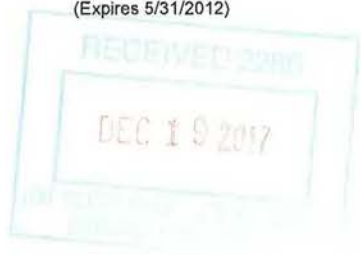


MP 2078



United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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

### 1. Name of Property

historic name Lipe-Rollway Corporation Building  
other names/site number N/A  
name of related multiple property listing Industrial Resources of the City of Syracuse

### Location

street & number 1153 West Fayette Street

N/A	not for publication
N/A	vicinity

  
city or town Syracuse  
state New York code NY county Onondaga code 067 zip code 13204

### 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 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 at the following level(s) of significance:

national  statewide  local

[Signature] Date 12/14/17  
Signature of certifying official/Title  
State or Federal agency/bureau or Tribal Government DSHPO

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

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_  
Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register \_\_\_ determined eligible for the National Register  
 determined not eligible for the National Register \_\_\_ removed from the National Register  
\_\_\_ other (explain:)

[Signature] Date of Action 2-2-18  
Signature of the Keeper

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**5. Classification**

**Ownership of Property**  
 (Check as many boxes as apply.)

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

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

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

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
2	0	structures
0	0	objects
3	0	<b>Total</b>

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

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

Industrial Resources of the City of Syracuse

0

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions.)

**Current Functions**  
 (Enter categories from instructions.)

INDUSTRY/manufacturing facility  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

COMMERCE/TRADE/business  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**7. Description**

**Architectural Classification**  
 (Enter categories from instructions.)

**Materials**  
 (Enter categories from instructions.)

No style/early 20<sup>th</sup> century industrial  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

foundation: concrete  
 \_\_\_\_\_  
 walls: brick  
 \_\_\_\_\_  
 \_\_\_\_\_  
 roof: concrete, EPDM  
 \_\_\_\_\_  
 other: \_\_\_\_\_  
 \_\_\_\_\_

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

The Lipe-Rollway Corporation is in a former industrial area in Syracuse that ran from South Geddes Street along West Fayette Street to Magnolia Street in the northwest quadrant of the city, approximately one mile west of the center of the commercial/civic center of the city. At the turn-of-the-twentieth century, West Fayette Street was lined with industries. Railroad spurs between the factories ran to the railroad line north of the street, which facilitated the procurement of raw materials and the shipment of finished products. The industrial area was largely cleared in the late twentieth century to accommodate a new public high school campus and a commercial strip mall. The Lipe-Rollway factory building at 1153 West Fayette Street is one of the few remaining industrial buildings on the site. Also known as Building J, it was the main structure for the company and it is connected to two other buildings (the former boiler/workshop building and the shipping/receiving building). Also on the site is an extant coal silo and a chimney stack.

Building J, a six-story, reinforced concrete and painted brick building, is four-bays wide north-to-south and seven-bays wide along West Fayette Street. Constructed in 1920-1921, it was designed by the local architectural firm of Gaggin & Gaggin, following the system patented by Julius Kahn in 1912 for constructing large scale, multi-story, concrete industrial buildings. (Kahn was the brother of internationally known industrial designer Albert Kahn.) The upper floors of the building retain the open spaces and clearly visible are the concrete support system, brick curtain walls, and concrete ceilings. The first, second and third floors are divided to create office and retail space; however, the concrete columns remain visible in many areas. The nominated property clearly meets the registration requirements for building type F-7, (Poured-in-place concrete construction: post & girder construction) and F-10 (Ancillary Buildings or Structures) as established in the Multiple Properties listing *Industrial Resources of the City of Syracuse, Onondaga County, New York*, (2010). The concrete construction of the building can be read from the exterior and the column support system is clearly visible on the interior.

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### Narrative Description

#### Location and Setting

The Lipe-Rollway Corporation Building is located at 1153 West Fayette Street in a former industrial area in the northwest quadrant of the city of Syracuse in central New York State. Much of West Fayette Street, which runs west from South Salina Street in the center of the business district, was once lined with industrial buildings. The building abuts the sidewalk on the north side and is sited at the west end of the property facing east. A

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large paved parking lot covers the east side of the property. The Delaware, Lackawanna & Western Railroad was located to the north of Fayette Street and a railroad siding once cut across the property east to west just south of the building. Harbor Brook crosses the property south-to-north in a culvert under the parking lot. The railroad property and much of the industrial area between Seymour and West Fayette Streets is now occupied by a high school campus (opened in 1976), athletic fields for the high school and housing. Immediately to the west of Building J is a baseball field and a small strip of housing, and to the east is a parking lot that was formerly the site of the Kemp and Burpee Company, which manufactured agricultural equipment.

### **General Description**

The rectangular 87,343 square foot Building J was constructed in 1920-21 of fireproof concrete with brick cladding, concrete floors, and concrete ceilings. The main entrance is on the east side, with the north wall extending along West Fayette Street. There are four bays on the front/east and seven bays along the street. The elevator tower abuts the southern wall on the southeastern corner. A small one-story addition is in the ell of the south wall and elevator tower; it measures 1,347 square feet. Within the addition is a newer, one-story workshop annex that wraps around the southwest corner of the building. The roof is roughly flat with lighting fixtures of undetermined age along the roofline to illuminate the façade. The top of the elevator tower is also flat, and the original steel windows have concrete lintels. The exterior of Building J is painted brick and concrete, except for the elevator/stair tower where the brick is not painted. The structure's support system uses the patented concrete corbeled columns designed by Julius Kahn and are clearly visible in the east facade.

### **East Elevation**

The main entrance to the building is in the east elevation through two of the three recessed ground level glass enclosed bays. The fourth bay at the street corner has a glass block window, with a central hopper pane, centered in the space that once had paired windows. The original concrete sills are still visible. The precast concrete support columns with corbel blocks clearly visible on the exterior were meant to accommodate a proposed eastern addition that was never built. The columns become progressively narrower from the first floor to the sixth. The effect is one of octagonal precast columns intersected at each floor by flat-topped concrete brackets. Paired windows fill the spaces between the columns. The windows in the upper three stories are covered with plywood. Openings in the third floor have eight-light and aluminum sash windows. On the second floor, the original window openings are partially in-filled to accommodate narrow vertical single pane windows that are inset to the outside of the frame. An overlay of square concrete pilasters and projecting corbels extends the height of the elevator tower and provides a visual tie to the elevation and building.

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### **North Elevation**

Facing West Fayette Street, the north elevation is seven-bays wide and is nearly flush with a concrete belt band that separates the second and third stories. This band and a simple cornice are the only projecting elements on the elevation. Period light fixtures overhang the cornice to light the exterior of the building. As in the east elevation, the windows in the upper three stories are covered or infilled with plywood. A variety of window installations are found on the first three floors and include in-filled glass block windows (first floor), some with hopper panes in the center; partial infills with narrow single pane casement windows in the second floor; and partial infill with pairs of one-over-one double-hung sash metal and glass windows in the third floor. The original windows in the westernmost three bays are covered. Window openings display the original cast concrete sills. Bays are separated by concrete piers.

### **West Elevation**

The west elevation continues the fenestration seen in the north and east elevations, except for the ground and second floors and south bay. The ground floor is obscured by a one-story concrete block addition that spans the street level and then projects west before it wraps around the southwest corner of the building. This addition is non-historic, constructed in 1970 (after the period of significance). Access to the addition is provided by three individual doors and two overhead garage doors. Window openings are infilled in the second floor and the south bay openings are infilled with concrete and are painted white. The cornice continues along the west elevation, as does the concrete beltcourse between the first and second floors. The windows in the upper three floors are covered with plywood, similar to the north elevation. Window openings are separated by concrete piers and all have the original concrete sills.

### **South Elevation**

On the south elevation, the one-story, concrete block addition wraps around the corner from the west side and fills the ground level between Building J and the adjacent factory building to the south. This elevation indicates that building J is L-shaped with the east end south projecting bay. Fenestration in the west end bays resembles that of the rest of the building with the use of plywood and concrete infills, but several windows remain that are the original industrial metal and multi-lights with central pivoting sections. Windows in the projecting east end bays are a variety of metal and glass large industrial windows and narrow windows with fixed uppers and operable lower hoppers. All windows have concrete sills. Concrete beltcourses are between the second and third floors and partly between the levels at the easternmost end. Some windows in this elevation are missing and are open to the elements.

### **Interior**

The first floor has been partially developed into retail and food services spaces. The lobby is entered via one of two glass-enclosed foyers. The main lobby has access to a non-historic stair case and employee elevator.

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The first floor features a tiled floor, drop ceiling, and sheet rock walls. The concrete columns on this floor are octagonal in cross section and some in the lobby have been boxed in. A retail space is accessed by the second glassed-in foyer. This area has a drop ceiling that covers the column corbels. The north portion of the first floor is undeveloped space, showing the original concrete ceiling and floors. Perimeter columns have only a single projecting corbel to support the ceiling. Original steel sash windows are located toward the west end of this undeveloped space and have an open hopper style on the bottom and pivot at the top.

Another lobby on the second floor is also finished with a drop ceiling, plywood floor, and wallboard. A freight elevator is accessed from the lobby with a vestibule for the stairs and personnel elevator. This floor is developed into office/studio spaces. The third floor is also renovated as offices with drop ceiling and sheet rock walls. The office conversions on the first three floors date to 1990. A metal and concrete stairwell connects the first and second floors near the elevators and appears to be original. Additional stairs are between floors in the southeast and southwest corners of the building. Stairwell walls are clad with brick in the first and second floors and plaster-coated terra-cotta/speed tile in the remainder of the floors. The upper stairwells retain the original steel hand rails, and the original fire doors.

The fourth floor has a twelve-foot-high concrete ceiling supported by large chamfered concrete columns with angled concrete brackets. The concrete floor and ceiling are fully exposed, but the floor is clad with end-grain wood blocks about the same size as conventional clay bricks. The wood blocks are laid in what can be described as a running bond pattern and, in some areas, the pattern is disrupted by repair or infill. Similar floor surfaces are found in some of the third-floor offices. The exterior walls are concrete with plywood in-filled windows except for some steel sash windows on the north side. The fifth and sixth floors are similar to the fourth, except that the ceiling is thirteen and one-half feet high on the sixth floor. The windows are original, where present. The south wall has the greatest degree of window loss and is open air on the sixth floor.

In 1942, the freight elevator located in southeast end of building was refurbished when the U.S. government took over the building for war-time production. It retains its 1942 steel walls, wood floor, a cage ceiling, and steel sash windows in the shaft. The door was from the Peelle Company of New York City, manufacturer of vertical sliding freight elevator doors. The original winch and cable for the freight elevator is extant and functional in a penthouse accessed from the top of the stairwell.

### **Connected Buildings to the South**

To the south is the ca. 1940 connected factory style building, with central clerestory (now covered) and sloping main roof that originally housed the boilers. The building is roughly 8,017 square feet and has internal access to the Peelle freight elevator. The building is largely an open space with an overhead door and loading dock.

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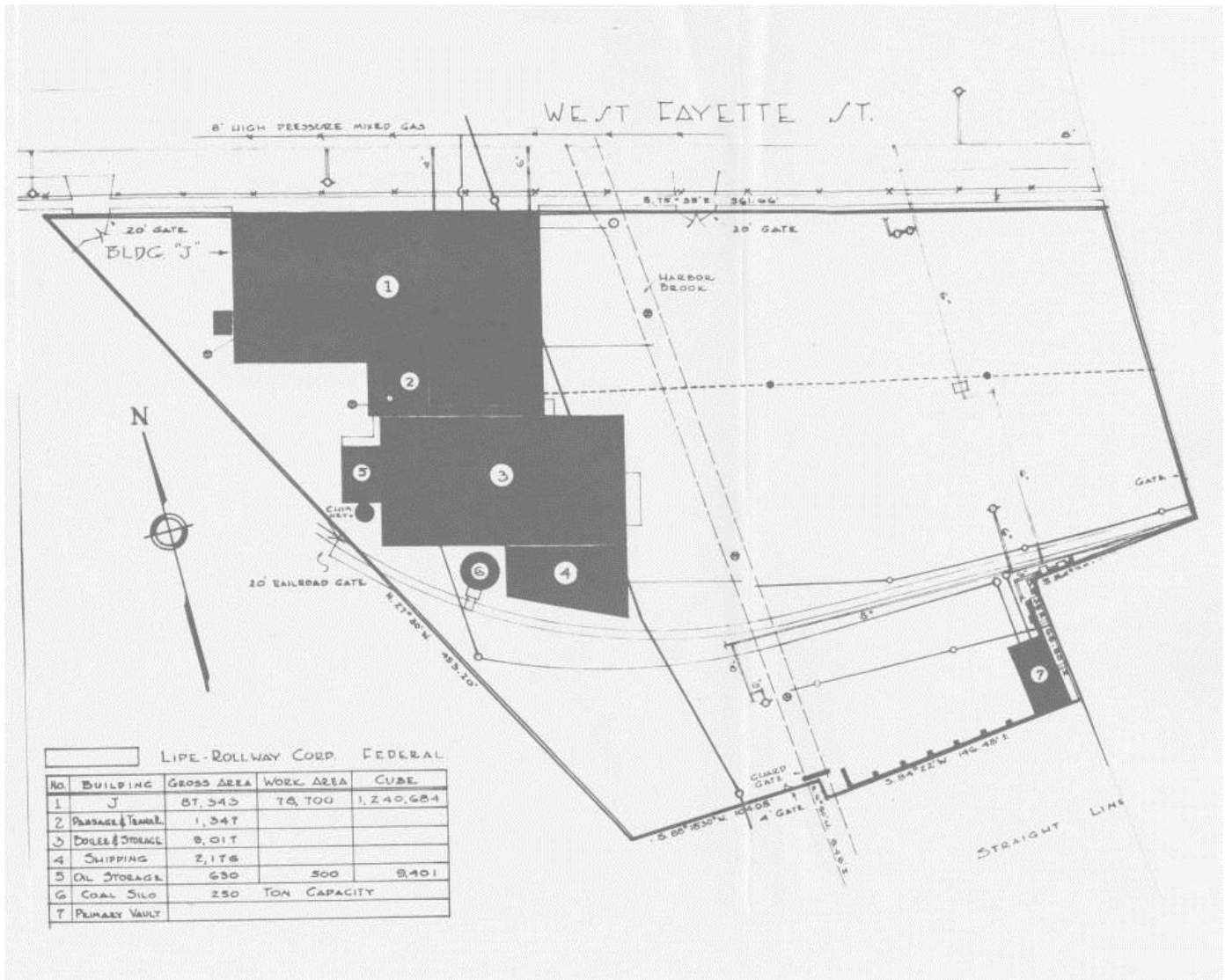
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The overhead door is in a small, shed-roofed addition that projects eastward from the front wall of the building. The building itself is steel framed with exposed steel trusses and sided with corrugated metal. The roof is also metal. There is an enclosed room on the north side; its lower walls are steel with a small hopper window, while the upper wall is composed of large, contiguous steel sash windows. The south wall is concrete block and forms the outer wall of the shipping building. The clerestory is lined with moveable steel sash windows, though these have been covered by siding. Two large, coal-fueled boilers made by the Fitzgibbons Boiler Company are situated at the rear of the building. The south side of the building has an addition built for shipping and receiving, connected by an interior door. The shipping addition is roughly 2176 square feet. It is built of concrete block with corrugated metal siding. The flat roof is also metal. The interior is an open space with bays of short concrete block walls running east-to-west.

West of the shipping building is a 55-foot tall, tiled coal silo with a 250-ton capacity. Its age is undetermined although it appears on a 1942 property map. The silo was used to store fuel for the boilers in the building directly north of the silo. A freestanding, round, approximately 80-foot tall, brick chimney is located west of the building housing the boiler. Both the silo and chimney are considered contributing features.

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Lipe-Rollway Building J and connected buildings (1942)



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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Areas of Significance**

(Enter categories from instructions.)

Industry

Architecture

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

1921-1950

\_\_\_\_\_

\_\_\_\_\_

**Significant Dates**

1921, 1942, 1950

\_\_\_\_\_

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

\_\_\_\_\_

**Architect/Builder**

Gaggin & Gaggin Architects

Henry Shenk Co. (contractor)

\_\_\_\_\_

**Criteria Considerations**

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

Property is:

- 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 old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance reflects the building's initial date of construction to the end of use by the company, when it left for new quarters after World War II.

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

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Lipe-Rollway Corporation Building J is historically significant under Criteria A in the area of industry for its association with the historic context "Industrial Boom and Diversification" identified in the Multiple Property Document Form *Industrial Resources of the City of Syracuse* (2010). The Lipe-Rollway Company was closely associated with the industrial diversification that defined manufacturing in the last quarter of the nineteenth century in the city of Syracuse, replacing the declining salt industry, which had been the foundation of the city's early industrial development. In its place, scores of diverse industries began to drive the booming local economy, and Charles Lipe's machine shop was a large contributing factor to the diversity of products being developed and manufactured in Syracuse. Established in 1880 at 208 South Geddes Street, Lipe's shop was known as "the cradle of Syracuse industry, beginning as an inventor's workshop, as well as an industrial incubator." <sup>1</sup> Founded by Charles's brother, Willard, the Lipe-Rollway Corporation became one of many businesses that were an outgrowth of the engineering and product development initiated in the Lipe shop.

Lipe-Rollway Building J is also significant under Criterion C as an excellent example of a twentieth century poured-in-place concrete industrial building. It embodies the characteristics of early twentieth century industrial concrete construction and meets the registration requirements for building type F-7, (poured-in-place concrete construction: post & girder construction) as outlined in the Multiple Properties listing requirements. The main building was constructed 1920-1921 as Building J of the Lipe-Rollway Corporation, which ran along West Fayette Street west to Magnolia Street. The building was designed by Syracuse architects Gaggin & Gaggin using Julius Kahn's patented reinforced concrete system of construction, which can be read from the exterior, and the column support system is clearly visible on the interior.

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Developmental history/additional historic context information (Provide at least **one** paragraph for each area of significance.)

### **Criterion A: Industry and the Lipe Companies**

C.E. Lipe's machine shop was a major contributing factor to the diversity of products being developed and manufactured in Syracuse in the last quarter of the nineteenth century. Charles E. Lipe graduated from Cornell University in 1873 as a mechanical engineer and worked at a number of jobs after college to save enough money to open his own manufacturing shop. In 1880, he acquired a building in Syracuse and began to manufacture some of the machines he had invented, which included a cigar rolling machine and a broom winding machine. His two-story brick building located at 208 South Geddes Street contained more space than

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he needed, so he rented space to others. He also encouraged collaborations among tenants, taking new ideas from the drafting board to prototype to production. This hub of industrial invention and development was similar to an artists' studio, where ideas were shared and each craftsman benefited from the cumulative creativity.<sup>2</sup> One such creative alliance was that of Charles Lipe with Alexander T. Brown, who worked with gun manufacturer L. C. Smith on the development of the Smith Premier typewriter and was granted over 300 patents in his lifetime.<sup>3</sup> In the early 1890s, Charles Lipe and Alexander Brown invented a bicycle gear. The "Bi-gear," a changeable gear with two speeds, did much to upgrade bicycle performance and the two men formed the Brown-Lipe Gear Company. It was just one of many companies incubated and developed in the Lipe shop.

Brown purchased an automobile in 1895 and found the performance of its gear system less than satisfying, so he adapted the bicycle gear for the automobile. Today, the gear invented by Brown is known as the differential. This development came after Charles Lipe's untimely death in 1895, after which his younger brother, Willard Lipe, took his place at the head of the Lipe Shop. Together, Willard Lipe and Alexander Brown oversaw the transformation of the Brown-Lipe Gear Company from one producing bicycle gears to a front runner in automobile technology. The company switched to manufacturing transmission gears, forming a new company known as Brown-Lipe-Chapin that was bought by General Motors in 1922.<sup>4</sup>

According to a 1910 Chamber of Commerce ranking of industries in Syracuse, manufacturing of vehicles or component parts constituted the fourth largest industrial sector in the city, with ten factories and 2,225 employees. Several of these companies came from the Lipe industrial incubator, including the H.H. Franklin Manufacturing Company, which became a major user of the Lipe-Brown gear system. The first "Franklin" car was produced in 1902, and by 1906, the Franklin was ranked the third most popular car in sales in the United States. Together, the Brown-Lipe Gear and the H.H. Franklin Companies grew to the point that both needed more space than was available in the Lipe Shop, so each built new manufacturing facilities nearby. The Brown-Lipe Gear Company moved to the corner of South Geddes Street and West Fayette Street, where it manufactured parts for the Model-A Ford.<sup>5</sup>

While still actively involved in the Brown-Lipe Gear Company, Willard Lipe founded the Railway Roller Bearing Company in 1908 to manufacture components for railway cars. Patented by James N. Vandergrift, a consulting engineer for the Electric Railways of Philadelphia, the company made parts that included car

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<sup>1</sup> H.A. Pierce, *Lipe-Rollway Corporation: Historical Chronology* (Syracuse, NY: H. A. Pierce, 1963), 3.

<sup>2</sup> *Ibid.*

<sup>3</sup> Larry B. Schuknecht, "Alex T. Brown, a Biography," *L.C. Smith Speaks for Itself* (L.C. Smith Collectors Association), vol. 1, issue 4, (December. 2003), 4.

<sup>4</sup> *Ibid.*, 3.

<sup>5</sup> *Ibid.*, 10.

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wheels and motor bearings. According to company histories, the Railway Roller Bearings were used by twenty different railway systems by 1912 and the firm was scrambling to keep up with orders.<sup>6</sup> The frictionless bearing became a standard for railway cars and trolleys.<sup>7</sup> With America's entrance into the war in 1917, Lipe and Brown turned their attentions to the war effort working on the design of the Liberty Trucks for the United States government. After the war, they assisted with the conversion of the trucks for use by highway maintenance departments.<sup>8</sup>

Lipe-Rollway also needed a new factory and in 1919, acquired the Kemp and Burpee Manufacturing Company's industrial complex along West Fayette Street. In 1920, the older buildings at the western end of the complex were removed to make way for a modern, new fireproof building. The company chose the local architectural firm of Gaggin and Gaggin to design the new building. Brothers Edwin H. and Thomas W. Gaggin designed a building in Seattle in 1914 for Syracuse industrialist L. C. Smith, president of the Smith and Brothers Typewriter Company, which was the tallest office building on the Pacific Coast. The brothers also designed the L.C. Smith Hall (1902) on the Syracuse University Campus. The newspaper coverage of the construction of both buildings added to the brothers' reputation as designers of large buildings in steel and stone.

When Willard Lipe selected the brothers as architects for the new factory, they turned to the concrete and steel construction system known as the Kahn System of concrete reinforcement, developed by Julius Kahn, brother of the nationally known industrial architect Albert Kahn.<sup>9</sup> Julius Kahn filed for a patent for his system in December of 1902 and he formed the Trussed Concrete Steel Company to manufacture his proprietary reinforcing rods. The Kahn system consisted of distinctive rolled diamond-shaped bars with flat-plate flanges that were sliced and bent up at 45-degree angles at regular intervals from the longitudinal axis of reinforcement. This allowed the concrete members to bend, similar to a Pratt or Warren truss. Diagonal wings and longitudinal bars provided tension with the concrete supplying vertical compression.<sup>10</sup>

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<sup>6</sup> Ibid, 12.

<sup>7</sup> Ibid, 10.

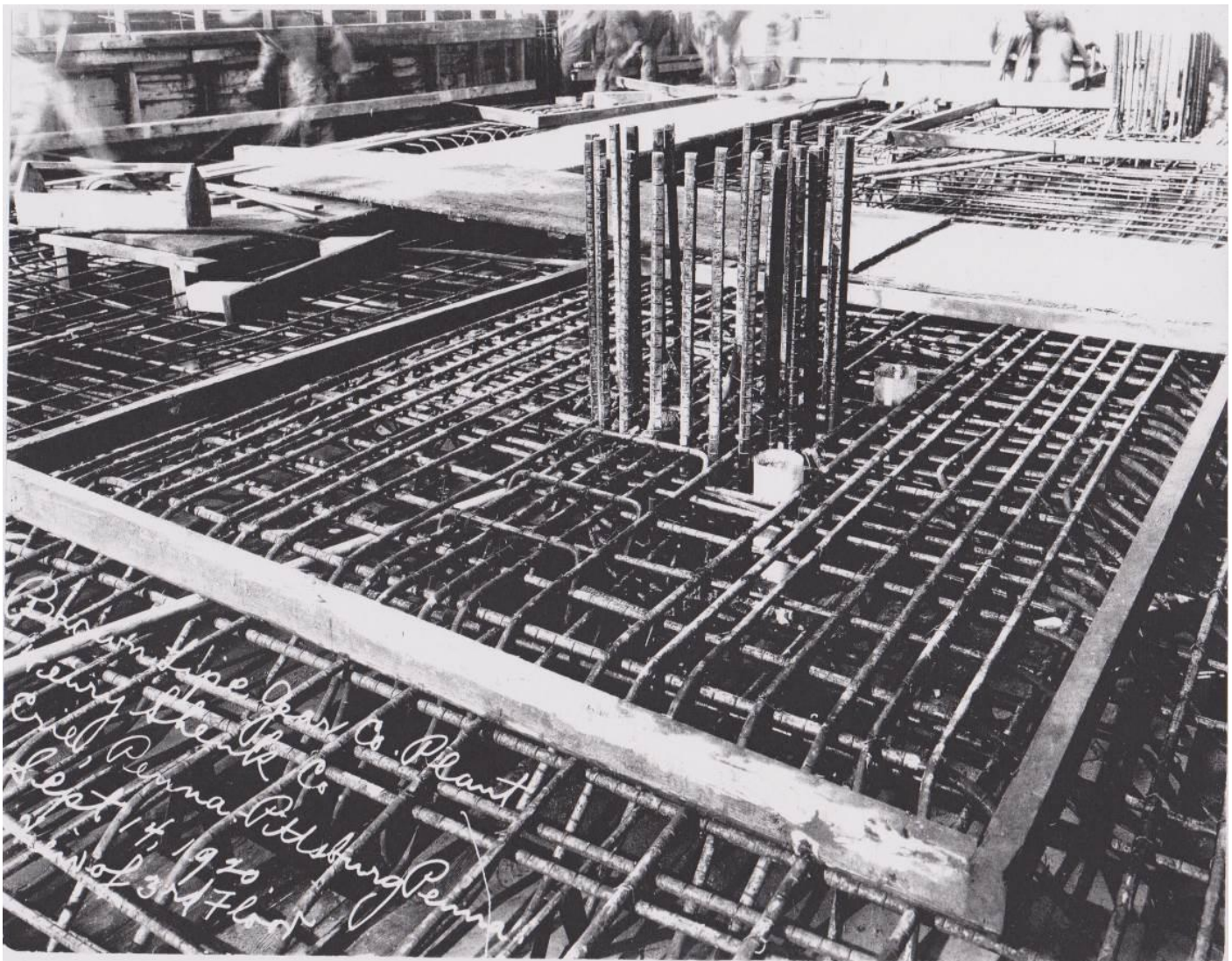
<sup>8</sup> Ibid, 13

<sup>9</sup> Ryan Salmon, EIT, and Meghan Elliott, P.E., "The Kahn System of Reinforced Concrete" *Structure Magazine*, online at <http://www.structuremag.org/?p=401>.

<sup>10</sup>

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Building J construction photo showing bent reinforcing rebar, 1920. Photo identified as Brown-Lipe Gear Company, but building is Lipe-Rollway. (Collection of the Onondaga Historical Association)

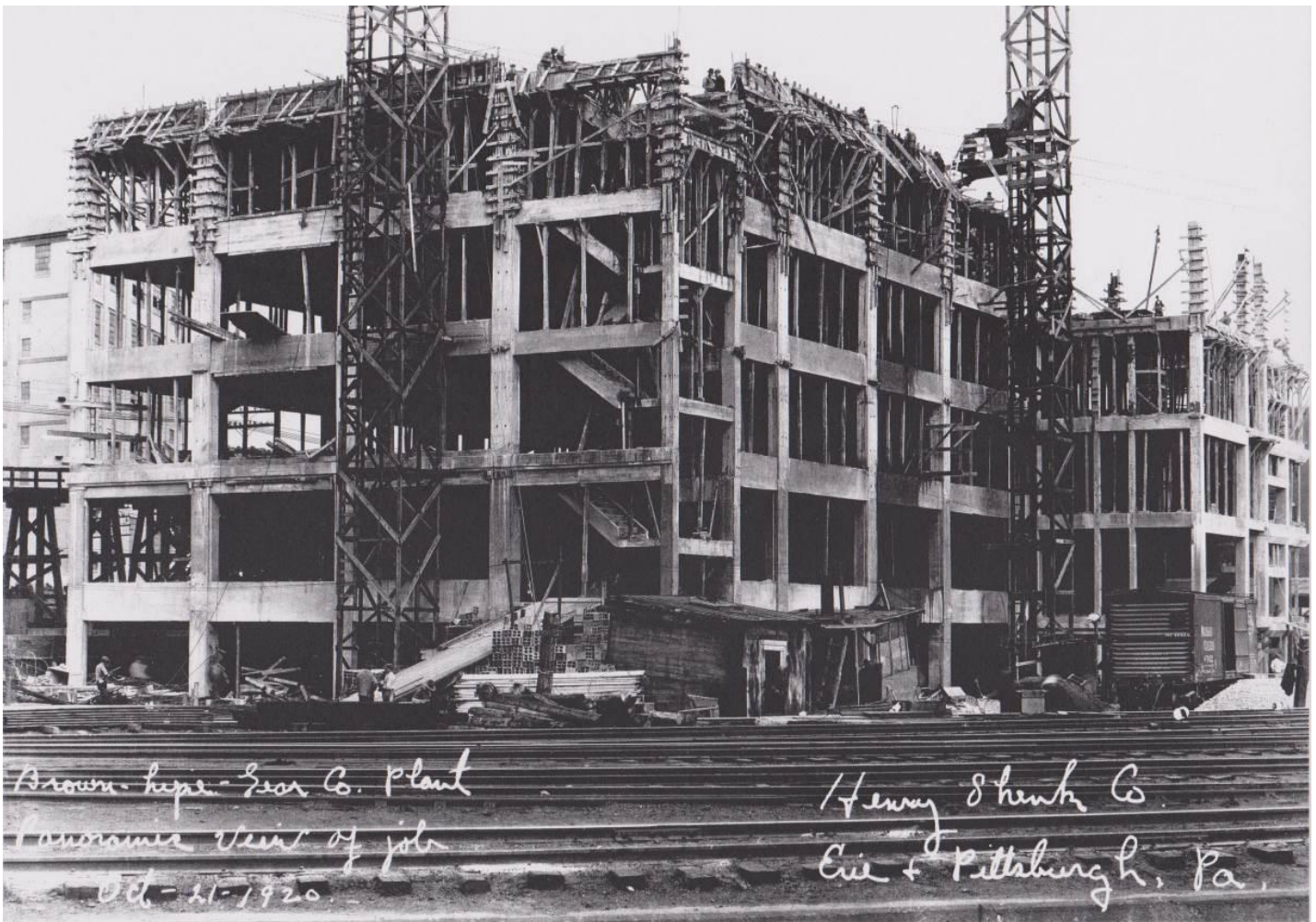
Kahn's system was one of several systems developed as reinforced concrete became more widely used in buildings throughout the United States. In the early 1900s, use of concrete as a building material was very experimental, and numerous failures, with buildings collapsing, were reported in the news, making many industrialists hesitant to use this experimental product, preferring more traditional stone and brick construction. Testing laboratories were set up in the engineering departments of major universities to test concrete and the various reinforcing systems and, by 1905, established standards for concrete construction were published. The Kahn System, used in the earlier Brown-Lipe Gear Company building, designed by Albert Kahn, had proven its worth and was chosen for the construction of Lipe-Rollway Building J. The Henry Shenk Construction Company of Erie and Pittsburgh, Pennsylvania won the contract to construct the building. The



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company had a reputation for dependability with their construction of the H.H. Richardson designed Emmanuel Episcopal Church in Pittsburgh, a reputation that spread throughout the region. As the building was being built, it was documented with photographs that were later published in the journal *Concrete*, further spreading the Shenk Company name.



Building J construction photo, 1920. (Collection of the Onondaga Historical Association)

An article in the April 1921 issue of *Concrete* (the journal of the concrete industry), profiled the challenges tackled by the architects when designing Building J. To begin with, the six-story concrete building was to be built on a site that consisted of fill over drained salt marshes. Concrete piles were necessary to support the weight of the massive structure. The article stated that "The typical interior column is supported by twenty

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piles, thirty inches on centers. The pile caps are twelve- feet six-inches at the bottom, sloping to four-feet ten-inches at the top, with an overall depth of six-feet." <sup>11</sup>

The company's plan was to eventually raze the older Kemp and Burpee buildings east of Building J and expand along West Fayette. This created a major challenge that was addressed by the architects in providing an armature from which the proposed addition could be connected to Building J. A one-story addition was proposed for the south side of the building and a full six-story building was envisioned for the east. To accommodate the proposed expansion, the Kahn system of reinforcement for the interior columns was extended on the exterior on the east side of the building. As each floor was constructed, the branching arms of the columns that carried the weight of the floors above were poured in place extending out to the east on the exterior of the east wall. The same was the case on the first floor on the south side of the building where a one-story addition was proposed and eventually built. The east expansion never took place, leaving the armature exposed on the exterior.<sup>12</sup>

Although the Brown-Lipe Gear Company and the Railway Roller Bearing Company were two separate entities, both grew out of the Lipe industrial incubator with Willard Lipe in the lead in both companies. In 1923, Willard Lipe decided to restructure the Railway Roller Bearing Company and the name was changed to Rollway Bearing Company, indicating the broader scope of the company that now provided bearings for numerous applications other than railway cars. John T.R. Bell was elected president of the re-organized company due to Lipe being in ill health. Willard's death in 1924 at age 64 left his son W. Charles Lipe at the helm of the Lipe empire and, with five of his father's associates, the Lipe Shop was incorporated as W.C. Lipe, Inc. Charles's leadership was cut short by his untimely death in 1929 at the young age of 28, and H. Follett Hodgkins Sr. was named president of W.C. Lipe, Inc. Hodgkins was the first non-family president of the in the history of the companies. By the end of the 1920s, the company experienced enormous internal change and faced additional challenges were brought on by the Stock Market crisis and resulting economic depression.

Prior to the Depression, the Rollway Company manufactured bearings for the gun mounts for the United States Navy. By 1942, the Rollway Bearing Company was working exclusively on government contracts, and the federal government, through a "taking," acquired Building J and equipped it for construction of transmissions for tanks and heavy equipment.<sup>13</sup> The 600-pound transmission for the M-4 General Sherman Tank was designed to move the heavy tanks over difficult terrain and was produced in the Syracuse plant. The company was one of only two industries in Syracuse (the other being General Electric) that were considered

<sup>11</sup> Willis H. Barney, "Brown-Lipe Gear Building, Construction Involves Unusual Features", *Concrete*, April 1921), 171.

<sup>12</sup> Local architect Webster Moulton, was hired to design an addition to the building, but given space problems on the site, including the fact that Harbor Brook crossed the site from north to south, a decision was made to build or buy new building elsewhere.

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crucial to the war effort and required that the properties be requisitioned by the War Department. By then, both the Rollway Bearing Company and the W.C. Lipe, Inc. were under the leadership of H. Follett Hodgkins Sr. The companies merged in 1942 and the name was changed to Lipe-Rollway Corporation.

From October 1942 through the duration of the war, the Lipe-Rollway Corporation exceeded production quotas, earning recognition for its service to the government's war effort and receiving the Army-Navy's "E" award for excellence in production. During an awards ceremony, the Lipe-Rollway Corporation employees were told ..."yours is not a glamorous industry, but if you go to the movies and see our Army tanks performing their breathtaking feats, you can pat yourselves on the back and say, 'If we hadn't done a good job, the boys in those tanks couldn't be doing theirs as well'. And you may be sure those boys appreciate what you are doing."<sup>14</sup> During the war years, the Lipe-Rollway Corporation operated around the clock in Building J, providing almost two-thirds of all Allied military equipment produced during the Second World War: 297,000 aircraft, 86,000 tanks and two million army trucks.

In 1947, the Lipe-Rollway property was released from government service and the Lipe-Rollway Corporation was allowed 90 days to re-acquire the property for conversion to peacetime activity. Instead, the company opted to move into larger quarters in the newly purchased former Crucible Steel plant on Emerson Avenue, and Building J became government surplus. Syracuse University expressed interest in the property, intending to use it for vocational training, but decided instead to move the school into the former General Electric manufacturing plant. The Syracuse City School Board looked into purchasing the building for a new technical and industrial school, but determined that Building J was "not suitable for education needs" and opted to expand an existing school instead. An advertisement in the *Syracuse Post Standard* on March 3, 1948 offered Building J ("This Modern Manufacturing Plant") for sale or lease.<sup>15</sup> In October 1950, the building was sold to the Morris Distributing Co. Inc., a wholesale electronics and appliances distributor for use as a warehouse, ending its function as a bustling manufacturing plant and beginning as showrooms and storage for household goods manufactured elsewhere. Morris Distributing used the building through the late twentieth century when it was sold and converted into offices in the 1990s.

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<sup>13</sup>Onondaga County Clerk's Office, QQ *Lis Pendens*, page 239.

<sup>14</sup>"Lipe-Rollway Awarded 'E' for War Job", *Herald-Journal*, 6 November 1942, 16.

<sup>15</sup>"Board Declines Rollway Plant," *Syracuse Post-Standard*, 9 April 1948, 26.



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Lipe-Rollway Building J circa 1950 (collection of OHA)

Building J was constructed in 1920-1921 using the most up-to-date technology of the time, Julius Kahn's patented system for concrete construction and was a late project for architects Gaggin & Gaggin of Syracuse. The modern industrial building was built for Willard Lipe for an industry he developed in the Lipe Shop, representing one of the many diverse industries developed in the Lipe brothers' industrial incubator. Lipe-Rollway is clearly representative of the period of Syracuse's industrial diversification as identified in the Multiple Properties Document Form *Industrial Resources of the City of Syracuse*. The building's significance was further enhanced when it was acquired by the United States government in 1942 and updated by the government to serve the country's war efforts. Throughout the war, the factory operated around the clock producing parts for military equipment.

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For a quarter of a century, Building J well served the Lipe Company, but it never transitioned to another industry. After the war, the building appeared to have outlived its industrial life. Although marketed as a "Modern Manufacturing Plant," no industrial buyers were found for the building and by 1950 it became obsolete as the more modern one-story industrial building became the desired form for modern industrial processes. It still remains as an outstanding example of industrial design by brothers Edwin H. Gaggin (1866-1955) and Thomas Walker Gaggin (1871-1945). Originally from Erie, Pennsylvania, both remained in the area after graduating from Syracuse University's School of Architecture. Edwin Gaggin also studied at the Ecole des Beaux Arts in Paris and was a professor and head of the Syracuse University School of Architecture before resigning and going into private practice with his brother in the early 1900s. One of their earliest commissions was the 1905 home for industrialist Horace Wilkinson (an associate of L.C. Smith) on Walnut Avenue (now a Syracuse Fraternity residence) and the most famous being the L.S. Smith Skyscraper in Seattle, Washington (1914). Both of these buildings reflected their classical training by using traditional forms and detailing; however, the Seattle building with its bracketed cornice, tower and cap was considered as something new, being the forerunner of the corporation headquarters, described as a "metaphor for the very machine the company sold."<sup>16</sup>

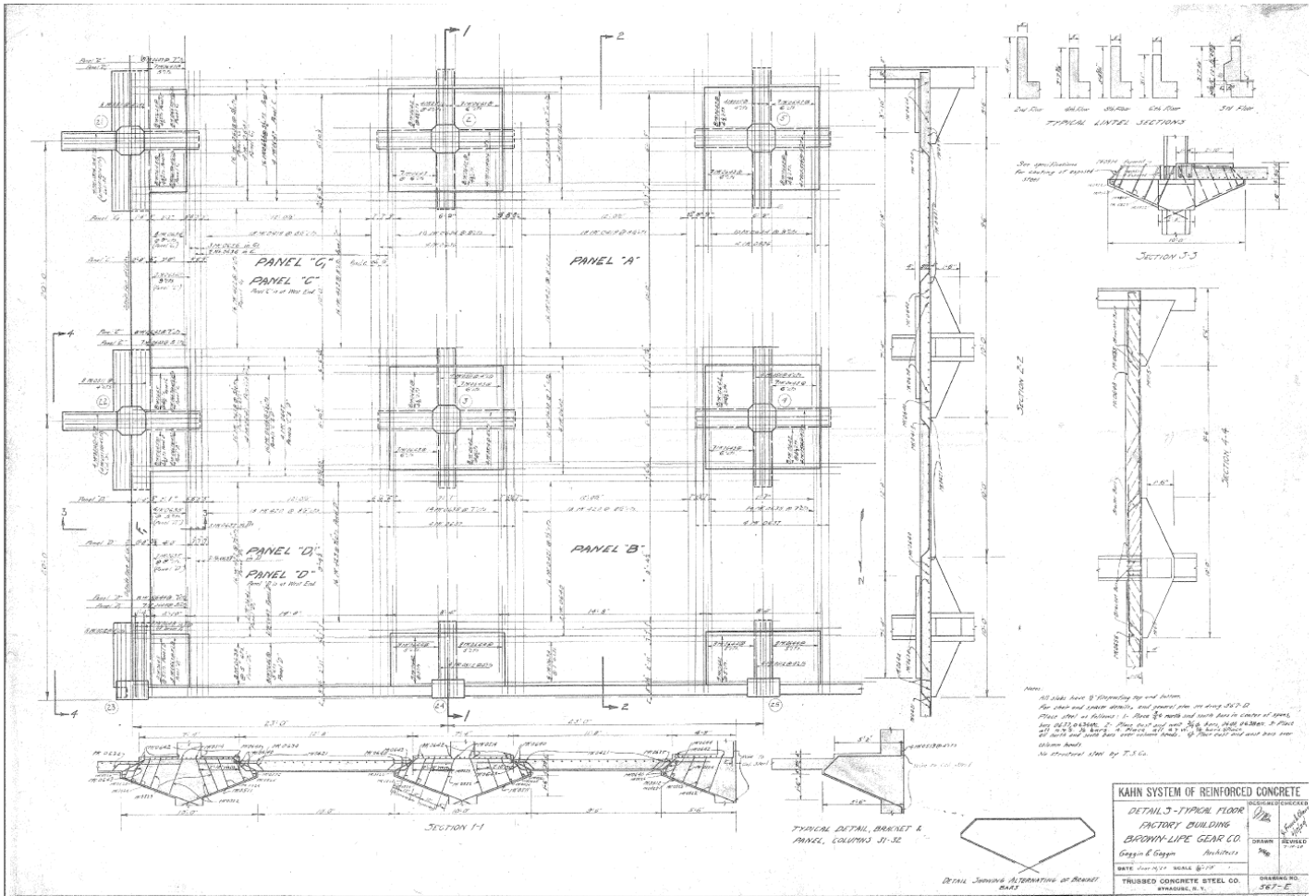
Building J represented a departure by Gagging and Gaggin from the strictly classical by placing an emphasis on function and practicality. The Kahn concrete construction process allowed large open factory floors with large, regular fenestration for light and ventilation. Building J is an expression of the modern industrial design of the period; the early twentieth century poured-in-place concrete construction can be read from the exterior and the column support system is clearly visible on the interior. The building retains a high level of architectural integrity.

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<sup>16</sup> Joseph J. Korom, *The American Skyscraper, 1850-1940, A Celebration of Height* (Boston, MA: Braden Books, 2008), 310.

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Floor plans for Rollway-Lipe Corporation by Gaggin & Gaggin 14 June 1920. Collection of Onondaga Historical Association (OHA), Syracuse, New York.

Lipe-Rollway Corporation Building  
Name of Property

Onondaga County, NY  
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## 9. Major Bibliographical References

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- "T. Walter Gaggin, Architect, Dies at 75, Designed Many Buildings and Homes in Syracuse." *Syracuse Herald-Journal*, 20 October 1945, 3.

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"Tallest on the Coast—L.C. Smith to Erect 35-story Skyscraper at Seattle." *Syracuse Herald*, 3 March 1910, 6.  
"Tech High May Be Housed in Former War Plant." *Syracuse Post-Standard*, 30 January 1948, 5.  
"U.S. Sells Plant Here, Leased to Distributing Firm." *Syracuse Post-Standard*, 19 March 1950, 32.

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

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

Name of repository: Renaissance Studio, Syracuse NY

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** ± 2.81 acres  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>18N</u> Zone	<u>404458</u> Easting	<u>4766866</u> Northing	3	<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing
2	<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing	4	<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary is indicated by a heavy line on the enclosed map.

**Boundary Justification** (Explain why the boundaries were selected.)

Tax property #099.-03-02.0 corresponds with that portion of the Lipe-Rollway Corporation complex that was taken by the United States government in 1942 for the war effort and has defined the nominated property since that time.

**11. Form Prepared By**

name/title Cynthia Carrington Carter and Andrea Zlotucha Kozub  
organization Renaissance Studio date July 21, 2017  
street & number 219 Crawford Ave. telephone 315-446-1310  
city or town Syracuse state NY zip code 13224  
e-mail ccarringtoncarter@verizon.net

Lipe-Rollway Corporation Building  
Name of Property

Onondaga County, NY  
County and State

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**Additional Documentation**

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Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

---

**Photographs:**

---

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Lipe-Rollway Corporation Building  
City or Vicinity: Syracuse  
County: Onondaga State: New York  
Photographer: Cynthia Carrington Carter  
Date Photographed: April 11, 2017  
Description of Photograph(s) and number:  
Photo 0001 of 0012: East and north elevations of Building J and boiler building, view looking southeast.  
Photo 0002 of 0012: South elevations of shipping addition and boiler building with coal silo to the west and building J in the background, view looking northwest.  
Photo 0003 of 0012: North and west elevations showing one-story addition, view looking southeast.  
Photo 0004 of 0012: View of west elevation from Magnolia Street to the west, view looking east.  
Photo 0005 of 0012: Interior view of first floor showing concrete supports.  
Photo 0006 of 0012: Interior view showing extant historic windows in first floor.  
Photo 0007 of 0012: Stairwell looking from sixth to 5<sup>th</sup> floor showing original doors and wall surfaces.  
Photo 0008 of 0012: View of fifth floor, view looking west.  
Photo 0009 of 0012: Interior view of sixth floor.  
Photo 0010 of 0012: View of Peelle elevator.  
Photo 0011 of 0012: Interior view of boiler building, view looking north.  
Photo 0012 of 0012: Interior view of boiler building showing clerestory.

---

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

---

name N/A  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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

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







Lipe-Rollway Corporation Building  
 Name of Property

Onondaga County, NY  
 County and State

Lipe-Rollway Corporation Building  
 City of Syracuse, Onondaga Co., NY

1153 West Fayette Street  
 Syracuse, NY 13204



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



 Lipe-Rollway  
 Corp. Building

 NEW YORK STATE OF OPPORTUNITY  
 Parks, Recreation and Historic Preservation





1153

1153





















FLOOR LOAD  
250 lb.

FLOOR LOAD  
250 lb.

Syracuse  
EST. 1888





To LYMA

CAPACITY  
WHILE  
LOADING

DO NOT PUT A FIRE  
EXTINGUISHER  
IN THIS ROOM  
OR IN THE  
TOILET OR  
IN THE  
TOILET









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: 12/19/2017      Date of Pending List: 1/29/2018      Date of 16th Day: 2/13/2018      Date of 45th Day: 2/2/2018      Date of Weekly List: 2/2/2018

Reference number:

Nominator:

Reason For Review:

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

Accept       Return       Reject      2/2/2018 Date

Abstract/Summary Comments:

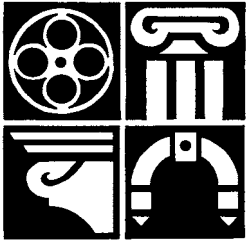
Recommendation/ Criteria

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.



*SYRACUSE  
LANDMARK  
PRESERVATION  
BOARD*

December 5, 2017

Mr. Michael Lynch  
Director, Division of Historic Preservation  
NYS Office of Parks Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island, PO Box 189  
Waterford, NY 12188-0189

Re: Lipe-Rollway Corporation Building J  
1153 West Fayette Street

Dear Mr. Lynch:

The Syracuse Landmark Preservation Board is in receipt of your letter regarding the nomination of Lipe-Rollway Corporation Building J for listing in the State and National Registers of Historic Places. The Board reviewed the nomination at its October 19, 2017 meeting.

Lipe-Rollway Corporation Building J is associated with a significant period in the industrial history of the city, characterized by the decline of the salt industry and the rapid emergence of a diversity of new industries. The Lipe Rollway Corporation, which evolved out of the Lipe Incubator, became an important manufacturer of transmission equipment for military vehicles and aircraft during World War II. Designed by local architects Gaggin & Gaggin, Building J retains excellent architectural integrity as a poured-in-place concrete industrial building that was constructed using the Kahn System of concrete and steel reinforcement.

The Board concurs that this property meets the criteria for eligibility and enthusiastically supports its listing in the State and National Registers of Historic Places.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald S. Radke".

Donald S. Radke  
Chairman



**Parks, Recreation  
and Historic Preservation**

DEC 19 2017

ANDREW M. CUOMO  
Governor

ROSE HARVEY  
Commissioner

14 December 2017

Alexis Abernathy  
National Park Service  
National Register of Historic Places

Mail Stop 7228

1849 C Street NW  
Washington DC 20240

Re: National Register Nominations

Dear Ms. Abernathy:

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

John and Sarah Trumbull House, Dutchess County  
New Guinea Community Site, Dutchess County  
George W. Bellows House, Ulster County  
Wampsville Presbyterian Church, Madison County [not owned by religious]  
Lipe -Rollaway Corporation Building, Onondaga County  
Ridgewood Reservoir, Kings and Queens Counties  
Greenacre Park, New York County  
*Lanai*, New York County  
Smith-Ransome Japanese Bridge, Suffolk County  
Old Town of Flushing Burial Ground, Queens County  
Saxe Embroidery Company Building, Bronx County  
Kingston City Almshouse, Ulster 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