district is marked with red lines.

Buffalo [Map bounded by Arthur St., Bush St., Amherst St., Niagara River]. 1:200. In: *The New Century Atlas of Greater Buffalo*, Century Atlas Company, Philadelphia: 1915, Plate 6.

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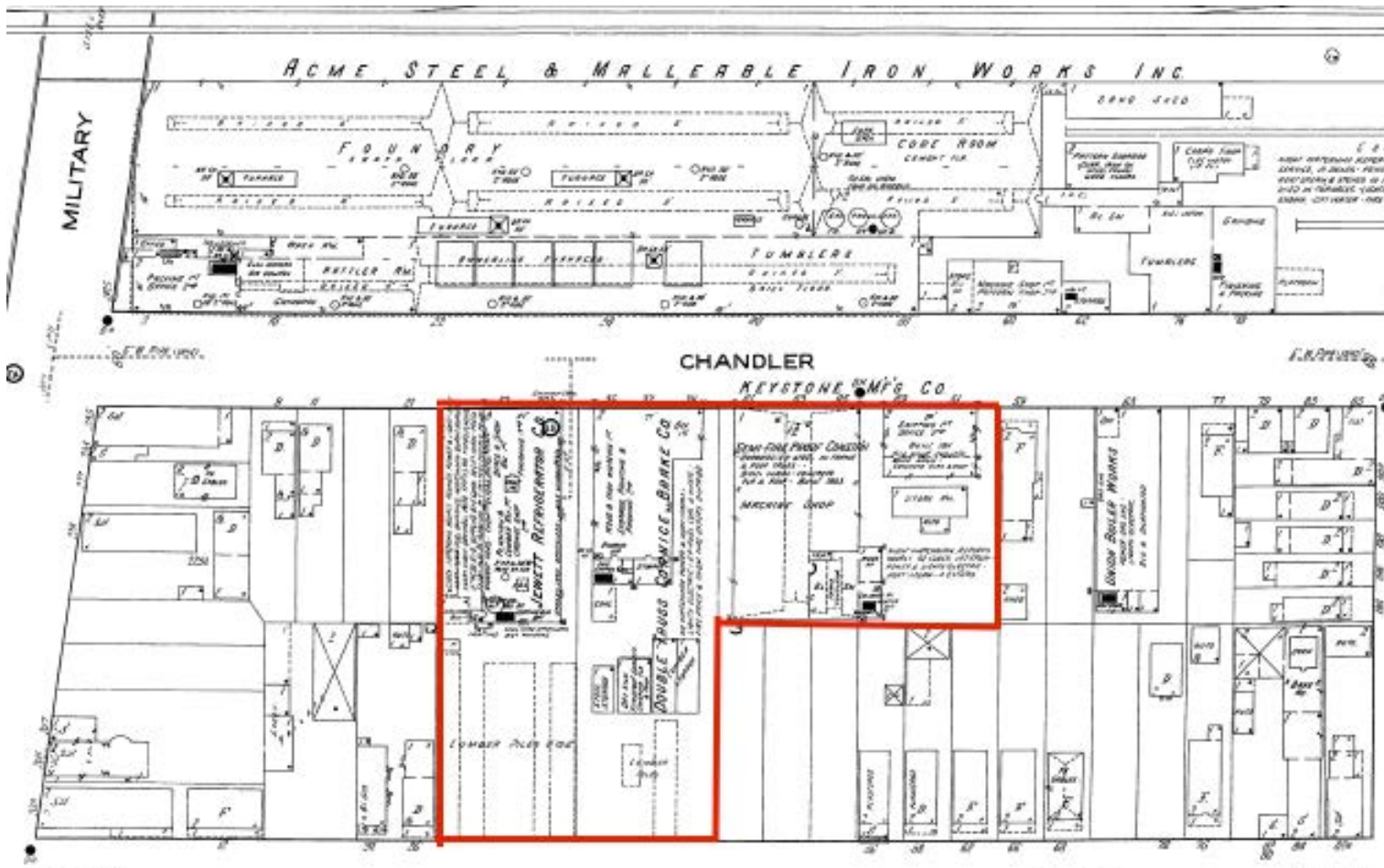


Figure 6:

1916 Sanborn map of Chandler Street between Military Road and Howell Street showing the area's industrial focus with major companies like the Acme Steel & Malleable Iron Works Foundry, the Jewett Refrigerator Company Factory, the Double Truss Cornice Brake Company Factory, and the Keystone Manufacturing Company Factory. To the north of the historic district is the Acme Steel & Malleable Iron Works Foundry, a casting plant that was built in 1895 and expanded steadily throughout the late nineteenth and early twentieth century. The presence of this factory on the north side of Chandler Street prevented the factories in the historic district from directly accessing the Belt Line via rail spurs and necessitated the use of carts and vans to transport products.

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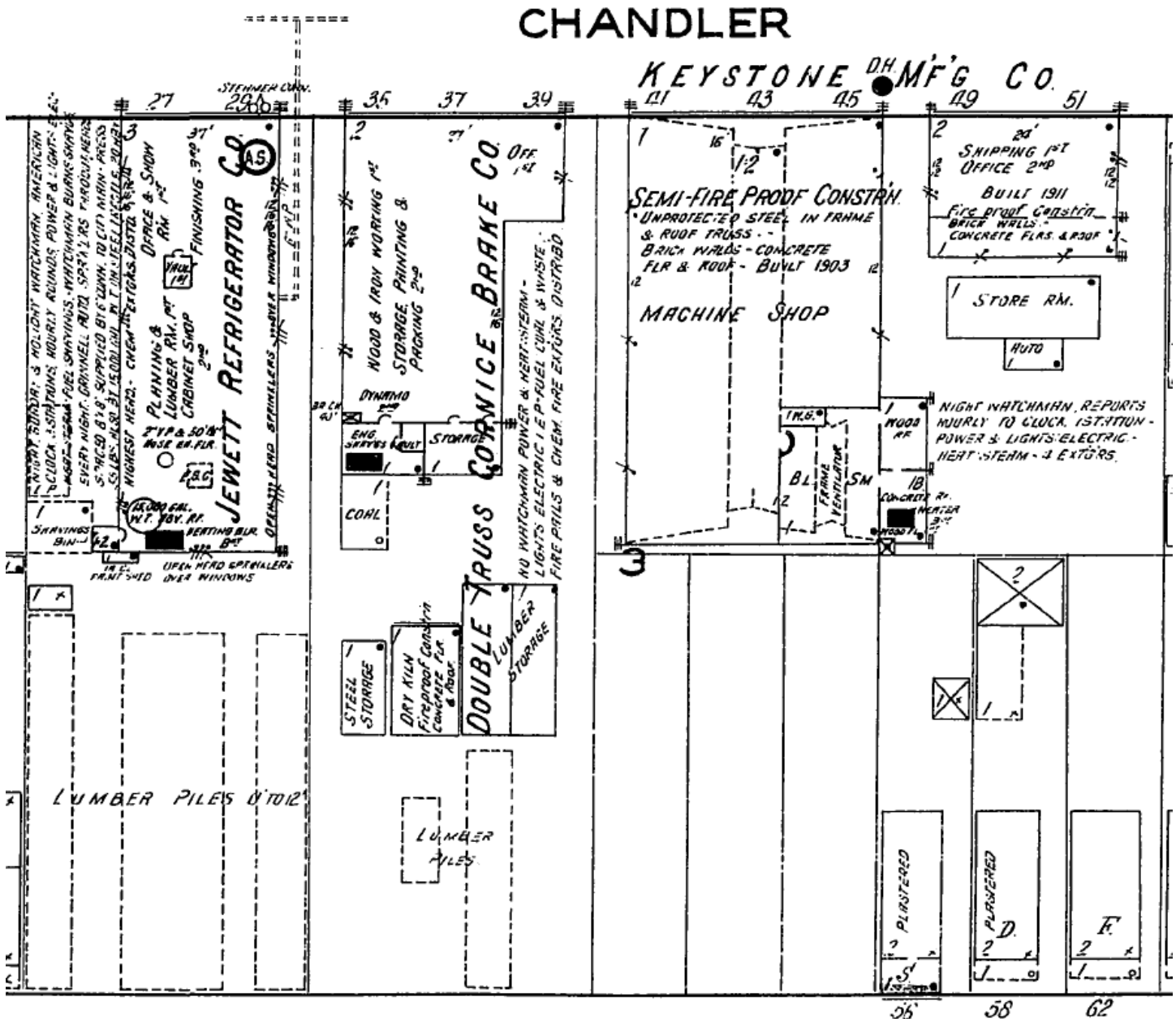


Figure 7:

Sanborn Map from 1916 showing a detailed view of the factories of the Chandler Street Industrial Buildings Historic District. The image shows both the wide alleyways that separated each factory as well as the power generation capabilities of each. The Double Truss Cornice Brake Company Factory was the only factory that did not draw alternating current from the Cataract Power & Conduit Company and because of this the factory had to build a separate room for its dynamo, which generated direct current.

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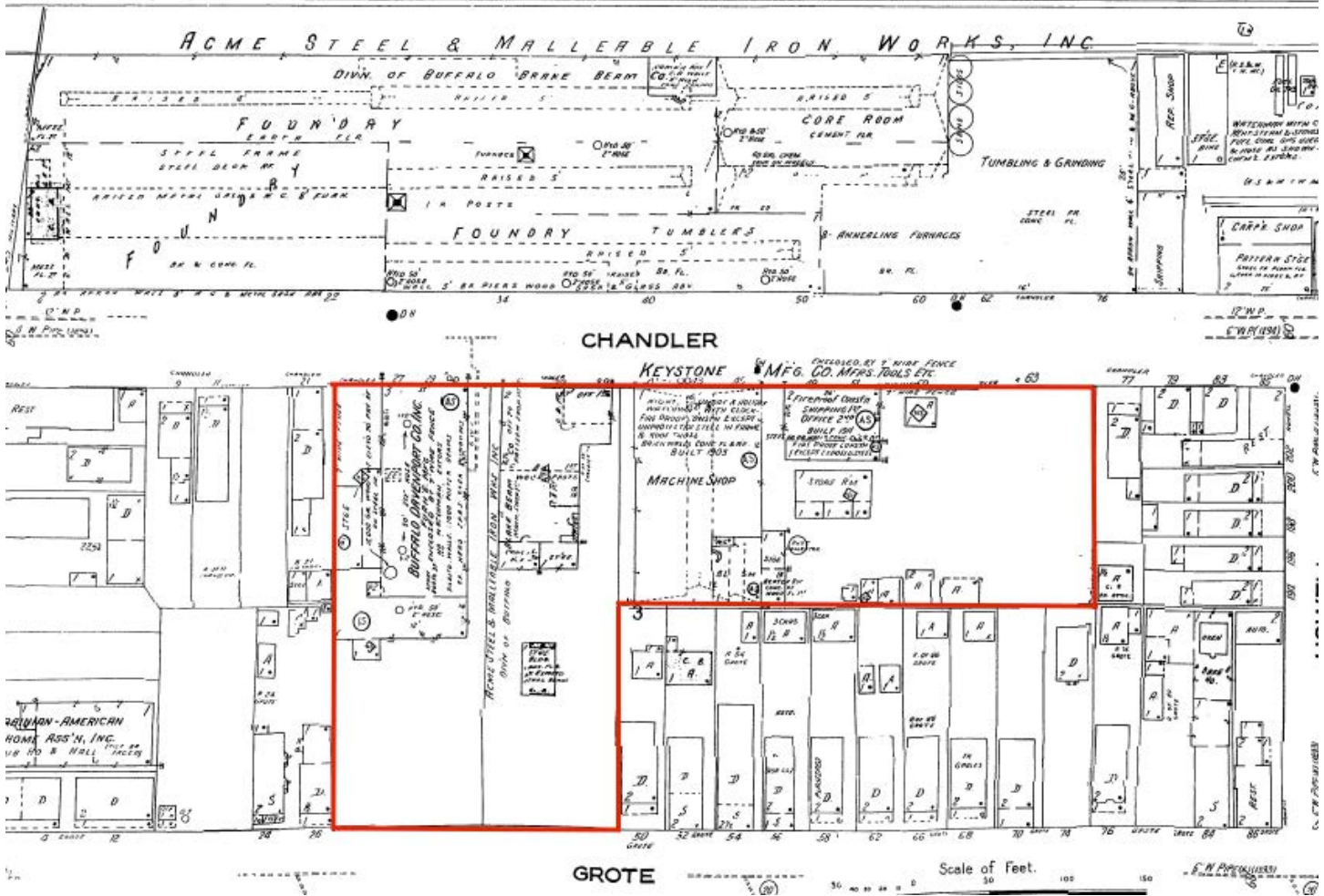


Figure 8:

Sanborn Map from 1950 showing the historic district after the Buffalo Davenport Company occupied the Jewett Refrigeration Company Factory, and the Acme Steel & Malleable Iron Works occupied the Double Truss Cornice Brake Company Factory. Additionally, the map shows the Keystone Manufacturing Company's purchase of land at 63 Chandler Street as well as a number of small sheds the company constructed at the rear of its administrative building.

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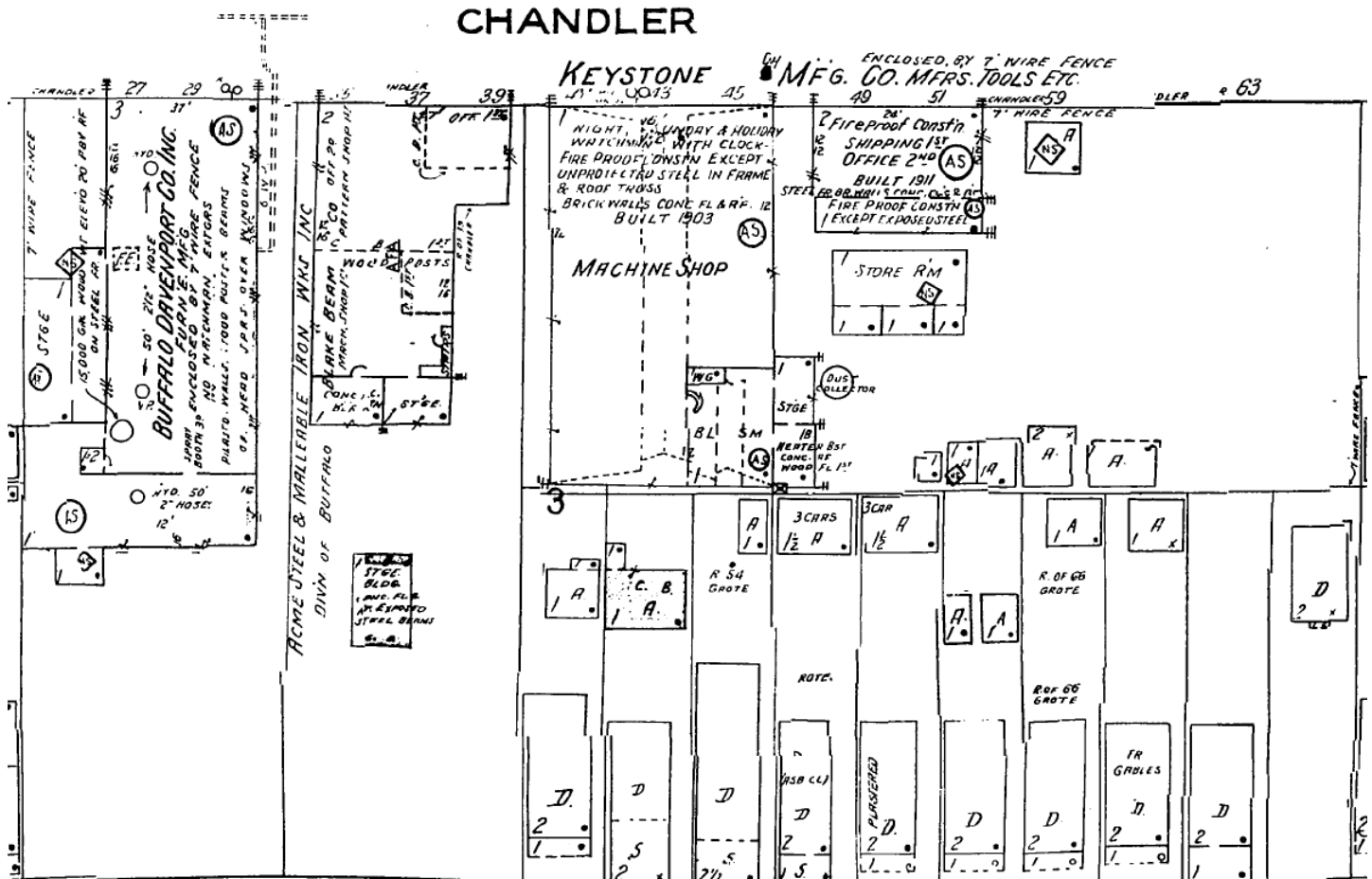


Figure 9:

Close up on the Historic District from the 1950 Sanborn maps.

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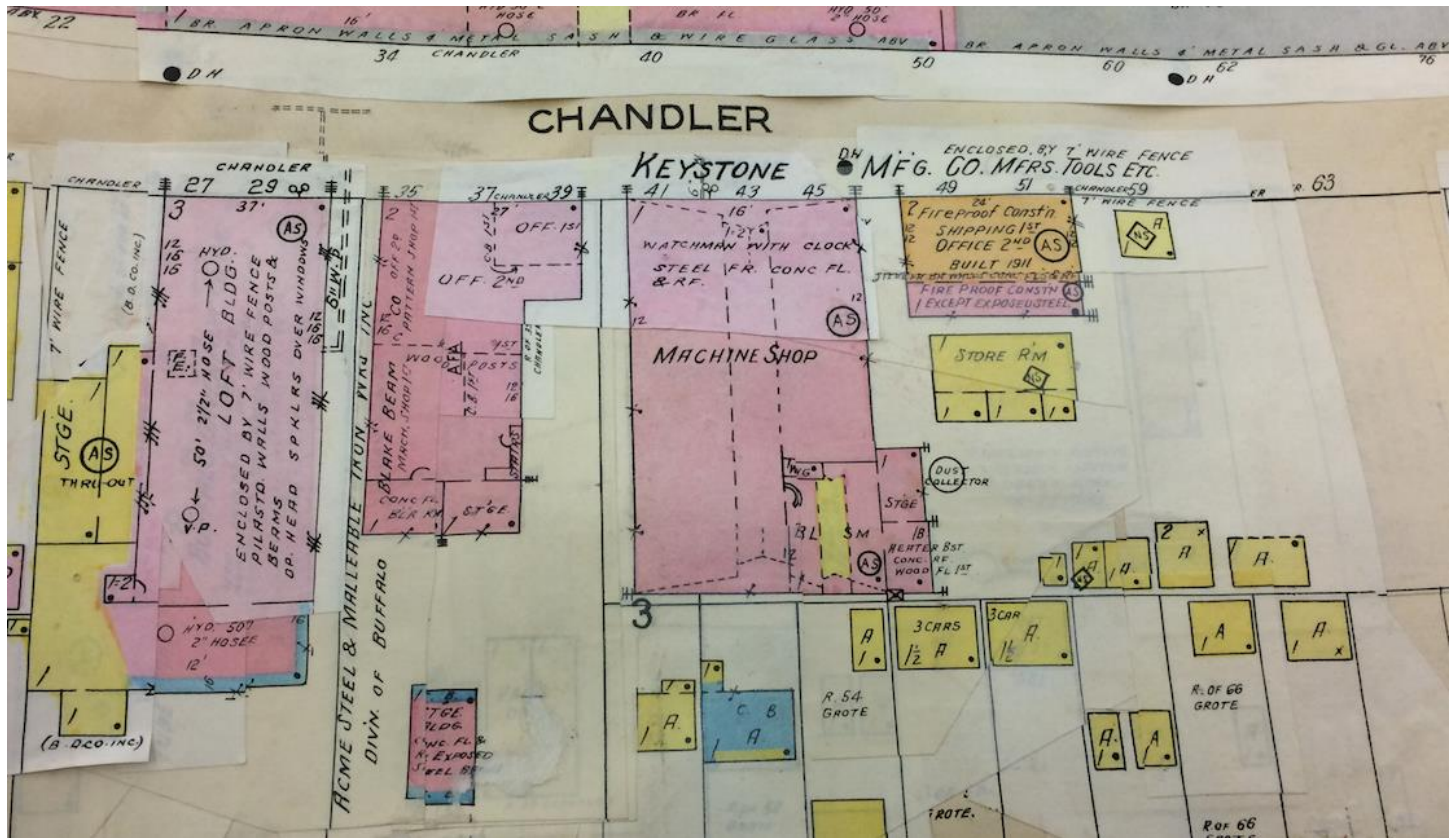


Figure 10:

1926 Sanborn map updated to 1961 showing the Chandler Street Industrial Buildings Historic District. A wooden storage space (not extant) is attached to the Jewett Refrigerator Company Factory.

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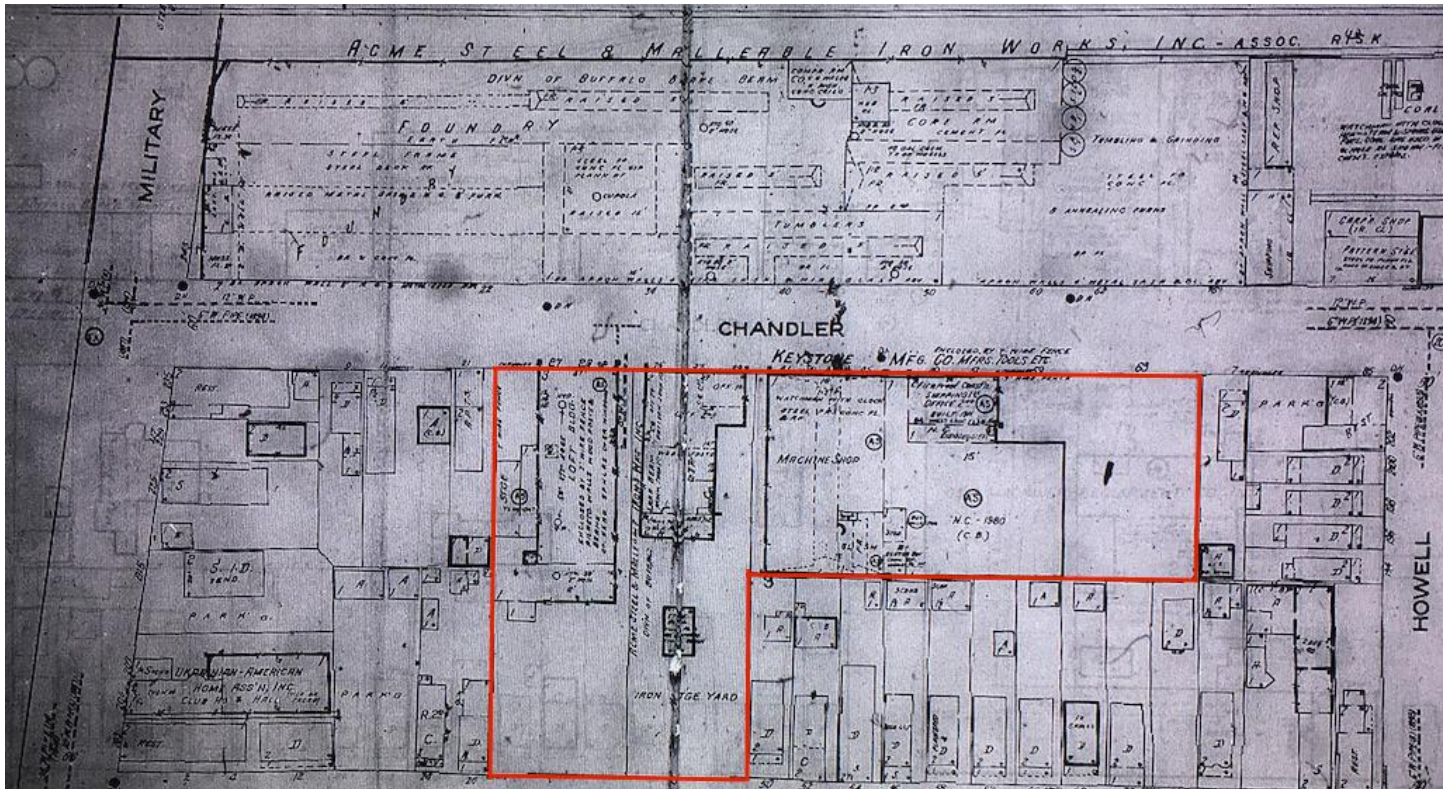


Figure 11:

1980 Sanborn map showing the historic district after the completion of the Keystone Manufacturing Company's 1979 manufacturing space.

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Figure 12:

Circa 1908 image of the Keystone Manufacturing Company Factory at 41-63 Chandler Street showing the free movement carts had along the factory's side elevations. Prior to the automobile age, horse carts were been the most efficient method available for the manufacturers in the historic district to transport their goods.

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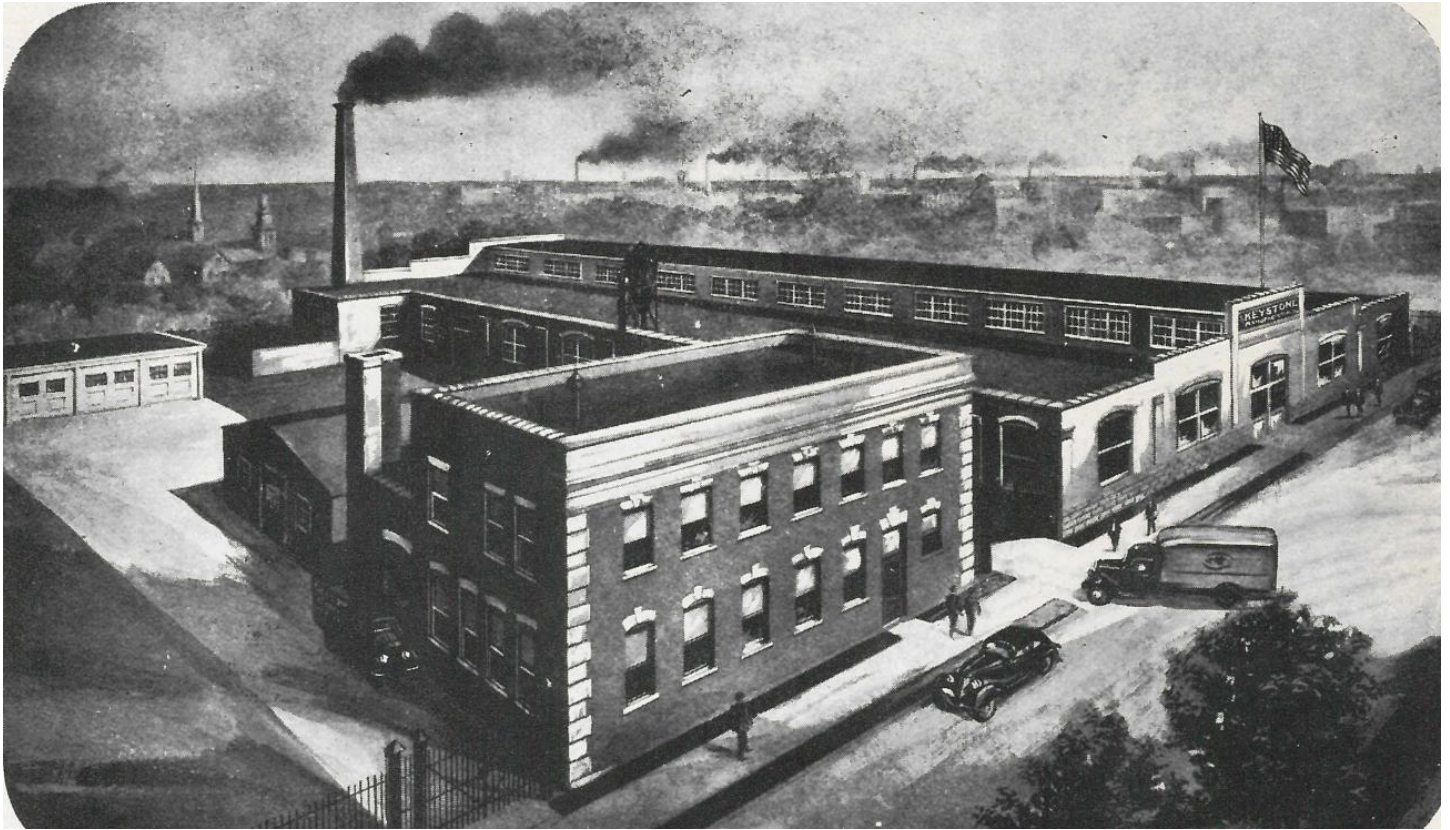


Figure 13:

Image of the Keystone Manufacturing Company Factory at 41-63 Chandler Street showing the completed administrative building and factory space. Still present is the alleyway between the two buildings that would have allowed trucks to circulate through the factory.

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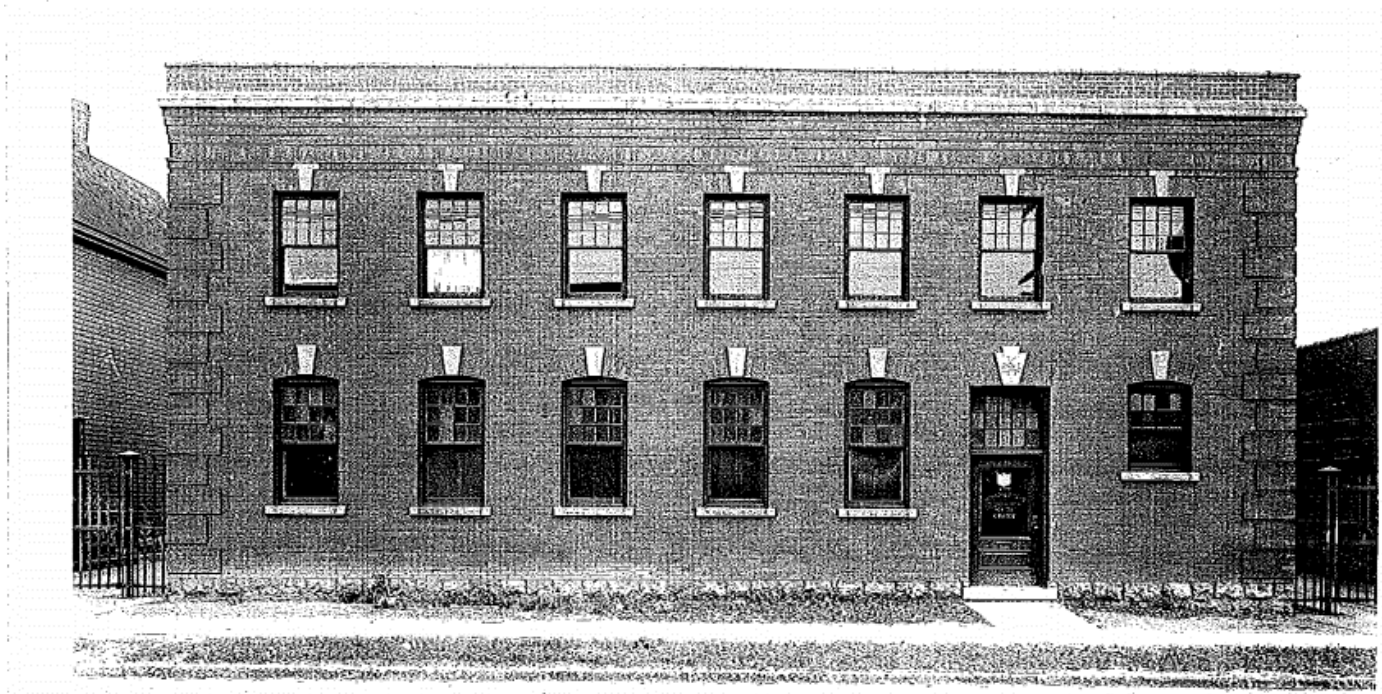


Figure 14:

Historic photo from 1916 showing the office and shipping block G. Morton Wolfe built for the Keystone Manufacturing Company Factory in 1911. Note the stylized keystone over the doorway.

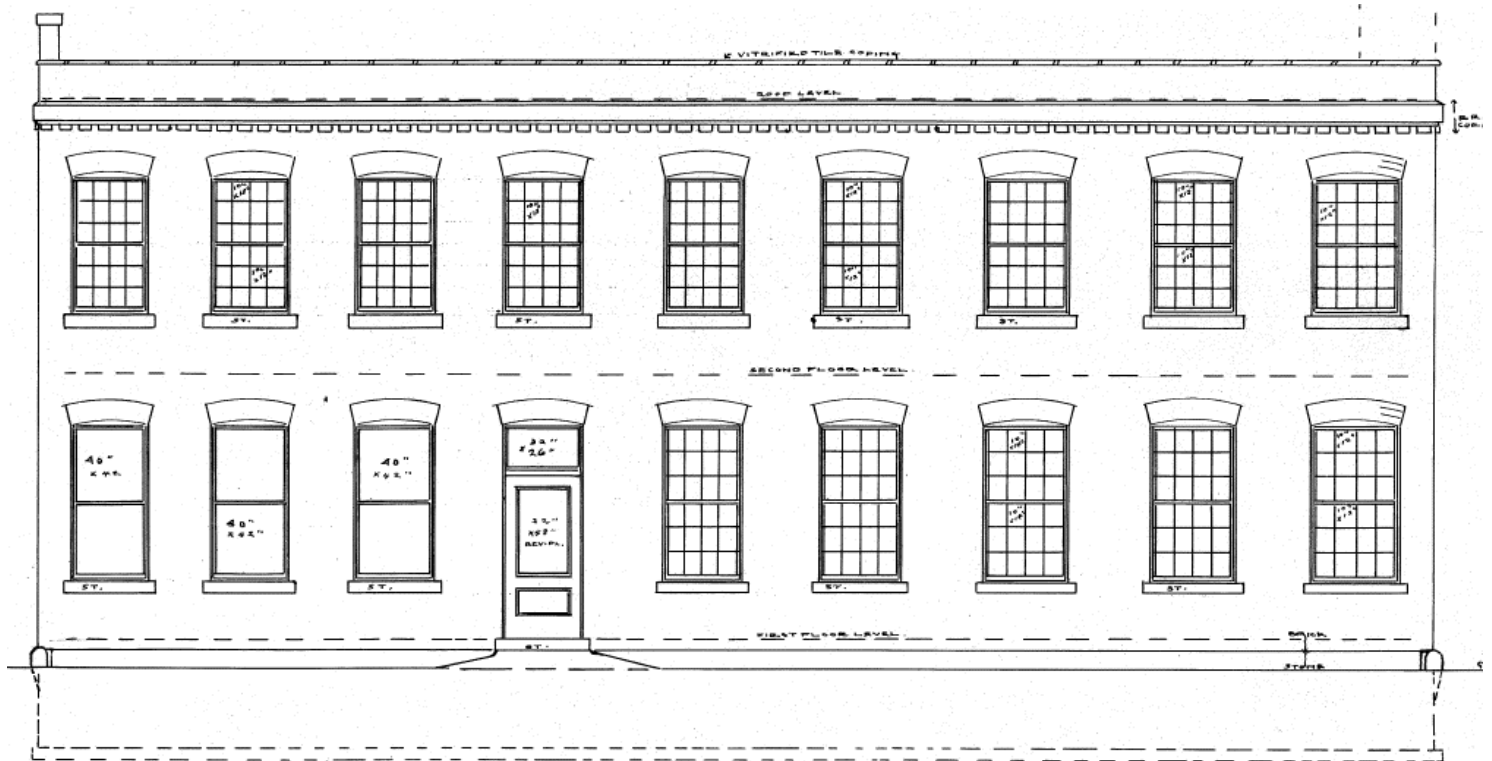
“Work of G. Morton Wolfe,” *Ohio Architect, Engineer & Builder* 28, no. 2 (1916): 17.

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FRONT ELEVATION

Figure 15:

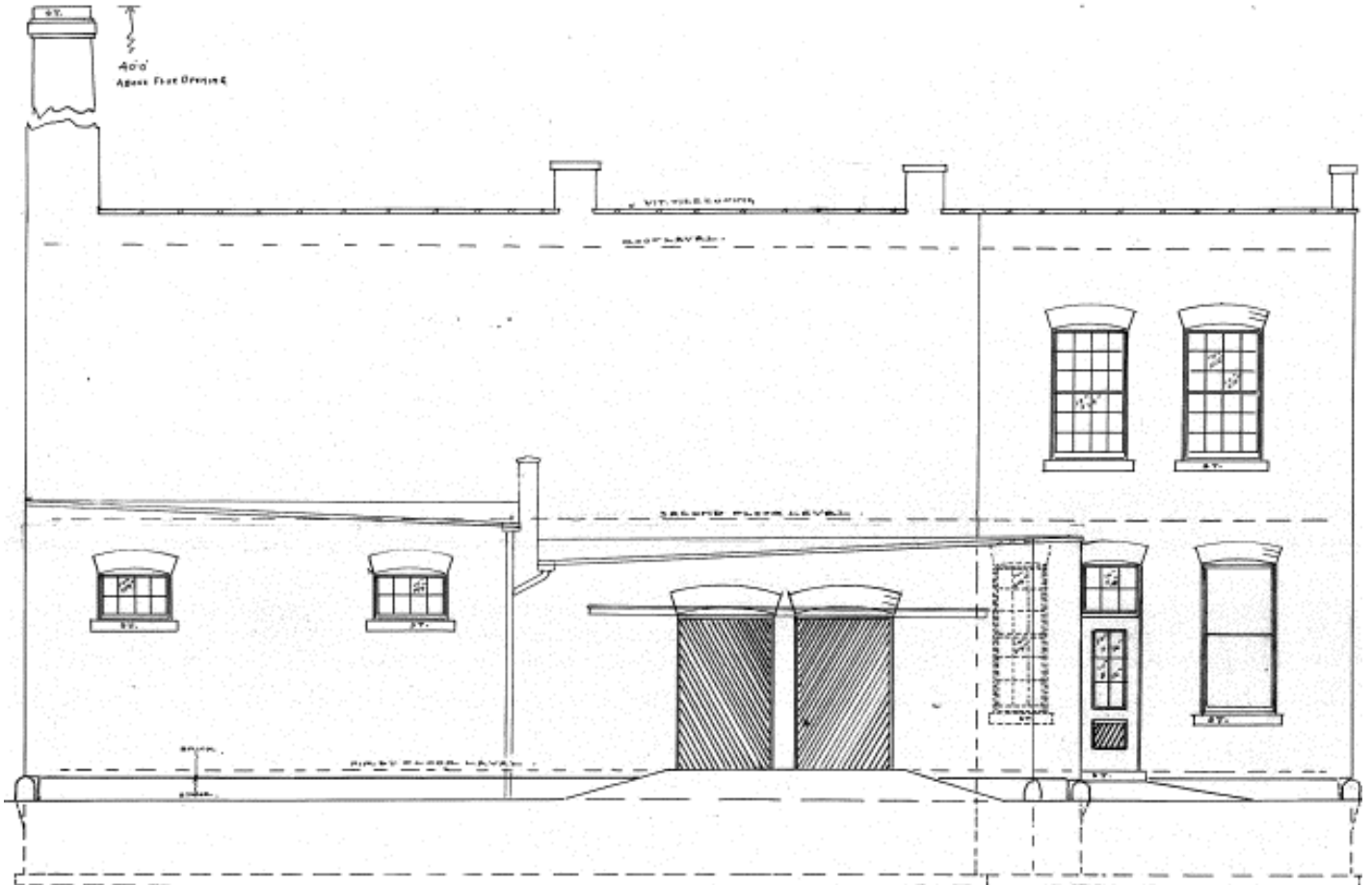
Plans depicting the Double Truss Cornice Brake Company Factory's
façade, showing the location of the primary entryway prior to its conversion to a window.

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REAR ELEVATION

Figure 16:
Rear elevation of the Double Truss Cornice Brake Company Factory.

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Figure 17:
The eastern and western elevations of the Double Truss Cornice Brake Company Factory.

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BUFFALO		
Buffalo Railway Company	7,000	27
Buffalo General Electric Company.....	6,000	27.6
The Charles G. Curtiss Company	125	25.5
McKinnon Dash Company.....	100	24.4
Pratt & Letchworth	233	24.5
W. W. Oliver Manufacturing Company	15	24.7
Acme Steel & Malleable Iron Works...	50	24.8
N. Y. Car Wheel Works.....	200	24.3
National Battery Company.....	90	26.3
Standard Plaster Company.....	100	25.5
Great Northern Elevator Company	900	29.5
Buffalo Dry Dock Company	133	30
Electric Grain Elevator.....	200	30.7
Barcalo & Boli Manufacturing Co.....	60	30
Schoellkopf & Co	50	30
Iron Elevator & Transfer Company.....	165	30
Great Eastern Elevator	900	30
Sidney Shepard & Co.....	100	30
J. I. Prentiss & Co.....	30	29
Edward Elsworth & Co	150	30
American Agricultural Chemical Co ..	125	32
Jacob Dold Packing Company	100	32.5
Empire Bridge Company	90	33
Buffalo Elevating Company.....	950	29
John Kam Malting Company.....	225	24.3
American Brake Shoe & Foundry Co..	40	33.2
Buffalo Cereal Company	375	30.3
Taylor Signal Company	65	25.5
Snow Steam Pump Works.....	150	33.3
Wood & Brooks Company	100	24.4
U. S. Rubber Reclaiming Works.....	905	31.7
American Radiator Company	200	24
Cumpson-Prentiss Coffee Company.....	30	29.1
Duffy Brothers & Nellis.....	50	33.5
Buffalo Foundry Company.....	240	35.1
H. O. Mills	255	29.3
→ Jewett Manufacturing Company.....	30	24.8
Buffalo Pitts Company.....	187	35.5
Buffalo Brake Beam Company	30	25
Buffalo Dental Manufacturing Co.....	20	35.5
→ Keystone Manufacturing Company.....	25	21.8
R. L. Ginsburgh & Sons	33	34
Buffalo Weaving & Belting Company ..	65	25.5
H. W. Dopp & Co	10	25
Frontier Iron Works	15	25
The Crosby Company.....	50	33
Lackawanna Steel Company.....	70	29.4
West Manufacturing Company.....	40	28
Buffalo Gasoline Motor Works.....	20	25
Pratt & Lambert	10	24.5
Wegner Machine Company.....	40	29
Spencer Kellogg Company.....	500	29.2
Hygienic Food Company	300	32.3
Collins Baking Company	50	33.2
George Urban Milling Company	450	34.5
Niagara Mill & Elevator Company.....	100	26
D., L. & W. R. R. Shops	150	34.5
Ryder Belt & Cordage Company.....	65	24.7
United States Headlight Company	40	26
George E. Laverack Building	100	28.2
Buffalo Structural Steel Company	30	26
J. N. Adam & Co	100	28.2
Genesee Hotel.....	100	28.1

Figure 18:

This list from 1903 shows the different organizations in Buffalo that used power generated from Niagara Falls. Included in the list are the Jewett Manufacturing Company and the Keystone Manufacturing Company. Of note, none of the entities drawing power from Niagara Falls were more than thirty-four miles from the transformer house on Niagara Street.

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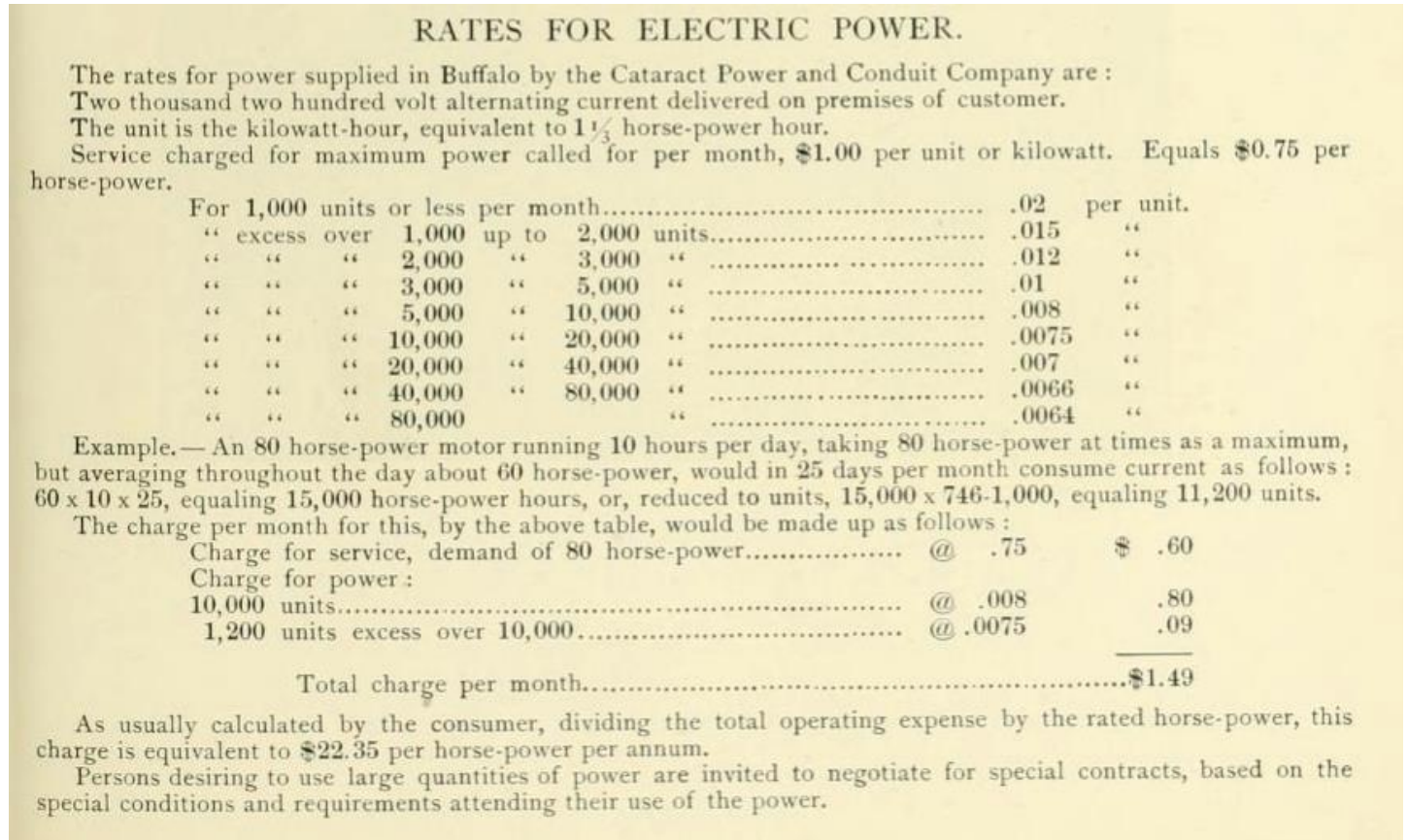


Figure 19:

The Cataract Power & Conduit Company produced this formula in 1902 to demonstrate the savings industrialists could reap from investing in electricity. The monthly cost of electricity for a factory drawing eighty horsepower of electricity is far below the cost of purchasing the amount of coal necessary to power the same factory for one year.

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JEWETT VICTOR. Outside—Ash, antique finish. Inside—Zinc with wood backing. Shelf, galvanized iron, trimmings polished brass, walls packed with charcoal, heavy paper each side. Ice Chamber—Galvanized iron, corrugated ice rack.

Regular price \$8.25.
this year.
Sale

\$6.48

JEWETT'S (QUEEN.) With removable ice chamber. Outside—Ash with antique finish. Inside—Zinc, wood backing, shelves galvanized iron, trimmings polished brass, walls packed with charcoal, heavy paper each side. Ice Chamber galvanized iron, removable. Capacity 70 pounds ice.

Regular price this year \$17.50.
Sale

\$13.72



JEWETT'S Double Door QUEEN.

With removable ice chamber, same as the above box, only much larger with two doors; Capacity of ice chamber 100 pounds. Regular price this year \$23.65.

Sale

\$18.59

These are two of the most popular Refrigerators Jewett ever built.

Figure 20:

Advertisement from 1902 depicting several different Jewett refrigerators, included in the description of each refrigerator is a list of the materials used to make the appliances.



ALLIANCE
DOLL STORE
PROPERTY

Horsefeathers
HOLLYWOOD MANK'S

maaco
7



A two-story white brick building with a flat roof and a decorative cornice. The ground floor features several arched window openings, many of which are filled with peeling paint or are missing. The second floor has a row of rectangular windows. A small door on the ground floor has a sign that reads "41 OFFICE".

A row of older, multi-story buildings along the street. One building has a sign that reads "WELCOME TO THE FIELD". The buildings are made of brick and show signs of age and wear.

A portion of a modern, single-story white building with a dark garage door, located on the left side of the image.

A wide asphalt street with significant cracking and a concrete sidewalk. A red fire hydrant is located on the sidewalk near the corner. Utility poles with multiple power lines run along the right side of the street.



og/bathers

HOLLYWOOD HANK'S

sale
888-DEAL

27
CHANDLER
ST.

WARNING



THE
OUTPOST

37
CHANDLER

The Kennel Club
•Grooming•Training
•Boarding
37 Chandler 676-8227

Horsefeathers
ARTIST'S ARCHITECTURAL RESTORATION

LIVING WALLS



KEYSTONE
TOOL STEEL
SPECIALTY
—INC.—

BY
CHANDLER



EXIT



ICE PHILLIPS PRESENTS
NEW JONES
MINNY J. EXPOSITION.

20TH AND
ROFOLK MONTICELLO AVE.

DAYS AND NIGHTS - 10

RIL

PARKING

HAVE A COKE!

OUTPOST

CONTAINS 6 D

CAUTION.

GRANT'S
TOUR
AROUND THE WORLD



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 10/2/2018 Date of Pending List: 10/25/2018 Date of 16th Day: 11/9/2018 Date of 45th Day: 11/16/2018 Date of Weekly List: 11/9/2018

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 11/9/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Alexis Abernathy Discipline Historian

Telephone (202)354-2236 Date _____

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



27 September 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 eight nominations, all on disc, to be considered for listing by the Keeper of the National Register:

Norwich Pharmacial Company Warehouse, Chenango County
Christ Church, Nassau County
First Reformed Church of College Point, Queens County
First African Methodist Episcopal Church: Bethel, New York County
North Park Branch Library, Erie County
Methodist Episcopal Church of Jacksonville, Tompkins County
Chandler Street Industrial Buildings, Erie County
Abingdon and New Abingdon Apartments, Jefferson County

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