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EXECUTIVE SUMMARY

The Buffalo Central Terminal is an outstanding example of early twentieth-century railroad station planning and design and an enduring reminder of Buffalo's contributions to the historical development of rail transportation in the United States. It is located on a 61 acre site at 495 Paderewski Drive at the eastern edge of the city's historic Broadway-Fillmore neighborhood. Part of the Buffalo Central Terminal is owned by the Central Terminal Restoration Corporation, a nonprofit organization founded in 1997 that is dedicated to its preservation and revitalization. The CTRC owns 12.5 acres that include the Main Terminal Building, the Plaza and the Mail and Baggage Building. (Figure 1)

The Buffalo Central Terminal (originally called the New York Central Terminal) was designed and built between 1926 and 1930 by architects Alfred Fellheimer & Steward Wagner Architects & Engineers (Fellheimer & Wagner). The Terminal and 61 acres were listed on the National Register of Historic Places in 1984. The Terminal and Tower only were designated as a local Buffalo landmark in 1979. (Figure 2)

This Historic Structures Report forms the first volume of a comprehensive study of the Buffalo Central Terminal sponsored by Central Terminal Restoration Corporation that includes this Historic Structures Report (Volume 1), the Cultural Landscape Report (Volume 2) and Appendices (Volume 3). Together these volumes provide an important tool for the long-term management of the Buffalo Central Terminal, both the property owned by the CTRC and the full.



Figure 1: Main Terminal and Tower looking southeast, with plaza in foreground and Mail & Baggage Building in the rear, on the right hand side. (Copyright kc kratt photography)



Figure 2: Aerial of 61 acred Buffalo Central Historic District, with Terminal and Tower at the center of the photo, looking east. (Copyright kc kratt photography)

INTRODUCTION

ADMINISTRATIVE DATA

The Buffalo Central Terminal site currently consists of a 61-acre site on the East Side of Buffalo. The boundaries of the approximate 61- acre nominated property were established to include all of the extant historic features directly associated with the operation of the terminal itself including segments of the extensive system of tracks and roadways that served the complex. This boundary includes only the 14 sets of tracks which pass under the concourse and onto which trains were switched to stop at the terminal. Other tracks surrounding the complex, where trains passed by the terminal without stopping, were excluded. (Figure 3)

The site is bordered by Memorial Drive to the west, Paderewski Drive and Marginal Street to the north. The southern boundary is the south edge of the outermost track that passes under the train concourse. The eastern boundary was established at the approximate point at which the series of train tracks curve to pass under the train concourse. This circumstance occurs at a point approximately 225 feet to the east of signal station No. 48. surrounding the complex (Building No. 8A now demolished in Figure 4). The northeastern boundary was drawn to exclude the site of five coach repair shops structures once associated with the complex but which were demolished in the 1960's. No features associated with the repair shops survive and the boundary was drawn to exclude their site. It also excludes another group of tracks which bypassed the terminal. The northern boundary encompasses the city tax lots that form the boundary to Marginal Street, on which were constructed the terminal and its support structures (now owned by the Central Terminal Restoration Corporation).

Paderewski and Memorial Drives and the circular traffic plaza form the northwest edge of the Central Terminal National Register Historic District. These thoroughfares, along with Curtiss Street to the south, delineate a triangular open green space which was designed to serve as a "courtyard" for the complex. Constructed to handle the huge volume of traffic flowing into the terminal, the roadways form a dramatic visual focal point for the entire railroad complex. The southwest boundary follows the property lines of the CTRC as established by city maps and excludes other tracks which bypass the station. (Figure 4)

The two buildings owned by the CTRC include the Main Terminal Building (Parking Plaza, Concourse and Tower), which comprises a total of 527,604 square feet and the Mail and Baggage Building, which comprises a total of 104,813 square feet. (Figure 5)

Total Square Footage of the Main Terminal by Floor²:

Basement:	20,240 sf
Track Level:	186,984 sf
1st Mezzanine:	45,304 sf
Main Concourse Level:	94,520 sf
2nd Mezzanine:	35,968 sf
1st Floor:	39,032 sf
2nd Floor:	18,872 sf
3rd Floor:	18,872 sf
4th-9th Floors 6,132 sf x 6 floors = 36,792 sf	
10th-12th Floors 5,544 sf x 3 floors = 16,632 sf	
13th-15th Floors 4,796 sf x 3 floors = 14,388 sf	

The National Register-listed historic district includes 61 of the original remaining acres, the Terminal, the Tower, the adjacent Mail & Baggage Building, the US Terminal Railway Post Office Building, the Train Concourse and platforms, the Central Heating plant (now demolished), The Railway Express Agency Terminal Building, two signal towers and their adjacent repair buildings (all now demolished) and two small utility buildings (demolished except for the westernmost one) and the Underground Baggage Tunnel. The oil tank was not included in the nomination.

(See Figures 11 - 17 for contributing buildings.)

Currently the historic district is divided into four parcels with four different owners: the Central Terminal Restoration Corporation (The Terminal and Concourse, the Tower, the Mail & Baggage Building and 12.5 acres surrounding these buildings), see the "CTRC-owned Map" at the end of this section), the City of Buffalo (the U.S. Terminal Railway Post Office Building and Railways Express Building), Amtrak (The Train Concourse with Platforms) and CSX (the tracks and the triangular parcel where the power plant originally stood).

Appendix B, "Buffalo Central Terminal Property Conditions, Page 7. 2021.

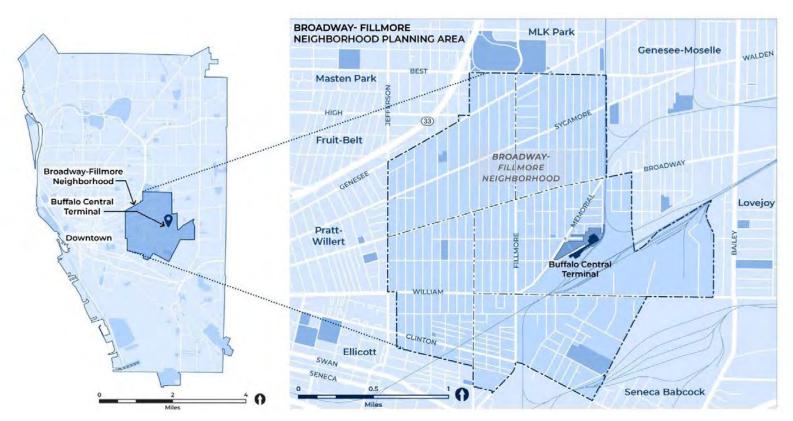


Figure 3: Maps of City of Buffalo and Broadway-Fillmore Neighborhood. (Prepared by Smithgroup, Buffalo Central Terminal Master Plan, page 34, 2021)

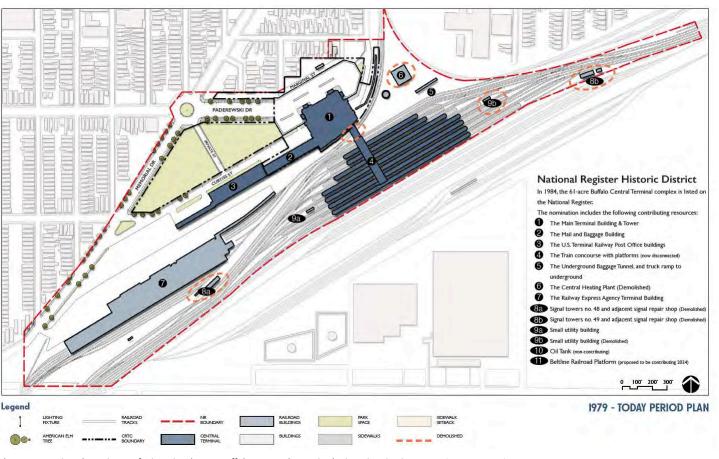


Figure 4: National Register of Historic Places Buffalo Central Terminal Historic District map. (EKLA, 2025)

¹ Claire L. Ross, National Register of Historic Places Inventory – Nomination Form, "New York Central Terminal," 1984, section 7, page 2.

² Square Footages taken from the Buffalo Central Terminal Master Plan,



Figure 5: Exterior View of the Buffalo Central Terminal from the east with the plaza in the foreground, 1947. Lindbergh Drive Sign is mounted on the streetlight. (Collection of the Buffalo History Museum. General Photograph Collection, Buildings – Transportation & Storage – Depots – New York Central – Plaza)

HISTORICAL OVERVIEW

The Buffalo Central Terminal was designed by the New York architectural firm of Fellheimer & Wagner and constructed by the New York Central Railroad. (Figure 6) When it opened to the public after three years of construction on June 23, 1929, the terminal was hailed as a marvel of beauty and ingenuity. The terminal complex occupied approximately 70 acres of land and featured a magnificent Art Deco-style passenger concourse with an attached office tower, (Figure 7) fourteen main track lines accessed by an elevated train concourse, a fivestory mail and baggage building, a dedicated power plant, numerous auxiliary structures, and carefully laid out vehicular and pedestrian approaches. The landscape was a critical element of the terminal complex that contributed to its operational safety and efficiency, enhanced the passenger experience, and helped integrate the facility into the existing urban fabric. Fellheimer & Wagner was responsible for the overall site plan and the design of the station plaza, with Buffalo Parks Department landscape architect Roeder J. Kinkel making important contributions to the design and planting of the station approaches. For decades the Buffalo Central Terminal played an important role in the city's transportation system, its Art Deco tower serving as a beacon for residents and visitors alike. (Figure

Passenger train service in the United States entered a period of decline in the 1950s and 1960s due to the development of the interstate highway system, the rise of commercial aviation, and other factors. By the mid-1950s, the Buffalo Central Terminal was losing revenue, and, in 1956, the New York Central Railroad put the property on the market. Passenger rail service continued to decline over the next decade. In 1968, the New York Central Railroad was absorbed by the Pennsylvania Railroad, and ownership of the terminal transferred to the Penn Central Transportation Company. Amtrak assumed the carrier obligations of Penn Central in 1971 and maintained passenger service at Buffalo Central Terminal until 1979. Subsequent changes in ownership resulted in years of deferred maintenance during which time the buildings and grounds fell into a state of advanced disrepair. (Figure 9) Concurrently, public interest in the preservation of the terminal took root. Successful initiatives included the listing of the complex in the National Register of Historic Places in 1984. In 1997, the main terminal building and 12 acres of the original complex were acquired by the Central Terminal Restoration Corporation, a group dedicated to the site's adaptive reuse and rehabilitation. (Figure 10)

The Period of Significance for the historic district is proposed as 1926 – 1930 (and 1917 for the Railway Express

Agency Terminal Building), the years when the complex was under design and construction. The New York Central Terminal is architecturally significant in New York State and nationally as a monumental example of an Art Deco style civic structure. Built between 1926 and 1930, the huge complex consists of the main terminal building flanked by three wings or buildings,, a power plant, six supporting structures, and the open green space to the west of the terminal. A Railway Express Agency Terminal Building, built prior to the complex in 1917, is also included within the historic district. The station is especially distinguished for the degree and scale with which it manifests the Art Deco style in both its immense exterior design and its lavish, grand interior. Nearly all of the architectural features associated with the style are evident in the station's massing, materials, and details and are further highlighted by the high degree of craftsmanship and design quality evident in its construction. The terminal attests to Buffalo's role as the geographic center of American commerce from the beginning of the railroad age in the mid-nineteenth century until its climax in the mid-twentieth century. With a total of fourteen lines serving the city, Buffalo's railroad network was second in size only to that of Chicago. The complex is also noteworthy as a representative work of the regionally prominent architectural firm of Fellheimer & Wagner, specialists in railroad station design. One of the last great railroad complexes built in the expansionist era of the 1920's, the Buffalo Central Terminal retains high architectural integrity and remains as one of the few extant landmarks representing Buffalo's role as a national railroad transportation center.3

3 Claire L. Ross, National Register of Historic Places Inventory – Nomination Form, "New York Central Terminal," 1984, Section 8.

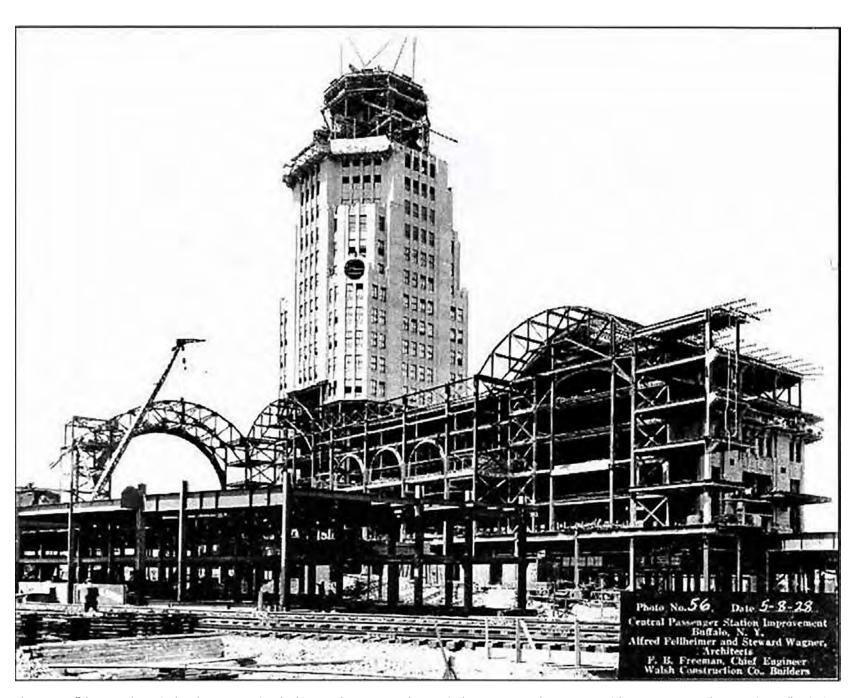


Figure 6: Buffalo Central Terminal under construction, looking northeast across the Terminal Concourse and Tower, 1927. (Plate 56, Courtesy the Angevine Collection)

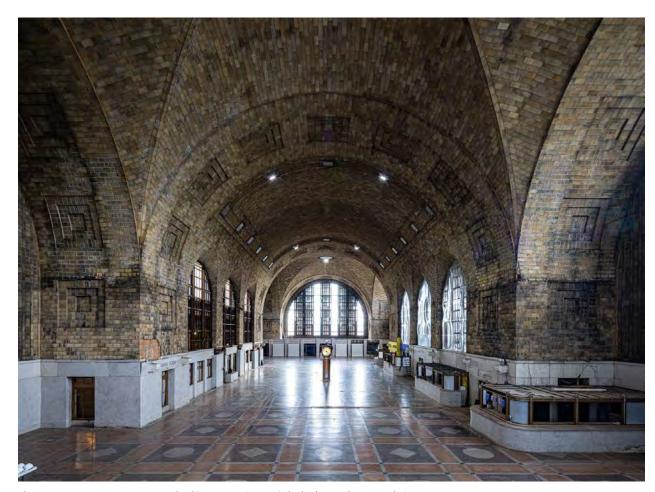


Figure 7: Passenger Concourse, looking east. (Copyright kc kratt photography)



Figure 10: Passenger Concourse, looking north, 1979. (Copyright kc kratt photography)



Figure 8: Aerial, Terminal, Tower, Mail & Baggage Building, and Train Concourse and Platforms, 2022. (Copyright kc kratt photography)



Figure 9: Train Platform, one of the last trains to stop at the Terminal, 1979. (Copyright Ken Kraemer)



Figure 11: South side of Mail & Baggage Building in foreground, Tower in the rear. (Copyright Nancy J. Parisi)



Figure 12: Tower, Ninth Floor, looking west, 2023. (Copyright Nancy J. Parisi)



Figure 14: Oil tank in foreground, Terminal and Tower in the rear, 2024. (Copyright Nancy J. Parisi)



Figure 13: Railway Express Agency Terminal Building, north and west elevations, 2024. (Copyright Nancy J. Parisi)



Figure 15: Tracks, south side of Mail & Baggage Building, and Train Concourse in foreground, Tower in the rear. (Copyright Nancy J. Parisi)

PURPOSE AND SCOPE

A team led by Barbara A. Campagna/Architecture + Planning, PLLC was engaged by the Central Terminal Restoration Corporation (CTRC) in April of 2023 to complete a Historic Structures Report (HSR) and a Cultural Landscape Report (CLR). An HSR and CLR are considered the first steps in adopting a disciplined approach to the care of a historic property and are essentially the guides for the treatment of historic properties – including buildings, landscapes and other related elements.

The scope of work completed by the team included: site inspection, historical research, developmental history, structural evaluation, landscape and site evaluation, historic materials evaluation, determination of character defining features, determination of hierarchy/history/conditions of interior and exterior spaces, and recommendations for structural, architectural, and materials conservation/ restoration treatments. This combination of field work, research and collaborative teamwork culminated in a full understanding of the historic significance of the buildings, their current conditions, their character defining features and significance, and the appropriate treatment recommendations. These reports include original research which has not been previously identified and assembled. The repositories of all original items are listed in the Volume Three Appendices (1. Bibliography and 2. List of Sources.)

The goal of these reports is to provide the CTRC with a useful guide for their Corporation's decisions about rehabilitating the site more than only a definitive scholarly work. While many scholarly aspects are important to understand the context of the site and its national significance, the reports are also useful guides for both the building and site rehabilitation. The HSR and the CLR will provide the Board with a comprehensive understanding of the buildings and the site and will establish the groundwork for future planning.

METHODOLOGY

The content, format and objectives of both the HSR and the CLR have been modified to address the specific requirements of the CTRC but are generally guided by two National Park Service publications: Preservation Brief 36: Protecting Cultural Landscapes – Planning, Treatment and Management of Historic Landscapes and Preservation Brief 43: The Preparation and Use of Historic Structure Reports.

The Historic Structures Report and the Cultural Landscape Report have incorporated research from many primary and secondary resources. The research has been conducted primarily by Barbara A. Campagna from BAC/Architecture + Planning, PLLC, Daria Gasparini from Robinson & Associates and Derek Trelstad from Silman. Sources consulted include:

 The original drawings by Fellheimer & Wagner and the Guastavino, Corporation in the archives of the Avery Library at Columbia University.

- Review of photographs, maps, written correspondence and drawings at the archives of the Buffalo History Museum. (Many of the photographs in this collection have been acquired for use by the CTRC in these reports.)
- Review of photographs, maps, written correspondence and newspaper articles in the Scrapbooks at the Grosvenor Room of the Buffalo and Erie County Public Library in downtown Buffalo.
- Review of clippings, letters, drawings and contracts in the collections of the Western New York Railway Society in Buffalo, NY.
- Minutes of Proceedings of the City of Buffalo Common Council.
- Review of photographs and archives at The Railroad Museum of the Niagara Frontier in North Tonawanda, NY.
- Conversations with volunteers for the CTRC.
- Books and articles on Buffalo architecture, the NY Central Terminal, the Buffalo Central Terminal, the East Side of Buffalo and the development of transportation in New York State.
- Various Reports completed of the site in the past 30 years (full list in the Annotated Bibliography in the Appendices).
- Buffalo Central Terminal Master Plan completed in 2021 led by the SmithGroup which includes the Broadway-Fillmore Neighborhood Framework and the Terminal's Master Plan.
- National Register nominations including the Buffalo Central Terminal (1984), the Broadway-Fillmore Certified Historic District and survey (2018), the Niagara Machine and Tool Works Factory (2018) and the Eliza Quirk Boarding House (2021).

Site Visits and Team Meetings

In addition to historic research, multiple visits were made to the site by the team to evaluate the current physical conditions of the interior and exteriors of the Terminal, Tower, Mail & Baggage Building, and the 12.5 acres owned by CTRC. All areas of the interiors were visually inspected except for those areas closed off due to hazardous materials contamination (and identified in Part 2).

A joint Kick-off Meeting by both the HSR/CLR team and the Quinn Evans Capital Improvements Project team was held in April 2023. The HSR/CLR team held a Character-Defining Features Workshop at the site in August 2023. (Figure 18, 19 and 22)

Investigations were completed throughout the Terminal and

around the Terminal and Tower. High-powered binoculars and drone photography were used to gather information on the buildings and site. Aerial lifts and cherry pickers were used to conduct conservation evaluation of historic materials on the interior (paint finishes and the Guastavino tile). Structural probes were conducted by Silman throughout the Terminal, Passenger Concourse and Tower, the Plaza, parking ramp and basement as part of the CTRC Phase 2 Capital Improvements with A/E Quinn Evans project. Jablonski Building Conservation conducted a full hands-on evaluation of all the Guastavino Akoustolith tile in the Terminal's Concourse in the spring of 2024.

Conservation Testing of decorative finishes in the Concourse and first floor level of the Terminal were conducted by Jablonski Building Conservation in August 2023. (See the full report in The Appendices, Appendix 3: Decorative Finishes Evaluation.) (Figure 20)

Historic Preservation Certification Application/Part 1

As part of the work on the accompanying Historic Preservation Certification Application Part 1 (a project being conducted at the same time by the team), the remaining buildings and site of the historic district were evaluated and the historic district updated.

Capital Improvements Project

A team led by Quinn Evans from Ann Arbor, MI was hired in 2023 to develop stabilization and protection construction documents for the Terminal. This project and the HSR/CLR project have been developed together through collaboration of both teams. The Capital Improvements project includes installation of Window Protection for the Terminal and Tower windows and window openings; sewer upgrades, structural stabilization of the basement parking, plaza and the Terminal; and evaluation of the Guastavino Akoustolith tile in the Terminal and Concourse.

PRESENTATION OF INFORMATION IN REPORT

Following the recommended layouts of the *Preservation Briefs*, the HSR comprises Volume 1 and the CLR comprises Volume 2. Appendices which include detailed reports, bibliography and , list or sources and historic landmark designations.

Volume 1: Historic Structures Report

The Historic Structures Report includes the 12.5 acres owned by the CTRC, the Main Terminal and Tower, and the Mail & Baggage Building. The remaining acres and buildings identified as contributing components of the historic district are referenced throughout for historical context. (Figure 21)

The Preface includes The Executive Summary and Introduction.

Chapter 1: Part 1 Developmental History contains a narrative based on historic research conducted and is composed of three sections. Section 1 entitled "Historical Background & Context" places the architecture and landscape of the

Terminal within appropriate historical contexts such as train stations in America, the evolution of transportation in New York, the architect and the Art Deco style, among others. Section 2, "Chronology of Development & Use" divides the timeline of the complex from pre-history to the current CTRC

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York, the architect and the Art Deco style, among others. Section 2, "Chronology of Development & Use" divides the timeline of the complex from pre-history to the current CTRC ownership and describes the changes that occurred in each with Period maps supporting the chronology. Section 3, "Evaluation of Significance" lays out the materials, design and character defining features that are significant to the site and defines the period of significance.

Chapter 2: Part 2 Existing Conditions Assessment is a description of the current conditions of building materials and elements with identification of causes of deterioration. The Architectural, Structural, and Mechanical, Electrical, Plumbing and Fire Protection sections include full written and graphic existing conditions evaluations of the Main Terminal and the Mail & Baggage Building, both exterior and interior. This evaluation provides updates to the 2021 Master Plan's Property Conditions Survey prepared by Smithgroup.

Chapter 3: Part 3 Treatment and Work Recommendations presents the historic preservation objectives and a rationale for recommended treatment for the buildings following the Secretary of the Interiors Standards for the Treatment of Historic Properties, Historic Preservation Certification Application/Part 1. The Historic Preservation Objectives have been identified using a Preservation Treatment Approach, Restoration Treatment Approach and Rehabilitation Treatment Approach. The Requirements for Work and Work Recommendations address the hazardous materials, accessibility and energy and environmental issues relating to the complex. Finally, the Treatment Recommendations section provides recommendations according to the character defining features and their materials, presented by historic priorities.

Volume 2: Cultural Landscape Report

The CLR Companion Volume to the HSR focuses separately on the cultural landscape yet demonstrates that the significance of the architecture and landscape are intertwined. We describe it as an "Abbreviated Cultural Landscape Report" given the fact that we did not conduct any detailed inventories of all the existing vegetation in the 61 acres, since little original material remains. (Figure 21)

The Preface

includes the Executive Summary and Introduction.

Chapter 1: Part 1 Analysis and Evaluation (Documentation and Evaluation) contains a site history that addresses the historic events, landscape design trends, and significant organizations and individuals that influenced the development of the Buffalo Central Terminal landscape, presents a narrative chronology of the landscape's morphology from the early twentieth century to the present, and compares findings from the site history with existing conditions to identify which elements

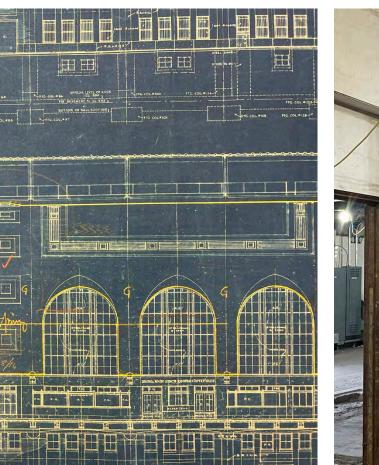


Figure 17: Original Section/Elevation (blueprint) by Fellheimer & Wagner of the concourse and restaurant, 1926. (Fellheimer & Wagner Collection, Avery Architectural & Fine Arts Library, Columbia University)



Figure 20: Testing of decorative finishes in Restaurant by project conservator, Stephanie Hoagland, Jablonski Building Conservation. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 18: Team Kick Off Meeting, Tour of Restaurant, 2023. (Courtesy Jablonski Building Conservation)



Figure 19: Character Defining Features Team Workshop, 2023. (Courtesy Design Synergies Architecture, PC)



and features of the landscape define its historic character and contribute to its significance. The discussion on existing conditions provides a record of key landscape characteristics as they exist today to establish a framework for understanding their current physical state. The final chapter in Part 1 presents an evaluation of the significance of the landscape, identifies character-defining features, and provides an analysis of the landscape's historic integrity.

Chapter 2: Part 2 Treatment presents preservation strategies and treatment guidelines for the landscape consistent with its significance, condition, and use.

Volume 3: Appendices include key documents relevant to both the HSR and the CLR including Bibliography, List of Sources, the Decorative Finishes report, the original drawings log from Avery Library, the National Register of Historic Places nomination, and the local landmark designation.

PROJECT TEAMS:

Barbara A. Campagna/Architecture + Planning, PLLC led the HSR and CLR team. Principal-in-charge, Barbara A. Campagna assembled an expert preservation and research team to conduct the reports. The Team includes experts in their fields, many of whom are also Minority or Women Owned Businesses (MWBEs): (Figure 22. Project Team discussing the character-defining features of the landscape. Photo courtesy Roxanne D. Button.)

Barbara A. Campagna/Architecture + Planning, PLLC:

prime, preservation architect, project director. Team Member: Barbara A. Campagna, FAIA, NCARB, Principal-incharge, project director, lead building researcher and project co-leader. (WBE)

Design Synergies Architecture, PC: Associate Architect. Team Member: Roxanne Button, AIA. Preparation of existing conditions drawings and evaluation. (WBE)

Elizabeth Kennedy Landscape Architect, PLLC: Landscape Architect and project co-leader. Team Members: Elizabeth J. Kennedy, FASLA (principal-in-charge); Evan Whitwam, Researcher and Designer; Sonia Olivia Muhammad, Researcher; Paul Duffy, Designer; Sourav Ahsan, Photographer. (M/WBE)

SmithGroup: Project Peer Review. Team Member: James Shepherd, AIA.

Robinson & Associates: Landscape Historian. Team Member: Daria Gasparini. Lead landscape historian, researcher and project co-author.

Silman: Structural Engineer. Team Members: Jenna Bresler, PE, Derek Trelstad, PE and Kristina Hensel, PE., Derek Trelstad.

Altieri Sebor Wieber: Mechanical, Electrical, Plumbing and Fire Protection. Team Member: Phil Steiner, Principal-incharge.

Jablonski Building Conservation: Architectural Conservation. Team Members: Mary Jablonski, Stephanie Hoagland. (WBE)

Nancy J. Parisi Social Documentation Photography: Photography of buildings and site. Team Member: Nancy J. Parisi. (WBE)

Get Fresh Industries: Graphic Design and Report Layout. Team Member: Cara Donahue. (WBE)

kc kratt photography: Drone Photography of full site. Team Member: KC Kratt.

CAPITAL IMPROVEMENTS AND STABILIZATION CONSTRUCTION PROJECT:

Quinn Evans, Inc: Prime Architect. Team Members: Richard Hess, Angela Wyrembelski.

TY-Lin Company/Silman Structural Solutions: Structural Engineering.

Material Conservation: Jablonski Building Conservation, Inc.

Life Safety: GHD, Inc.

Civil Engineering: Tredo Engineers.

Historic Preservation Consultant: Barbara A. Campagna/ Architecture + Planning, PLLC.

Local Architect Consultant: Design Synergies Architecture.

Cost Estimating: Dharam Consulting.

HISTORIC PRESERVATION CERTIFICATION APPLICATION PART I:

BAC/Architecture + Planning, PLLC, Nancy J. Parisi Social Documentation Photography, kc kratt photography (aerial and drone photography) and Get Fresh Industries.

ACKNOWLEDGMENTS:

The project team would like to thank the Central Terminal Restoration Corporation and the Planning & Development Committee for the opportunity to create the Historic Structures Report and the Cultural Landscape Report. It has been an honor and a delight to research and analyze the site, one of the most significant train terminals in the country. We hope these documents will guide the CTRC in the restoration and adaptive reuse of the buildings and landscape and help in the reactivation of the Broadway-Fillmore neighborhood and the East Side of Buffalo.

We especially thank CTRC Executive Director, Monica Pellegrino Faix and Associate Director Drew Canfield, AICP for their knowledge, patience and support in the development of these reports.

Many people shared information and documents freely with us. Without their generosity these reports would not have

been as thorough or comprehensive. We thank the following people and organizations for their invaluable contributions to these documents:

- CTRC Volunteers
- The Buffalo History Museum Cynthia M. Van Ness, MLS, Director of Library and Archives
- Avery Architectural & Fine Arts Library, Columbia University
- Railroad Museum of the Niagara Frontier James Ball, Bruce Becker, with photos by Becky Gerstung
- Western New York Railway Historical Society Caryl Youngers, Stephen Kocsis
- Ken Kraemer for the gracious use of his photos
- Steve Mangione and his estate for the use of his thesis photographs (Figure 23)
- Brian Angevine Collection
- Paul Olszewski Land Surveying
- Alan Oberst for the gracious use of his research
- We thank Quinn Evans for their collaboration on our projects.

Please Note: In the "Figure" captions, photographs taken by professional photographers are listed as "Copyright by". Photographs taken by the design team members are listed as "Courtesy."



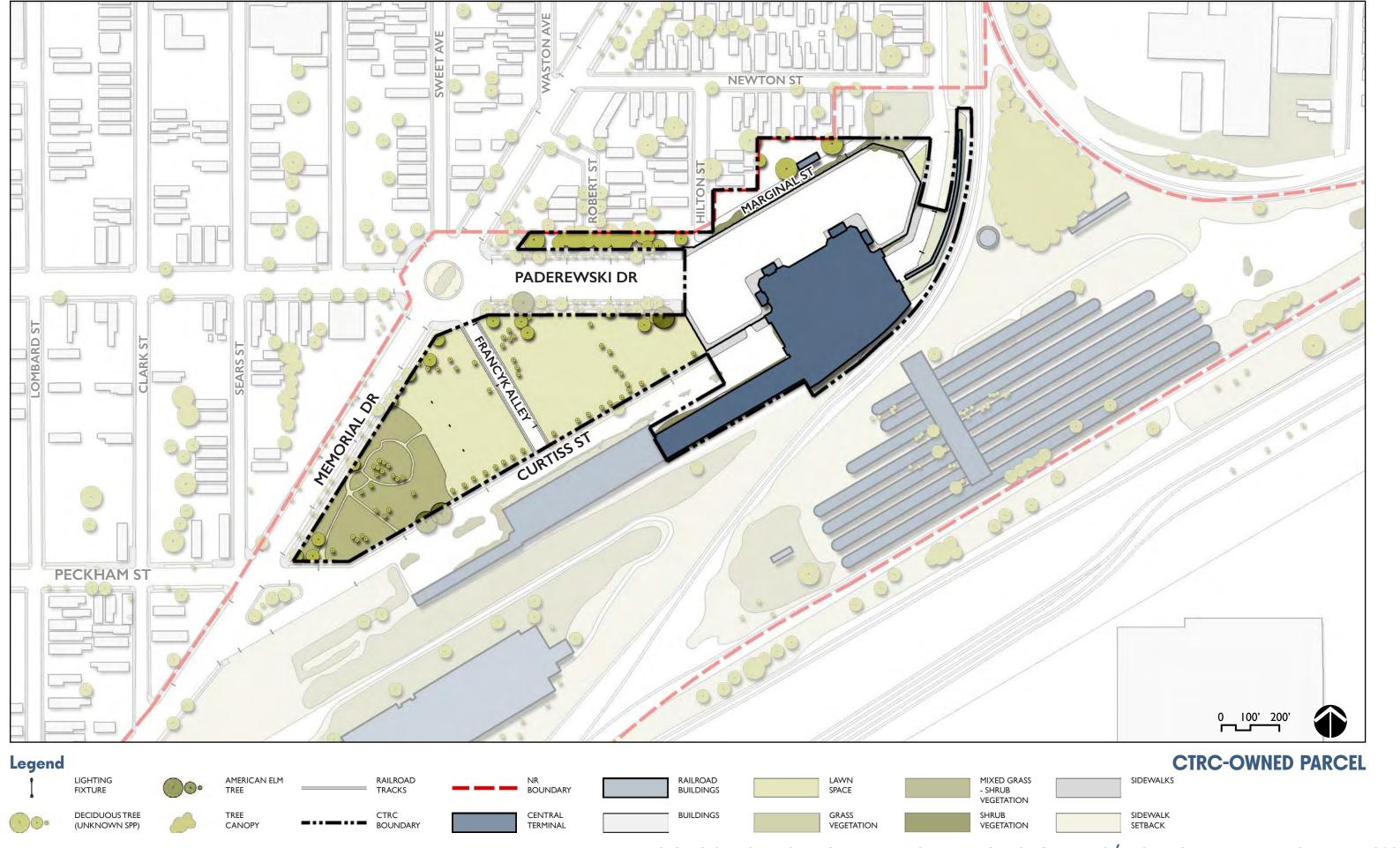
Figure 21: Lawn and Tower, looking northeast. (Courtesy BAC/Architecture + Planning, PLLC)

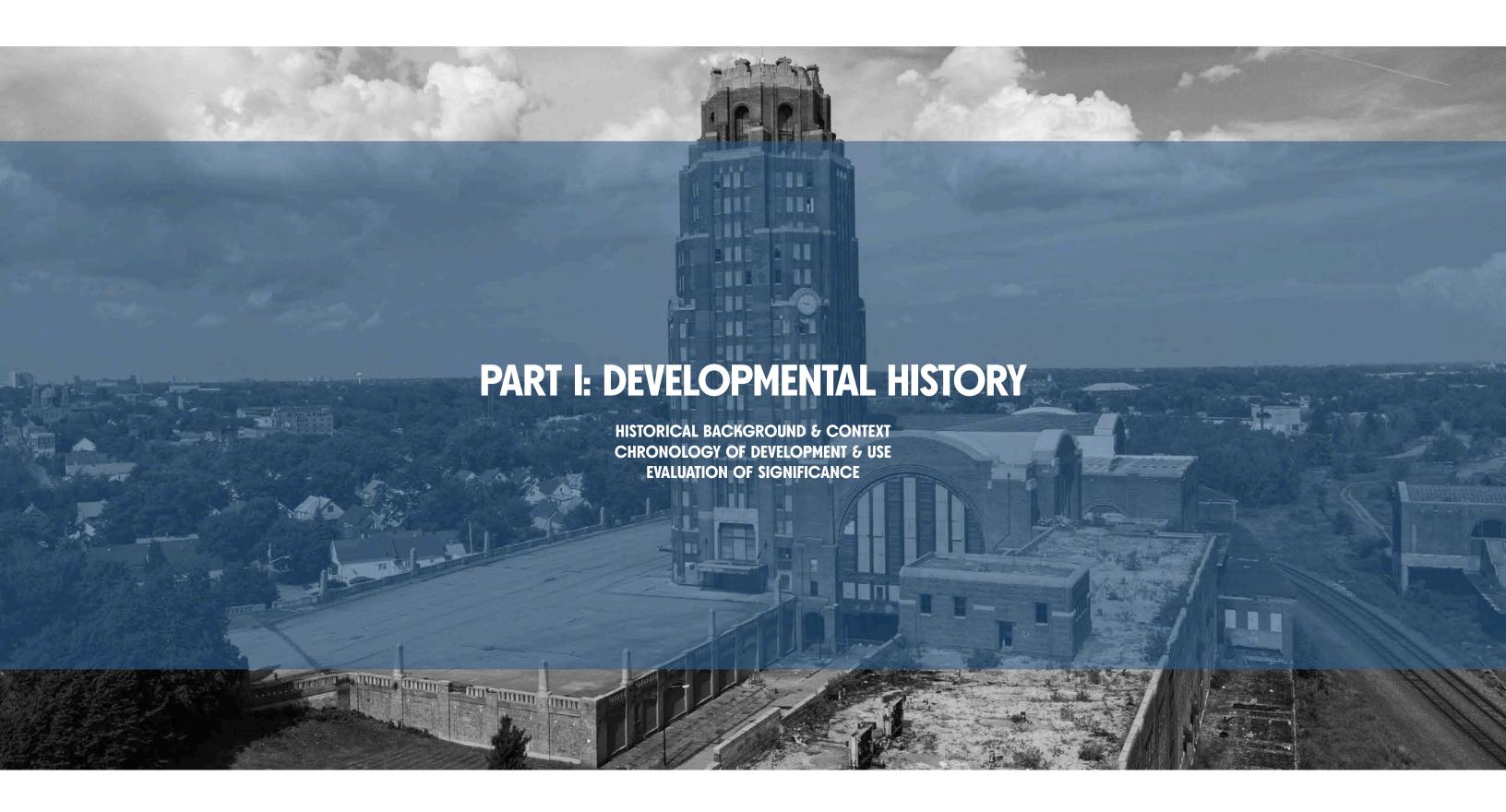


Figure 22: Project team discussing the character defining feature of the landscape. (Courtesy Design Synergies Architecture, PC)



Figure 23: Steve Mangione, sharing his thesis photographs of New York State train stations in the Buffalo Central Terminal concourse, 2023. (Copyright Nancy J. Parisi)





DEVELOPMENTAL HISTORY

Section 1, Developmental History reviews the context in which the Buffalo Central Terminal complex was developed, describes its original design, and identifies subsequent changes to the buildings over the course of its nearly 100-year history. A more focused evaluation of the cultural and landscape history and features can be found in the Cultural Landscape Report, Volume 2. (Figure 24)

HISTORICAL BACKGROUND & CONTEXT

Train Stations in America

The architecture and engineering of railroad stations in the United States was influenced by trends and innovations originating in Europe, and many different architectural styles were applied to the building type over the decades with none becoming predominant. Some of the earliest railways and train stations were first seen in England, with rail as early as 1807 and the earliest acknowledged train station in the world is on Liverpool Road in Manchester in 1830. (Figure 25) By 1845, there were over 2000 miles of railway in England. Rail and train stations were being built all over the world in the first half of the century with the first rail in American laid in 1829. America started inventing improvements to trains and stations almost immediately with inventions such as the sleeping cars first being seen in the US in 1865.

In the US, traditional design architects had the field to themselves. While most stations were the product of in-house architects or engineers employed by the railroad companies, private architects like Henry Hobson Richardson, Frank Furness, and Daniel H. Burnham came to be associated with railroad architecture in the nineteenth century. The City Beautiful Movement had a profound effect on station planning and design in metropolitan areas from the 1890s into the early twentieth century, during which time the Beaux Arts and Classical Revival styles prevailed. Examples of these traditional styles include Grand Central in New York City designed by Reed & Stem and Warren & Wetmore, built 1903-1913, Daniel Burnham's Union Station in Washington, D.C., built in 1907, and Charles F. McKim's Pennsylvania (Penn) Station in New York City from 1910. (Figure 26) Up until these train station examples, the most monumental element of the station design had been the train shed; it now became the concourse while the rail part of the building was kept low and purely utilitarian. Eliel Saarinen's Helsinki Station of 1910-1920 was bolder in plan and design, with an asymmetrical tower, and spectacular concourse. It was Helsinki's design which had significant impact on the design for both the Buffalo Central Terminal and the Cincinnati Terminal, both designed by Fellheimer & Wagner. (Figure 27)



Figure 24: New York Central Terminal dedication on June 22, 1929. (Collection of The Buffalo History Museum. Goldome/Nagle photograph collection, Picture .G65, Buildings - Transportation & storage - Depots)

¹ Nikolaus Pevsner. A History of Building Types. Princeton, NJ: Princeton University Press, 1976, p. 225.

² Pevsner, p. 26.



Figure 25: Liverpool Road railway station. (Courtesy Wikimedia Commons, Nigel Thompson/Manchester Liverpool Road railway station. Opened in 1830 as the terminus of the original Liverpool and Manchester Railway, this station closed to passengers in 1844 but continued as a goods station until 1975. It is now a museum. November 28, 2009. https://commons.wikimedia.org/wiki/File:Manchester_Liverpool_Road_railway_station_(site)_(geograph_3442823).jpg)

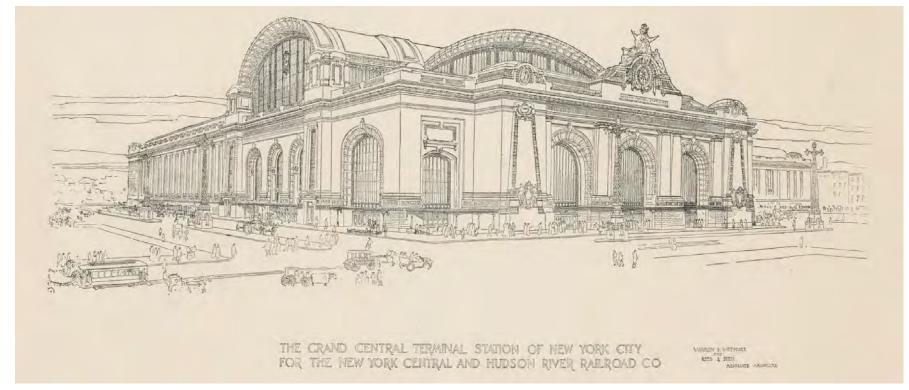


Figure 26: New Grand Central station. Illustration of Grand Central Station in New York City by Warren and Wetmore, Architects, circa 1905. (Collection of The Buffalo History Museum. Cary, George)

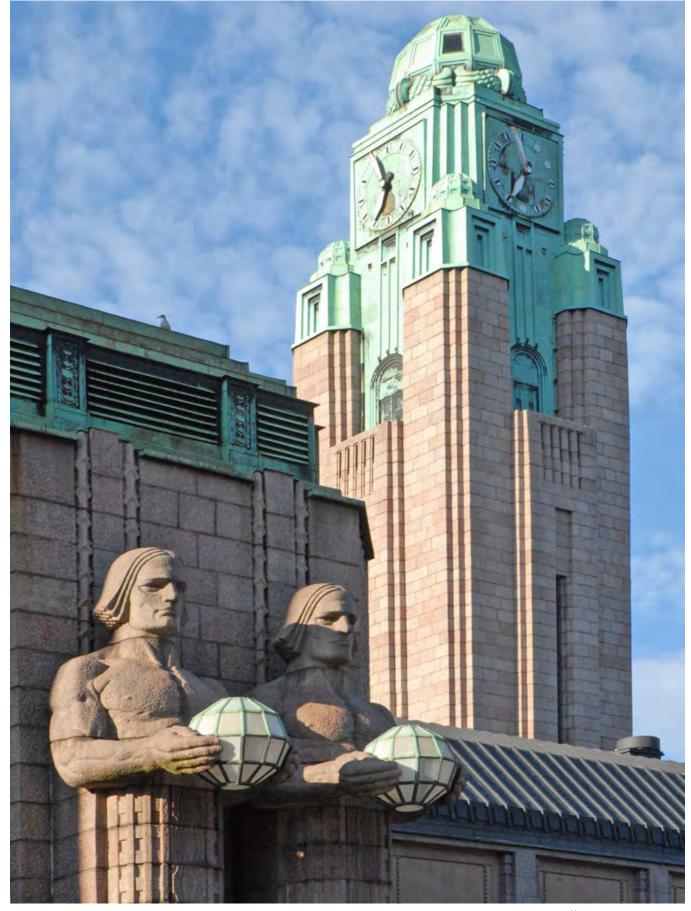


Figure 27: Helsinki Railway Station Tower and Statues. (Courtesy Wikimedia Commons, dalbera, CC BY 2.0 https://creativecommons.org/licenses/by/2.0, via Wikimedia Commons, August 10, 2008)

Evolution of Transportation in New York (extracted from New York Central Terminal, National Register nomination, 1984)

The major event in the early nineteenth century development of Buffalo was the construction of the Erie Canal. Started in Rome, New York in 1817, the canal was completed with Buffalo as its western terminus in 1823. Its opening two years later inaugurated a period of great growth and development in Buffalo.³ Upon the completion of the Erie Canal in 1825, Buffalo became the western end of the 524-mile waterway which started at New York City. At the time, Buffalo had a population of about 2,400 people. With the increased commerce of the canal, the population boomed leading to Buffalo's incorporation as a city in 1832.4 The construction of the Erie Canal and the selection of Buffalo as its western terminus determined the future of the city. From its opening in 1825 to the Civil War period, the port of Buffalo was the most important economic factor in the growth and development of the city.5 Within fifteen years of the canal's opening, Buffalo was the busiest port in America, moving tonnages greater than Boston, Baltimore and New Orleans combined. In 1829, there were 3,640 bushels of wheat transported down the canal from Buffalo. By 1837 this figure had increased to 500,000 bushels; four years later it reached one million. In nine years, canal tolls more than recouped the entire cost of construction. The Erie Canal's success was part of a canalbuilding boom in New York in the 1820s.7

And with the canal's success, came the accompanying expansion of railroads. As early as 1831, several prominent Buffalo citizens had suggested the construction of a railroad between Buffalo and the Hudson River, but it was not until 1836 that the first steam railroad, the Buffalo and Niagara Falls, was placed in operation. In 1843, the Buffalo and Attica Railroad was built connecting Buffalo with Batavia and a chain of minor railroads which traversed the state and ended in Albany. The year 1852 was eventful in Buffalo's railroad history for the construction of four major systems: the New York and Erie Railway, the Buffalo and Rochester Railroad, the Buffalo and State Line, and the Buffalo and Brantford.

In 1848 the first recorded railroad structure, a small brick structure in the city, was constructed on Exchange Street and became the first of several stations constructed here. This structure burned and was replaced by another in 1855, just two years after the formation of the New York Central and Hudson River Railroad, predecessor of the New York Central, the train company that ultimately built the Buffalo Central Terminal. The first structure of what was to become the final Exchange Street station was erected in 1870 between

Michigan and Washington Streets.¹⁰ In 1875 the Erie Railroad became a neighbor when it erected a large brick station a block east on Exchange between Michigan and Chicago Streets." By 1879 various deals for stations on Exchange, Erie Street and Terrace led to an agreement that New York Central Railroad would always maintain a passenger station east of Michigan Street and to use the tracks for passenger purposes only.¹² These were important concessions since local citizens and officials were concerned over losing business to an East Buffalo station. In 1881, the 120 foot wide by 450 foot long trainshed roof of the Exchange Street station collapsed, walls buckled and four people were killed including thre railroad employees. The tragedy spurred agitation for a new station.¹³ Damage was repaired not replaced. The opening of the Belt Line in 1883 expanded the role of the Exchange Street station and with another addition in 1885, the East Buffalo station forgotten. That fall, plans were published for a grand union depot at Exchange Street with massive brick and cut-stone Romanesque style, but this was never built and additions continued to be added to the Exchange Street station.¹⁴ (Figures 28-30)

With the financial panic of 1857 and the ensuing Civil War, railroad construction came to a halt and for the next twenty years, most companies consolidated in order to survive. The city of Buffalo continued to prosper, however, and by 1862, it had a population of 100,000 and was served by eight major railroad companies.

Positioned at the junction of the eastern end of the Great Lakes and western end of the Erie Canal, Buffalo had become the greatest inland port of transshipment in the United States by the latter half of the nineteenth century, earning the nickname "Queen City of the Lakes." With its harbor, the Erie Canal and rapidly developing railroad network, Buffalo was at the geographic center of American commerce from the middle of the nineteenth century to the early twentieth century. In the latter half of the nineteenth century, railroad entrepreneurs consolidated old lines and built new ones linking Buffalo with all sections of the country.

A total of 14 lines served the city including the New York Central, the Erie, the Lackawanna, the Pennsylvania, the Nickel Plate, and the Lehigh Valley. The city was physically transformed by the creation of extensive corridors, yards, and facilities with over 700 miles of track within the city for storage and switching of trains alone. As a result of the city's role as a major transportation center and with its inexpensive unlimited electric power from Niagara Falls, Buffalo experienced a period of industrial growth during the latter half of the nineteenth century second only to that of Chicago. Auxiliary industries connected with the railroad developed as did other industries anxious to take advantage of the city's transportation facilities and cheap electric power.

Buffalo became a transfer point in rail-water routes linking the Great Lakes with the nation's rail network. The low cost of lake transport still gave the carriers some advantage over the rails, especially in the transportation of bulk commodities. New wheat growing territories opened to the west and north and their crops traveled to market via lake freighters to Buffalo where they were stored in large grain elevators, making the city the largest grain depot in the world. As a result of the massive quantities of wheat entering the city, huge complexes of grain elevators were constructed. Many of these structures still survive giving Buffalo the distinction of having the best extant historical collection of elevators in the world. From the grain elevators, the wheat was shipped to eastern markets via Buffalo's huge railroad network.

With the construction of the Buffalo and Washington Railway in 1873, which opened a direct connection with the sources of anthracite coal in Pennsylvania and several other railroad lines which carried coal almost exclusively, Buffalo became the center of an enormous coal market and depot. The city was once again physically transformed as each railroad company that carried coal built its own trestle and stocking yards holding an average of 100,000 tons. The city continually set records for the shipping of anthracite and bituminous coal during the 1880s and 1890s. The same influence that caused the rapid development of the coal business had a similar effect on the iron industry.

Ore docks were constructed by five of the major railroad companies and Buffalo once again established records as a major iron ore shipping center. The availability of the mineral resources combined with the city's great railroad network made Buffalo an important manufacturing center. The availability of the mineral resources combined with the city's great railroads network made Buffalo an important manufacturing center. Flour mills, steel mills, and a host of diversified manufacturing enterprises developed in the city. Buffalo also became a large cattle market, second only to Chicago.¹⁵

At the turn of the 20th century, Buffalo had a population of over 300,000 and was regarded as having the greatest railroad yard facilities in the world. Two railroad stations were in operation: The Exchange Street Station serving the New York Central system (1870) and the Erie Railroad Passenger Station (1880). In 1916, the Lehigh Valley Company opened its Main Street Station and the following year, the Delaware, Lackawanna and Western Railroad established its passenger station. None of these stations remains.

NY Central's engineering Vice President Wiliam J. Wilgus, a native of Buffalo, published a spectacular union station proposal in the January 6, 1906 Railroad Gazette. It was suggested it be located just west of Niagara Street downtown and extend to the harbor with a 107-acre Genesee Street site. It would also have had adjacent steamboat wharves. The city balked at the cost and the project died. Instead, Exchange

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Street received several more additions. (Figure 30)

Another union station proposal presented on June 7, 1907 by the railroads would be at the Fillmore Site in East Buffalo, what became the exact site of the Central Terminal. (See the Union Station Plan in Figure 31.) But there continued to be disagreements between the railroad owners and the politicians. The Terminal State Commission was created by local politicians and discussion and negotiations between it and the Grade Crossing Commission and NY Central were underway when the US entered into WWI in 1917.

Patrick E. Crowley, who became President of the NY Central in 1924, was born nearby in Cattaraugus and had an affinity to locating a larger terminal in Buffalo. By 1924, Buffalo had a population of 525,000 and was growing. It was the world's largest flour-miller. Cheap electric power from Niagara Falls and 15 railroads that served the gateway to the Midwest led to the construction of great passenger terminals in Buffalo, Cleveland and Cincinnati.

By 1923, the five principal railroad passenger terminals served fourteen different lines. Buffalo was at its height as a railroad center with the railroad employing over 20,000 people. However, the multitude of different tracks and companies and the widely scattered passenger terminals caused problems for the city. There were congestion delays in local freight shipments plus the huge expense of carting goods to the widely scattered freight houses and tracks as well as passenger inconvenience resulting from the different stations located throughout the city. The possibility of constructing one large passenger terminal to serve all of the railroad lines had been debated since the turn of the century. Because of the huge volume of rail traffic in and out of the city, the new terminal had to fulfill specific requirements. After much debate, ground was broken for the Terminal at Curtiss and Lovejoy Streets in the southeast quadrant of the city on March 29, 1926. The terminal was completed and opened on June 22, 1929. The structure cost approximately \$15 million and was built to serve over 200 trains and 10,000 passengers daily. (Figure 32)

The New York Central Railroad

The New York Central Railroad was created in 1853 through the consolidation of ten independent railroad lines between Buffalo and Albany. Cornelius Vanderbilt extended the system to New York City when he merged the New York Central with the Hudson River Railroad in 1869. The organization would eventually grow to include over 10,000 miles of track that linked New York with Boston on the East Coast, extended west to Chicago and St. Louis, and crossed the Canadian border into Montreal (Figure 29).18

³ Claire L. Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984, 8-2.

⁴ Barbara A. Campagna, National Register Historic Places Inventory Nomination Form, "The Boarding House at 72–74 Sycamore," 2021, 8–2.

⁵ Rapp, The Port of Buffalo, 273.

⁶ http://www.canals.ny.gov/history/history.html

⁷ Campagna, , National Register Historic Places Inventory Nomination Form, "The Boarding House at 72–74 Sycamore," 2021, 8–3.

⁸ Garnet R. Cousins, Trains, "The Building Beautiful in Buffalo," September 1985. 20.

⁹ Cousins, 20.

¹⁰ Cousins, 21.

¹¹ Cousins, 21.

¹² Cousins, 22. 13 Cousins, 23.

¹⁴ Cousins, 23.

¹⁵ Claire L. Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984, 8-4.

¹⁶ Ibid, 8-4.

¹⁷ Ross, 24.

¹⁸ Britannica, The Editors of Encyclopaedia, "New York Central Railroad Company," Encyclopedia Britannica, available at https://www.britannica.com/topic/New-York-Central-Railroad-Company.

A map of Buffalo dated 1855 shows the route of the New York Central Railroad entering the city from the northeast and terminating at Exchange Street where, by that time, in addition to the passenger station, the New York Central had a machine shop and a rail spur connecting the main line to a large freight depot at the harbor. (Figure 33) The Buffalo and Niagara Falls line entered the city from the north. Its terminal was located along the canal in Ward 8. The 1855 map also shows the tracks of the Buffalo and State Line Railroad, which provided a connection between Buffalo and points south and also had its passenger and freight depots along Exchange Street. By this date, the New York Central had also acquired a large, 21-acre parcel along its track line just east of its intersection with William Street. This property would later become the location of the East Buffalo stock yards. Later, the New York Central's William Street Station would be built in the same vicinity. While undeveloped in 1855, the land at the eastern end of the proposed extension of Lovejoy Street (as indicated on the map), would later be acquired by the New York Central for the development of the Buffalo Central Terminal. (Figure 34)

The New York Central merged with the Pennsylvania Railroad to form the Penn Central in 1968 and began a period of decline for both the railroad and its passenger business. One of the results was the formation of Amtrak in 1971.

In 1968, in a last-ditch effort to resuscitate two former railroad giants, the New York Central Railroad merged with its former rival, the Pennsylvania Railroad, to form the Penn Central Transportation Company. With the passage of the Rail Passenger Service Act in 1970, Congress created Amtrak, a for-profit, intercity passenger rail line that began operations the following May. Amtrak assumed the carrier obligations of the private railroads, allowing the companies to exit the unprofitable business of passenger rail service. Amtrak reduced and reorganized the nation's passenger service and phased out unprofitable station stops.

Amtrak took over passenger rail operations at the Buffalo Central Terminal in 1971 and assumed responsibility for heating and lighting the concourse, but the terminal, and those like it, suffered from shortfalls in funding for maintenance and improvements.²⁰ By 1979, the terminal was beginning to show signs of neglect, and a similar assessment could be made of the landscape and site features. Amtrak maintained passenger service until October 1979, when the final train departed the station.²¹ By that time, only eight trains pulled in and out of the terminal daily, down from two hundred trains a day at the New York Central's peak.²² Photographs from the 1970s document the character and condition of the terminal roughly from the time of Amtrak's acquisition until the last year of passenger service.

- 19 Ken Kraemer, Buffalo Central Terminal: A Photo Album, (Cumberland, MD: RR Trax Studios, 2004), 58.
- 20 Potter, Great American Railroad Stations, 53; Roberta Walburn, "Penn Central May Vacate Terminal Before Finding Someone to Buy It," Buffalo Evening News, October 22, 1974.
- 21 "Station Has Seen Last Train But Not Last Chance," New York Times, October 14, 1992.
- 22 Michele Coffas, "Central Terminal at 50," Buffalo Courier Express, June 22, 1979.

w The Belt Line²³

There was a staggering degree of variety and diversity in the manufacturing sector of Buffalo's economy in the midnineteenth century, which shifted irrevocably towards industry after the Civil War, with the city's economy becoming increasingly linked with railroads. Following the Civil War, manufacturing "works" were placed adjacent to rail tracks. In 1900, Buffalo was, after Chicago, the leading railroad terminus in the US – seven direct lines connecting Buffalo with six different East Coast cities. The Buffalo Times reported that, since 1890, there had been 412 new factories built, 300 of which were new concerns.

Prior to 1880, industry was largely concentrated along the canals, the waterfront and the rail lines, leaving much of the city vacant. As a strategy to try to encourage new industrial growth in some of the vacant land in the east and north areas of the newly enlarged City of Buffalo, the New York Central Railroad began laying tracks in a loop around Buffalo in 1871. This railway loop, the Belt Line, was completed in 1883 and provided opportunities for industrial development around the city.²⁷ The rail line connected portions of the former Buffalo and Niagara Railroad, the New York Central and Hudson River Railroad, and the Lake Shore and Michigan Southern Railway to form a complete loop around the city.²⁸

During the acquisition of land and the laying of tracks from 1871 to 1883, the new rail line was originally called the Junction Railroad by the New York Central Railroad.29 By the time it opened in 1883 it was rarely called the Junction Railroad and was almost exclusively referenced by its better-known name of the Belt Line. The Belt Line was an effort to decentralize industrial development and to better link the factories to downtown with both a freight and commuter rail line. It was needed to transport goods produced by the booming industry of Buffalo to the many consumers that relied on the wide variety of manufactured goods and raw materials. At its height, the railroad encircled the City of Buffalo and connected to the national railway system in America, providing both invaluable commuter and freight service.³⁰ Its planning also addressed the huge acreage of land previously inaccessible to rail, opening up much of the East Side. (Figure 35)

It was called the Belt Line because it formed a belt around the more developed and settled areas of Buffalo. At its height, as both a commuter and freight rail line, it functioned for approximately thirty years, having a tremendous impact on the development of Buffalo's industry and neighborhoods.

23 Extracted from Barbara A. Campagna, National Register of Historic Places Inventory Nomination Form, "Niagara Machine & Tool Works Factory", 2018, Section 8.

At its inception, the Belt Line had nineteen stops spaced approximately one mile apart, and by circling the city around the unsettled sections of Buffalo, opened up whole new areas for residential and industrial development.³¹ It created a loop of new industrial and residential communities around the city.³² Its center of activity was the main station at Exchange Street, where trains from all over America arrived and departed. On average, there were 84 arrivals and 86 departures every weekday. The Belt Line provided service from any area in the city to any other part for a nickel fare.

Buffalo's Belt Line proved instrumental to the growth of the East Side and its industrialization, when industries realized the potential for cheap transport to other rail lines and began building factories and plants in a cluster along nodes around the line. Along the Belt Line on the East Side, there were huge swaths of unused land adjacent to the Belt Line and built-in workers in the surrounding German, African-American and Polish neighborhoods.

The railroads remade the local economy and Buffalo's geography. Drawn to Buffalo because of its location at one of the nation's great transfer points, the massive network of factories and railroads that composed the infrastructure of industry had a dramatic influence on neighborhood patterns in Buffalo.³³ In the Northland corridor, nine of the most significant factories to shape the city's industry, especially with involvement and importance in war defense contracting and automotive industries, were located at the Northland-Belt Line node, one of the earliest and most significant being the Niagara Machine & Tool Works Factory. (Figure 36)

The Belt Line faded out of use as a commuter railroad after World War I as a result of a loss of business due to competition from trolley lines and automobiles, but it remained in heavy commercial and freight use into the 1970s due to the factories lining it. The Buffalo Central Terminal's Belt Line station is still standing along the tracks, east of the Terminal. (Figure 37) The railroad is still used by CSX to transport freight.

East Side of Buffalo³⁵

The East Side of Buffalo's growth first occurred on the waterfront and in the Hydraulics neighborhood. As the city expanded from its downtown core, the natural tendency was to move east and north, where farmland, forests and creeks could be manipulated to establish bigger and more complex industries. Following a radial street pattern established by Joseph Ellicott, the major east-west thoroughfares of the East Side began to take shape between 1826 and 1831. (Figure 38) Settlements began to appear east and north of the lower downtown area as early as 1826, as streets were surveyed. Immigrants, mostly German, were drawn to the area by cheap

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housing and workable land. In 1832, the newly incorporated city of Buffalo encompassed four and a half square miles with Jefferson Avenue as the easternmost street. The East Side was surveyed between 1823 and 1854, and its streets laid out four to six rods wide to Jefferson Avenue.

This area was a mostly German neighborhood in the mid-1800s through the early 1900s. At one time home to over 10,000 people, this area on the East Side nearest to downtown became known as the Fruit Belt, which takes its name from the large number of orchards the first residents planted in the area. Holding true to their previously established agrarian nature, the earliest German residents of the area planted large orchards and vegetable gardens in the area. As the population increased, the current streets were laid out in these orchards, the names themselves remaining as a testimony to the early nature of the neighborhood. Much of this area is vernacularly known as the "Fruit Belt" because it included streets named Lemon, Grape, Peach, Cherry and Orange as well as a variety of timber inspired names such as Pine, Ash, Cedar etc. Its establishment is also closely related to the organization of Trinity Old Lutheran Church, initially located on the corner of Michigan and Goodell.38

Early residents included Lutherans who had traveled from Southern Germany to escape religious persecution there. Founded in 1839, the original congregation, consisting of a group of 1,000 seeking to settle away from the influences of the established populations, selected the area north of the existing downtown core, on the edge of the Fruit Belt. At the base of the gently rising hill they built their place of worship and settled in the streets surrounding it. Within a decade or two, African Americans started establishing neighborhoods north of the Fruit Belt. Michigan Avenue Baptist Church, built in 1845, became the center of the abolitionist movement. Further east, Polish immigrants began to lay down roots after the original St. Stanislaus Bishop & Martyr Church was constructed in 1874.³⁹ The current St. Stanislaus was built from 1883 to 1886 with the towers erected in 1908. (Figure 39)

The city limits of Buffalo were expanded from four-and-one-half square miles in 1832 (when the city was incorporated), to forty-two square miles in 1854. The number of wards increased from five (in 1832) to thirteen. The expansion included annexation of the city of Black Rock on the west side and nearly all the land beyond Jefferson Street that now encompasses the East Side. At the time of the expansion, the only public transit was an omnibus line which ran the length of Main Street from the Central Wharf to the Cold Spring District.

As the city grew and companies expanded, the nearly empty streets of the East Side past Jefferson Avenue began filling with houses and people, although the lack of ready

²⁴ Mark Goldman, High Hopes: The Rise and Decline of Buffalo, New York, (Albany, NY: State University of New York Press, 1983), 68.

²⁵ Goldman, 129.

²⁶ Goldman, 132.

²⁷ Derek King, "The American Radiator Company Factory Complex," National Register of Historic Places nomination/Inventory Form, Preservation Studios, Buffalo, April 7, 2015, Section 8, page 2.

²⁸ King, Section 8, page 2.

²⁹ Dunn, A History of Railroads in Western New York, 52.

³⁰ Zornick, "The Belt Line Railroad: Its Influence on the Development of Buffalo's Neighborhoods."

³¹ Goldman, High Hopes, 178.

³² Banham, Buffalo Architecture: A Guide, 172.

³³ Goldman, City on the Edge, 40-41.

³⁴ Although many of the factories and industries lining the Belt Line are long gone and many of the buildings vacant, the rail line is still used exclusively by CSX for freight transportation.

^{35 &}quot;Development of Buffalo's East Side" extracted from National Register nomination of Niagara Machine & Tool Works Factory, 2018

³⁶ Shane E. Stephenson, Images of America: Buffalo's East Side Industry (Charleston, SC: Arcadia Publishing, 2016), 7.

³⁷ Stephenson, 7.

³⁸ James Napora, "History of the Fruit Belt," Buffalo as an Architectural Museum, accessed March 10, 2017, http://www.buffaloah.com/h/eastside/fruit.html.

³⁹ Stephenson, Buffalo's East Side Industry, 7.

transportation to the area restricted the commercial and industrial growth. By the time industry made the East Side its home in the 1880s, strong residential neighborhoods of the founding Germans, Lutherans, African Americans and Polish existed side by side.

It was the expansion of the railroads that opened this area to commerce and industry. In 1842, the arrival of the Buffalo & Albany Railroad connected the western part of the state with the expanding cities on the eastern seaboard via rail for the first time.⁴⁰ By the 1850s, following Buffalo's railroad connection with points east and south, the East Side's future as an industrialized, immigrant, working-class community, was inalterably fixed.⁴¹

Buffalo's East Side was the first section of the city to become industrialized. The railroads were the most important single initiator of the expansion stage of both American industrialization and Buffalo's industrial growth. The railway networks provided the transportation basis upon which America's modern, specialized, interdependent, urban industrial society rested. The railroad became an indispensable tool for industrial development and for the furtherance of trade. With the new residential neighborhoods came stores providing the necessities of living. In 1890, Buffalo had 76 dry good stores and, of those, 51 were clustered around the major arterials on the East Side.

Prior to the expansion of the railroads, canals and Great Lakes shipping were the most efficient way of transporting freight to other parts of the country. Thus, most of the industry in Buffalo was located near the waterfront or along the canals. But by the late nineteenth century, with the advent of railways, and with cheap hydroelectric power from Niagara Falls, industry no longer needed to be located on water to transport freight. Factories began to spring up along the tracks of one particular railroad, the Belt Line, to take advantage of growing worker communities and direct rail access.⁴³ (See description of the Belt Line in the previous section.)

Broadway-Fillmore District44

The Broadway-Fillmore neighborhood is mainly a residential area of Buffalo identified with the Polish-American and, to a lesser extent, the German-American communities who settled in the city in the nineteenth century. The Buffalo Central Terminal is located outside the eastern edge of the neighborhood but its towering location on the top of the incline at the end of Paderewski Drive, heavily impacts the Broadway-Fillmore neighborhood. (Figure 40)

The immigrant populations came to Buffalo to work in the

- 40 Stephenson,, 7.
 41 Reyner Banham, et al, Buffalo Architecture: A Guide, (Cambridge, MA: The MIT Press, 1981), 224.
- 42 Edward T. Dunn, A History of Railroads in Western New York, (Buffalo, NY: Canisius College Press, 2000), 1.
- 43 Daniel Zornick, "The Belt Line Railroad: Its Influence on the Development of Buffalo's Neighborhoods," Buffalo as an Architectural Museum, accessed March 1, 2017, http://buffaloah.com/h/belt/tc.html.
- 44 (Extracted from NR Intensive survey Section 3) Dr. Francis Kowsky authored the historical and architectural overview. Martin Wachadlo, architectural historian, conducted the background research.)

factories, slaughterhouses, and other industries that were the basis of the city's thriving economy. Commercial life of the "Polish colony," as contemporaries referred to the neighborhood, centered on the intersection of Fillmore Avenue and Broadway and the nearby Broadway Market, the last surviving public market in Buffalo. Since the 1960s, the city's industrial and transportation base has been in decline, a fact mirrored by the economic demise of the Broadway-Fillmore neighborhood. This descent was accelerated by the departure of earlier residents to new neighborhoods in the eastern suburbs of Buffalo. Many houses and commercial buildings are now abandoned, and empty lots dot former residential streets. However, African-American residents have taken the places of many departing Polish-American families. And most recently the neighborhood has become home to South Asian, and other immigrants and New Americans.

The Broadway-Fillmore neighborhood is home to many buildings that reflect the residential expansion of the city eastward in the late nineteenth and early twentieth centuries. This buildout of the earlier central city, which was common to many American cities at the time, was here influenced by the construction of new parks and parkways designed by the Frederick Law Olmsted and Calvert Vaux in 1870. (Figure 41) Largely completed by 1876, the initial portion of the park system was the first to be constructed in an American city. The Parade, located in the eastern section of north Buffalo, was to be the park most easily accessible to the residents of the Broadway-Fillmore neighborhood and, to some degree, would shape its growth and development.

Four major thoroughfares traverse the Broadway-Fillmore neighborhood. (Figure 42) Among the oldest streets in the city, Broadway, Sycamore, and Genesee streets have carried traffic westward toward downtown and eastward to suburbs and farmland from the earliest days of settlement in Western New York. Since the early 1830s, Fillmore Avenue, the main north-south artery, has connected Amherst on the north with Hamburg on the south. Broadway, which until 1877 was known as Batavia Street, is the main commercial street of the district. Laid out in 1821 to the eastern line of the village of Buffalo, it was extended first by the Plank Road Company in 1848 and then paved east of Fillmore by the 1870s. Fillmore Avenue was surveyed as a public highway as early as 1831. It was extended through the Broadway-Fillmore area in the late 1840s. When Frederick Law Olmsted and Calvert Vaux developed their historic park and parkway system for Buffalo in the early 1870s, they upgraded Fillmore Avenue south of Best Street to a parkway. The tree-shaded thoroughfare, a bit of linear greenspace, was to link The Parade (the present Martin Luther King, Jr., Park) with proposed new parkland in South Buffalo.

Horse-drawn streetcars appeared on Genesee Street as early as 1864, on William Street in the 1870s and on Broadway in the mid-1880s. These lines opened the area, which was too far from the center of town for pedestrians to walk to work, to residential development. With the advent of electricity in the late 1890s, larger and more efficient, mechanized cars replaced the horse-drawn vehicles. The construction of the Belt Line railway in the 1880s somewhat east of the Broadway-Fillmore

area also played a role in the neighborhood's development. It was usually considered the boundary of the large East Side Polish community. Another improvement to the city's streets that marked Buffalo as one of the most progressive cities in America was the early adoption of asphalt paving. By the end of the 1880s, each of the four main streets in the Broadway-Fillmore neighborhood were paved with asphalt. At the turn of the century, the city had more asphalt-covered streets than any other municipality in the country.

Most of the smaller, north-south streets in the area between Best Street on the north and William Street on the south were laid out as in parallel rows beginning in the 1870s, when residential development of the area commenced. Responsibility for the creation of side streets on former farmland lay with daring entrepreneurs. When the New York Central Terminal was constructed in the late 1920s, the city revised the street plan of the southeast section of the Broadway-Fillmore area in order to create an appropriately grand approach to the station. Engineers widened Lovejoy Street east of Fillmore, renaming it Paderewski Drive in honor of the Polish pianist and statesman, and created Memorial Drive, a broad, diagonal avenue leading northeast from William Street to Broadway. At the juncture with Paderewski Drive, the city created a circle from which traffic mounted a broad ramp to the large terraced plaza in front of the terminal. (Figure 40 and 43)

The German Colony

The first important immigrants to settle in Buffalo after the American-born New Englanders who laid the political and social foundations of the city came from Germany. By 1855, nearly half of the 74,000 people living in Buffalo were European-born born and nearly half of them (31,000) were German. The early German community took up residence east of Main Street along the streets known as the "Fruit Belt" because the street names there bore names of different fruit trees. The great proportion of these people came to America as skilled tradesmen and they quickly prospered and added to the wealth of the growing city. After the Civil War, the increasing numbers of German immigrants, many of whom were Roman Catholic in opposition to the predominantly Protestant affiliation of the Yankee settlers, began moving eastward along Genesee Street.

The German character of the Broadway-Fillmore neighborhood near The Parade began to disappear after the First World War. Today this part of Buffalo's Germania is remembered primarily by the former church of St. Mary's of Sorrows (a.k.a. the Church of the Seven Dolors; the present King Urban Life Center). (Figure 44)

The Polish Colony or Polonia

From its earliest days as an urban neighborhood, the Broadway-Fillmore area was home to a large community of Polish immigrants. Known in the nineteenth and early twentieth centuries as the "Polish colony," it embraced as many as 100,000 Polish-Americans in the early twentieth century. Buffalo, in fact, had the sixth largest Polish-American community in the United States at the time.

The roots of Polish association with Buffalo extend back to the earliest days of the city's history. Serious Polish immigration

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to America began in the 1850s. At the time, there was no formal nation of Poland, for since 1772, Germany, Austria, and Russia had partitioned the country into three areas. Despite attempts by Polish patriots to throw off outside domination in 1830, 1846, 1848, and 1863, Poland did not become an independent nation until 1918. The immigrants of Polish extraction who eventually settled in Buffalo came here as German, Austrian, or Russian citizens. For many, the promise of liberty as well as prosperity must have been a driving force behind their desire to live in the New World. The way of life they created here did not exist in the Old World.

While Poles settled first and in greater numbers in Chicago, Buffalo, through which immigrants passed on their way West, saw a steady rise in the number of Polish residents beginning in the 1870s. In the early 1870s there were some thirty Polish families living in the area of Broadway and Pine Streets. Slowed by the economic slump that followed the Panic of 1873, immigration to Buffalo began to pick up again by the late 1870s. During the 1880s, a wave of Polish settlers arrived in the city, and the area around Broadway and Fillmore Avenue became firmly established as the main Polish quarter.

The transformation from rural to urban landscape took place in the Broadway-Fillmore area as a result of a few individuals and corporations. The founding of the Church of Saint Stanislaus was undoubtedly the principal cause of the great increase in the number of Polish immigrants which soon followed in this part of town.

In addition to individual entrepreneurs, land associations, composed largely of Polish immigrant shareholders, operated in the area. The Home Land Association, the Queen City and Sobieski Land Company and the Pulaski Land Association were among a number of these progressive financial institutions that came into being in the city in the late nineteenth century. "Why has the formation of land companies gone on so steadily for the past few years?" asked the Buffalo Express in 1890.

A number of early Polish-American residents of the Broadway-Fillmore neighborhood profited significantly from land speculation. The construction of Roman Catholic churches was an integral part of the history of the growth and development of the Broadway-Fillmore neighborhood. Here church life was synonymous with homelife. By all accounts, the church of Saint Stanislaus at 348 Peckham Street was the mother church of the Broadway-Fillmore neighborhood.

Together with these Polish Catholic congregations, German Catholics, lived in the northern part of the Broadway-Fillmore district. The German community in the northern part of the Broadway-Fillmore district was home to several Protestant congregations.

The Broadway-Fillmore neighborhood and the areas to the west and north were in the late nineteenth and early twentieth century home to an immigrant Jewish community. Many of these were Russian and Polish Jews, who, in the words of

historian Mark Goldman, had "far more in common with the Italians and Poles than with the German Jews on the West Side who had, through success in business and the professions, become some of the wealthier residents of Buffalo."45

The building type that predominates in the Broadway-Fillmore neighborhood is the house. Most of these are modest frame structures of one or two stories. Many of these are double flats and most have extension additions at the rear. More imposing dwellings are located chiefly along Fillmore Avenue. The house types fall into the following categories: one-story dwellings, often with telescoping additions stretching to the rear of the lot; two story dwellings, also often having rear additions; two-story dwellings; and two story doubles with self-contained flats on each level. Unlike the neighborhood's religious and commercial buildings, the vast majority of the housing stock in the Broadway-Fillmore area would have been erected to plans available to builders in books or by mail. Professionals designed few dwellings here. And at the time of their construction, most of these buildings housed more than a single family, for by the turn of the twentieth century, the area was terribly overcrowded.

If Fillmore Avenue were the major residential address in the Broadway-Fillmore district, Broadway assumed the role of the most important commercial thoroughfare. The widest street in the city, Broadway, at the turn of the twentieth century, was an extended avenue of commercial activity; the area around the intersection with Fillmore Avenue was one of its busiest sections.

Most of the residents of the Broadway-Fillmore neighborhood earned their living in the many industries that had made Buffalo one of the leading manufacturing centers of the country in the nineteenth and twentieth centuries. Some of these businesses were located within the boundaries of the district. All were housed in flat-roofed, multi-windowed brick structures typical of industrial architecture of the period.

An Intensive Level Historic Resources Survey for the Broadway-Fillmore Neighborhood was prepared by Dr. Frank Kowsky and Martin Wachadlo which informed the completion of the Broadway-Fillmore Certified Historic District listed on the National Register of Historic Places in 2018. The CTRC hired a team led by the SmithGroup to conduct a Master Plan for the Central Terminal and a Neighborhood Plan for the Broadway-Fillmore Neighborhood in 2020. The plans were completed in 2021. The Broadway-Fillmore Neighborhood Framework was developed to create a partnership between the Terminal and the neighborhood. It is a high-level framework that identifies key assets, opportunities and challenges within Broadway-Fillmore that can inform broad revitalization efforts across the neighborhood, while improving quality of life and attracting thoughtful investment and interested visitors.

The Architects - Fellheimer & Wagner (Master Architect for comples) and Roeder J. Kinkel (City of Buffalo Landscape

- 45 Goldman, High Hopes, 91.
- 46 Buffalo Central Terminal Master Plan, SmithGroup, August 2021, 9.

Architect)

The New York Central Railroad selected architects Alfred T. Fellheimer (1875–1959) and Steward Wagner (1886–1958) of the New York firm Fellheimer & Wagner to design Buffalo's new union station, which came to be known as the Central Terminal. The firm was awarded the project in 1924. The complex is noteworthy as a representative work of Fellheimer & Wagner, specialists in railroad station design. One of the last great railroad complexes built in the expansionist era of the 1920's, the Buffalo Central Terminal retains high architectural integrity and remains as one of the few extant landmarks representing Buffalo's role as a national railroad transportation center. (Figure 45)

Alfred Fellheimer studied architecture at the University of Illinois, graduating in 1895, and began his career at the Chicago firm of Frost & Granger where one of his assignments was the design of Chicago's La Salle Street Station. In 1903, he accepted a new position as an associate architect at Reed & Stem, which that year had been awarded the commission to design New York's Grand Central Terminal (completed in 1913) in partnership with Warren and Wetmore. Reed and Stem would go on to carry out numerous commissions for the Great Northern Railway and the Northern Pacific Railway, allowing Fellheimer to cement his reputation as a national leader in railroad station design. Steward Wagner attended the School of Architecture at Columbia University in 1907-09 and operated his own firm in New York City until forming a partnership with Fellheimer in 1923. In addition to his work at the firm, Wagner designed communities for Native American populations across the United States as an architect for the Bureau of Indian Affairs.

Fellheimer & Wagner designed or consulted on numerous transportation facilities (highway, air, and rail) in the United States as well as Canada and England. The firm's Art Deco design for the Union Station in Erie, Pennsylvania (1927), featured a rotunda with ticketing and baggage check windows, a concourse with passenger amenities, and a waiting room. Passengers accessed the train platforms via an underground tunnel. The firm designed two red brick, Classical Revival style stations in North Carolina - the Union Station in Winston-Salem (1926) and the Southern Railway Station in Greensboro (1927).49 The Union Station in South Bend, Indiana (1929), built for the New York Central, was an Art Deco brick building with an underground train concourse.50 Cincinnati's Union Terminal (1933), which the firm designed in association with Paul Phillipe Cret, had a monumental Art Deco façade that fronted a central rotunda. (Figure 46) The site plan incorporated an underground parking garage, power plant, a service yard and roundhouse, and a mail and express building.⁵¹ The Streamline Moderne station built for the Toronto, Hamilton & Buffalo Railway in Hamilton, Ontario,

47 John C. Dahl, Buffalo Central Terminal: Construction of a Transportation Landmark, Railroad Station Historical Society Monograph Series, no. 25 (Oakland, NJ: Railroad Station Historical Society, 2006), 3.

- 48 NR BCT
- 49 Potter, Great American Railroad Stations, 191, 267.
- 50 Potter. 314-15.
- 51 Potter, 386-87.

opened the same year as the Cincinnati terminal. (Figure 47) The firm's portfolio also included research and laboratory facilities, commercial buildings, schools, housing projects, and hospitals. 52

The design prepared by Fellheimer & Wagner for the New York Central's new passenger station in Buffalo featured an Art Deco-style terminal building that was roughly rectangular in plan with two intersecting barrel vaults and a multistory office tower asymmetrically placed at its northwest corner. A plaza wrapped around the track level and first mezzanine of the north façade, providing access to the station's main floor, where the primary entrance and exit doors, passenger concourse, ticketing booth, waiting room, and various passenger amenities were located. Extending from the west façade of the terminal was a five-story wing, 60 feet wide and 350 feet long, containing a mail room and baggage room on the ground floor and offices above. Although not a separate structure, this wing became known as the mail and baggage building. Purpose built buildings for baggage handling and mail sorting were typical of large urban stations like the Central Terminal, which were planned to process great quantities of correspondence, packages, luggage, and trunks. An elevated train concourse, 50 feet wide and 480 feet long, extended from the south façade of the terminal. Ramps and stairways led down from the concourse to each train platform. Mail and baggage moved from the west wing to the train platforms via motorized carts that operated along a tunnel. The Central Terminal's modern appearance and monumental scale made it a fitting gateway to the Midwest. (Figure 48 and 50)

Roeder J. Kinkel, Landscape Architect

Roeder J. Kinkel (1893-1975) was the last of three sons born to Gustavus and Margaret Kinkel of Omaha, Nebraska. By 1905, the Kinkel family had relocated to Buffalo, where they resided on Vermont Street and, later, Russell Avenue.53 While details regarding Kinkel's primary and secondary education are unknown, he attended college at Ohio State University, graduating with the class of 1916. As an undergraduate, Kinkel, known as "Kink," studied horticulture and was a member of the Horticultural Society and the Downing Club.54 After graduating, Kinkel worked briefly in Rochester, New York, for the landscape architect William Pitkin, Jr., and during World War I, he was stationed in Norfolk, Virginia where he served as a depot statistician for the Army Corps of Engineers. 55 Kinkel returned to Buffalo after the war where he worked as a landscape gardener. In 1923, he married Gertrude L. Steller, who whose parents were German immigrants living in Buffalo.56

- 52 Alfred Fellheimer and Steward Wagner, Alfred Fellheimer, Steward Wagner, architects and engineers (New York, 1950), np.
- 53 1905 New York State Census and 1910 U.S. Federal Census, available from Ancestry.com.
- 54 "Alumnus Visits in Columbus," Ohio State Lantern 38, no. 64 (January 21, 1919), 1; The Ohio State University Junior Class, ed., The Makio (Columbus, OH: Sears & Simpson, 1914), 378; The Ohio State University Junior Class, ed., The Makio (Columbus, OH: Sears & Simpson, 1916), 276.
- 55 World War I Draft Registration Cards, 1917–1918, New York, Erie County, available from Ancestry.com; "War News of the Camp and Campus," Ohio State University Monthly 10, no. 3 (December 1918), 16.
- 56 Buffalo, New York, City Directory, 1918, U.S. City Directories, 1822-

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Kinkel had a long career in Buffalo as a landscape architect for the city's Parks Department and is considered the first city landscape architect for the city of Buffalo. 57 One early project (circa 1925) was the design of the park approaches for the Buffalo Museum of Science (formerly the Humbolt Museum), which was designed by architects Esenwein and Johnson and opened in 1929.58 Around the same time as the museum project, he completed a landscape plan for Buffalo's North Park Branch Library (1928; Howard L. Beck, architect). His work on the Buffalo Central Terminal landscape likely occurred in late 1928 and early 1929. (Figure 49) Around 1930, Kinkel designed the 25-acre Schiller Park on the city's east side. Federal census records indicate that Kinkel was employed by the Parks Department until at least 1950, and a brief list of his municipal projects includes a site plan for the picnic shelter in Front Park, various projects at the Buffalo Zoological Gardens, and work at Lanigan Park and Mungovan Park. 60 Sometime before 1941, he established a private practice called Kinkel Associates (also called Roeder J. Kinkel Associates). The firm's projects included the Evangelical Training School (Dunkirk, NY), Batavia High School (Batavia, NY), and the Matsen Park School in Buffalo, among others. Roeder J. Kinkel died in May 1975. He was succeeded at the firm by his son, Robert Jr., who operated a local nursery (Avenue Nursery and Fence Company) with his brother Carl before entering the field of landscape architecture.62

The Art Deco Style

The Buffalo Central Terminal was just one of several Art Deco masterpieces designed by Fellheimer & Wagner. It is architecturally significant as a monumental example of the Art Deco civic style. It is especially distinguished for the degree and scale with which it manifests the Art Deco style in both its

(Continued on Page 35)

1995 [database on-line], available from Ancestry.com; 1920 U.S. Federal Census, available from Ancestry.com.

- 57 See Obituary, https://www.findagrave.com/memorial/165530454/roed er-julius-kinkel, retrieved 09.23.24.
- 58 "Report of the President of the Buffalo Society of Natural Sciences Delivered at the Annual Meeting, May 15, 1925," Hobbies 6 no. 3 (July 1925), 3–4.
 59 The Public Staff, "Looking Back: Schiller Park, 1934," May 18, 2016, available at http://www.dailypublic.com/articles/05182016/looking-backward-schiller-park-1934.
- 60 Anthony O. James, "Draft Buffalo Olmsted Parks Conservancy Building History List, July 2012," available at https://buffaloah.com/a/archs/ov/bldg-slist.html; Christine Ann Parker, "Through These Gates: Buffalo's First African American Architect, John Edmonston Brent, 1889–1962" (master's thesis, SUNY Buffalo State, 2016), Appendix I. John Edmonston Brent, the focus of Parker's thesis, worked extensively in collaboration with Kinkel during his career as a junior landscape architect for the Parks Department. The catalog in Appendix I includes a list of Brent's drawings for the Parks and Buildings Department, many of which list Kinkel as the landscape architect.
- 61 "Personal Items by Classes," Ohio State University Monthly 36, no. 1 (October 1944), 24; The American School and University, 13th ed. (New York, NY: American School Publishing Corporation, 1941), 228.
- 62 Robert S. Kinkel Obituary, March 18, 2018, available from Dietrich Funeral Home at http://thedietrichfuneralhome.com/cms/index.php/Robert-S.-Kinkel.html.
- 63 Geoffrey H. Doughty, New York Central's Stations and Terminals, (Lynchburg, VA: TLC Publishing, Inc., 1999), 57.



Figure 28: Exchange Street Train Station Looking East from Exchange Street. Built 1870, Abandoned 1929, Razed 1935. Ca. 1913. (Collection of the Buffalo History Museum. NY Central Depot)



Figure 29: Exchange Street Train Station looking Southwest. Built 1870, Abandoned 1929, Razed 1935. Ca. 1913. (Collection of the Buffalo History Museum. NY Central Depot. "Grouping of Public Buildings and Gardens," 1905.)



Figure 30: Exchange Street Train Station looking Northwest along Exchange Street. Built 1870, Abandoned 1929, Razed 1935. Ca. 1913. (Collection of the Buffalo History Museum. NY Central Depot)

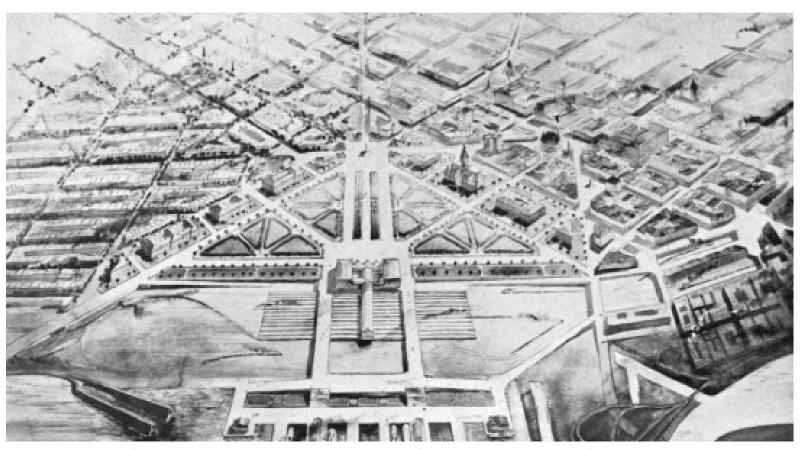


Figure 31: Bird's Eye view from George Cary's 1905 Union Station proposal. (Image from George Cary, The Grouping of Public Buildings and Gardens with Adjoining Waterfront, Excursion Docks, and Union Station for the City of Buffalo via Google Books)

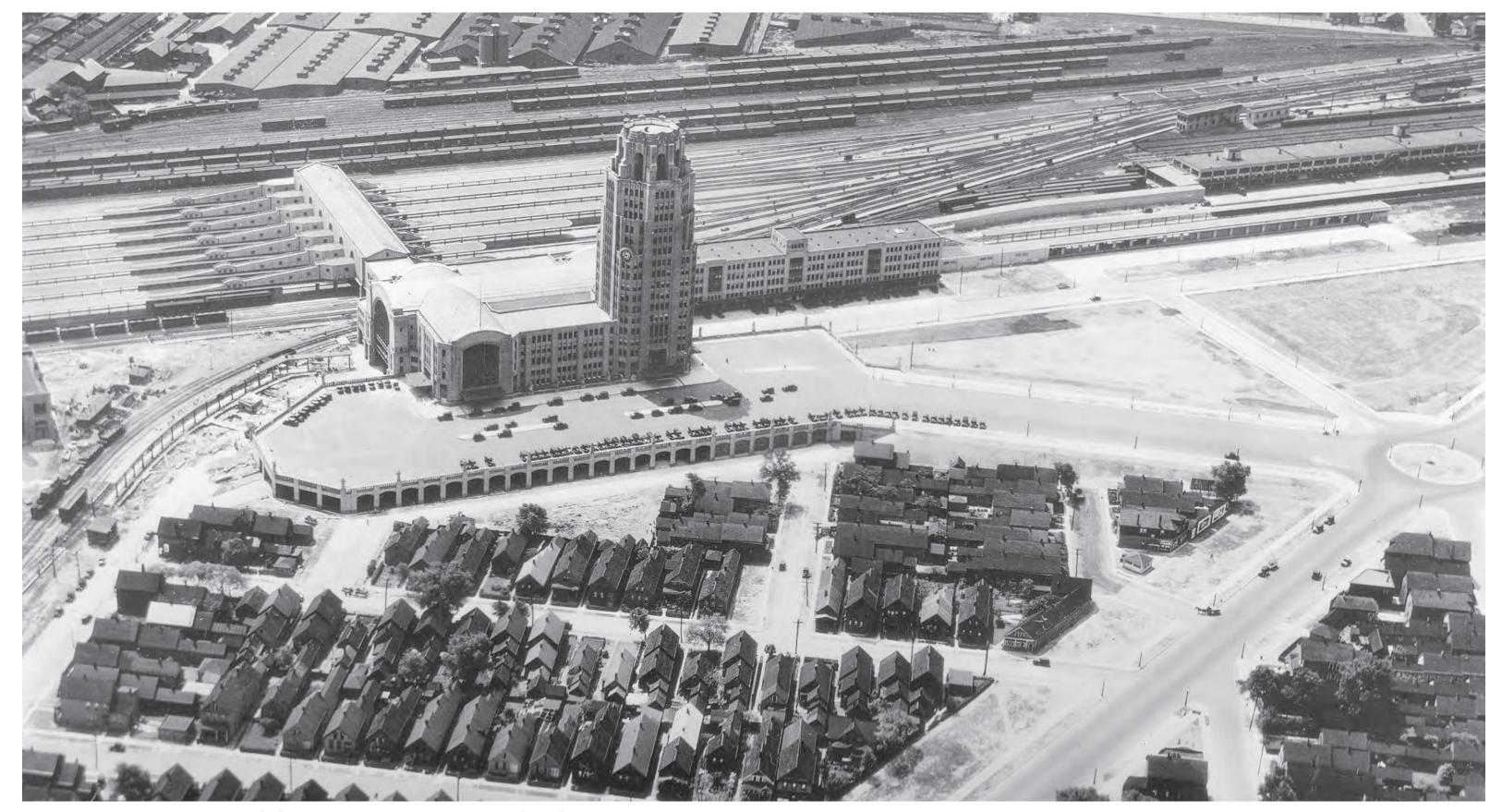


Figure 32: Central Terminal Aerial 1929. Aerial view of Buffalo Central Terminal looking southeast. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Aerial)

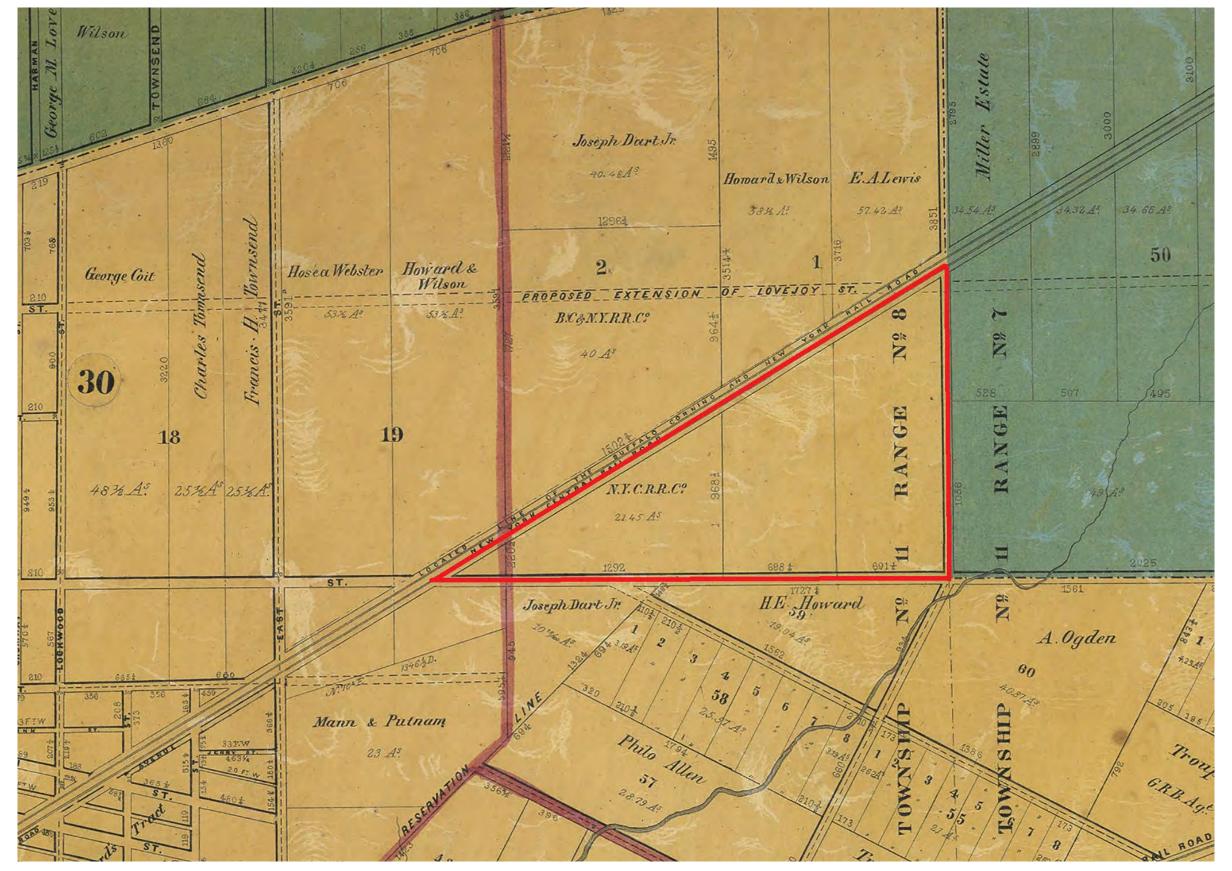


Figure 33: Detail from Williams' new map of the city of Buffalo, published in 1855, showing the proposed extension of Lovejoy Street and the land owned by the New York Central Railroad (outlined in red) that would later become the location of the East Buffalo stock yards. (American Geographical Society Library Digital Map Collection, UWM Libraries, University of Wisconsin)

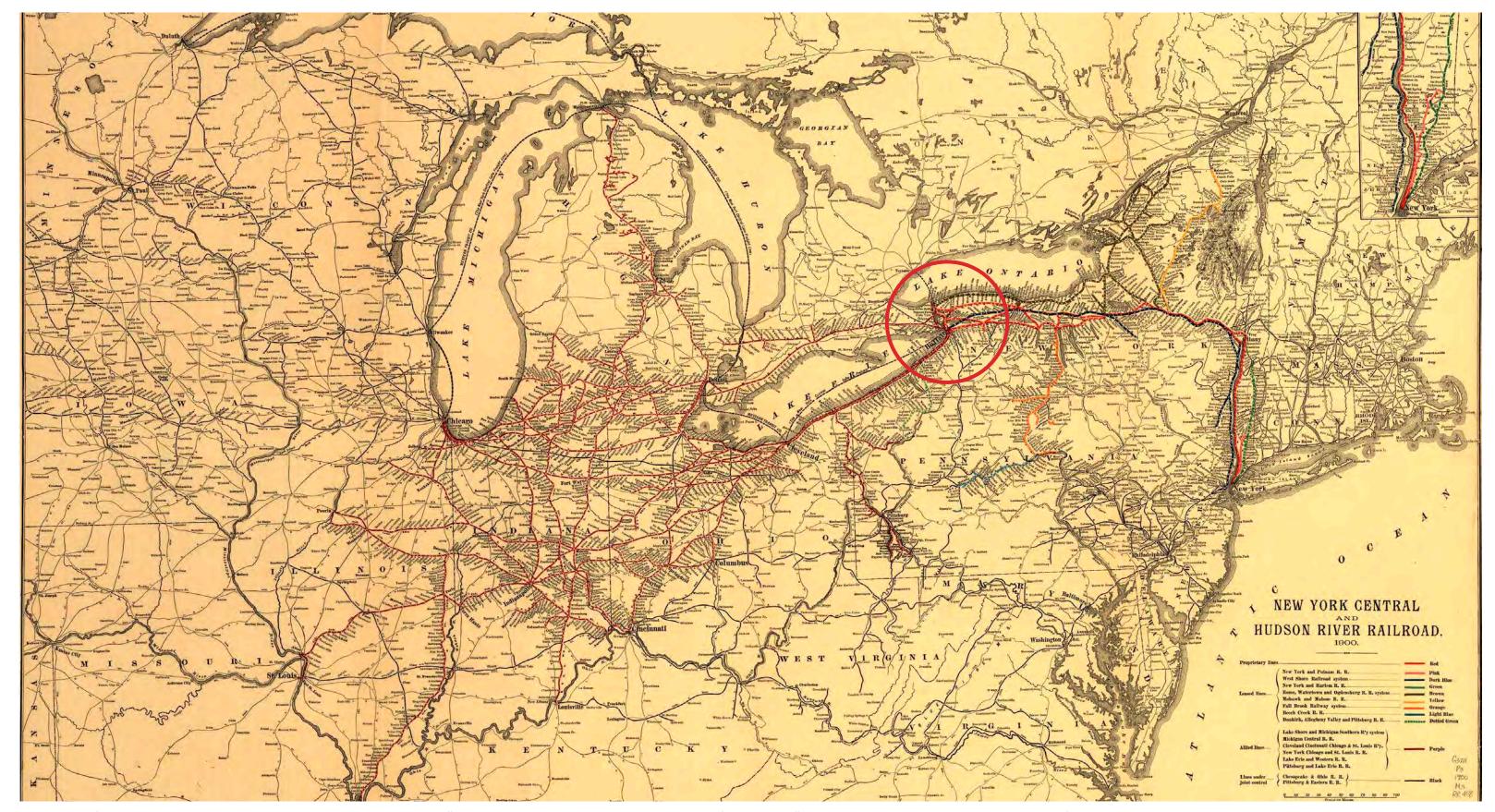


Figure 34: Map of the New York Central and Hudson River Railroad system in 1900. By 1900, Buffalo was the leading railroad terminus in the United States after Chicago. Buffalo circled in red. (Geography and Maps Division, Library of Congress)

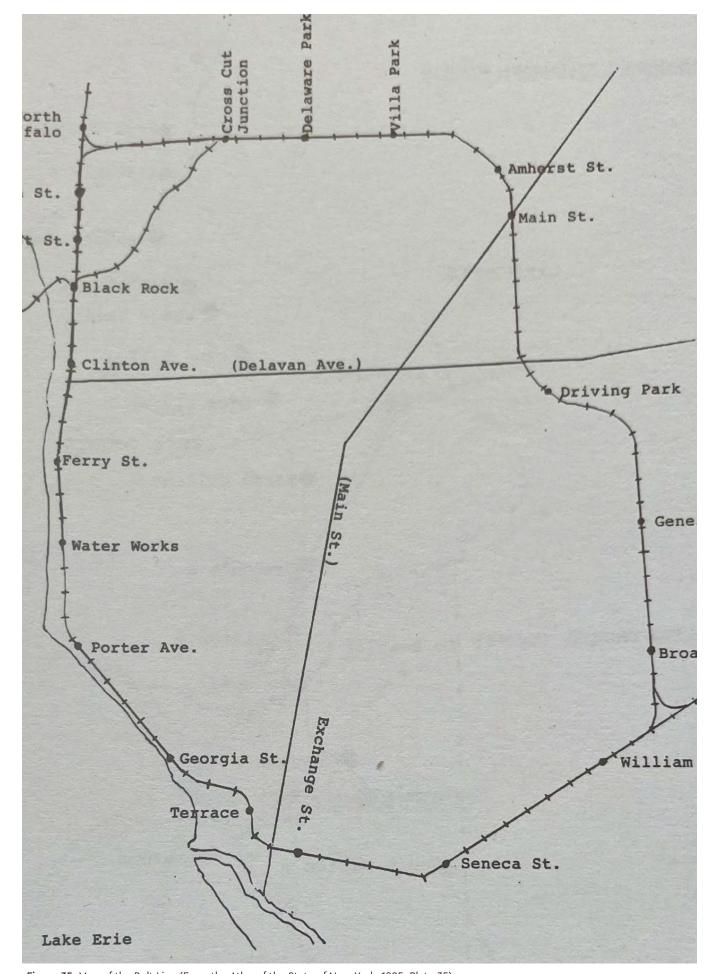


Figure 35: Map of the Belt Line (From the Atlas of the State of New York, 1895, Plate 35)



Figure 36: The Niagara Machine and Tool Works Factory Historic District, located along the Belt Line. Note the railroad at the lefthand side of the photo. (Copyright kc kratt photography)



Figure 37: The Belt Line station stop behind the Central Terminal (east of the Terminal). (Copyright Nancy J. Parisi)







Figure 38: Map of the city of Buffalo, published in 1836, showing its five wards. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)



Figure 40: Aerial of Memorial Drive from the Terminal Tower, November 12, 1977. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)

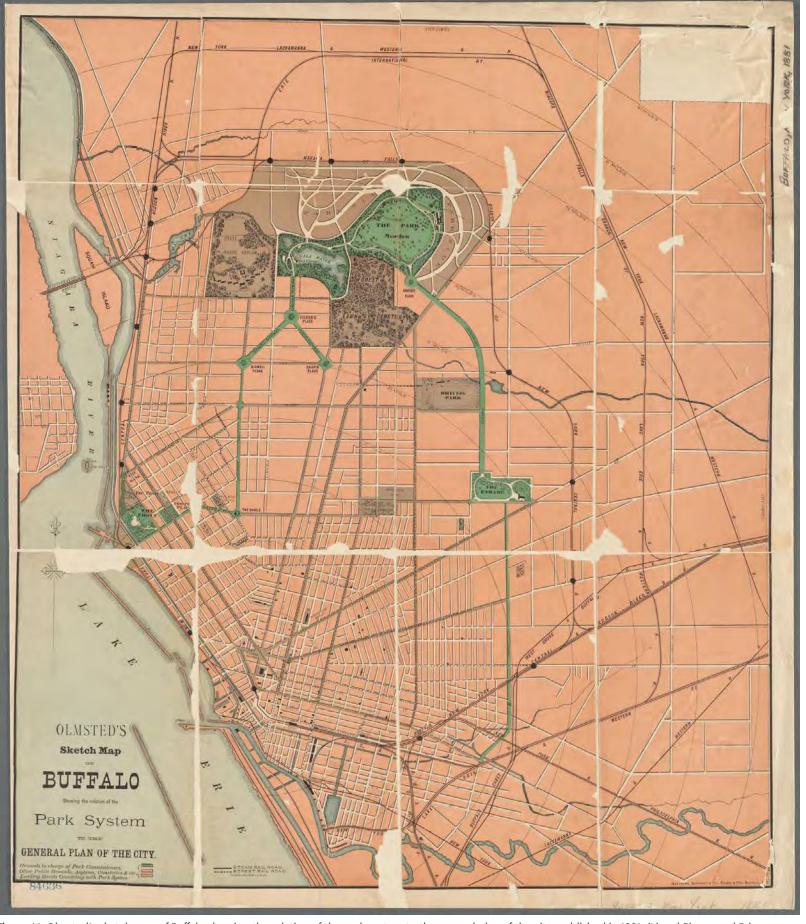


Figure 41: Olmsted's sketch map of Buffalo showing the relation of the park system to the general plan of the city, published in 1881. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

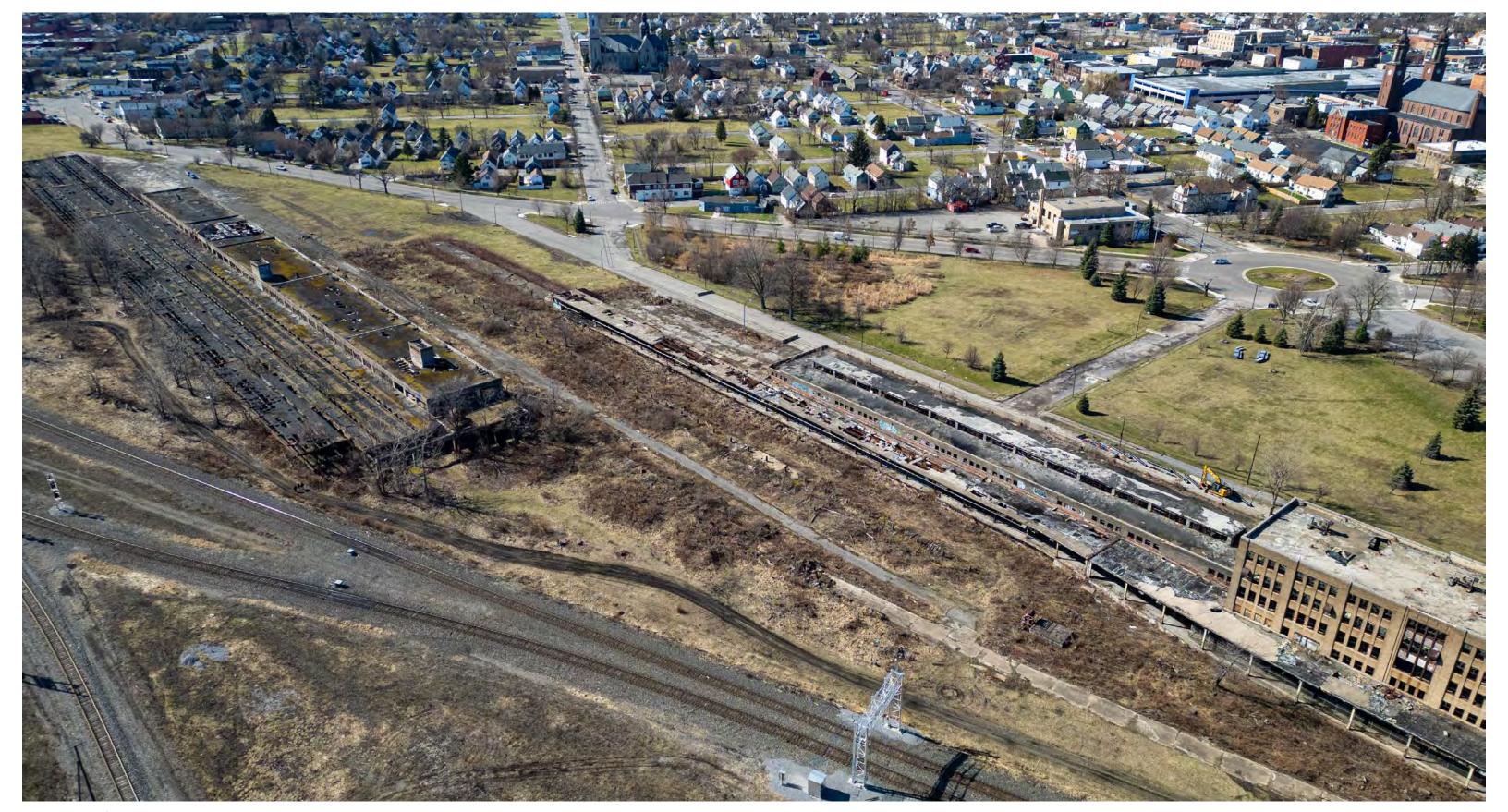


Figure 42: Aerial of Central Terminal and Broadway Fillmore neighborhood. Looking northwest towards Broadway Fillmore. (Copyright kc kratt photography)



Figure 43: Sketch of Lovejoy Street (Paderewski) and the Broadway Fillmore neighborhood from the Central Terminal, 1940. (Collection of The Buffalo History Museum. Helen Durston drawings.)





Figure 46: View of the Cincinnati's Union Terminal, completed in 1933 and designed by Fellheimer & Wagner in association with Paul Phillipe Cret. (Photo from Alfred Fellheimer and Steward Wagner, Alfred Fellheimer, Steward Wagner, Architects and Engineers)

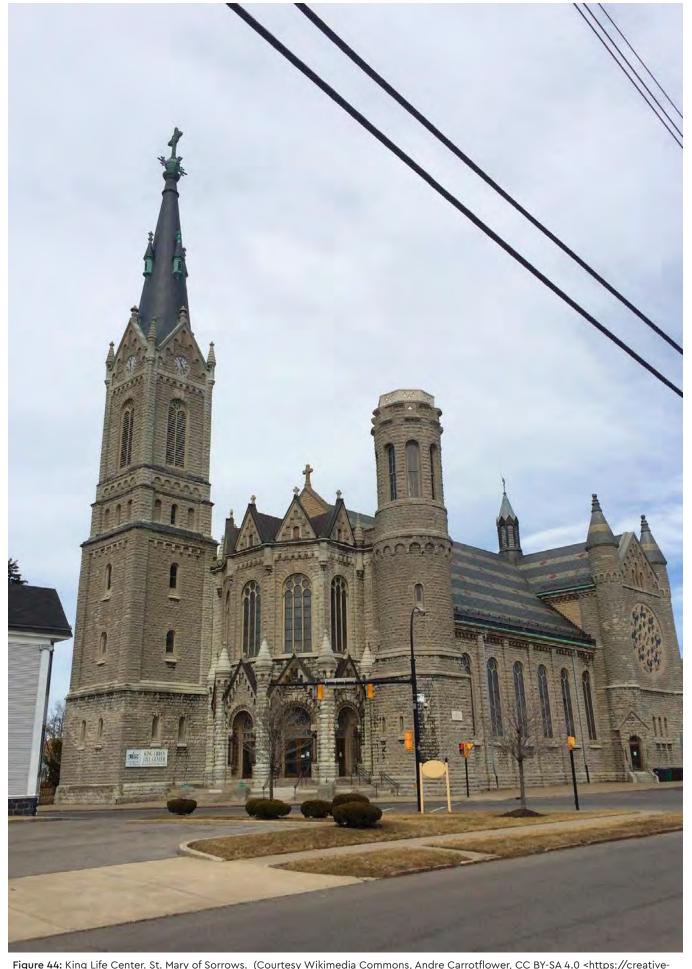


Figure 44: King Life Center. St. Mary of Sorrows. (Courtesy Wikimedia Commons, Andre Carrotflower, CC BY-SA 4.0 https://creative-commons.org/licenses/by-sa/4.0, via Wikimedia Commons, April 2, 2015)

immense exterior design and its lavish, grand interior. 64 Nearly all of the architectural features associated with the style are evident in the station's massing, materials, and details and are further highlighted by the high degree of Craftsmanship and design quality evident in its construction.65

Art Deco takes its name from the Exposition Internationale des Arts Decoratifs and Industriels Modernes, held in Paris in 1925 as a showecase for works of "new inspiration and real originiality." It was a style that consciously strove for modernity and an artistic expression to complement the machine age.66 Art Deco ornamentation consists largely of low-relief geometrical designs, often in the form of parallel straight lines, zigzags, chevrons and stylized floral motifs. Concrete, smooth-faced stone and metal were characteristic exterior architectural materials, with accents in terra cotta, glass and colored mirrors. Polychromy, often with vivid colors, was frequently an integral part of the design. Forms were simplified and streamlined.68 The choice of the Art Deco style for railroad station design was particularly appropriate for it represented a complete break from the Neoclassical style that had been popular for earlier stations and it accurately symbolized the expansionist, machine conscious era of the 1920s.69

The terminal represents Art Deco angular composition with its vertical emphasis and highlighted stylized decoration. Its series of setbacks emphasize the geometric form.70 (Figure 51 and 52) As described further in the National Register nomination:

The terminal exhibits many exterior architectural features characteristic of the style including a stepped or set-back facade rising to a pilastered and buttressed tower, stylized figure sculpture, decorative window spandrels, stone and concrete decorated trim, and the use of chevrons, volutes, foliate patterns, and low geometric relief. The interior is embellished with materials and decoration typically associated with Art Deco design including marble, brass grilles, glass panels, polychromatic mosaic tiles, filigreed ironwork screens, stylized geometric or foliate patterns, and black and white Carrara glass. The use of Art Deco shapes and forms abounds on the interior in the streamlined shape of the concession stands, the zigzag and chevron cresting on the ironwork, the stage-like marble pilasters framing wide, squared entrances and exits, and the stylized lighting fixtures. Art Deco patterns are found on nearly every interior feature including the water fountains, the clocks, the telephone booths, and the mailboxes. The terminal remains as a virtually intact, representative example of the Art Deco style.

⁷⁰ John J.-G Blumenson, Identifying American Architecture. NY: W.W. Nor-



Figure 47: The 1933 terminal for the Toronto, Hamilton & Buffalo Railway in Hamilton, Ontario, designed by Fellheimer & Wagner. (Photo from Alfred Fellheimer and Steward Wagner, Alfred Fellheimer, Steward Wagner, Architects and Engineers)

⁶⁴ Claire L. Ross, National Register of Historic Places Inventory Nomination Form. "New York Central Terminal." 1984. 8-1.

⁶⁵ Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984, 8-2.

⁶⁶ John C. Poppeliers, et al. What Style is it? Washington, DC: The Preservation Press, 1983. 88.

⁶⁷ Poppeliers, 88.

⁶⁸ Poppeliers, 88.

⁶⁹ Ross, 8-6.



Figure 48: Buffalo Central Terminal, passenger platform with Terminal Tower in the background, 1977. (Copyright Ken Kraemer)

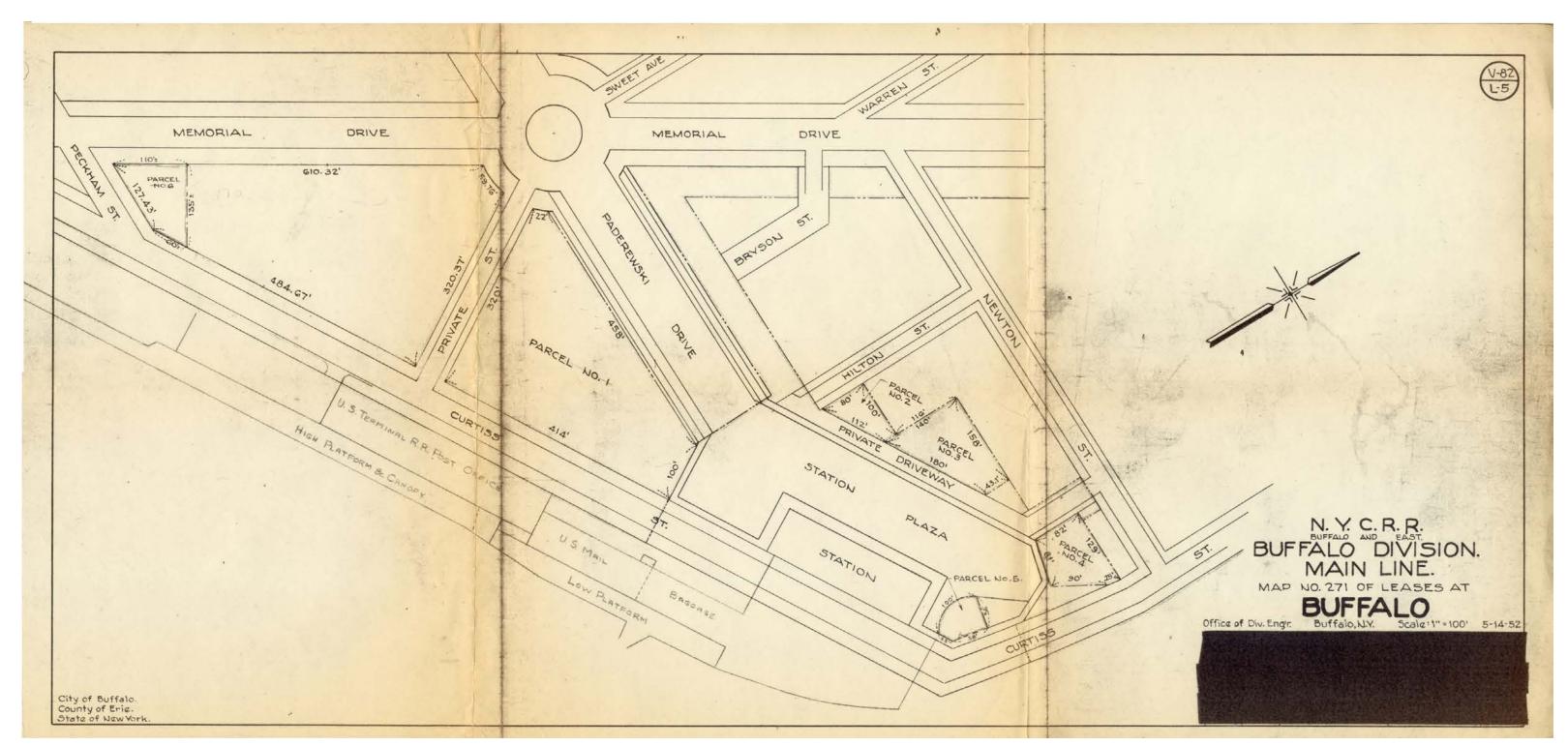


Figure 49: Buffalo Division Main Line merged. New York Central Railroad, Buffalo Division Main Line map no. 271 of leases at Buffalo. Office of Division Engineer, Buffalo, N.Y., May 14, 1952. Depicts the grounds of the New York Central Terminal designed by City landscape architect Roeder J. Kinkel. (Collection of The Buffalo History Museum. Garnet Ross Cousins Collection, Mss. A95–27, Folder 1)



Figure 50: New York Central Terminal at night, 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)

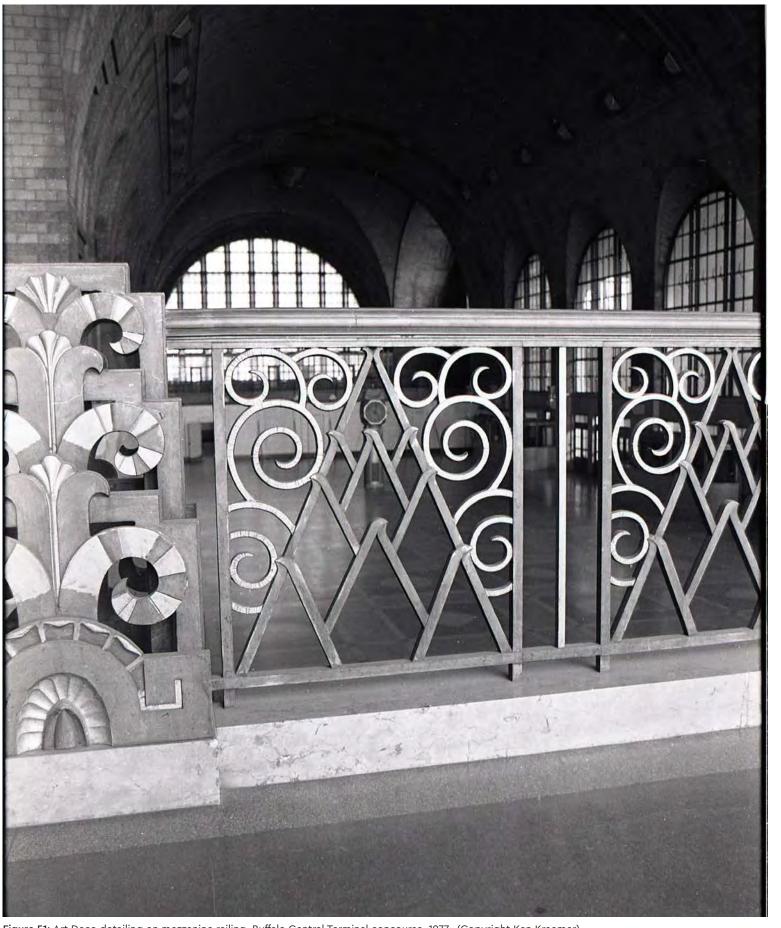


Figure 51: Art Deco detailing on mezzanine railing, Buffalo Central Terminal concourse, 1977. (Copyright Ken Kraemer)



Figure 52: Passenger Concourse, Art Deco detailing reflected in the terrazzo floor, marble detailing, metal mezzanine railing and bench design. Buffalo Central Terminal, 1977. (Copyright Ken Kraemer)

CHRONOLOGY OF DEVELOPMENT & USE

Note: This section has been coordinated with Part 1: Analysis & Evaluation/Site History in Volume 2: The Cultural Landscape Report. The CLR focuses on the history of the site landscape. This HSR focuses on the buildings. All period plans for the site can be found in the CLR. (Figure 53)

This section focuses on the chronological physical development of the Buffalo Central Terminal and its site from pre-history until 2024. It charts a detailed account of design and construction, alterations, demolitions and change in ownership.

The following narrative divides the chronology into separate thematic periods:

- Pre-History to 1926
 - Native American Habitation and European Colonization
 - Joseph Ellicott and the Holland Company
 - Nineteenth Century Growth
 - Olmsted Park and Parkway Plan
 - Broadway-Fillmore Neighborhood
- Design and Construction of the Buffalo Central Terminal (1926–1929)
 - Early Planning Efforts for a Union Station
 - Railroad Station Design
 - The Design of the Central Terminal
 - Site Preparation and Construction (1926–1929)
 - Early Changes & Construction Completion (1930–1956)
 - Period of Underutilization (1956–1979)
 - Private Ownership (1979–1997)
 - Central Terminal Restoration Corporation (1997-current)

Each time period is described using narrative, historic photographs and historic drawings. A summary chronology of events after the terminal closed is at the end of this section.

Pre-History to 1926

Native American Habitation and European Colonization

Early Paleoindian archaeological sites indicate that nomadic humans inhabited the Niagara area of western New York and southern Ontario roughly 13,000-12,200 calendar years before the present. Successive Archaic period (8000-1000 BCE) hunting and gathering cultures in the area included the Lamoka, whose sites of occupation have been discovered in and around Buffalo. During the Woodland period (1000 BCE to 1600 CE), the Native American culture known as the Hopewell extended from the northern shores of Lake Ontario to modern



Figure 53: Mail and Baggage Building, Tower and Terminal in background, looking Northeast from the tracks. (Copyright Nancy J. Parisi)

day Florida. The Lewiston Mound in Niagara County about 25 miles from downtown Buffalo is one of nearly three dozen earthwork mounds left behind by the indigenous people of the Hopewell tradition.

At the time of European contact, the Niagara region was settled by the Neutral (Kahkwa) and the Wenro (Wenrohronon) confederacies (Figure 56). While the Neutral's main territory was the floodplain of the Grand River in southern Ontario, there was a small population near Buffalo that was recorded by several seventeenth century cartographers. The Wenro people inhabited a zone located along the southern shore of Lake Ontario and encompassing the Buffalo area. South of the Wenro territory along the shore of Lake Erie lived the Erie people whose lands extended into what is now western New York, northwestern Pennsylvania, and northern Ohio. All three of these groups were defeated and dispersed by the Iroquois (Haudenosaunee) Confederacy during the Beaver Wars of the mid-seventeenth century or assimilated into the conquering Seneca Nation.²

The first Europeans to explore the Niagara region were French traders and missionaries in the early 1600s. These French settlers encountered a forested landscape with dense stands of pine, hemlock, maple, oak, and elm. By 1679, the French had established a fortified post at the mouth of the Niagara River that gave them control over access to the Great Lakes and their linkages to the continental heartland. A permanent post, Fort Niagara, was constructed in 1726 and became an important regional base of operations. The French also built strategic forts along the Niagara portage, a 7-mile-long road east of the river that for centuries had been used by Native American travelers as a land route around the Niagara Falls. British arrivals to the region competed with the French over control of the fur trade and land possession. Conflicts escalated to the point of war, known in the United States as the French and Indian War (1754-1763). French dominance of the region ended when the British, with their Iroquois allies, captured Fort Niagara in 1759.3

For most of the eighteenth century, the predominant indigenous inhabitants of western New York were Seneca, the largest nation of the Iroquois Confederacy. The Seneca were hunters and gatherers as well as agriculturalists who relied heavily on the cultivation of the "three sisters" – maize, squash, and beans. The traditional domestic architecture of the Seneca people was the longhouse, a house form that sheltered multiple families. Seneca villages were often palisaded and were relocated periodically as resources were depleted.⁴

The Seneca people aligned with the British during the Revolutionary War and lost most of their traditional homeland to the Continental Army during General John Sullivan's campaigns of 1779, which were organized to destroy the ability of the Iroquois Confederacy to compete against the Americans. When the war ended, the State of New York and the Commonwealth of Massachusetts both claimed ownership of Western New York, generally defined as the region west of the Genesee River. The dispute was resolved at a conference held in Hartford, Connecticut, in 1786, wherein Massachusetts was given the right of first purchase from the Seneca while political authority over the territory was granted to New York.⁵

In 1790, Robert Morris, the Revolutionary War financier and land speculator, bought most of the land comprising Western New York and arranged its sale to a consortium of Dutch banking houses that would later form the Holland Land Company. The sale was contingent on Morris obtaining land rights from the Seneca Nation, which was accomplished through a 1797 treaty signed at Big Tree, in present day Geneseo, New York. In signing the treaty, the Seneca relinquished their rights to over 3 million acres of land with the exception of ten reservations. One of these, the Buffalo Creek Reservation, encompassed approximately 50,000 acres along the Buffalo Creek, a meandering tributary of Lake Erie in what is now Buffalo. The signing of the Treaty of Big Tree opened up Western New York to white settlement and pioneer development.

As a result of the Second Treaty of Buffalo Creek, signed in 1838 and later modified, the Buffalo Creek Reservation and three other Seneca tracts were sold to the Ogden Land Company in exchange for the United States providing the Nation with territory west of the Mississippi River in present day Kansas. The treaty was implemented as part of President Andrew Jackson's Indian Removal policies which resulted in the displacement of nearly 50,000 Native Americans from the eastern United States. By 1846, most of the Seneca had left the Buffalo Creek Reservation. Today, one of the most significant archaeological sites associated with Native American settlement within the former reservation site is Seneca Indian Park on Buffam Street in Buffalo. This was the location of a prehistoric village (possibly Neutral or Wenro) prior to the 1630s and a Seneca village from about 1780 to the early 1840s.

ship in the 17th and 18th Centuries" (Ph.D. diss, Cornell University, 2017), 1, 4, 57

Joseph Ellicott and the Holland Company

The first Europeans to settle near the mouth of Buffalo Creek were traders and tradesmen. Cornelius Winney was a Dutch trader from the Hudson River area who was in residence in 1791 and may have arrived earlier. Captain William Johnston had been in the area around 1780 with the military and returned in 1793. He acquired about 40 acres of land on which he built a house, a sawmill, and other buildings. Martin Middaugh, a cooper, arrived around 1794 with his son-in-law Ezekiel Lane. Joining this group was Joseph Hodge, a former enslaved person who had been captured by the Seneca during the Revolutionary War and was surrendered at Fort Stanwix in 1784. He settled in the area sometime prior to 1792 and operated a tavern. Hodge was fluent in the Seneca language, a skill he used as a trader and interpreter. A traveler who passed through the Buffalo Creek area in the summer of 1795 described its settlement as "a small collection of four or five houses, built about a quarter of a mile from the Lake."8

The survey of the Holland Land Company holdings in Western New York began in the spring of 1798 under the direction of its chief surveyor, Joseph Ellicott. Ellicott, who was born in Bucks County, Pennsylvania, in 1760, had extensive experience as a land surveyor, most notably as an apprentice to his older brother Andrew, who laid out the boundaries of City of Washington preparatory to it becoming the seat of the federal government. Joseph Ellicott's tasks included establishing the boundaries of the Seneca reservations. In identifying the limits of the Buffalo Creek Reservation, Ellicott strategically excluded land along the Lake Erie shoreline anticipating its eventual role as a key port. Ellicott concluded the survey in October 1800. His achievements earned him the loyalty of his employers who named him their resident land agent in Western New York that same year.

In 1803-04, Ellicott surveyed the lands in and around Buffalo, which he called New Amsterdam, and laid out its streets according to a plan influenced by Pierre Charles L'Enfant's 1791 plan for the City of Washington (Figure 55). The L'Enfant Plan, which featured a coordinated system of radiating avenues, parks, and vistas laid over an orthogonal street grid, was influenced by seventeenth-century Baroque landscapes and became a model for American city planning. Ellicott's plan for Buffalo concentrated development east of the high escarpment overlooking the shore of Lake Erie near the mouth of Buffalo Creek. Like its model, the plan featured broad radial avenues superimposed on a grid with open spaces located at the intersections of the avenues. Streets and avenues were originally named after the Holland Company's Dutch owners and directors and after Native American tribes. Ellicott classified the smaller lots around the central square (later known as Niagara Square) as "inner lots," which he numbered 1 through 175. Land outside the inner grid was subdivided into one hundred and forty-nine "outer lots." Ellicott acquired the largest of these, a 100-acre tract numbered 104, where he planned to build a house, although the property was never developed during his lifetime.

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In 1808, Buffalo was made the seat of Niagara County, a political designation that enhanced property values and helped to facilitate land deals by eliminating the need for residents to travel long distances to record deeds, mortgages, and other legal documents. Yet by 1810, Buffalo's population only numbered 1,508, its growth impeded by competition with nearby Black Rock, which had a natural harbor and was served by a ferry. The War of 1812 had devastating consequences for Buffalo. In late December 1813, British troops invaded and set fire to the town, destroying most of its buildings.

The pioneer community quickly recovered, however, and grew rapidly in the ensuing decade. By 1825, the town had more than five thousand residents and between four hundred and five hundred buildings. According to a pamphlet published that year, Buffalo boasted twenty-six dry good stores, thirty-six groceries, three hat stores, seven clothing stores, four druggists, one hardware store, three printing offices, three jewelry stores, eleven houses of entertainment, three tanneries, one brewery, one custom house, one post office, one public library, and one theater. The town also had a jail, a market house, schools, churches, a bank, and a courthouse that was under construction. ¹⁰

Nineteenth Century Growth

The opening of the Buffalo harbor in 1821 and the completion of the Erie Canal in 1825 greatly enhanced the town's economic prospects. Almost immediately after it was completed, Buffalo's port became a key transshipment point where goods moved back and forth from canal boats to lake steamers, providing an important northern trade link between the Eastern seaboard and new markets along the shores of the Great Lakes. Buffalo was incorporated in 1832 and divided into five wards. A city map published in 1836 identified the boundary of each ward and gave the locations of key buildings and institutions, most of which were located near Niagara Square, which straddled the boundary between Wards 3 and 5 (Figure 57). The canal entered the city from the north and ran parallel with the lakeshore until Main Street where slips connected it with Buffalo Creek. At the time, the eastern boundary of the city extended to Jefferson Street (today Jefferson Avenue), with the outlying area, including the future site of the Buffalo Central Terminal, comprised of farms and undeveloped woodland.

During the early nineteenth century, Buffalo was also an important conduit for immigrants moving west, a place where individuals and families arrived via the canal then embarked on ships to homesteads in Ohio, Indiana, and Michigan. Many migrants arriving on the canal, however, made Buffalo their home. Between 1830 and 1835 the city's population nearly doubled.

¹ Jonathan C. Lothrop, Darrin L. Lowery, Arthur E. Speiss, and Christopher J. Ellis, "Early Human Settlement in Northeastern North America," PaleoAmerica 2, No. 3 (2016), 196; Richard L. McCarthy and Harrison Newman, Prehistoric People of Western New York, vol. 7 of Adventures in Western New York History (Buffalo, NY: Buffalo and Erie County Historical Society, 1961), 2.

² James F. Pendergast, "The Kakouagoga or Kahkwas: An Iroquoian Nation Destroyed in the Niagara Region," Proceedings of the American Philosophical Society 138, no. 1 (1994), 97.

Henry Wayland Hill, ed., Municipality of Buffalo, New York: A History (1720–1923), vol. 1 (New York: Lewis Historical Publishing Co., 1923), 8–25.
 Peregrine A. Gerard-Little, "'A Pleasure Garden in the Desert, to Which I Know No Comparison in This Country': Seneca Iroquois Landscape Steward-

⁵ New York Heritage Digital Collections, "Buffalo's Early Inhabitants: The Legacy of the Seneca," available at https://nyheritage.org/exhibits/buffalos-neighborhoods-exploring-our-migrant-immigrant-heritage/buffalos-early-inhabitants, hereby referenced as "Buffalo's Early Inhabitants"; National Park Service, "The Clinton-Sullivan Campaign of 1779," available at https://www.nps.gov/articles/000/the-clinton-sullivan-campaign-of-1779.htm; Robert G. Shipley and Lynda H. Schneekloth, eds, "The Olmsted City, The Buffalo Olmsted Park System: Plan for the 21st Century," January 2008, prepared for the Buffalo Olmsted Parks Conservancy, 18.

⁶ William Chazanof, Joseph Ellicott and the Holland Land Company: The Opening of Western New York (Syracuse, NY: Syracuse University Press, 1979), 20–24; "Buffalo's Early Inhabitants."

⁷ U.S. Department of State, Office of the Historian, "Indian Treaties and the Removal Act of 1830," available at https://history.state.gov/mile-stones/1830–1860/indian-treaties; "Buffalo's Early Inhabitants."

⁸ Hill, Municipality of Buffalo, New York: A History (1720–1923), 61–78. The quotation is located on page 78.

⁹ Chazanof, Joseph Ellicott and the Holland Land Company, 25–31.

¹⁰ Sheldon Ball, Buffalo in 1825: reprinted from a pamphlet published in that year (Buffalo, NY: S. Ball, 1879), 143–144.

¹¹ David A. Gerber, The Making of an American Pluralism: Buffalo, New York, 1825–60 (Urbana, Illinois: University of Illinois Press, 1989), 4–5.

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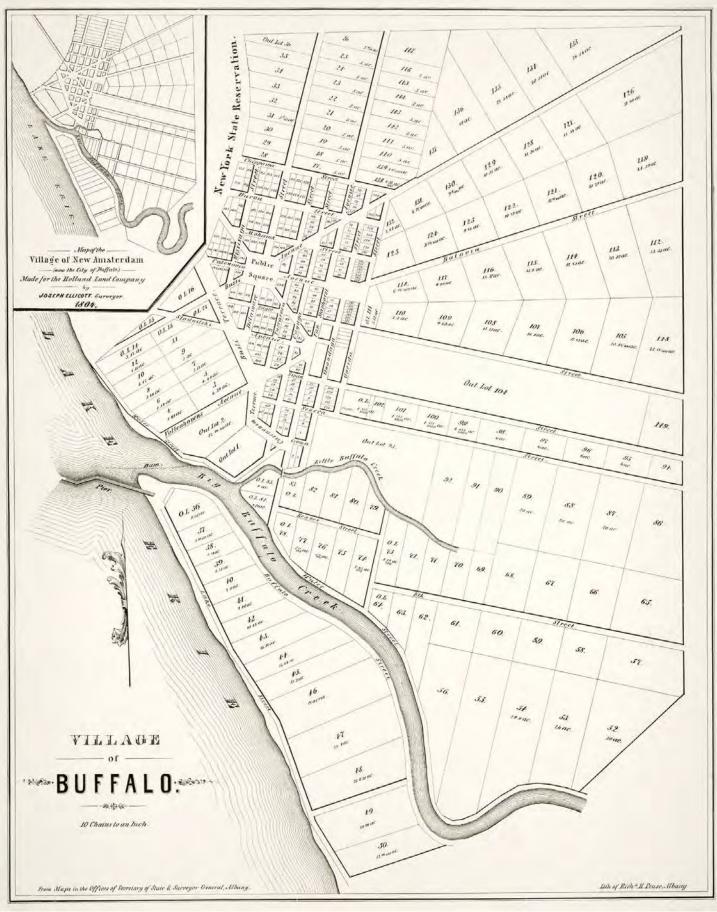


Figure 54: Current topographical map of New York showing the territories of the Wenro (Wenrohronon) people (in brown) and the territories of the Five Nations of the Iroquois (Haudenosaunee) Confederacy (in pink) circa 1630. (Commons, Ikonact, File: Wenro_Territory_ca1630_map-en.svg)

Figure 55: Reproduction of Ellicott's 1804 plan of Buffalo (then called New Amsterdam) published in 1851. Note the radial avenues, the main public square, and the designation of inner town lots and outer lots. (Prints and Maps Division, Library of Congress)



Figure 56: Detail from Williams' new map of the city of Buffalo, published in 1855. The location of the New York Central Railroad's Exchange Street depot is circled in red. (American Geographical Society Library Digital Map Collection, UWM Libraries, University of Wisconsin)

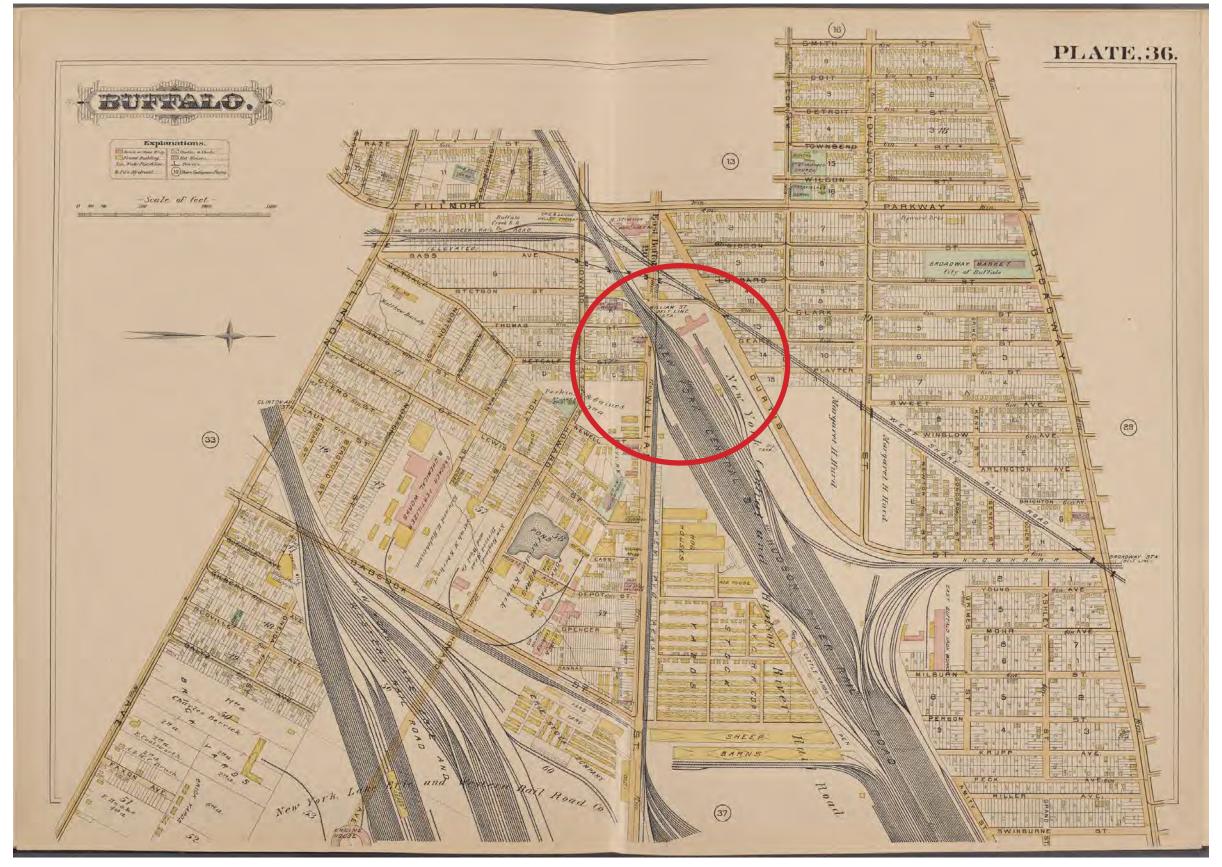


Figure 57: Detail of Plate 36 of the 1891 Hopkins atlas of Buffalo. Terminal circled in red. Note the William Street Station near the intersection of Curtiss and William streets, the New York Central Railroad stock yards, the West Shore Railroad, the Belt Line, and the Belt Line's Broadway Street Station. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

Buffalo witnessed the arrival of its first steam powered railroad when the Buffalo and Niagara Railroad opened there in 1836. Prior to that, a horse-powered railroad operated between Buffalo and Black Rock to the north. Another important transportation milestone was the organization of the Buffalo and Attica Railroad in 1842. This line connected to a series of small railroads that extended across upstate New York and formed a system that made rail travel possible from Buffalo to Albany via transfers. 2 Buffalo's first passenger train station was constructed in 1848, signaling a shift away from reliance on the canal for passenger transport.13 It was located on Exchange Street, which ran parallel to and one block north of the Hamburg Canal, a canal slip in the city's First Ward. Buffalo's regional rail network expanded quickly in the subsequent years, competing for right-of-way space along the waterfront. By connecting Buffalo to agricultural producing regions and areas rich with natural resources, significantly increasing the flow of people and freight to the city, and improving access to Albany and other population centers, railroads successfully challenged the canal as Buffalo's primary means of transport by the 1850s.14

The New York Central Railroad was created in 1853 through the consolidation of ten independent railroad lines between Buffalo and Albany. Cornelius Vanderbilt extended the system to New York City when he merged the New York Central with the Hudson River Railroad in 1869. The organization would eventually grow to include over 10,000 miles of track that linked New York with Boston on the East Coast, extended west to Chicago and St. Louis, and crossed the Canadian border into Montreal.¹⁵

A map of Buffalo dated 1855 (Figure 56) shows the route of the New York Central Railroad entering the city from the northeast and terminating at Exchange Street where, by that time, in addition to the passenger station, the New York Central had a machine shop and a rail spur connecting the main line to a large freight depot at the harbor. The Buffalo and Niagara Falls line entered the city from the north. Its terminal was located along the canal in Ward 8. The 1855 map also shows the tracks of the Buffalo and State Line Railroad, which provided a connection between Buffalo and points south and also had its passenger and freight depots along Exchange Street. By this date, the New York Central had also acquired a large, 21-acre parcel along its track line just east of its intersection with William Street (Figure 60). This property

would later become the location of the East Buffalo stock yards. Later, the New York Central's William Street Station would be built in the same vicinity. While undeveloped in 1855, the land at the eastern end of the proposed extension of Lovejoy Street (as indicated on the map), would later be acquired by the New York Central for the development of the Buffalo Central Terminal.

The construction of the first grain elevator at Buffalo's harbor in 1843 introduced a technology that would transform the city into one of the largest grain trading ports in the world. During the Civil War, the closing of southern transportation routes diverted additional trade to Buffalo, and its economy flourished as a result. In addition to grain, a wide variety of other products were shipped to Buffalo, including coal, lumber, and livestock, and during the second half of the nineteenth century the city developed a rich manufacturing economy based on the processing of these products. Tanneries, meatpacking and meat processing plants, mills, petroleum and iron ore refineries, machine factories, breweries, and other enterprises contributed to the city's industrial base.18 While Buffalo had grown rich during the Civil War, it became even more prosperous in the following decades, ushering in an age of optimism and progressivism.

Olmsted Park and Parkway Plan

In 1868, a group of forward-thinking Buffalo citizens invited America's preeminent landscape architect, Frederick Law Olmsted, to their city to discuss the creation of a public park. Olmsted, together with the architect Calvert Vaux, had designed the winning entry for New York's Central Park, which sparked national interest in the public park movement and the emerging field of landscape architecture. During his visit to Buffalo that August, Olmsted's hosts showed him several prospective park sites, but after touring the sites and studying the city's terrain, Olmsted conceived an alternative approach. Instead of a single park, the designer proposed three individual parks all interconnected by a system of broad, tree-lined avenues punctuated by residential squares and circles. The proposed park system was envisioned as a means to reinforce and harmonize with Ellicott's original 1804 plan for the city, which Olmsted held in high regard.¹⁹

After taking several months to develop their plan, Olmsted and Vaux traveled to Buffalo in August 1869 to present it to the city's newly created park commission (Figure 41). The plan was approved later that year and work commenced in 1870. The first phase of development, which was completed in 1874, included three inner ring parks known as the Park (renamed Delaware Park in 1896), the Front (now Front Park), and the Parade (now Martin Luther King, Jr. Park). These parks were linked by sylvan parkways with landscaped traffic circles at key intersections. Olmsted and his successors remained involved in the development of Buffalo's park system in the 1880s and 1890s during which three neighborhood parks

(South Park, Cazenovia Park, and Riverside Park) and new arterials were created. Ultimately, work on the Olmsted plan extended into the first quarter of the twentieth century.²⁰

The Buffalo park and parkway plan offered the city a complete system of recreational grounds and greenways that served multiple wards and neighborhoods and took into account urban expansion to accommodate the city's ever growing population. It was among the first of its kind in the United States and inspired the design of numerous other metropolitan park systems.²¹ The Olmsted and Vaux park and parkway plan played a significant role in molding the character of Buffalo's growth.

Buffalo's new parks could be accessed by carriage via broad urban greenways, on foot from surrounding neighborhoods, or by streetcar. The electric streetcar was introduced to Buffalo in the late 1880s as a means of providing residents with efficient and affordable mass transit options. Delaware Park and Front Park could also be accessed from the Belt Line, a freight and commuter line operated by the New York Central Railroad. The Belt Line opened in 1883 and circumnavigated the city's limits. These transit systems encouraged residential development of the city's outer wards, where new housing stock was quickly filled by the city's burgeoning population, which more than doubled in the two decades between 1870 and 1890. One of these areas was the neighborhood known today as Broadway-Fillmore, the future location of the Buffalo Central Terminal.

Broadway-Fillmore Neighborhood

European-born immigrants began to settle in Buffalo beginning in the late 1820s, after the opening of the Erie Canal. Early immigrant groups included Germans and Irish. Many immigrants filled skilled and unskilled labor positions created by the city's expanding lake and canal trade, working as dock hands, porters, joiners, and riggers, as well as in other positions. Later, railroads, grain elevators, and tanneries offered additional employment opportunities. During the first half of the nineteenth century, Irish immigrants settled in Buffalo's First Ward, a waterfront district south of Exchange Street, whereas people of German heritage located primarily on the East Side, along Ellicott, Michigan, and other nearby north-south streets. By the mid-nineteenth century, Buffalo was also home to a small but stable population of African Americans, who mainly lived on the East Side.²²

Despite social discrimination from native-born Americans, Buffalo's immigrant communities became socially mobile as their populations grew in number, acquired better jobs with higher pay, and gained the ability to afford better housing. By 1855, the city had extended its boundaries to

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encompass thirteen wards, and many of the city's German families relocated into new residential areas developed along the eastern extensions of Broadway (then Batavia Street) and Sycamore Street where the north-south streets were named after trees, such as Ash, Cedar, and Walnut. The ethnic composition of this area began to change in the early 1870s, by which time there were some thirty Polish families living in the area of Broadway and Pine Street. Development soon pushed eastward toward Fillmore Avenue.

Real estate developers such as Joseph Bork, Charles Sweet, and Henry Box built hundreds of mainly one- or two-story, frame dwellings in the area, which were quickly filled with the city's growing number of Polish immigrants. By 1900, this area, now known as the Broadway-Fillmore neighborhood, extended to the Belt Line on the east and was firmly established as the city's main Polish quarter. Broadway served as the neighborhood's main commercial thoroughfare, and local landmarks included St. Stanislaus Church at 348 Peckham Street, which was completed in 1886, and the Broadway Market between Gibson Street and Lombard Street. The Dom Polski (Polish Home) building at 1081 Broadway was designed by W. H. Zawadski, a prominent local Polish American architect who designed a number of buildings in the area.²³

As seen in an 1891 map, the southeast quadrant of the Polish quarter pushed up against the vast freight and stock yards of the New York Central Railroad on what was known as its East Buffalo site (Figure 57). By this time, Lovejoy Street had been extended east of Fillmore Parkway (now Fillmore Avenue) to Curtiss Street (or Curtis), which curved north to intersect with Broadway. The Belt Line, which had a station on Broadway, ran parallel to Curtiss Street. In addition, the West Shore Railroad cut through the neighborhood on an elevated embankment. While two large tracts between the West Shore Railroad line and Curtiss Street remained unimproved by this date, the residential streets west of Curtiss Street were becoming more densely developed. In 1914, the parcel of undeveloped land south of Lovejoy Street and east of the West Shore Railroad embankment would be redeveloped into a public park. It was within this context of mixed residential, recreational, and industrial land use that the Buffalo Central Terminal would be developed beginning in 1926. (Figure 58)

Design and Construction of the Buffalo Central Terminal (1926–1929) Early Planning Efforts for a Union Station

At the turn of the twentieth century, Buffalo's rail network was nearing a crisis point. The city had the greatest number of railroads and the greatest mileage of tracks of any American city except Chicago, but its rail lines and associated freight and passenger properties were owned by multiple companies with diverse interests, and the system lacked an overall

¹² Roger L. Squire, Erie County Railroads 1836–1972, vol. 20 of Adventures in Western New York History (Buffalo, NY: Buffalo and Erie County Historical Society, 1974), 2.

¹³ Sources disagree regarding the construction date of the Exchange Street station. The 1848 date is used by Buffalo Central Terminal historian Garnet R. Cousins and by various online sources such as Wikipedia and Buffalonet. A Buffalo Evening News article published on June 15, 1929, however, gives the year as 1854.

¹⁴ Mark Goldman, High Hopes: The Rise and Decline of Buffalo, New York (Albany, NY: State University of New York Press, 1983), 61; Francis R. Kowsky. The Best Planned City in the World (Amherst and Boston, MA: University of Massachusetts Press, 2013), 4; Josephus Nelson Larned, A History of Buffalo, delineating the evolution of the city (New York, NY: The Progress of the Empire State Company, 1911), 57.

¹⁵ Britannica, The Editors of Encyclopaedia, "New York Central Railroad Company," Encyclopedia Britannica, available at https://www.britannica.com/topic/New-York-Central-Railroad-Company.

¹⁶ Larned, A History of Buffalo, delineating the evolution of the city, 83.

¹⁷ Goldman, High Hopes: The Rise and Decline of Buffalo, New York, 63.

¹⁸ Robert Holder, The Beginnings of Buffalo Industry, vol. 5 of Adventures in Western New York History (Buffalo, NY: Buffalo and Erie County Historical Society, 1960), 1–20.

²⁰ Shibley and Schneekloth, "The Olmsted City, The Buffalo Olmsted Park System: Plan for the 21st Century," 7.

²¹ Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984; "Buffalo Park and Parkway System"; Kowsky, The Best Planned City in the World, 4–5.

²² Evan B. Kennedy, "A Brief History of the Irish and Social Mobility in Buffalo, New York from the 1830s to the 1860s" (master's thesis, State University of New York, Buffalo, 2020), Chapter 2; Gerber, The Making of an American Pluralism, 15–17.

²³ Clinton Brown Company Architecture, "Historic Resources Intensive Level Survey, Broadway-Fillmore Neighborhood," August 2004, prepared for the City of Buffalo Urban Renewal Agency, 3–2, 3–15, 4–13, 4–21; Larned, A History of Buffalo, delineating the evolution of the city, 91.

Fire Insurance Map

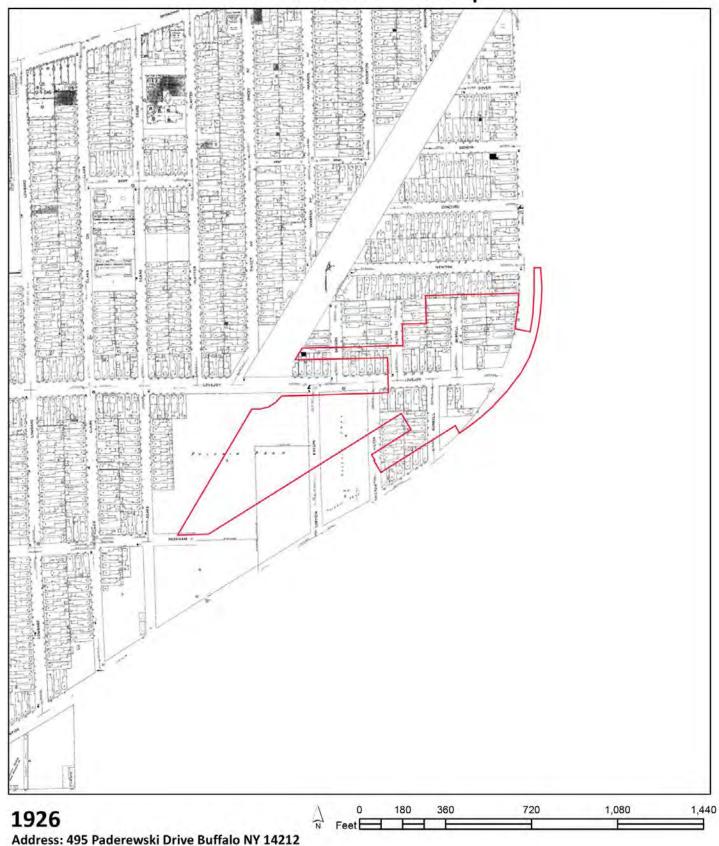


Figure 58: Sanborn Fire Insurance Map of Buffalo, 1926.

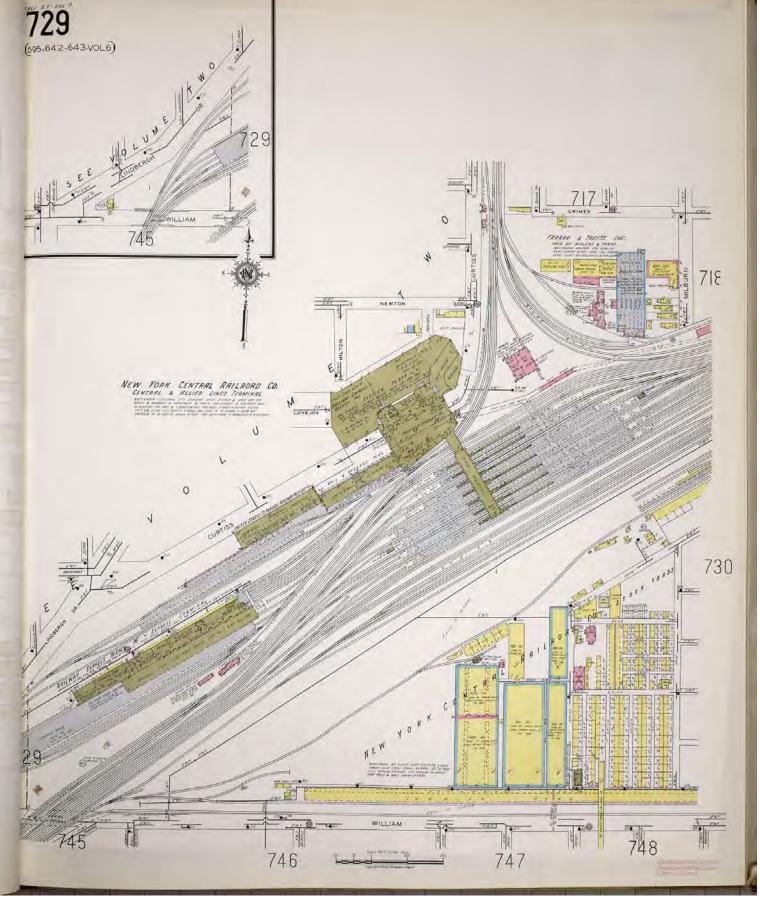


Figure 59: Sheet 729 of the 1939 Sanborn Fire Insurance Map of Buffalo (Volume 7) shows the Central Terminal property. The map indicates that the U.S. Terminal Railway Post Office building was constructed in 1930. (Geography and Map Division, Library of Congress)

Figure 60: Site Plan, 1917.

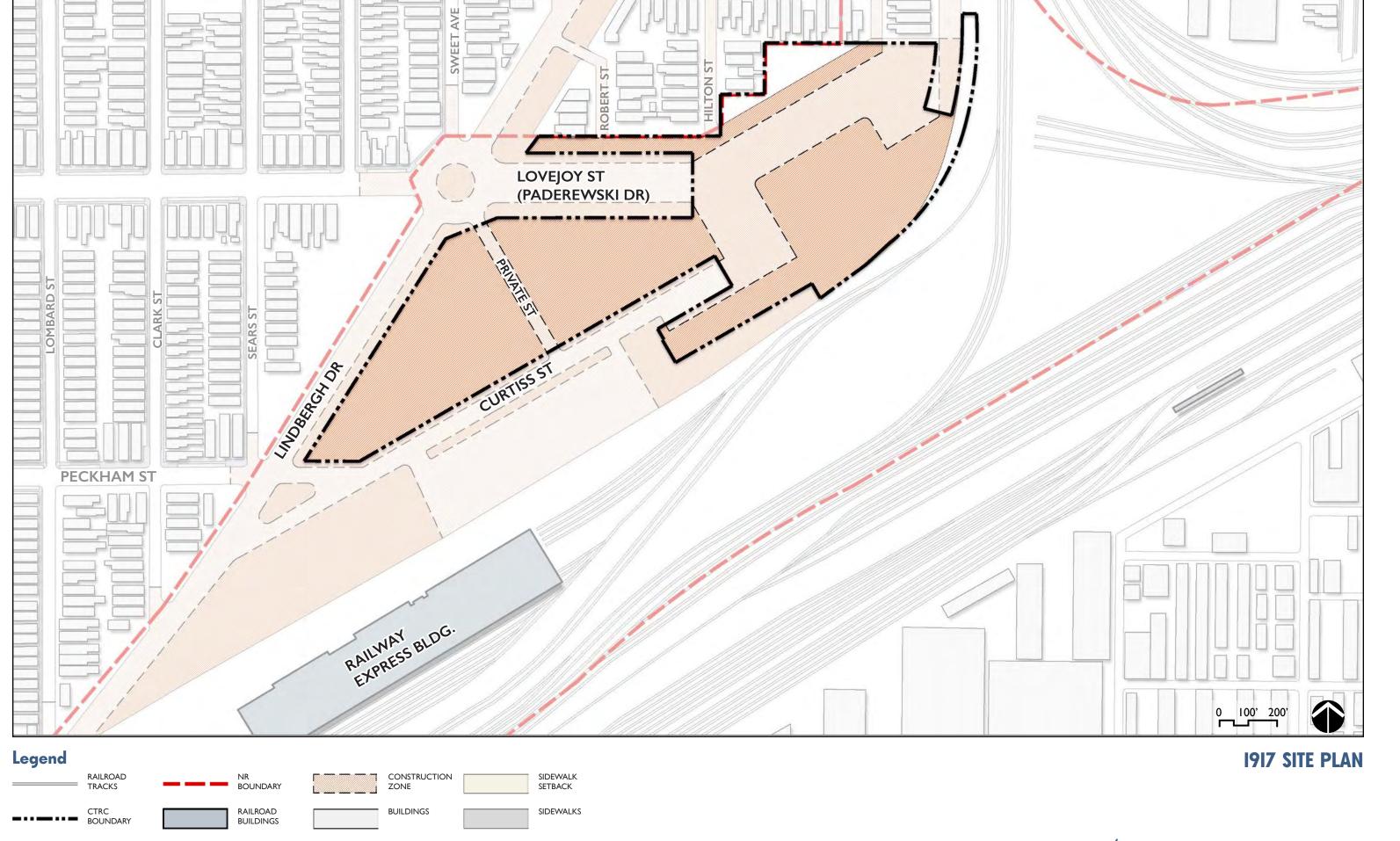
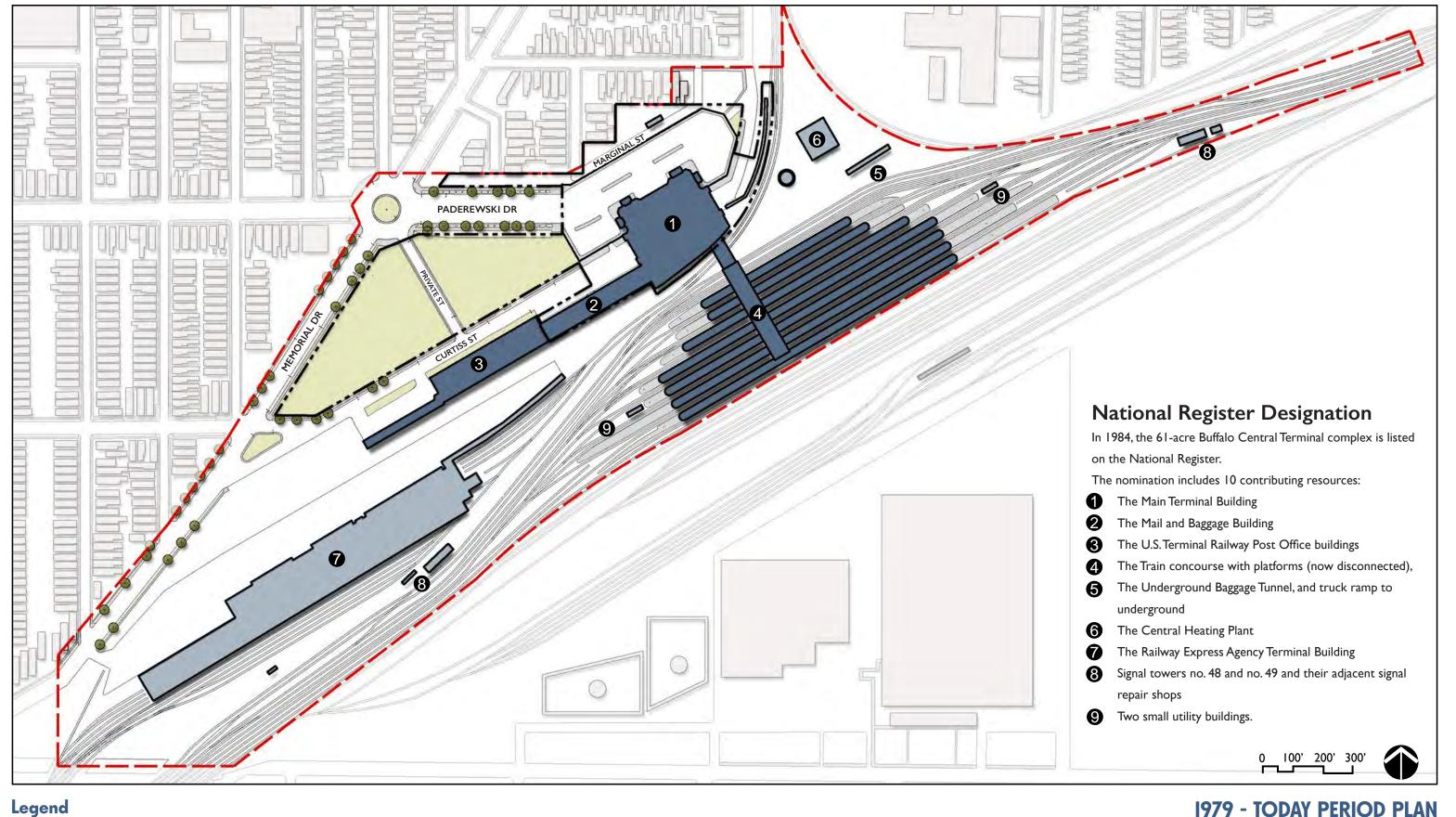


Figure 60a: Site Plan, 1929.



SPACE

SIDEWALKS

SIDEWALK

SETBACK

RAILROAD

BUILDINGS

BUILDINGS

BOUNDARY

CENTRAL

LIGHTING FIXTURE

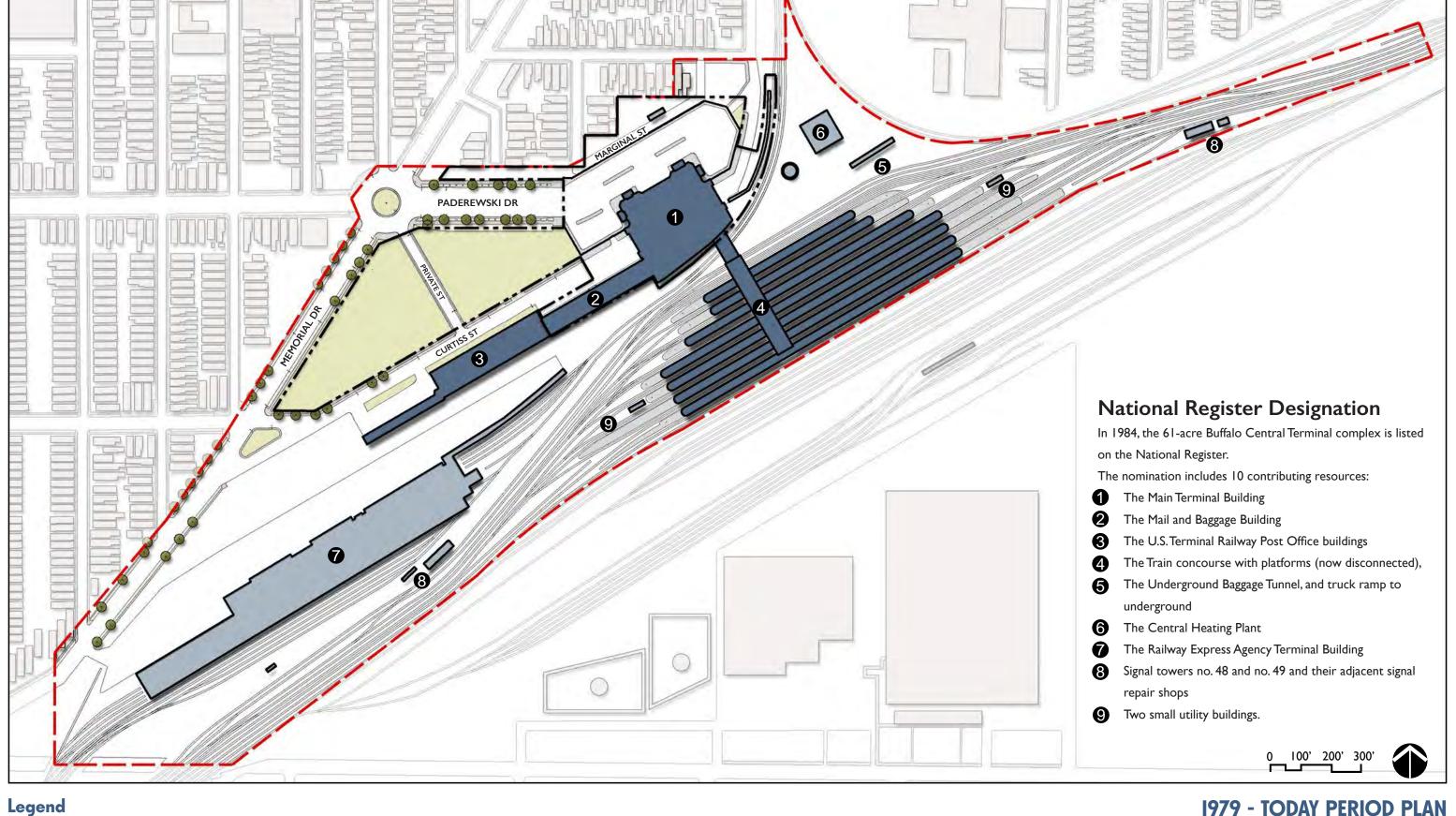
AMERICAN ELM

RAILROAD

TRACKS

CTRC

Figure 60b: Site Plan, 1930.



SPACE

SIDEWALKS

RAILROAD

BUILDINGS

BUILDINGS

BOUNDARY

CENTRAL

TERMINAL

RAILROAD

TRACKS

CTRC

SIDEWALK

SETBACK

LIGHTING FIXTURE

AMERICAN ELM

plan.²⁴ While the New York State legislature had established a Grade Crossing Commission in 1888 to coordinate railroad plans and to eliminate the dangers posed by rail lines, the situation in Buffalo remained acute. An overabundance of grade crossings greatly diminished the safety and efficiency of Buffalo's streets, and the tracks, a feature referred to by one city planner as "iron bands," acted as barriers to the growth of business and residential districts alike.

While civic groups had agitated for decades for the development of one large passenger terminal to serve a consolidated group of railroad companies, little progress had been made. The New York Central Railroad's Exchange Street station was run down, outdated, and highly congested, and these deficiencies characterized other passenger stations as well. One local architect described Buffalo's passenger facilities as "the most inadequate and meanest stations of any city in the world." Agitation for a finer station began in 1879. Between 1890–1900 "spasmodic movements concerning better station and terminal facilities started moving ahead—with the idea of a union terminal like Indianapolis and St. Louis suggested.

In the spring of 1901, the mayor appointed a Union Station Commission to promote the interests of the city and plan for a union station. The term "union station" referred to a station formed when two or more railroads merged their needs and agreed to share costs by bringing their trains into the same depot.²⁷ The Union Station Commission's executive committee met that December with the presidents of the New York Central Railroad and the Pennsylvania Railroad to discuss various plans, but no immediate action was taken.²⁶

In the years after the Union Station Commission was established, its commissioners as well as railway executives and city officials put forth a number of potential locations and plans. One site was along the Hamburg Canal, the canal slip located south of and parallel to Exchange Street. The Hamburg Canal site would essentially place the proposed union station at the New York Central's Exchange Street station location, replacing the older facility. Opponents of this plan claimed that there was a lack of adequate space. Another option, presented to the city in 1905, was a site located at the base of Genesee Street near the harbor (Figure 65). This proposal had the support of architect George Cary, who served on the Board of Architects of Buffalo's 1901 Pan-American Exposition. The Genessee Street plan, according to Cary, would help to redeem the waterfront, locate the station in the most accessible part of the city's business center, and place it adjacent to factories and businesses bordering on the Erie Canal. Drawings accompanying the proposal presented a grand Beaux-Arts station set within a City Beautiful inspired

plan with tree-lined approaches that radiated from a broad esplanade in front of the station building. Critics attacked the plan on the basis of its high cost and the lack of space²⁹ for future expansion.³⁰

Two years after the Genesee Street site was proposed, with no decision reached, city and railroad officials put forward yet another alternative - the New York Central's East Buffalo site. This 300-acre property was located about 2½ miles east of the Exchange Street station, along the edge of the city's Polish neighborhood.31 Coverage of the proposal in the Railroad Gazette included plans and perspective views illustrating a monumental Beaux Arts station approached by a broad, treelined boulevard. The site encompassed a majestic park south of the station featuring a fountain and allées (Figures 67 and 68).32 After repeated attempts to develop a compromise plan that was satisfactory to all of the railroad companies and the city, interest in a union station waned. In 1911, a new administration in Albany rekindled the effort, establishing a Terminal Station Commission that year. During World War I, the government took control of the railroads, and progress on the initiative stalled once again.33

During the second and third decades of the twentieth century, influenced by the City Beautiful movement and the comprehensive city plans adopted in major metropolitan centers such as Washington, D.C. (1901), Chicago (1909), and Boston (1909), Buffalo, like many American cities, would establish planning bodies led by technical specialists, adopt municipal planning and zoning ordinances, and set up funding mechanisms to implement planned improvements. In 1918, Buffalo created a City Planning Committee for the purpose of devising a comprehensive planning and zoning system. Two years later, the Buffalo City Planning Association was established. In 1923, the Terminal Station Commission (which succeeded the Union Station Commission) was combined with the Grade Crossing Commission to centralize governance and coordinate local efforts.

After prolonged negotiations hampered by complex issues related to land use, track removals and connections, grade crossings, and the fate of the Erie Canal, Buffalo's newspapers announced on June 21, 1925, that the Grade Crossing and Terminal Commission had reached an agreement with the New York Central Railroad to erect a new passenger station at Curtiss and Lovejoy streets on a portion of the East Buffalo site. Proponents of the plan noted that the station would relieve street congestion within the central business district and be accessible from the Belt Line. Its supporters also asserted that the location would be more centralized and therefore

nearer to and on better lines of approach for a larger portion of the population than a downtown station. The East Buffalo ³⁴site would also have the advantage of space. Wide vehicular approaches could be offered from all directions that would facilitate the handling of traffic and minimize the confusion, congestion, delays, and danger that downtown stations had to contend with. With the East Buffalo site, plenty of acreage would also be available for the extensive trackage that a union station required. Lastly, the American Railway Express Agency, a national express delivery service that had a depot on Curtiss Street, built in 1917, could be integrated into the workings of the new station.³⁵ At the time, "express" items were loaded onto passenger, not freight, trains.³⁶

By June 1925, general accord had been reached between the commission and the Central, an agreement was signed on the very site of the 1907 proposal – 70 acres of the proposed 300 acres land parcel in East Buffalo, along with 1–1/2 miles of track and 30 acres for the station and adjacent facilities. The land was primarily in the Polish community, aligned with the Belt Line stop and tracks.

The agreement between the Grade Crossing and Terminal Commission and the New York Central Railroad was finalized on December 22, 1925. It stipulated that construction work was to commence within one hundred and twenty days after the signing of the contract and was to be completed within three years.38 It was also suggested that the Terminal on the East Side should be completed by 1927, with the style of architecture approved as "modernized classical". 39 The New York Central would pay the entire cost of the new station and its auxiliary facilities, including the provision of one million dollars' worth of street improvements, with the city bearing only the cost of the necessary adjustments to sewers, drains, water mains, conduits, electric poles, and other utility features to meet the new conditions.⁴⁰ The city was also responsible for the seeding and planting of the public streets and public places associated with the development. (Figure 62)

While originally two stations were approved, one on Clinton at Emslie, with a substation on Exchange and Washington, only the Central Terminal moved forward. There were still complaints about abandoning the Exchange Street site. To calm any lingering fears, a supplemental agreement with the city promised plans would be submitted for a new downtown

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station by December 31, 1926.42 By that date, the NY Central Railroad confirmed that it "is not planning now, and never has planned, to building a downtown station in Buffalo."45

Railroad Station Design

The architecture and engineering of railroad stations in the United States was influenced by trends and innovations originating in Europe, and many different architectural styles were applied to the building type over the decades with none becoming predominant. While most stations were the product of in-house architects or engineers employed by the railroad companies, private architects like Henry Hobson Richardson, Frank Furness, and Daniel H. Burnham came to be associated with railroad architecture in the nineteenth century. The City Beautiful Movement had a profound effect on station planning and design in metropolitan areas from the 1890s into the early twentieth century, during which time the Beaux Arts and Classical Revival styles prevailed. Examples include Burnham's Union Station in Washington, D.C., built in 1907, and Charles F. McKim's Pennsylvania (Penn) Station in New York City from 1910.

The Design of the Buffalo Central Terminal

The New York Central Railroad selected architects Alfred T. Fellheimer (1875–1959) and Steward Wagner (1886–1958) of the New York firm Fellheimer & Wagner to design Buffalo's new union station, which came to be known as the Central Terminal. The firm was awarded the project in 1924.44 Construction commenced on March 29, 1926.

The design prepared by Fellheimer & Wagner for the New York Central's new passenger station in Buffalo featured an Art Deco-style terminal building that was roughly rectangular in plan with two intersecting barrel vaults and a multistory office tower at its northwest corner. A plaza wrapped around the track level and first mezzanine of the north façade, providing access to the station's main floor, where the primary entrance and exit doors, passenger concourse, ticketing booth, waiting room, and various passenger amenities were located. Extending from the west façade of the terminal was a five-story wing, 60 feet wide and 350 feet long, containing a mail room and baggage room on the ground floor and offices above. Although not structurally a separate structure, this wing became known as the Mail & Baggage Building. Purpose built buildings for baggage handling and mail sorting were typical of large urban stations like the Central Terminal, which were planned to process great quantities of correspondence, packages, luggage, and trunks. An elevated train concourse, 50 feet wide and 480 feet long, extended from the south façade of the terminal. Ramps and stairways led down from the concourse to each train platform. Mail and baggage moved from the west wing to the train platforms via motorized carts that operated along a tunnel.

²⁴ George Cary, The Grouping of Public Buildings and Gardens with Adjoining Water Front, Excursion Docks, and Union Station for the City of Buffalo (Buffalo, NY: G. Cary, 1905), np.

²⁶ Courier Express, 6/23/29 – from The Scrapbook, p. 11

²⁷ Janet Greenstein Potter, Great American Railroad Stations (New York, NY: John Wiley & Sons, Inc.), 39.

^{28 &}quot;Union Station Commission Will Meet Tomorrow," Buffalo Evening News, May 24, 1901; "Union Station Commission has Earnest Session," Buffalo Evening News, December 13, 1901.

^{29 &}quot;Agitation for Finer Station Began in 1879," Buffalo Courier Express, June 23, 1929.

³⁰ Buffalo Courier Express. 1929.

³¹ Garnet R. Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," Trains (September 1985). 23.

^{32 &}quot;Proposed New Union Passenger Station at Buffalo," The Railroad Gazette XLIII, no. 1 (July 15, 1907), 15–19.

^{33 &}quot;Agitation for Finer Station Began in 1879," Buffalo Courier Express, June 23, 1929. Historian Garnet R. Cousins presents a thorough history of the various union station schemes that were considered prior to the development of the Central Terminal in his article "Beacon at Mile 435.9-1, A Station Too Late, Too Far" published in the September 1985 issue of Trains magazine.

^{34 &}quot;Central to Provide Two New Stations, Move Terrace Tracks to Old Canal, in Three Years," Buffalo Courier Express, June 21, 1925.

^{35 &}quot;Station accessible from all parts of city, resident engineer says," Buffalo Courier Express, June 23, 1929.

³⁶ Potter, Great American Railroad Stations, 26.

³⁷ Cousins, Trains, 25.

^{38 &}quot;New Station a Big Cog in Making 'Greater Buffalo,'" The Buffalo Times, December 5, 1926; Minutes from the January 20, 1926, Common Council meeting regarding "Report on Contract Between Grade Crossing and Terminal Station Commission and the New York Central Railroad Company for a New Railroad Station at Curtiss Street and for a Downtown Station," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1926), 149–151.

³⁹ Courier Express, 6/23/29 - from The Scrapbook, p. 14.

^{40 &}quot;Major Norton Gives Reasons Why Commission Approved Plans – Emphasizes Desirability of N.Y. Central Using Lehigh Valley Terminal as Downtown Station," Buffalo Courier Express, February 11, 1926.

⁴¹ Courier Express, 6/23/29 - from The Scrapbook, p. 13

⁴² Trains, 25.

⁴³ Courier Express, 6/23/29 - from The Scrapbook, p. 19

⁴⁴ John C. Dahl, Buffalo Central Terminal: Construction of a Transportation Landmark, Railroad Station Historical Society Monograph Series, no. 25 (Oakland, NJ: Railroad Station Historical Society, 2006), 3.

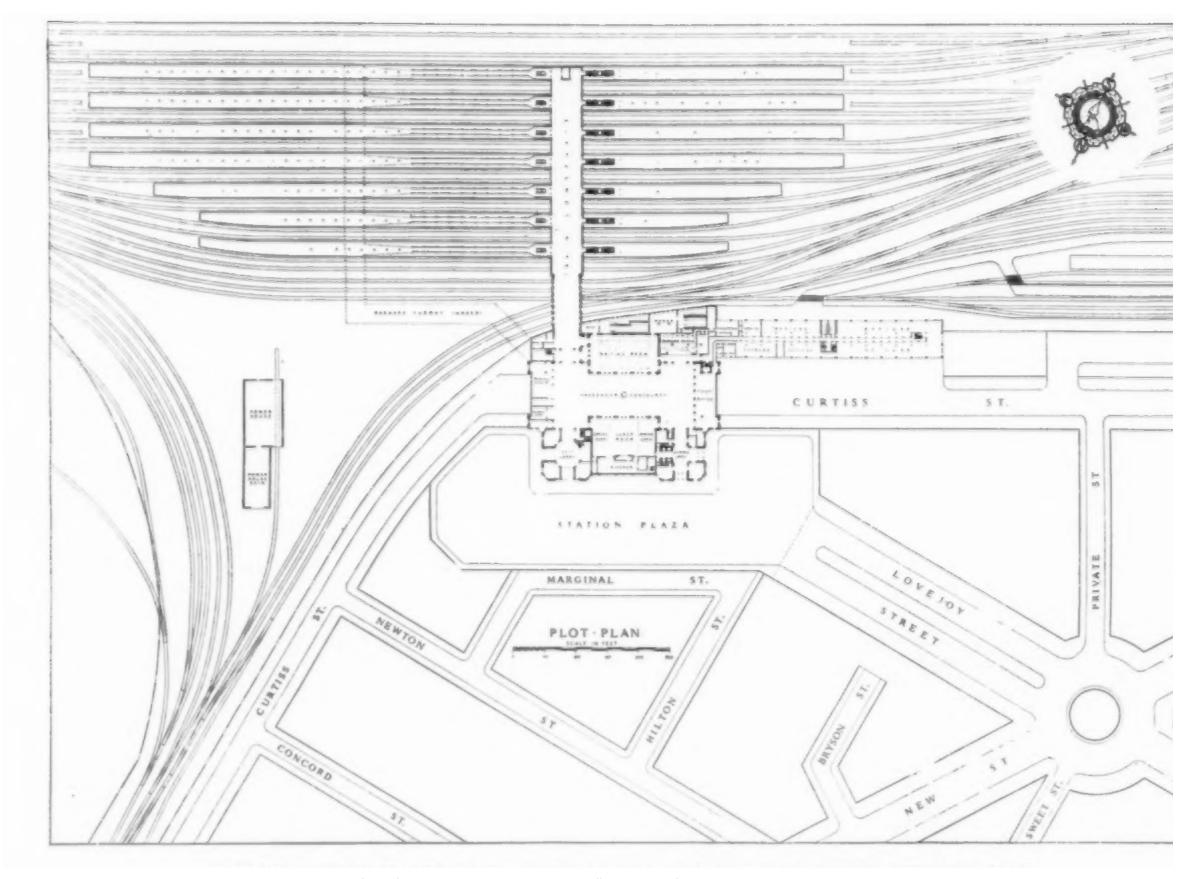


Figure 62: Plot plan published in The American Architect in 1927. (Image from Alfred Fellheimer, "Passenger Station at Buffalo, New York, for the New York Central Railroad," The American Architect, 483, 1927)

An important aspect of the Central Terminal's design related to the site's circulation, maintaining separate currents of incoming and outgoing passengers. "The station floor plan provides direct channels for the flow of traffic both in and out, with the concourse centrally placed and surrounded by the supporting facilities and conveniences for the traveler all in plain view," wrote Fellheimer. 45 Passengers arriving via private car or taxi used the station plaza and entered the terminal through doors located at its northwest corner. From there, ticketing windows and baggage check counters were steps away, and the main concourse provided access to a waiting room and restaurant. When it was time for departure, passengers proceeded to the train concourse where they descended to the correct train platform. Travelers arriving in Buffalo ascended from the track level to the train concourse and proceeded in a straight line through the main concourse to the exit at the northeast corner of the terminal where they could meet an awaiting car or taxi. Alternatively, arriving travelers could descend to the lower level of the station plaza where there was a planned streetcar connection. As originally conceived, a streetcar line would enter the Central Terminal site from the northeast, along Curtiss Street, and make a loop through the track level of the station plaza. Streetcars would stop alongside the sidewalk so that passengers would be entirely independent of vehicular traffic. "All necessary service is thus provided with an orderly consecutive arrangement, elimination of cross currents of traffic and freedom from the necessity for retracing steps," wrote Fellheimer describing the Central Terminal's pedestrian circulation route.46

Fellheimer & Wagner laid out the site plan as an extension of the terminal (Figure 62). The location of tracks and roads and the placement of buildings and structures formed a rational and cohesive scheme intended to maximize the station's functional efficiency and to provide passengers with an easy, comfortable, and safe travel experience (Figure 72). The vehicular circulation system was both highly functional and sensitively integrated into the urban fabric. Traffic from the city approached the station from Fillmore Avenue to Lovejoy Street and thence to the station. The final leg of the approach took vehicles up a ramped avenue to the terminal's elevated plaza where cars or taxis could dispatch or pick up passengers at clearly marked entrances and exits. Separate roadways were designated for mail and commercial trucking to minimize congestion and avoid hazards, and, as noted above, a streetcar line was planned to enter the site from the east, away from vehicular traffic. All of the station's trackage, which included station tracks, coach tracks, engine tracks, express car tracks, and numerous auxiliary tracks, was located south of the terminal building, isolated from pedestrians and vehicles. This classified the station as a "side-loading" type with the tracks running parallel to the station. Fellheimer advocated for "simplicity of plan to insure directness" in the design of modern railway passenger terminals, a requirement fulfilled in the design of the Buffalo Central Terminal.

The site's principal roadways included Lindbergh Drive (later renamed Memorial Drive), Lovejoy Street (renamed Paderewski Drive), Curtiss Street, and Reservation Street (now Marginal Street). Lindbergh Drive formed the western edge of the site and followed a southwest-northeast course between William Street on the south and Broadway on the north. Lovejoy Street predated the construction of the Central Terminal but was altered as part of the station's development. The main terminal building was placed at the east end of Lovejoy Street, thereby eliminating its connection with Curtiss Street, and the segment of Lovejoy Street within the project area was reconstructed to ascend a gently sloping incline to the station plaza. Curtiss Street also existed prior to the construction of the Central Terminal but the site design required a segment of the street to be relocated north. Curtiss Street functioned as an access road for supply, mail, and baggage trucks and passed under the elevated concourse of the terminal, thus providing a vehicular east-west route through the site (Figure 73). Reservation Street was another service road that ran parallel with the northern edge of the station plaza and provided access to its lowerlevel truck bays. Lastly, the roadway system included a short internal street that was marked "private street" on the site plan. It provided a service route from Lovejoy Street to Curtiss Street and was later named Franczyk Alley.

The station plaza was a key component of the site design. Constructed of steel and concrete, the plaza formed a plinth for the terminal building and added height and mass to its monumental appearance. The plaza was accessed via Paderewski Drive and was used for vehicles carrying arriving and departing passengers and for parking. Three narrow traffic islands on the plaza helped organize the space, which measured approximately 105,000 square feet. A concrete sidewalk bordered its perimeter and connected the sidewalks along Paderewski Drive with the terminal doors. Fellheimer & Wagner designed the plaza with an ornamental stone balustrade that featured stone pylons used as light standards (Figures 63–65).

The architects' clever decision to wash the upper level walls of the tower with light made it a beacon visible for 15 miles. All four clocks were lighted from within and could be read from the platforms as well as driveway approach – arriving and departing passengers always knew what time it was. (Figure 50 and 143)

Site Preparation and Construction

The New York Central Railroad broke ground on the Central Terminal project on March 29, 1926, and work on the station's auxiliary structures began on August 3, 1927. The contractor was the Walsh Construction Company of Davenport, Iowa, working under the direction of the New York Central Railroad's engineering department. While Fellheimer & Wagner designed the Terminal, Tower, plaza and Mail & Baggage Building, engineers with the New York Central Railroad's engineering department designed the auxiliary buildings including signal towers, signal repair shops and small utility buildings.

The first step in the railroad's development of the roughly 70-acre Central Terminal site was land acquisition. The redevelopment area was located in Buffalo's Broadway-Fillmore district, a long-established residential neighborhood that was home to many of the city's Polish community. Although the site encompassed existing New York Central Railroad property, much of which was being used for freight and stock yards, and a portion of the abandoned embankment of the former West Shore Railroad, the land earmarked for redevelopment also included a neighborhood park, portions of several residential streets, and scores of houses. The park measured 8.26 acres and was located north of Curtiss Street between the West Shore Railroad embankment and Hilton Street. Known as Polonia Park, it was added to the metropolitan park system in 1914 as a recreational park.50

By 1925, the city had transferred the Polonia Park property to the Board of Education, which planned to build a vocational school on it. The railroad was able to acquire the school board property by exchanging it for another plot of land called the Sycamore Street site, which was located at the southeast corner of Sycamore Street and Koons Avenue. At the time, the greater part of the Sycamore Street site was owned by the West Shore Railroad. The International Railway Company also owned a portion, and the remaining land consisted of house lots in private hands. Once the New York Central acquired and consolidated the Sycamore Street site, the exchange could be completed. Approximately twenty percent of the Polonia Park property was eventually deeded back to the city for street purposes.

Newspaper reports state that one hundred and fifty residential lots were acquired for the construction of the terminal and its approaches. The task to acquire these 150 residential sites became so difficult that condemnation proceedings were considered. Most of the sites had 5-6 families living on them, with a total of 190 houses, most who could not speak English. It was called "The Hollow". The site was a vast, flat expanse of hard clay with drained poorly and was frequently inundated by rain; the grade was raised with cinder fill compacted by 14-ton rollers. An elaborate storm sewer system was constructed to relieve the water build-up with strategically located catch basins, including one at each switch.

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The 1926 Sanborn map (See Figure 58) shows that the section of Broadway-Fillmore east of Polonia Park and the West Shore Railroad embankment had been subdivided into several short residential blocks that extended north and south of Paderewski Drive. The houses along these streets, which included Bryson, Hilton, and Burrell at the time, were one- or two-story frame dwellings, many with telescoping rear extensions. Many of houses that stood on these blocks were razed and their residents compelled to relocate in order to clear the necessary land for the terminal. Other areas of Broadway-Fillmore were also impacted. Some of the first houses to be razed were located on William Street.58 In order to expedite the proceedings and save expenses, the New York Central Railroad, through its real estate subsidiary, the New York Station Realty and Terminal Company, acquired title to the lots, making condemnations unnecessary. Property owners along Paderewski Drive were also compensated by the railroad for lands taken to widen the street.59 Some property owners elected to move, rather than demolish, their homes. On September 15, 1926, for example, the City Council reviewed house moving petitions for 320 Curtiss Street, 480 Lovejoy Street, 438 Lovejoy Street, 446 Lovejoy Street, and 73 Burrell Street. 60 (Figure 58)

In addition to acquiring land, preliminary work included clearing and grading, installing a drainage system, enlarging a viaduct on William Street to provide space for additional trackage, reconstructing water mains and sewers, revising the street system in the project area, and laying tracks. Compacted cinder fill was used level the grounds, and catch basins were installed to facilitate drainage. 61 The roadwork entailed the construction of Memorial Drive, a new street developed as part of the Fellheimer & Wagner plan that was built on the right-of-way of the West Shore Railroad, the relocation of a segment of Curtiss Street, and the widening and regrading of Paderewski Drive. To build Memorial Drive, which measured 1 mile long from the junction of William Street and Fillmore Avenue on the south to Broadway on the north, the railroad embankment was leveled and graded, the right-of-way was widened to 100 feet, and the roadbed was paved with asphalt and edged with Medina sandstone curbs. Paderewski Drive was widened to 90 feet from Fillmore Avenue to the traffic circle. The new, inclined segment of

⁴⁵ Alfred Fellheimer, "Passenger Station at Buffalo, New York, for the New York Central Railroad," The American Architect CXXXI, no. 2518 (April 5, 1927), 485.

⁴⁶ Fellheimer, 45.

⁴⁷ Alfred Fellheimer, "Modern Railway Passenger Terminals," Architectural Forum 50, no. 6 (December 1930), 655- 666.

⁴⁸ Garnet R. Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," Trains (September 1985), 20.

⁴⁹ See original blue prints in the files of the WNY Railroad Historical Society.

^{50 &}quot;New Location Considered Better than Clinton Site," Buffalo Courier Express, March 21, 1925.

^{51 &}quot;New Location Considered Better than Clinton Site," Buffalo Courier Express, March 21, 1925.

⁵² Minutes from the August 19, 1925, Common Council meeting regarding "Letter from R. D. Starbuck, Vice President of the New York Central Railroad, to the Mayor," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1925), 2151–52.
53 Minutes from the March 3, 1926, Common Council meeting regarding "Polonia Park Lands," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1926), 486–87.
54 "Central Terminal Name," Buffalo Courier Express, December 10, 1926; Watts Architecture and Engineering, "Phase I Environmental Site Assessment for the Buffalo Central Terminal," October 2021, prepared for submission to the Central Terminal Restoration Corporation, 30 and Appendix D.
55 Trains, 25.

⁵⁶ Trains, 25.

⁵⁷ Trains, 26.

^{58 &}quot;Lowering of street levels and razing of houses begins several blocks away from site of Central's new depot," Buffalo Courier Express, April 11,

⁵⁹ Minutes from the January 9, 1928, Common Council meeting regarding "Acquiring Lands for Public Street Purposes, Viz.: for the Widening of Lovejoy Street Between Fillmore Avenue and Playter Street, Proceeding No. 88," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928), 51–52; Minutes from the June 4, 1928, Common Council meeting regarding "Discontinuance in Park of Proceeding to Widen Lovejoy Street," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928), 1300–02.

⁶⁰ Minutes from the September 15, 1926, Common Council meeting regarding "House Moving Petitions," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1926), 2213.

⁶¹ Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," 26.

Paderewski Drive, between the traffic circle and the station plaza, measured 150 feet wide and 600 feet long (Figures 79 and 80). It was built on a slope that ascended to meet the level of the station plaza, located roughly 20 feet above grade. Peckham Street, one block south of Paderewski Drive, was also widened and repaved east of Fillmore Avenue. A segment of Curtiss Street was moved 220 feet north. Lastly, a private street was constructed between the Memorial Drive traffic circle and Curtiss Street, and a roadway was built to access the American Railway Express depot.

To make room for the fourteen new tracks that would bring trains into the station, the existing New York Central freight tracks were shifted hundreds of feet, and the stock yard tracks were removed to clear the area. Other track work included relocating the easterly Belt Line connection and the construction of four new tracks to the American Railway Express depot, doubling the number that had previously serviced it. The two-story American Railway Express building was remodeled with a new loading platform and canopies. As noted above, a private street provided vehicular access to the depot.63

Walsh Construction Company of Davenport, IA was hired as the contractor and began construction in April 1926. The Central Power Station was located east of the station building.64 William F. Jordan was selected as the builder of the new Station. He was one of the foremost railroad engineers in the US. He was the builder of Grand Central. 65 Work in 1926 consisted of laying tracks and changing of streets with the building of the station beginning in 1927.66 Ultimately, the Buffalo Terminal covered an area of 70 acres, with 30 miles of tracks. The track planning was developed by the engineering department of NY Central and Fellheimer & Wagner. (Figures 66-68)

The Buffalo Central Terminal was dedicated on June 22, 1929, and opened for public use the following day. In addition to the main terminal building with its attached mail and baggage building and train concourse, the complex encompassed the Railway Express Agency depot (American Railway Express became the Railway Express Agency in 1929) and multiple auxiliary buildings and support structures. These included a power plant, two signal stations and their adjacent repair shops, two utility buildings, a one-story structure sheltering the opening to the truck ramp, a service building for Pullman cars, a coach shop with inspection pits and carpentry shops, an icehouse, the train platforms, and an 11-track coach yard. The three-story power plant was located approximately 300

feet east of the main terminal building. It provided heat, light, and power for all of the station's various buildings.68 The signal stations were two-story buildings that housed the station's complex safety controls. Immediately west of each signal station was a one-story repair shop. The utility buildings were small, one-story structures located at the east and west ends of the central train platforms. Each of the fourteen train platforms were 22 feet wide and sheltered by individual canopies rather than large train sheds. The canopies protected passengers from rain and snow while admitting ample light and air (Figure 86). The new station tracks were spiked to wooden blocks set in concrete slabs troughed in the center to allow the tracks to be flushed. (Figures 103–107)

Some of the infrastructure of the Terminal site was unique in world railroad station design. The power plant was a vital part of the Terminal, with three boilers each standing 28' high. It had the world's largest Signal Plan for the new depot, with its two towers, Towers 48 and 49, directing 1400 train movements daily. 70 Other unique designs in the Terminal includes the use of "Cementile" (a precast fireproof tile furnished by the American Cement and Tile Manufacturing Company of Pittsburgh)⁷⁷ on the roof, the restaurant which could serve 250 people, a direct connection to the stock yards. (Figure 110)

The Central Terminal's location placed it within 2,000 feet of three streetcar lines operated by the International Railway Company, and, as noted earlier, plans for the station included space within the track level of the station plaza for a trolley loop. The intention was to supply streetcar service directly to the station for the convenience of its passengers. Although the city granted approval for the International Railway Company to franchise on Curtiss Street between Broadway and the terminal, negotiations over the agreement terms failed, and the work was never carried out.72

Early Changes and Construction Completion (1929–1956)

After the opening of the Central Terminal in the summer of 1929, the first change to the site was the construction of the U.S. Terminal Railway Post Office building, which abutted the northwest corner of the mail and baggage building (Figure 59), although it was likely part of the original design concept. The three-story, sixteen-bay post office building was designed in the same architectural vocabulary as its neighbor and constructed using the same materials. It had a flat roof with a central row of monitor lights. A track spur extended along its south façade where there was a long, concrete loading platform. With this arrangement, mail could

68 "Power Plant is Vital Part of New Central Terminal," Buffalo Courier Ex-

- press, June 23, 1929. 69 The Scrapbook, 96.
- 70 The Scrapbook, 97-98.

of Buffalo, 1928), 2002-03.

- 71 The Scrapbook, 107.
- 72 Minutes from the July 8, 1928, Common Council meeting regarding "Street Railway Franchise in Curtiss Street to New York Central Passenger Terminal," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928), 2061-64; Minutes from the October 15, 1928, Common Council meeting regarding "Street Car Service to New York Central Railroad Station," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City

be moved directly between the building and the rail cars that pulled up alongside it. At some point between 1939 and 1947, a fuel oil storage tank was built within the terminal grounds. It was located east of the Belt Line tracks and southwest of the power plant and was designed in a streamlined concrete that complemented the Terminal and Power Station. Other alterations to the site during this period involved changes or additions to existing buildings. For example, there were modifications to the trackside loading platforms along the Railway Express Agency and U.S. Terminal Railway Post Office buildings, and an addition was built on the north side of the structure sheltering the truck ramp.

Filling Station

At some point, possibly in the 1930s or early 1940s, a filling station was constructed along the north side of Marginal Street for taxis servicing the Central Terminal. It was an open sided steel frame structure with a shed roof and a concrete floor with concrete pads for gasoline pumps. Little documentation has been found on the history of the filling station; it was out of service by at least 1974.73

The Buffalo Central Terminal was constructed at the tail end of the period in American transportation history when society was predominantly railroad oriented. "By the 1920s," writes railroad historian Janet Potter, "this situation began to change as powerful forces...combined to revolutionize the way America moved people, things, and information."74 As the country emerged from the Great Depression, American families embraced the convenience of the automobile. Paved highways made long distance travel safe and convenient. Railroad companies also found themselves competing with intercity and interstate buses for passenger fares and with commercial trucking companies for freight rates.

The railroads experienced a renewed surge of activity during World War II when gasoline and tire shortages curtailed private and commercial vehicular use. With the rise of commercial aviation industry after the war, however, rail travel came to be perceived as unfashionable and inconvenient. Beginning in the 1950s, the New York Central Railroad severely curtailed its passenger service. Across the industry, railroad companies ceased to invest capital in passenger equipment, services, and station facilities.75 Due to loss of revenues and the decline in train travel by the general public, the New York Central put over four hundred of its stations up for sale in 1956, including the Buffalo Central Terminal. (Figure 102, 110, 111, 112, 136)

Period of Underutilization (1956-1979)

When the Central Terminal was offered for sale in 1956, several buyers expressed interest in its acquisition, but no agreement materialized. Instead, the New York Central signed a 25-year lease with Buffprop Enterprises, which was headed by a group of out-of-town investors with plans to remodel

73 Mike Healy, "City Concentrates Cleanup Effort on Railroad Sore Spots," Buffalo Courier Express, August 13, 1974.

- 74 Potter, Great American Railroad Stations, 40-41.
- 76 "Imminent Sale of Central's Station Denied." Buffalo Courier Express. March 5, 1958.

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the station as a shopping and recreation center.77 The railroad company abandoned the office tower for transportation purposes and reconfigured the passenger facilities to meet the needs of the tenant. In 1960, the lease agreement ended in a default, and the railroad put the property on the market again. High annual property taxes and maintenance costs did not encourage buyers. In 1965, the New York Central permanently reconfigured the train concourse and walled off a section of the main concourse to make the property more attractive to tenants. The result, in effect, was a "station within a station."78 The following year, several buildings on the site were demolished in an effort to reduce taxes and maintenance fees. These included the Pullman service building, the icehouse, and the coach shop.79

In 1968, in a last-ditch effort to resuscitate two former railroad giants, the New York Central Railroad merged with its former rival, the Pennsylvania Railroad, to form the Penn Central Transportation Company. With the passage of the Rail Passenger Service Act in 1970, Congress created Amtrak, a for-profit, intercity passenger rail line that began operations the following May. Amtrak assumed the carrier obligations of the private railroads, allowing the companies to exit the unprofitable business of passenger rail service. Amtrak reduced and reorganized the nation's passenger service and phased out unprofitable station stops.

Amtrak took over passenger rail operations at the Central Terminal in 1971 and assumed responsibility for heating and lighting the concourse, but the station, and those like it, suffered from shortfalls in funding for maintenance and improvements.⁸⁰ By 1979, the terminal was beginning to show signs of neglect, and a similar assessment could be made of the landscape and site features. Amtrak maintained passenger service until October 1979, when the final train departed the station.81 By that time, only eight trains pulled in and out of the terminal daily, down from two hundred trains a day at the New York Central's peak.82 Photographs from the 1970s document the character and condition of the terminal roughly from the time of Amtrak's acquisition until the last year of passenger service. (Figure 103-109, 113-116, 120, 121, 123, 130, 135)

Private Ownership (1979–1997)

The last train departed from the terminal October 28, 1979 at 4:10am. The final train to depart the station was the

- 77 "Central Again Puts Terminal Here up for Sale," Buffalo Evening News, December 12, 1960.
- 78 Garnet R. Cousins, "Beacon at Mile 435.9-1, Dedication to Dethronement," Trains (October 1985), 48.
- 79 "\$495,000 Ceiling on Taxes Sought for NYC Terminal," Buffalo Evening News, January 12, 1961; Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984; Cousins, "Beacon at Mile 435.9-1, Dedication to Dethronement," 48
- 80 Potter, Great American Railroad Stations, 53; Roberta Walburn, "Penn Central May Vacate Terminal Before Finding Someone to Buy It," Buffalo Evening News, October 22, 1974.
- 81 "Station Has Seen Last Train But Not Last Chance," New York Times October 14, 1992
- 82 Michele Coffas, "Central Terminal at 50." Buffalo Courier Express, June 22, 1979.

- 62 The New York Central's East Buffalo freight and stock yards were transferred to the Gardenville Yard. See Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," 23,
- 63 "Huge 15-story Building Now Waiting for Carpenters, Masons and Electricians," Buffalo Evening News, February 29, 1928; "New York Central Station Site Cleared," Buffalo Evening News, May 4, 1927; "Central Terminal Name," Buffalo Courier Express, December 10, 1926.
- 64 Courier Express, 6/23/29 from The Scrapbook, p. 66.
- 65 Courier Express, 6/23/29 from The Scrapbook, p. 57.
- 66 The Scrapbook, p. 57.
- 67 Sheet 729, Volume 7, 1939 Sanborn Fire Insurance Map of Buffalo, Geography and Map Division, Library of Congress; Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," 31-32.

⁷⁵ Ibid, 44, 51, 191.

westbound Lakeshore Limited. In July 1979, local businessman Anthony T. Fedele and the New Jersey-based Galesi Realty purchased the Central Terminal for \$75,000. Between 1979 and 1997 it went through a series of private owners.

The initial developers envisioned a large-scale adaptive use project that would transform the former train station into a multipurpose complex with a hotel.83 Subsequent changes in ownership of the property resulted in years of deferred maintenance, and the absence of building security left the building susceptible to vandals and intruders. The terminal buildings were stripped of many original features, and the grounds fell into a state of advanced disrepair. One of the most conspicuous alterations to the terminal building occurred in 1982, when the bridge structure connecting the train concourse with the rest of the station was demolished to create overhead room for the passage of piggyback freight cars (Figure 93). Freight trains headed for the Belt Line tracks that run around the city used a route that passed beneath the train concourse. The low overhead clearance led to this part of the building being demolished in 1982.84

By the 1970s, the field of historic preservation in the United States had expanded its conceptual parameters to recognize resources not previously considered meritorious, such as vernacular and industrial structures. The loss of New York City's Penn Station in the mid-1960s strengthened interest in the preservation of the country's iconic train stations. In 1979, the year the Central Terminal turned fifty years old, the Buffalo Landmark and Preservation Board designated the main terminal building and tower as a local landmark. The station's ancillary buildings were omitted from the designation.

National recognition of the transportation landmark occurred in 1984, when the Central Terminal was listed in the National Register of Historic Places. The nomination listed ten contributing resources and described its key site features. Paderewski and Memorial drives, the nomination noted, "form a dramatic visual focal point for the entire railroad complex." The station plaza was also described in detail. Photos from the National Register nomination dated 1983 record deteriorating buildings amid a run-down landscape.

A series of photographs dated 1992 record the condition of the site nearly a decade after the National Register nomination documentation. By this date, the passenger tracks beyond the train platforms had been removed and the tracks along the platforms were overgrown with vegetation. The east utility building had not yet been demolished. Areas around the mail and baggage building and the Railway Express Building were used for dumping, and sidewalks were largely overgrown with vegetation. By 1992, all of the original streetlights had been replaced. Many of the street trees were gone, and Memorial Drive circle was simply planted with grass. The station plaza paving was cracked and deteriorated, although the original traffic islands remained intact.

The Central Terminal complex included two signal stations or "towers" one at each end of the tracks leading to and from the station. Signal towers 49 and 48 were designed to control the electric switches and signals for as many as 1400 train movements every 24 hours. By the mid-1970s Tower 48 (on the east end) was closed and most of the train movements were controlled by Tower 49 (at the west end). The building was originally staffed by 3 operators. The single man left in the 70s had the advantage of an electrically powered chair which he could ride from one end of the 110-foot structure to the other in order to operate all the levels which controlled the switches and signals. [Figure 107] By 1990 both signal towers and their adjacent repair shops had been demolished, as well as one of the small utility buildings on the east side of the tracks. (Figure 86, 92, 93, 99, 117-119, 122, 124-129, 131-134)

CTRC Ownership (1997-current)

In 1997, the main terminal and 12 acres of the original complex were acquired by the Central Terminal Restoration Corporation (CTRC), a nonprofit organization dedicated to the site's adaptive reuse and preservation that was formed in 1996. The CTRC organized groundskeeping projects to pick up and haul away trash and debris, cut down overgrowth, mow the lawns, and plant saplings (Figures 105 and 106). On one Saturday morning in April 1998, over five hundred volunteers turned out to help.⁸⁶ Young trees were planted along the sidewalks of the terminal approaches and in the lawns, which had not been used as parking lots in decades. For 25 years the CTRC has been an active steward of the building, relentlessly advocating for the Terminal. Since it took over ownership, the CTRC has continued to maintain the buildings and site, keeping it stable and preserving it for the upcoming restoration and reuse. (Figure 137-142, and all photos in the Part 2-Existing Conditions)

See historic photos Figures 83 - 144.

A Summary Developmental Timeline and History can be found before these photos, page 71–72. The timeline starts with 1979, when the Terminal closed, since its history as an active terminal is described in detail in this section.

⁸³ Cousins. "Beacon at Mile 435.9-1. Dedication to Dethronement." 48.

⁸⁴ Kraemer, 16.

⁸⁵ Kraemer, 44–45.

⁸⁶ Mike Vogel, "500 volunteers make tracks to spruce up landmark," Buffalo News, April 19, 1998.

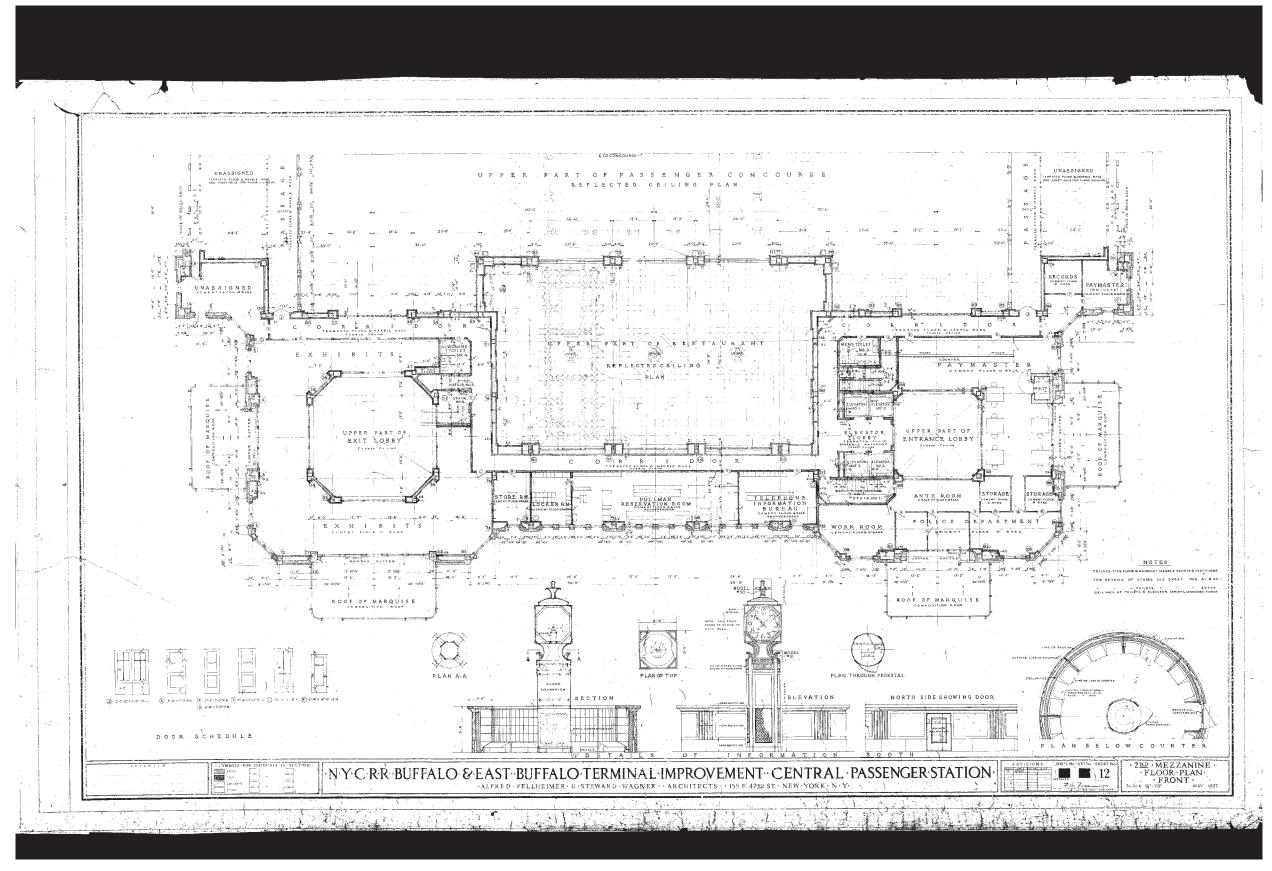


Figure 63: Fellheimer & Wagner, New York Central Terminal, "Mezzanine Plan," May 1927. (Fellheimer & Wagner Archives, Avery Drawings and Archives Collections, Columbia University Libraries)

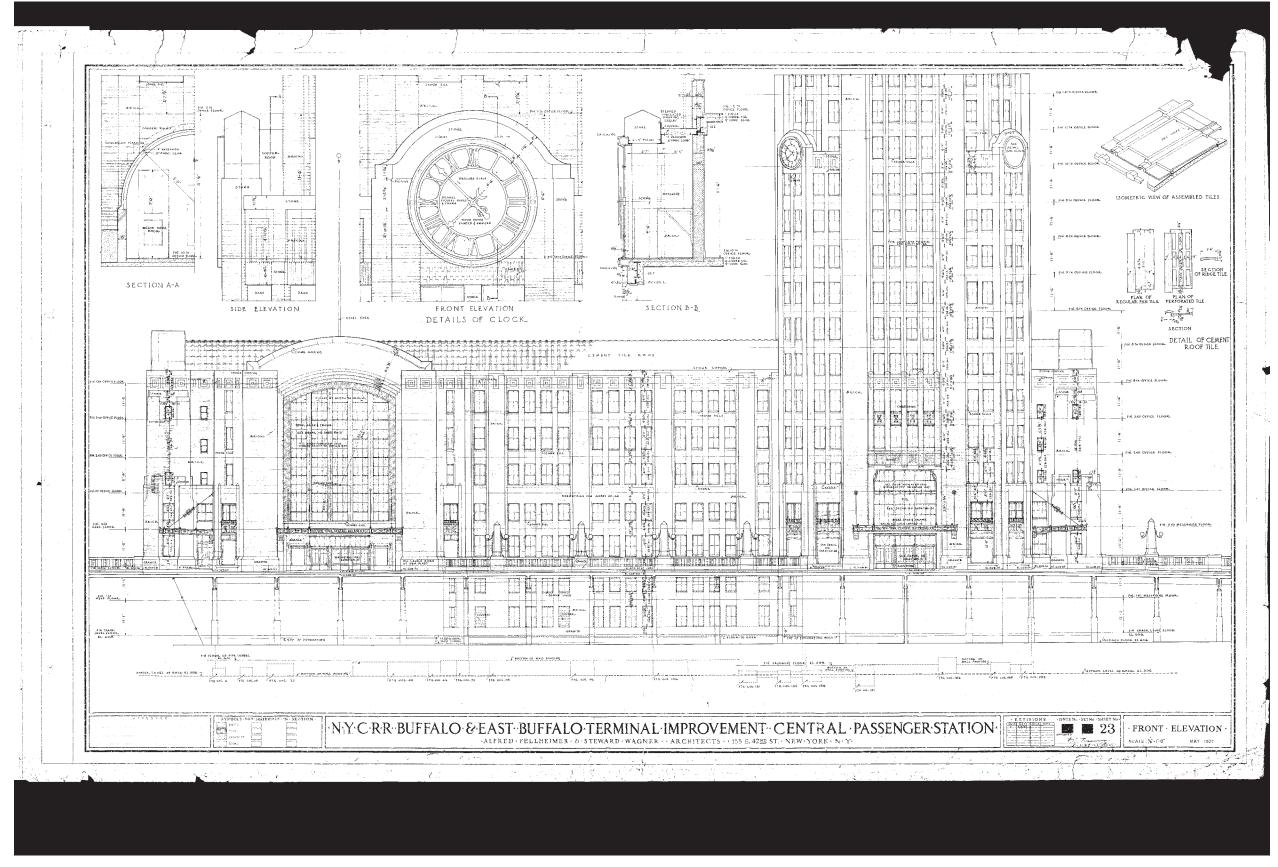
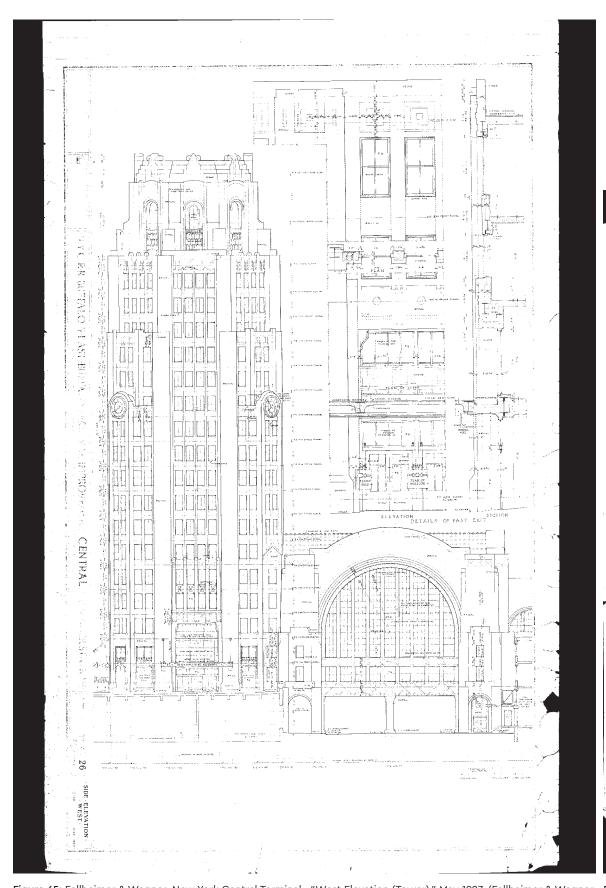


Figure 64: Fellheimer & Wagner, New York Central Terminal, "Front Elevation," May 1927. (Fellheimer & Wagner Archives, Avery Drawings and Archives Collections, Columbia University Libraries)



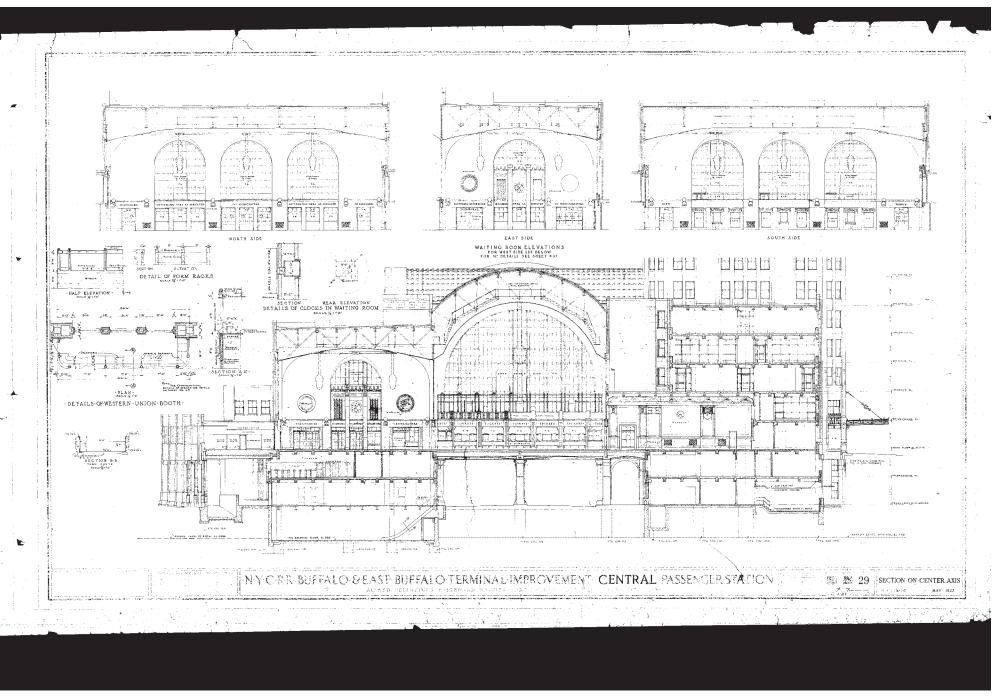


Figure 65: Fellheimer & Wagner, New York Central Terminal, "West Elevation (Tower)," May 1927. (Fellheimer & Wagner & Wagner, "Section on Center Axis," May 1927. (Fellheimer & Wagner Archives, Avery Drawings Archives, Avery Drawings and Archives Collections, Columbia University Libraries)

and Archives Collections, Columbia University Libraries)

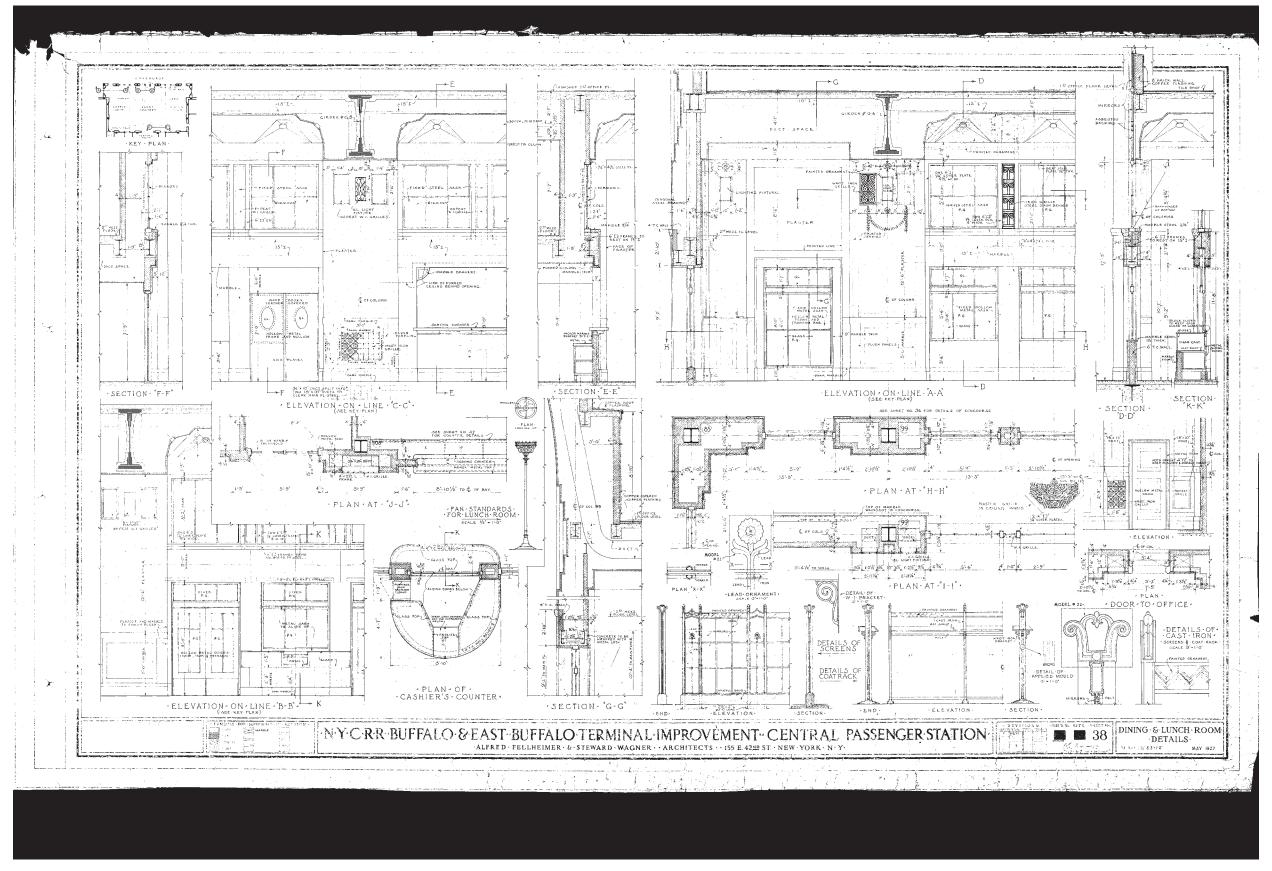


Figure 67: Fellheimer & Wagner, "Dining and Lunch Room Details," May 1927. (Fellheimer & Wagner Archives, Avery Drawings and Archives Collections, Columbia University Libraries)

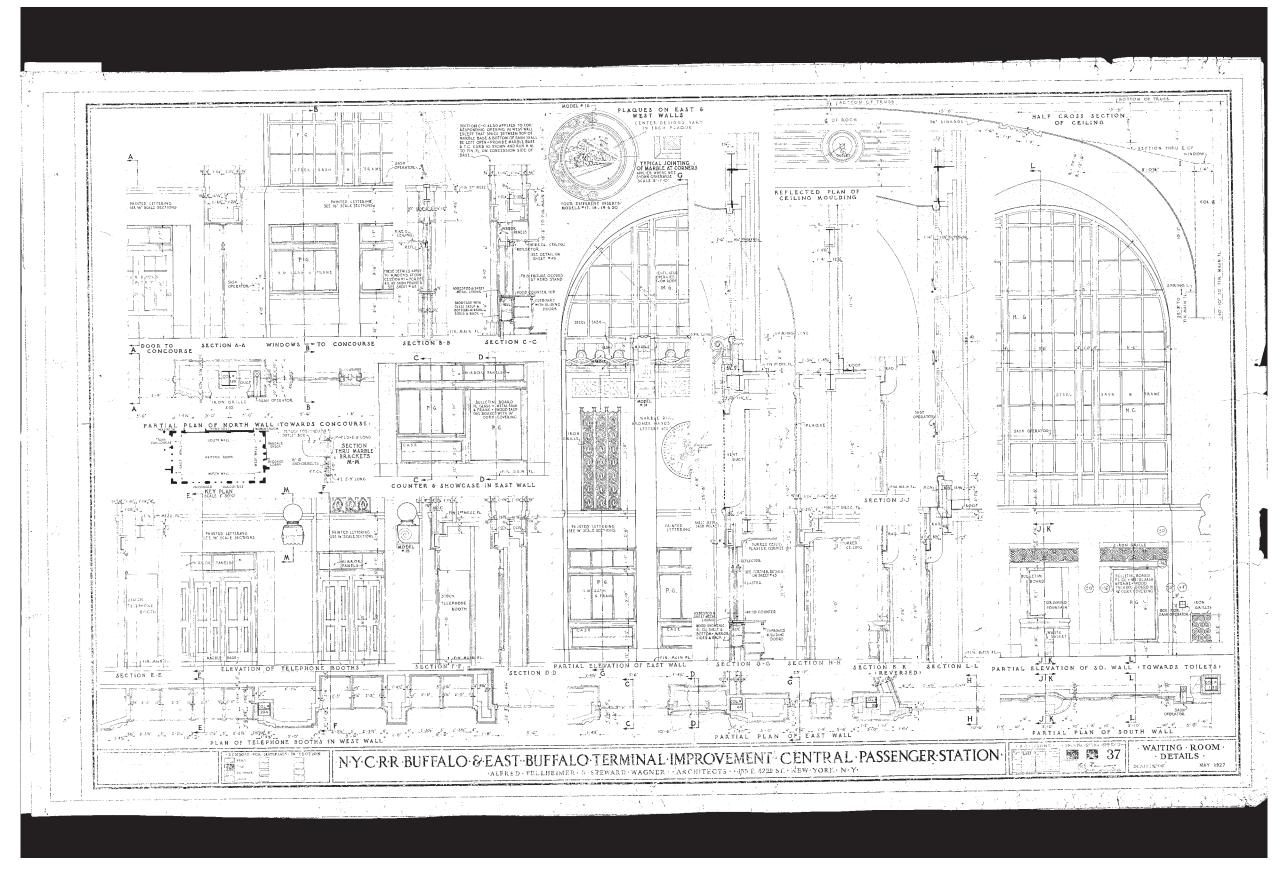


Figure 68: Fellheimer & Wagner, "Waiting Room Details," May 1927. (Fellheimer & Wagner Archives, Avery Drawings and Archives Collections, Columbia University Libraries)

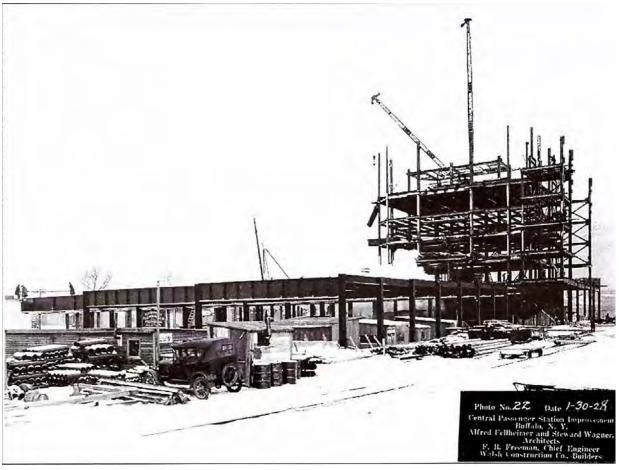


Figure 69: Construction of Central Terminal, 1928. (Plate 22, Buffalo Central Terminal, 1927, Courtesy Angevine Collection NYC)

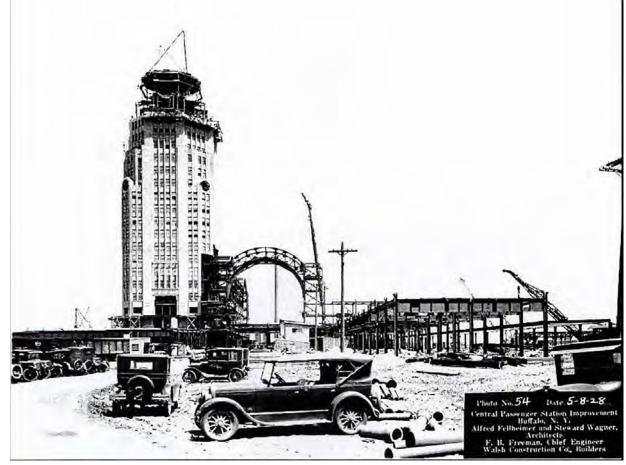


Figure 70: Construction of Central Terminal, 1928. (Plate 54, Buffalo Central Terminal, 1927, Courtesy Angevine Collection NYC)



Figure 71: Construction of Central Terminal, 1928. (Plate 97, Buffalo Central Terminal, 1927, Courtesy Angevine Collection NYC)



Figure 72: Construction of Central Terminal, 1928. (Plate 138, Buffalo Central Terminal, 1927, Courtesy Angevine Collection NYC)



Figure 73: Construction of New York Central Terminal, Curtiss Street, ca. 1928.

(Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



Figure 74: Plaza Approach East, 1928. Exterior view of the Buffalo Central Terminal from the east with the plaza in the foreground December 11, 1928. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Plaza Approach)



Figure 75: Exterior view of Buffalo Central Terminal looking from the east with plaza and streetlights in foreground, ca. 1930. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – Plaza Approach)

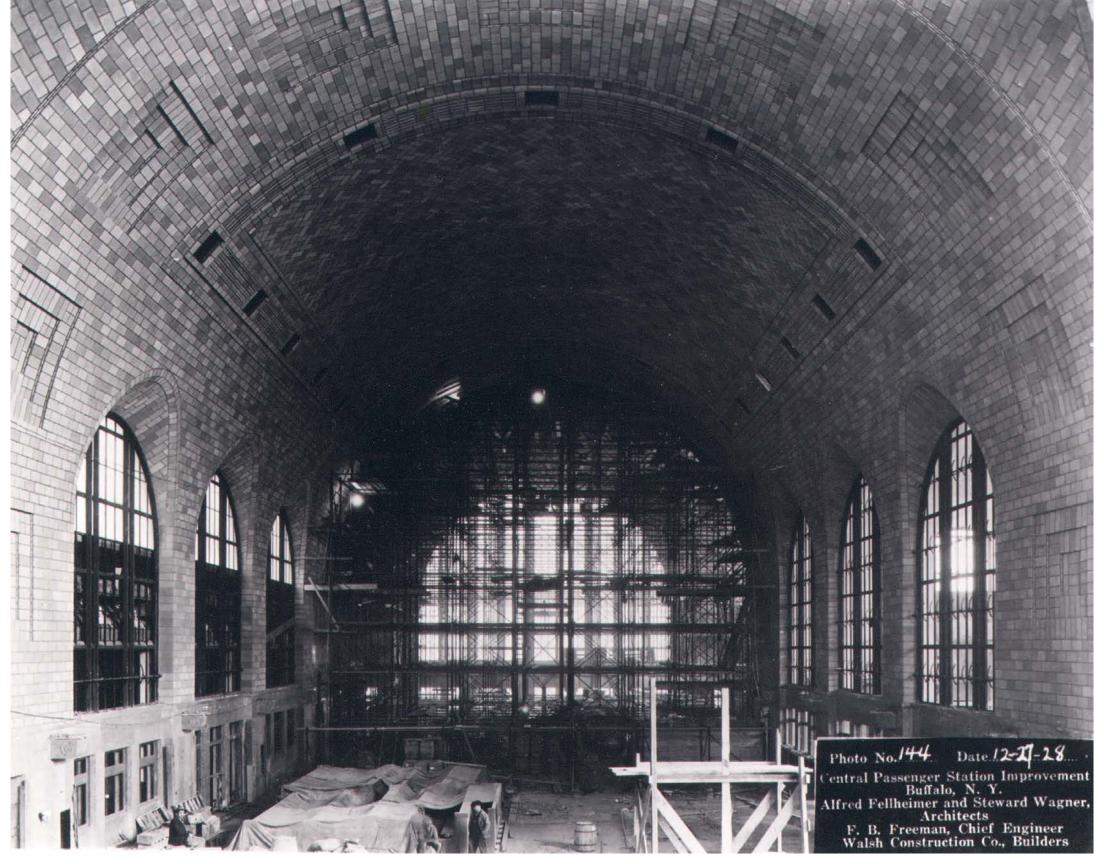


Figure 76: Interior view of concourse under construction, New York Central Terminal, 1928. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Construction)

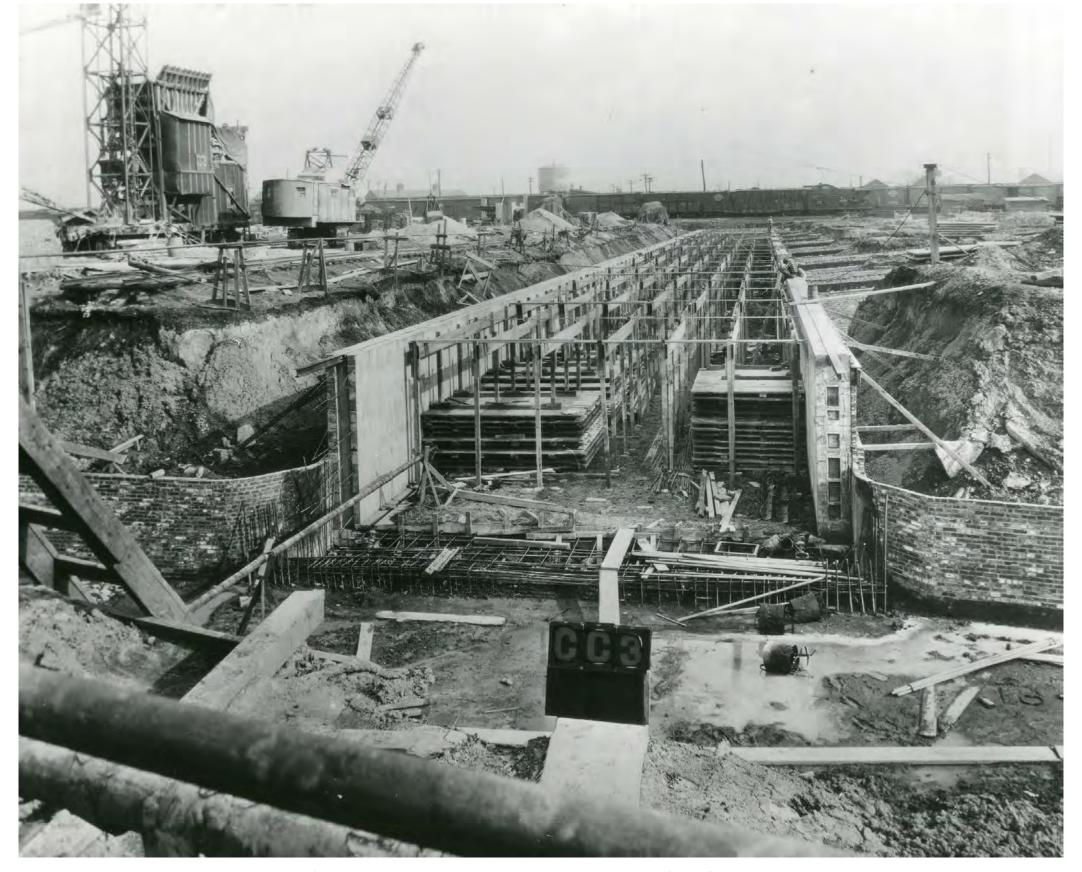


Figure 77: View looking southeast at underground passage for baggage handling, New York Central Terminal, ca. 1927. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – Construction)



Figure 78: Aerial View of New York Central Terminal, 1947. Looking Northwest across the tracks.

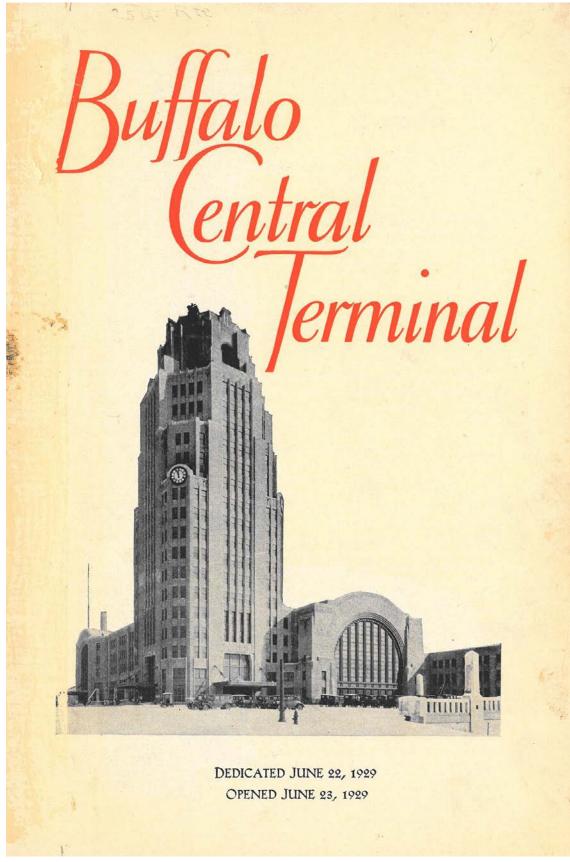
(Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Construction)



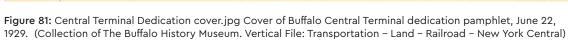
Figure 79: Opening day luncheon tables set for guests in the passenger concourse, Buffalo Central Terminal, June 22, 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Opening Day)

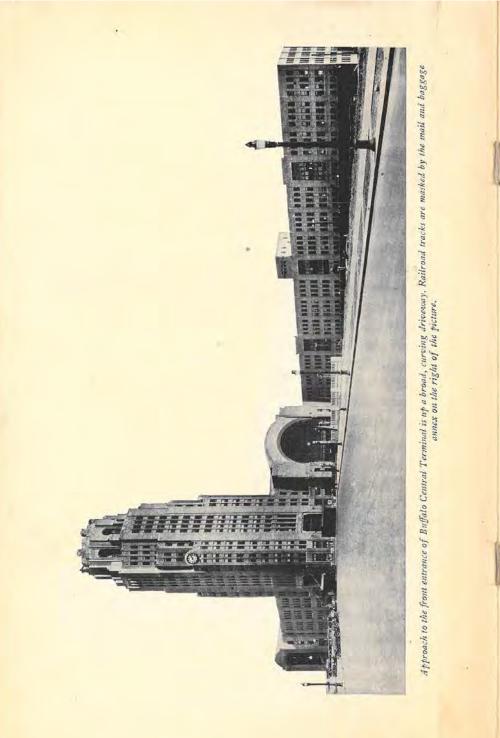


Figure 80: New York Central Terminal opening day luncheon, June 22, 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)











Buffalo Central Terminal

B UFFALO, one of the chief railroad centers of America, already a great city and growing rapidly, now has in the New York Central passenger terminal on Curtiss Street, opened for traffic Sunday, June 23, 1929, a notable civic monument. Comfort and convenience for the traveling public have been synchronized with efficiency in railroad operation in a way worthy of the third decade of the twentieth century. The new Central Terminal is large enough to take care of the city's traffic for years to come; and provision has been made for increasing its capacity when Buffalo outgrows present facilities, as is

The new station takes the place of the old one on Exchange Street, built in the early '60's, when Buffalo was a frontier city of fifty thousand inhabitants and the New York Central Railroad was far from being the great system it has since become. Exchange Street Station was ample for its day; but since it was built Buffalo has grown eleven-fold in population, while the New York Central system has increased twelve-fold in mileage and much more than that in volume of traffic. To replace the old station with an adequate modern structure on the same restricted site was out of the question. Aside from that the location had become inconvenient both for the city and for the railroad. To reach the old station trains usually had to leave the main line and back into the station after going around one branch of a "Y." This was right enough in early days, for a station of that type met requirements. But the extraordinary growth of the nation and consequent change in character of the major part of passenger traffic developed a need for a station directly on the main line. For years a number of important through trains did not enter Exchange Street Station at all, merely stopping in the outer yards on the main line to change crews and receive other necessary service. Hereafter the 20th Century Limited, the Central's premier train, will stop here westbound. Furthermore, in expanding into a city of 555,000 inhabitants Buffalo had grown away from Exchange Street.

Railroad company and city were agreed on the need for a new station, yet much more was involved than the physical task of erecting a building and laying tracks. Legal rights of both the corporation and the municipality had to be safeguarded, the necessities of both had to be considered, mutual concessions made and agreements reached. Circumstances made the undertaking more complex and difficult than may appear to the uninitiated. Not until 1925 were the necessary preliminaries for the new Central Terminal settled.

New Terminal Stands Astride Curtiss Street

The new Central Terminal is on Curtiss Street-literally so, for it stands astride the thoroughfare with the main Concourse directly over it-only two and two-tenths miles from the business center of the city, but near the present center of population and on the fringe of the heavy traffic sections. Its location makes for a minimum of delay to persons using the Terminal, as wide and un-

Figure 82: Pages 1 and 2 from Buffalo Central Terminal dedication pamphlet, June 22, 1929. (Collection of The Buffalo History Museum. Vertical File: Transportation - Land - Railroad - New York Central)

- 1979 The last train leaves the Terminal: The last train, the Lakeshore Limited, departed from the terminal October 28, 1979 at 4:10 am.
- **1979 New Owner:** Local businessmen Anthony T. Fedele and the New Jersey-based Galesi Realty purchased the Buffalo Central Terminal for \$75,000, July 1979.
- **1979 Local Buffalo landmark designation:** The Tower and Passenger Concourse only of the Terminal are listed in the designation.
- 1982 Train Concourse bridge demolished to accommodate overhead room for the passage of piggyback freight cars.
- 1984 Listing on the State and National Registers of Historic Places: The remaining 61 acres with 10 contributing buildings are listed on the National and State Registers.
- 1986 Foreclosure and change in ownership: Anthony Fedele defaults on taxes and US Bankruptcy Court Judge orders foreclosure sale. The City puts the Terminal up for auction. Thomas Telesco, the only bidder, purchases the Terminal for \$100,000. He subsequently removes many of the interior character defining features such as ornamental ironwork, light fixtures and marble and sells them for profit. Deterioration throughout the facility and site begins. Weather damages much of the Passenger Concourse and several fires due to arson occur.
- 1993 Train Concourse Lease: The Train Concourse, still owned by Amtrak, is leased to a private concractor for heavy equipment storage.
- 1996 Engineering Study: Hamilton Houston Lownie Architects, PC provided an Existing Conditions Engineering Study of Buffalo Central Terminal Main Terminal Building and Tower, Mail & Baggage Building, Station Plaza and Parking Structure. Other consultants involved were Edward O. Watts, (Environmental Engineers), Siracuse Engineers (Structural Engineers), Baer & Associates (Cost Estimating), Alan Dewart (Private Development Consultants). A Phase I Environmental Property Assessment was an integral part of this study.
- 1997: Transfer of Ownership to CTRC: In August of 1997, the ownership of Buffalo Central Terminal and the 12.5-acre site is transferred from the City of Buffalo to Central Terminal Restoration Corporation (CTRC) for the purchase price of \$1.00 and approximately \$70,000 in back taxes. The City had taken it over from Mr. Telesco.

- 1999 Tower Clock Lights: CTRC repaired and relit the four exterior clocks on floor 10 of the Terminal Tower.
- 2003 Main Concourse Reopened: After the removal of 350 tons of debris, much cleaning and abatement and the repair of 400 windows, the Main Concourse was reopened to the public to be used for large gatherings, tours, holiday festivals.
- **2003** The CTRC receives \$101,000 from the City of Buffalo for rehabilitation of the building. The Terminal also celebrates its 75th Anniversary.
- 2005 The Passenger Concourse Clock: The concourse clock returns to Buffalo. Found in 2003 for sale on eBay in a Chicago antique store, purchased in 2004 and placed in Terminal in 2005. A public fundraising effort led by WBEN generated \$14,000 and M&T Bank donated \$25,000 so the clock could be purchased and restored. The clock was displayed at M&T Bank and returned to the Central Terminal in 2009.
- 2006 Record breaking events: Buffalo Central Terminal sees record-breaking numbers of visitors including 20,000 in September alone, due to the first-ever Train Show, the Buffalo Brewfest and the annual Picnic on the Plaza Oktoberfest.
- **2007 10th Anniversary of CTRC:** The CTRC celebrates its 10th anniversary. Dyngus Day returns to the Central Terminal.
- 2008 Capital Improvement Projects: Two large capital improvement projects are completed: abatement in the restaurant area, and new concrete work on the entrance corner. Most notably, the CTRC receives the Daniel B. Niederlander Award for "outstanding programming by a local heritage organization" from the Buffalo & Erie County Historical Society. It is quite a prestigious honor, and one the CTRC shares with Shea's Performing Art Center.
- 2008 Asbestos Survey Report: Asbestos Survey Report (Restaurant Renovation Areas) completed by Action Environmental Services (July 23, 2018).
- 2009 Passenger Concourse Clock Returns:
 The Terminal celebrates its 80th anniversary and the Passenger Concourse clock returns.
- **2011 Phase II Investigation:** Phase II Investigation of 59 Memorial Drive by GZA Geo Environmental of NY (January 2011).

- 2011 Buffalo Central Terminal Master Plan: Abbreviated master plan created by the CTRC Architecture Committee (Volunteers) in order to spur interest and momentum for future redevelopment opportunities.
- 2011 National Trust for Historic Preservation Grant: The Central Terminal wins a \$10,000 grant from the National Trust for Historic Preservation. Launched by Dave Majewski, the Urban Habitat Project begins its award-winning run on a three-acre portion of Central Terminal property.
- 2011 The National Trust for Historic Preservation Annual Conference: The National Trust for Historic Preservation holds its annual conference in Buffalo with sessions and receptions at the Central Terminal and over 2000 attendees. (October 18–22)
- 2012 Buffalo Central Terminal Historic Structures
 Report HHL Architects. (Draft Final not located)
 Documentary, graphic, and physical information about
 the property's history and existing conditions. The
 recommendations serve as a guide for the rehabilitation
 and assist in decision-making regarding historic features.
- 2012 Pre-renovation asbestos and lead based Paint Inspection Marquis Restoration Project. (November 19, 2012)
- **2012 Historic Light Fixture Donation:** Original Light Fixture from the Passenger Concourse donated to CTRC from a Toronto antique dealer.
- **2013 Waiting Room Roof Renovation:** CTRC begins Phase 1 of the roof renovation over the Waiting Room. Light fixtures for the Passenger Concourse are recreated from original fixture by Sheet Metal Workers Union 71.
- **2014 Asbestos Bulk Sampling** by AMD Environmental Consultants (December 22, 2014)
- 2016 Movie Filming Modifications: Buffalo Central Terminal was used as a site location for the filming of the movie Marshall, a biographical legal drama about Thurgood Marshall, the first African American Supreme Court Justice, and one of his first cases, the State of Connecticut v Joseph Spell. The production crew augmented the appearance of the Main Concourse with decoratively painted panels to infill missing Bottocino marble wainscot panels. Decorative railings at the east ticket windows were repainted. Ticket windows received wood infill to give the appearance of grilles and marble.

- 2017 Electric Work: Electric work to reinstall electric grid connection, transformer, step down gear and beginning of main distribution network. Work, in conjunction with National Grid, includes installation of one 5KV, 600Amp high voltage service to the complex, with accompanying switchboards. Installation of one 750KVA, 4160 to 480/277V dry-type transformer with necessary conduit and transfer switches, and installation of six distribution panels providing for appropriately sized power and much needed permanent wiring of existing emergency lighting and security systems. Completion of project will result in installation of previously awarded 400kw solar panel system, while simultaneously opening door for much needed abatement work in lower levels. (April 20, 2017)
- **2017 ESDC Grant:** ESDC allocates \$5 million for planning, design and construction of improvements to the existing historic entry lobby and concourse of Buffalo Central Terminal. ESD Grant issued 2018 and signed 2019. (December 27, 2017)
- 2017 NYS Environmental Protective Fund Grant: The NYSOPRHP awards an EPF grant to Buffalo Central Terminal for \$314,625 to restore 6 steel windows facing the Passenger Concourse, and to install 8 new doors and frames and 18 windows.
- 2017 "Buffalo Central" Plan Stinson Development / Carmina Wood Morris DPC: Conceptual plan that envisioned the redevelopment of the CTRC and City owned buildings as commercial office space, event center, 179 room hotel, transit oriented transportation hub, 188 residential units in existing buildings and 178 new units on the site, and a retail and commercial core consisting of a fresh food market. Site and infrastructure included passive and active recreation space and reactivation of Curtiss Street for connection and access. This plan did not move beyond the conceptual planning phase.
- 2017 ULI come to the Buffalo Central Terminal: Getting Adaptive Reuse Right - Urban Land Institute (ULI) Advisory Services Panel Report. Found that the fate of the Central Terminal is directly linked to the Broadway Fillmore neighborhood. It recommends creating value in the building by creating a year-round, regional event venue on the Main Concourse of the Terminal that appeals to a diverse, multiethnic clientele and includes residents of the neighborhood in entrepreneurial activities and opportunities. The report also recommended that CTRC build a full time operational staff to oversee the creation of a master plan for the Central Terminal complex, as well as management of future capital improvements to the property, fund raising and marketing. CTRC is currently beginning to implement all of these recommendations including a full time staff funded for at least five years through a pooled fund from local foundations.

2017 - ESDC \$5 Million Grant: ESDC allocates \$5 million for planning, design and construction of improvements to the existing historic entry lobby and concourse of the Buffalo Central Terminal. ESD Grant issued 2018 and signed 2019.

2018 - General Project Plan: A General Project Plan is prepared to accompany the public funding. The GPP includes - project description, purpose and need, public purpose, how funding will be utilized, environmental review and M/WBE. The General Project Plan was updated in 2022. (September 20, 2018)

2018 – World Monuments Fund places the Buffalo Central Terminal on its international World Monuments Fund Watch List, one of only 25 that year.

2018 – Association for Preservation Technology International 50th Anniversary Conference is held in Buffalo with 1000 attendees. The opening event of the conference was held at the Buffalo Central Terminal as well as several field sessions and workshops. The opening party of the conference, "Welcome to Buffalo" is hosted at the Buffalo Central Terminal, co-sponsored by the Buffalo Architecture Foundation, the Central Terminal and the World Monuments Fund. Over 700 people from around the world attend the opening where WMF presents their Watch List designation to the CTRC board. (September 22–27, 2018)

2019 - CJS Architects is hired to complete \$5M NYS funded A/E work to ready the main concourse for yearound use in alignment with Urban Land Institute Report. (March 25, 2019)

2019 - Land Survey by Fradina Engineering (August 13, 2019 and May 7, 2020).

2019 - Guastavino Tile Existing Conditions Report by Vertical Access (September 11, 2019). Passenger Concourse Guastavino Tile and Akoustolith Tile is preliminarily inspected.

2019 - Buffalo Central Terminal receives an East Side Avenues award. East Side Avenues is a capacity building initiative developed to fund, plan and coordinate revitalization strategies and initiatives aimed at improving economic conditions in four main commercial corridors on Buffalo's East Side. It is backed by a unique partnership of private and philanthropic organizations that created the pooled, \$8 million East Side Collaborative Fund administered by the Community Foundation for Greater Buffalo.

2019 - Various Environmental Assessments, by Sienna Environmental.

2019 - Laser and Drone Survey by Paul James Olszewski, P.L.S., PLLC.

2019 - Buffalo Construction Consultants hired for Construction Management.t (December, 2019)

2020 – Master Plan and Broadway-Fillmore Neighborhood Plan: SmithGroup and a range of consultants are hired to prepare a Terminal Master Plan, Broadway-Fillmore Neighborhood Plan and a Property Conditions Survey of the Terminal and Mail & Baggage Building. (April, 2020)

2020 - SHPO approval for flat roof work forfor the lightwell roof over the restaurant designed by CJS. (May 21, 2020)

2020 - City of Buffalo Preservation Board approval for flat roof work. (June 11, 2020)

2021 - The Buffalo Central Terminal Master Plan which includes a Broadway-Fillmore Neighborhood Plan was completed.

2021 - Downtown Revitalization Initiative Grant Received: DRI grants were awarded to multiple neighborhood projects including the Central Terminal, the Broadway Market and other Broadway Fillmore neighborhood locations.

2022 - The Regional Revitalization Partnership **Grant received:** The Buffalo Central Terminal receives a \$61M allocation from the The Regional Revitalization Partnership (RRP). RRP is a \$300M comprehensive economic development strategy and public-private partnership that maximizes impact and leverages additional investment for Buffalo's East Side, Niagara Falls and Rochester. This community-driven, collaborative strategy takes a holistic, inclusive approach to economic development and is designed to build community wealth through multiple paths. The RRP was developed in collaboration with New York State Governor Kathy Hochul and Empire State Development (ESD) and is supported by the Ralph C. Wilson, Jr. Foundation, the Farash Foundation, ESL, KeyBank/First Niagara Foundation, M&T Bank and partners in the cities of Buffalo, Niagara Falls, and Rochester.

2023 - Historic Structures Report and Cultural Landscape Report: A team led by Barbara A. Campagna/Architecture + Planning, PLLC is hired to prepare a Historic Structures Report and a Cultural Landscape Report of the CTRC- owned property which includes the Terminal, the Tower, the Mail & Baggage Building and 12.5 acres of the site. The team includes:

Preservation Architect/Prime: Barbara A. Campagna/Architecture + Planning, PLLC

Landscape Architect: Elizabeth Kennedy Landscape Architect, PLLC

Associate Architect: Design Synergies Architecture, PC

Historian: Robinson & Associates, Inc.

Peer Review: SmithGroup Structural Engineer: Silman MEP Engineer: Altieri

Architectural Conservator: Jablonski Building Conservation, Inc.

Photography: Nancy J. Parisi, Social Documentation Photography

Graphic Design: Get Fresh Industries

Historic Preservation Certification Application Part 1:

Preservation Architect/Prime: Barbara A. Campagna/Architecture + Planning, PLLC As an initial phase of the tax credit process, Barbara A. Campagna/Architecture + Planning, PLC is hired to prepare the Part 1.

Photography: Nancy J. Parisi, Social Documentation Photography

Graphic Design: Get Fresh Industries

A team led by Quinn Evans, Inc. is also hired at the same time to conduct stabilization and capital improvements for the Terminal and Tower.

Preservation Architect/Prime: Quinn Evans, Inc.

Associate Architect: Design Synergies Architecture, PC

Preservation Consulting: Barbara A. Campagna/Architecture + Planning, PLLC

Structural Engineer: Silman

MEP Engineer: Burro Happold

Fire Protection & Life Safety: GHD

Civil Engineer: Tredo Engineers

Architectural Conservator: Jablonski Building Conservation, Inc.

Cost Estimating: Dharam Consulting

2024 - Preferred Development Team announced after a selective RFP process as the development partner with the CTRC:

CB-Emmanuel Realty, LLC The Alexander Company Rise Community Capital

Note: This Summary Developmental Timeline and History starts with 1979, when the Terminal closed, since its history as an active terminal is described in detail in this section.

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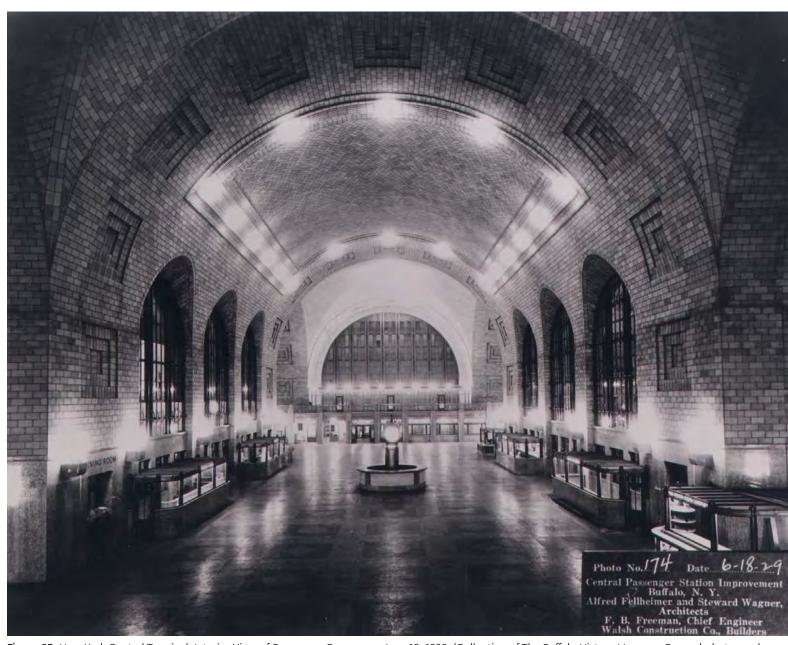


Figure 83: New York Central Terminal, Interior View of Passenger Concourse, June 18, 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings - Transportation & Storage - Depots - New York Central - Passenger Concourse)



Figure 84: New York Central Terminal Waiting Room, May 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



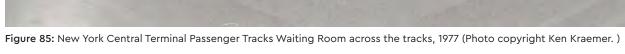




Figure 86: Interior view of the waiting room in Buffalo Central Terminal stacked with cartons, 1980s.

(Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Waiting Rooms)



Figure 87: New York Central Terminal restaurant, Prior to Grand Opening, May 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots.)

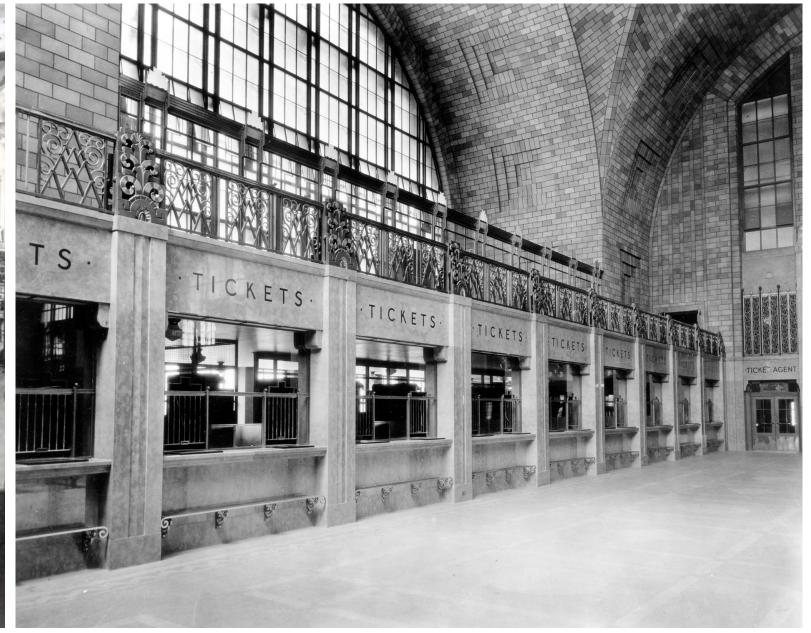


Figure 88: New York Central Terminal ticket windows, 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots.)



Figure 89: New York Central Terminal ticket window, September 1936.
(Collection of The Buffalo History Museum. General photograph collection, Buildings - Transportation & Storage - Depots)



Figure 90: New York Central Terminal newstand with clock, 1929.

(Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



Figure 91: New York Central Terminal passenger concourse, ca. 1930. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



Figure 92: New York Central Terminal Train Concourse Bridge, ca. 1977. (Copyright Ken Kraemer)



Figure 93: New York Central Terminal Train Concourse Bridge under demolition, ca. 1982. (Copyright Ken Kraemer)



Figure 94: New York Central Terminal Concourse Roof (Cementiles), Looking east from tower. Circa early 1950s. (Paul Pietrak Collection, courtesy Railroad Museum of the Niagara Frontier)



Figure 95: Aerial view of Buffalo Central Terminal looking southeast, 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Aerial)



Figure 96: New York Central Terminal looking west with sheds.jpg New York Central Terminal looking west at sheds and station, 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



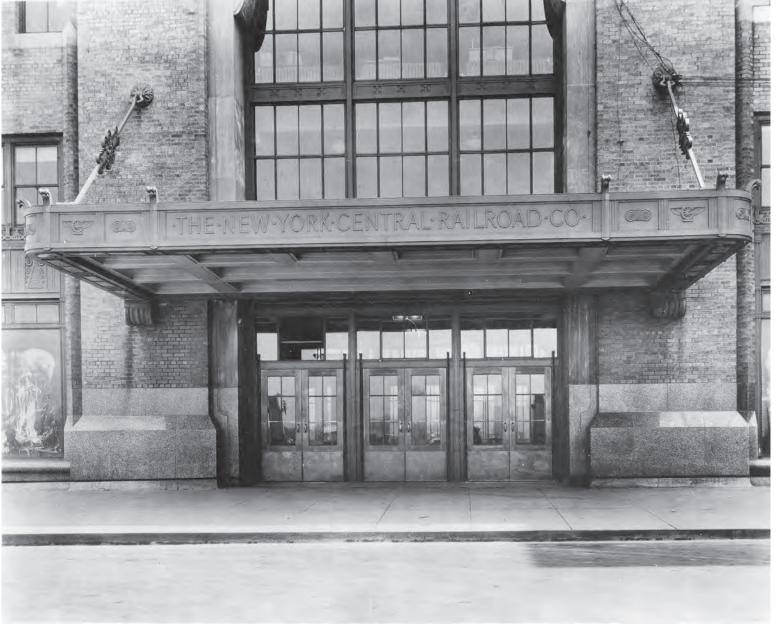


Figure 98: New York Central Terminal entrance of tower, ca. 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)

Figure 97: Exterior view of Buffalo Central Terminal, 1938. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Tower)

HISTORIC STRUCTURES REPORT | PART |: DEVELOPMENTAL



Figure 99: New York Central Terminal entrance of tower, 1994. (Courtesy Railroad Museum of the Niagara Frontier, photo by Geoff Gerstung)



Figure 100: Buffalo Central Terminal under construction, ca. 1928. Looking East along Curtiss Street. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Construction)



Figure 101: Exterior view of the Railway Express Agency at Buffalo Central Terminal, ca. 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Railway Express)

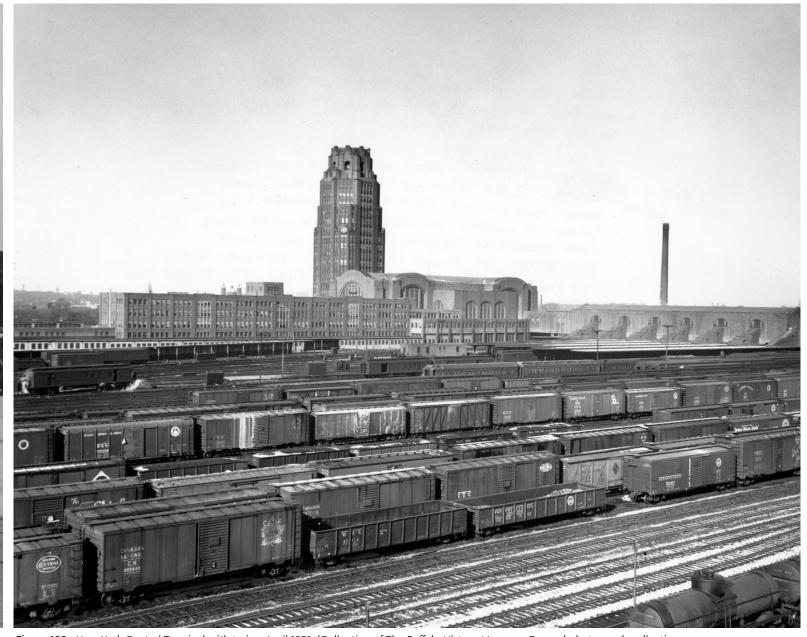


Figure 102: New York Central Terminal with trains, April 1951. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)





Figure 104: View of Signal Station towards Tower, ca. 1977. (Copyright Ken Kraemer)







Figure 106: Signal Station 49, looking Southeast at passenger platforms, ca. 1977. (Copyright Ken Kraemer)

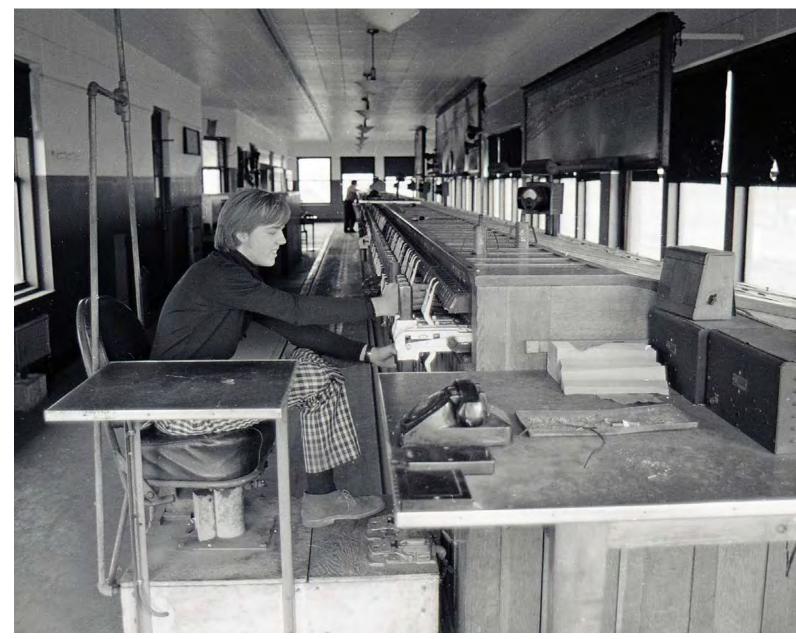




Figure 107: Interior of Signal Station, ca. 1977. (Copyright Ken Kraemer)

Figure 108: Passenger tracks, stairs and canopies, ca. 1977. Looking down from tower. (Copyright Ken Kraemer)



Figure 109: Passenger tracks, ca. 1977. Looking west. (Copyright Ken Kraemer)



Figure 110: Passenger Tracks, oil tank, power station. Circa early 1950s. (Paul Pietrak Collection, courtesy Railroad Museum of the Niagara Frontier)



Figure 111: Crowd greeting Thomas E. Dewey, Republican presidential candidate, with view of the bison statue, October 26, 1948. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



Figure 112: New York Central Terminal, American Car & Foundry's Talgo train, during railroad fair week, 1954. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)

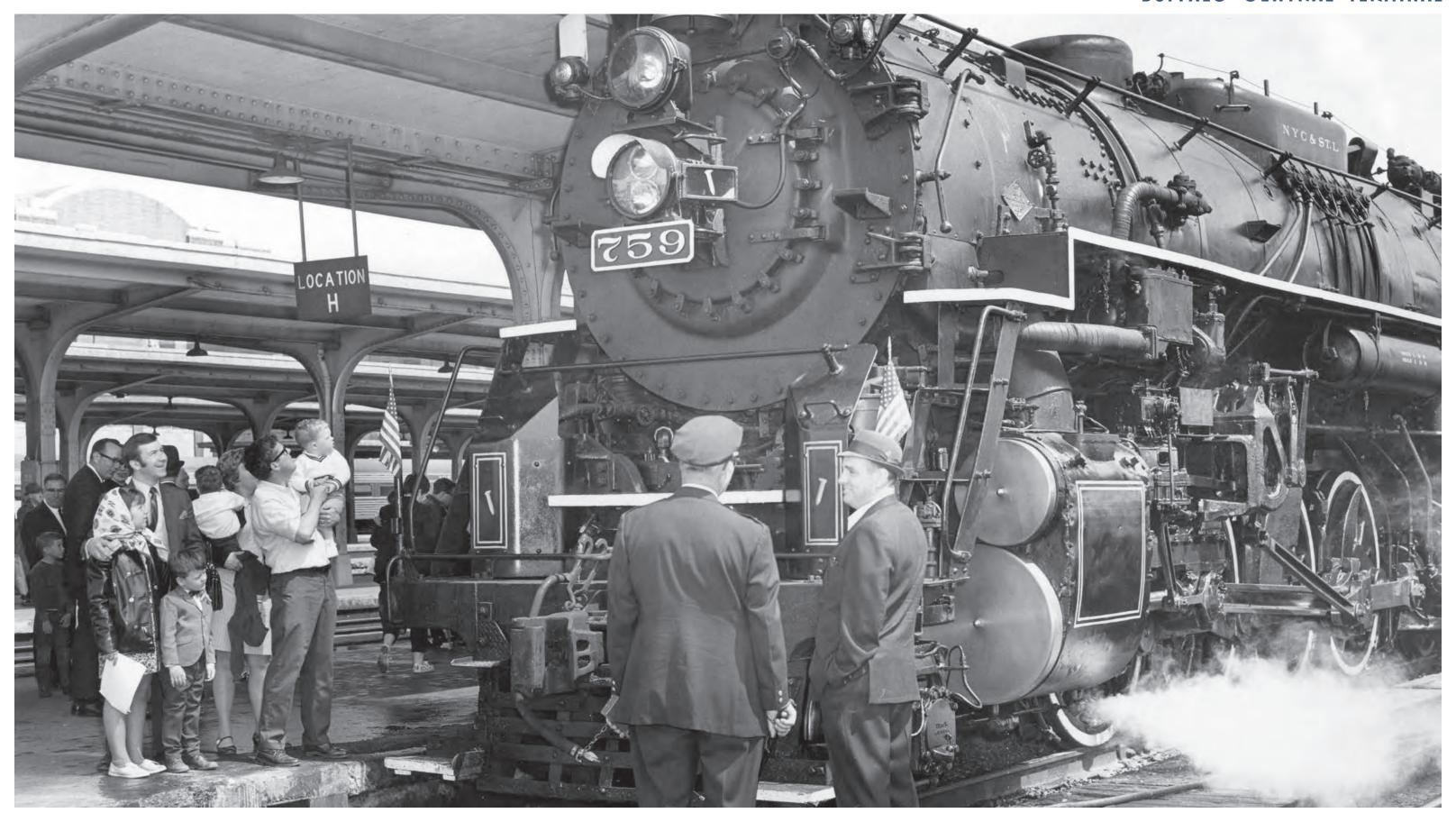


Figure 113: Engine 759 ("Centennial Limited") of the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York, Chicago & St. Louis Railroad stops at the New York Central Terminal, May 4, 1969, as part of the Solden Spike Centennial Limited") of the New York Central Terminal, May 4, 1969, as part of the Solden Spike Centennial Limited (Collection of The Buffalo History Museum.







Figure 115: Looking southeast at Railway Express Agency, 1971. (Courtesy Railroad Museum of Niagara Frontier, photo from Geoff Gerstunz)

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Figure 116: Looking northwest at Tower across the tracks, 1977. (Copyright Ken Kraemer)

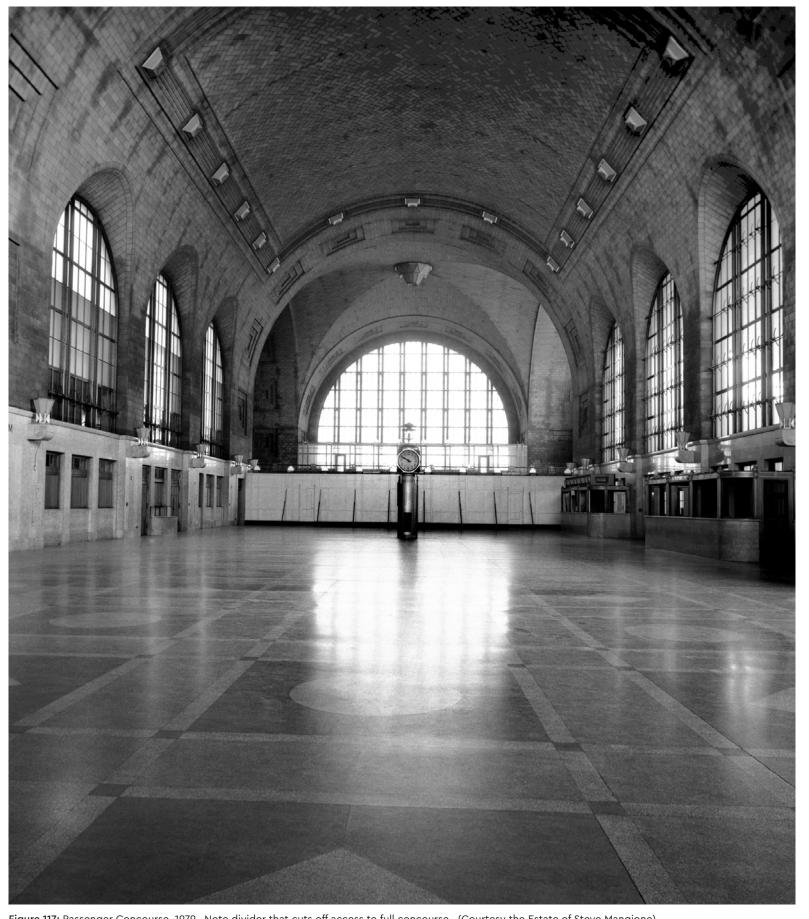


Figure 117: Passenger Concourse, 1979. Note divider that cuts off access to full concourse. (Courtesy the Estate of Steve Mangione)



Figure 118: Passenger concourse and vendor spaces, 1979. Note divider that cuts off access to full concourse. (Courtesy the Estate of Steve Mangione)





Figure 120: Interior view of neon sign for Gateway Restaurant and remodeled ticket windows, New York Central Terminal, October 28, 1959. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central-Ticket Windows)

Figure 119: Passenger concourse and vendor spaces, 1979. Note divider that cuts off access to full concourse. (Courtesy the Estate of Steve Mangione)





Figure 121: Interior view of sign for Gateway Restaurant and remodeled ticket windows, New York Central Terminal, 1960. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central-Ticket Windows)

Figure 122: Ticket Counters closed down, April 15, 1979. (Courtesy Mark Lewandowski, Jr.)





Figure 124: Passenger tracks concourse, 1979. (Courtesy the Estate of Steve Mangione)

Figure 123: Passenger concourse and central clock, 1977. (Copyright Ken Kraemer)





Figure 125: Passenger tracks waiting room, 1979. (Courtesy the Estate of Steve Mangione)

Figure 126: Tower Lobby looking towards passenger concourse, 1979. (Courtesy the Estate of Steve Mangione)





Figure 127: Passenger concourse with Buffalo, looking at taxi exit, 1979. (Courtesy the Estate of Steve Mangione)

Figure 128: Passenger train concourse, tracks, stairs, 1979. (Courtesy the Estate of Steve Mangione)







Figure 130: New York Central Terminal trains at tracks, December 1977. (Courtesy Railroad Museum of the Niagara Frontier, photo by Geoff Gerstung)







Figure 132: New York Central Terminal entrance of tower boarded up, 1994. (Courtesy Railroad Museum of the Niagara Frontier, photo by Geoff Gerstung)





Figure 133: Ticket Counters, 1994. (Courtesy Mark Lewandowski, Jr.)

Figure 134: Waiting Room, 1994. (Courtesy Mark Lewandowski, Jr.)

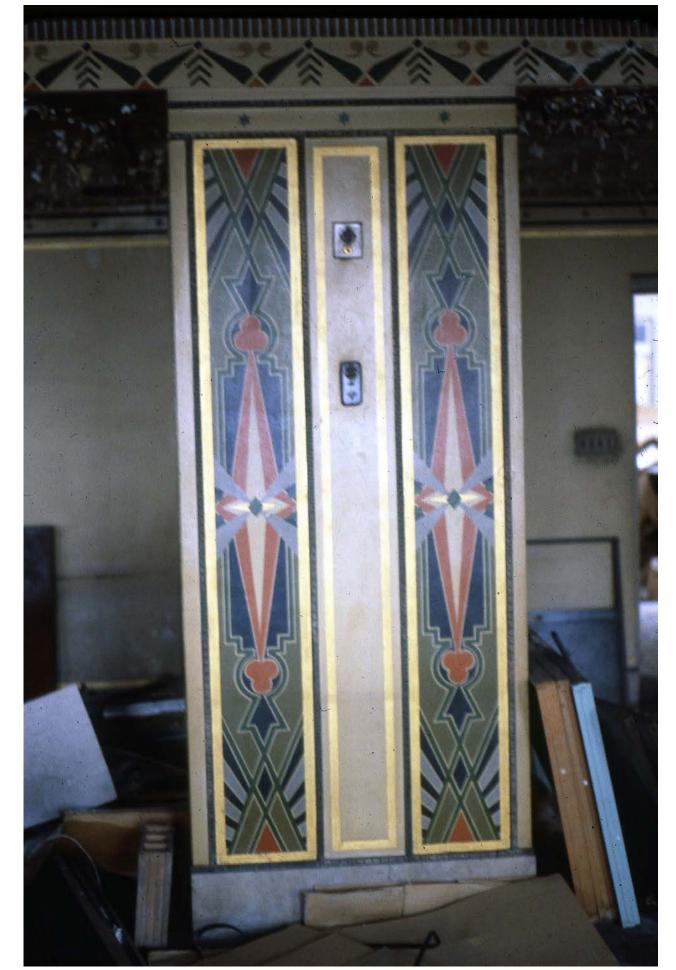




Figure 136: New York Central Terminal passenger concourse, 1953. (Collection of The Buffalo History Museum. General photograph collection, Buildings - Transportation & Storage - Depots)

Figure 135: Women's Lounge decorative finishes, 1977. (Copyright Ken Kraemer)





Figure 137: Car Show in Passenger Concourse, 2018. (Courtesy Mark Lewandowski, Jr.)

Figure 138: Looking northwest at Terminal, 1996. (Courtesy Railroad Museum of the Niagara Frontier, photo by Geoff Gerstung)





Figure 140: The Buffalo Central Terminal Tower, 2023. Detail of Clock on 10th floor. (Copyright Nancy J. Parisi)

Figure 139: The Buffalo Central Terminal Tower, 2023. (Copyright Nancy J. Parisi)





Figure 141: The Underground Baggage Tunnel (Entrance), 2024. (Copyright Nancy J. Parisi)

Figure 142: Buffalo Central Terminal, Oil Tank, 2024. (Copyright Nancy J. Parisi)



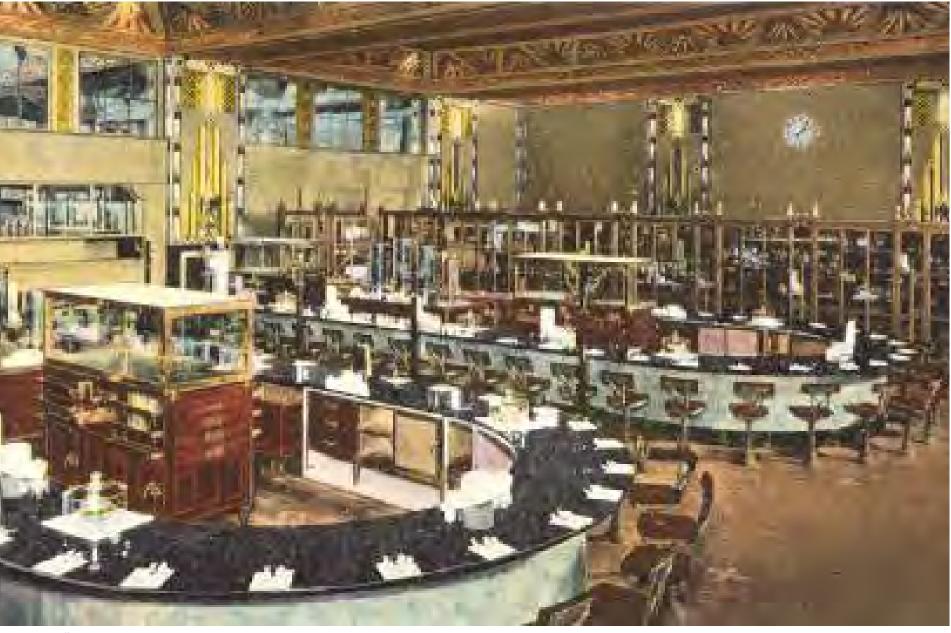


Figure 144: Buffalo Central Terminal, Dining Room. Vintage post card, no date.

Figure 143: Buffalo Central Terminal Illuminated at night. Vintage post card, no date.

NATIONAL REGISTER OF HISTORIC PLACES LISTING

Note: See Volume 3 Appendix 8 for full nomination. Below is an extract of the full nomination.

The evaluation of historic properties employs criteria developed by the National Park Service to determine which properties are significant. Criteria should therefore focus on historical, architectural, archaeological, engineering and cultural values, rather than on treatments. A statement of the minimum information necessary to evaluate properties against the criteria should be provided to direct information gathering activities.

The 1984 National Register nomination identifies the New York Central Terminal as nationally significant.² As per he National Register nomination:

The New York Central Terminal is architecturally significant in New York State as a monumental example of an Art Deco style civic structure. The station is especially distinguished for the degree and scale with which it manifests the Art Deco style in both its immense exterior design and its lavish, grand interior. Nearly all of the architectural features associated with the style are evident in the station's massing, materials, and details and are further highlighted by the high degree of craftsmanship and design quality evident in its construction. The terminal attests to Buffalo's role as the geographic center of American commerce from the beginning of the railroad age in the mid-nineteenth century until its climax in the mid-twentieth century. With a total of fourteen lines serving the city, Buffalo's railroad network was second in size only to that of Chicago. The complex is also note worthy as a representative work of the regionally prominent architectural firm of Fellheimer & Wagner, specialists in railroad station design. One of the last great railroad complexes built in the expansionist era of the 1920's, the New York Central Terminal retains high architectural integrity and remains as one of the few extant landmarks representing Buffalo's role as a national railroad transportation center.3

The New York Central Terminal was listed on the National Register of Historic Places in 1984. The National Registerlisted New York Central Terminal includes 61 of the 70 original remaining acres, the Terminal, the Tower, the adjacent Mail & Baggage Building, the US Terminal Railway Post Office Building, the Train Concourse and platforms, the Central Heating plant (now demolished), The Railway Express Agency Terminal Building, two signal towers and their adjacent repair buildings (all now demolished) and two small utility buildings (demolished except for the westernmost one) and the Underground Baggage Tunnel. The oil tank was not included in the nomination

as it was built sometime between 1936 and 1949, after the period of significance. The Belt Line Railway platform was also not included in the 1984 nomination but is recommended for inclusion in this updated review. (See the section below entitled "Contributing Buildings" for a narrative on suggested updates to the contributing buildings.)

The period of significance for this nomination was identified as 1927-1930. The proposed period of significance is now recommended as 1926-1930 as the design of the complex began in 1926. The boundaries of the approximate 61-acre nominated property were established to include all of the extant historic features directly associated with the operation of the terminal itself including segments of the extensive system of tracks and roadways that served the complex. This includes only the 14 sets of tracks which pass under the concourse and onto which trains were switched to stop at the terminal. Other tracks surrounding the complex, on which trains passed by the terminal without stopping- were

As delineated on the attached map (Figure 145) the southern boundary of the area included in the nomination is the south edge of the outermost track that' passes under the train concourse. The eastern boundary was established at the approximate point at which the series of train tracks curves to pass under the train concourse. This occurs at a point approximately 225 feet to the east of signal station No. 48.

The northeastern boundary was drawn to exclude the site of five coach repair shops - structures once associated with the complex but which were demolished in the 1960's. No features associated with the repair shops survive and the boundary drawn to exclude their site also excludes another group of tracks which bypassed the station. The northern boundary encompasses the city tax lots that form the boundary to Marginal Street, on which were constructed the terminal and its support structures (now in private ownership). Paderewski and Memorial Drives and the circular traffic plaza form the northwest edge of the nominated parcel. These thoroughfares, along with Curtiss Street to the south, delineate a triangular open green space which was designed to serve as a courtyard for the complex. Constructed to handle the huge volume of traffic flowing into the terminal, the roadways form a dramatic visual focal point for the entire railroad complex. The southwest boundary follows the property lines of the current private owner as established by city maps and excludes other tracks which bypass the station.

LOCAL DESIGNATION, **BUFFALO PRESERVATION BOARD**

Note: See Appendix 6 for full nomination, Volume 3

A local landmark designation for the New York Central Terminal and Tower (only) was approved in 1979, as the terminal was being closed due to the fear that its vacancy could lead to demolition. The complex merited landmark designation on both historical and architectural grounds.

Although all the buildings contributing to the complex were identified, only the Terminal and Tower were actually landmarked. The landmark designation approval listed in 5. The Underground Baggage Tunnel and truck ramp the Preservation Board Meeting Minutes of February 8, 1979 proclaimed that the tower only was designated, "The Chairman 6. The Central Heating Plant (now demolished); explained that the application for landmark designation under consideration is for the terminal tower only: not the concourse section nor any of the free standing buildings on the property and not including any of the parking lot or other open areas." However, the accompanying map in the designation identified 9. the tower and the terminal concourse as the landmark. The Preservation Board interprets the map to be the correct and 11. Oil Tank (not contributing as it was built after the authoritative record. (Figure 146)

CONTRIBUTING BUILDINGS WITHIN HISTORIC PRESERVATION CERTIFICATION APPLICATION PART I

The 1984 nomination contains ten contributing elements (See Figure 145):

- 1. The main terminal building flanked by three attached buildings: the Mail & Baggage building, the U.S. Terminal Railway Post Office building, and the train concourse with platforms (disconnected in 1982 when the bridge was demolished) and the underground baggage tunnel with its above-ground truck ramp. (Figures 147, 150-155)
- 2. A detached power plant building (now demolished); (Figure 156)
- 3. A separate Railroad Express Terminal Building (1917); (Figure 157)
- 4. Signal towers No. 48 and No. 49 and their adjacent signa repair shops (now demolished);
- 5. Two small utility buildings (one demolished). (Figures 158-159)

PROPOSED UPDATES (being included in the Historic Preservation Certification Application, Part 1). (Figure 145a)

In conjunction with the preparation of this Historic Structures Report and the Cultural Landscape Report, a Part 1 for a Historic Preservation Certification Application (historic tax credits) is also being prepared. This Part 1 is being used to confirm and clarify the historic significance of the site and present updates to the site due to new research and changes to the buildings and landscape. Several buildings included in the original nomination have since been demolished. One additional building is being recommended for inclusion - the Beltline Railroad Platform.

Updated Buildings and Structures:

- 1. The Main Terminal Building and Tower;
- 2. The Mail and Baggage Building;
- 3. The U.S. Terminal Railway Post Office Building;
- 4. The Train Concourse with platforms (now disconnected from the Terminal since the bridge was demolished in

4 Mary Beth Palmeri. New York Central Terminal Local Landmark Designation Buffalo Preservation Board, 1979, 14. 5 Chris Hawley, Preservation Planner at the City of Buffalo, as per an email

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- to the tunnel;
- Signal Tower No. 48 and adjacent signal repair shop (demolished);
- Signal Tower No 49 and adjacent signal repair shop (demolished);
 - A. Small utility building
- 10. B. Small utility building (demolished):
- period of significance) (Figure 160)
- 12. Beltline Railroad Platform (Proposed to be contributing)
- 13. Contributing Feature the site plan design of the complex. As part of the Part 1 evaluation, confirmation of the landscape design between the city landscape architect's plan and Fellheimer & Wagner's plan has been completed.

One of the most complex design elements of the overall complex is the connection between the buildings underground. The National Register nomination suggested that four of the primary buildings acted as one due in part to the underground connections. The buildings include: The Terminal, the Mail & Baggage, the Train Platform and the Underground Truck Tunnel. To determine their actual connections, the buildings are being evaluated according to a logical methodology for counting them:

A. Which buildings are "abutting" one another only, and how. (Ex. The Post Office Building, #3 on the

B. Which buildings have connections that have been severed (ex. Passenger Concourse from Train Platforms, #4 on the map).

C. Which buildings/structures are connected underground - original design and are they still

D. Which buildings are completely separate, and have been? Ex. The Railway Express Agency Building (from 1917), Small Utility Building (153A on the map), the Beltline Railroad Platform (#11 on the map).

¹ Claire L. Ross, National Register of Historic Places Inventory - Nomination Form, "New York Central Terminal," 1984, Section 7.

² Claire L. Ross, Section 12, as confirmed and signed by the Keeper of the National Register on 9/7/84

³ Claire L. Ross, Section 8, 2.

dated 9.30.24.

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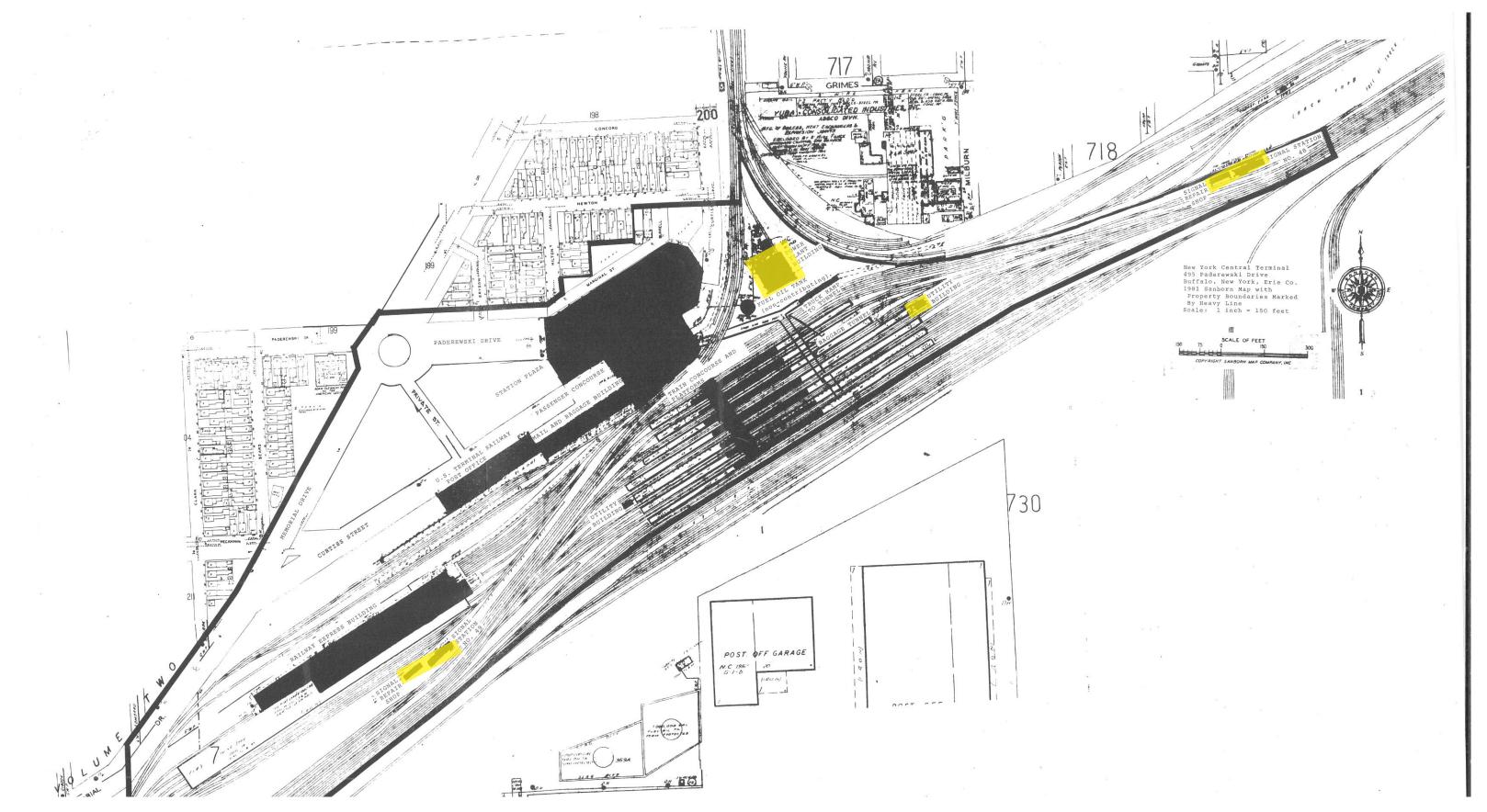


Figure 145: National Register Historic Boundaries Map, 1984.

DEMOLISHED SINCE COMPLETION OF NATIONAL REGISTER NOMINATION IN 1984

NATIONAL REGISTER DESIGNATION

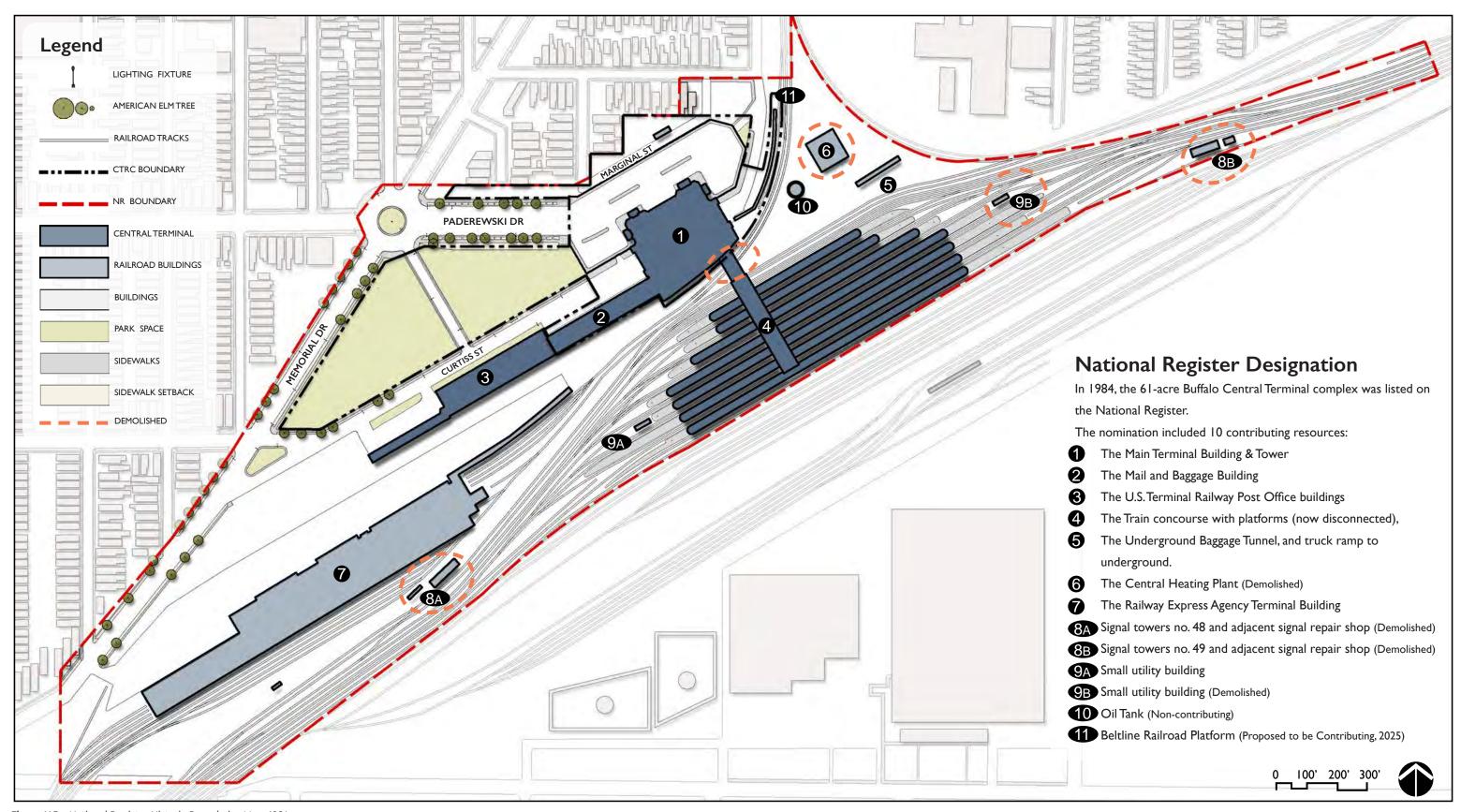


Figure 145a: National Register Historic Boundaries Map, 1984.

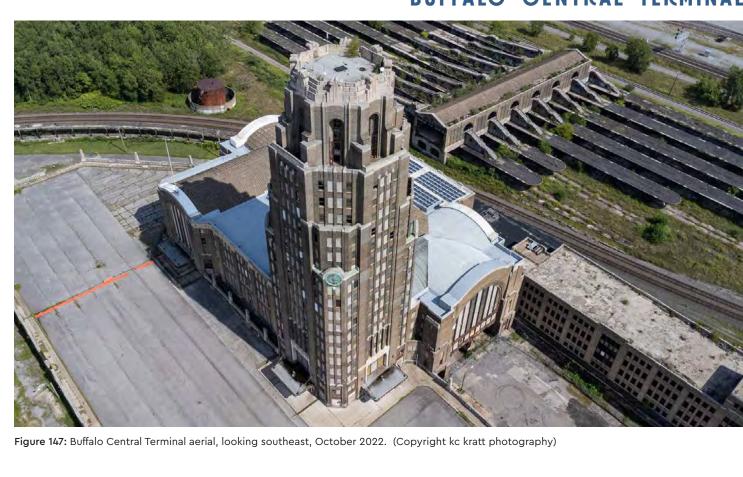




Figure 148: Buffalo Central Terminal, looking east up Paderewski Drive. (Courtesy Elizabeth Kennedy Landscape Architecture)

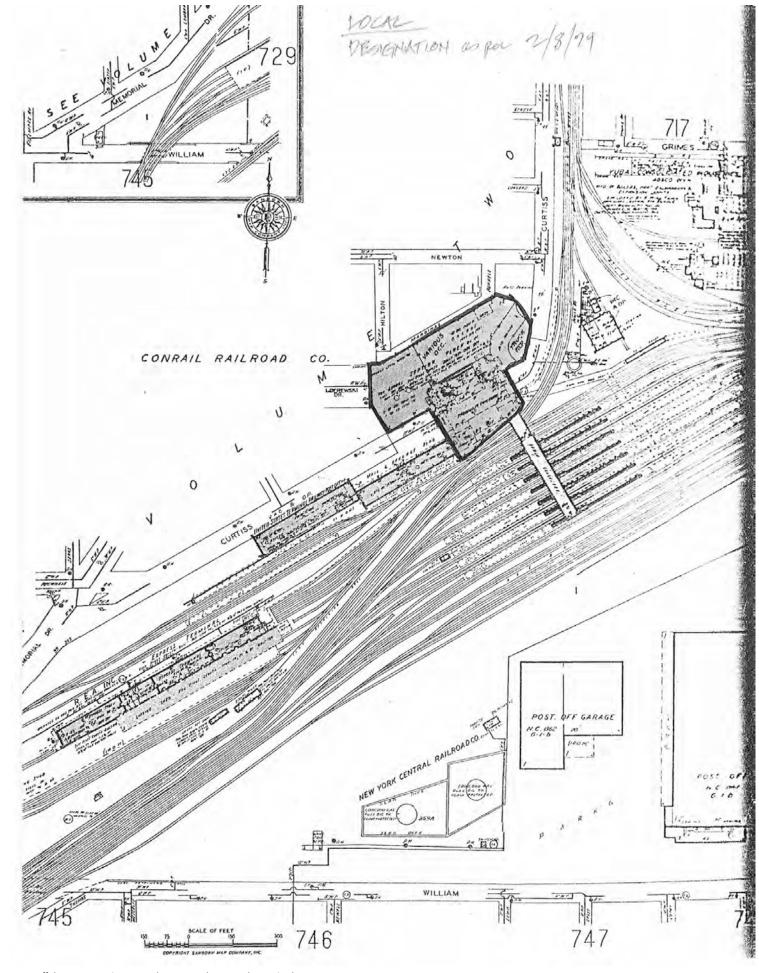


Figure 146: Buffalo Preservation Board, New York Central Terminal Map, 1979, 8.



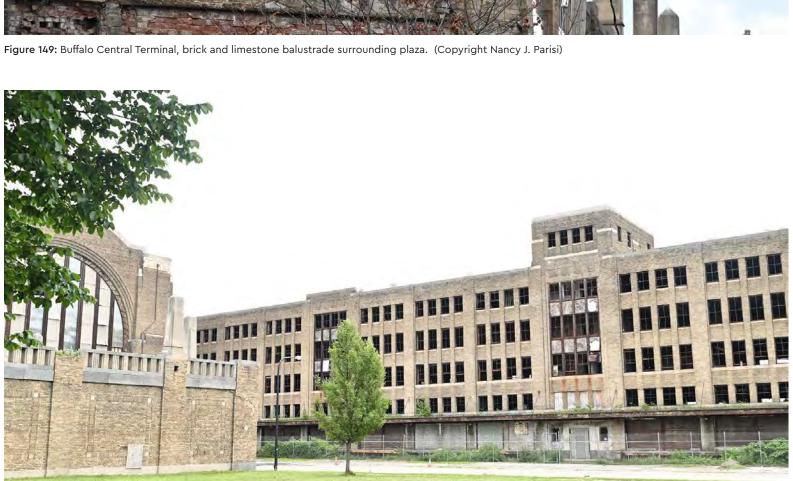


Figure 150: Buffalo Central Terminal, Lawn and Mail & Baggage Building. (Copyright Nancy J. Parisi)

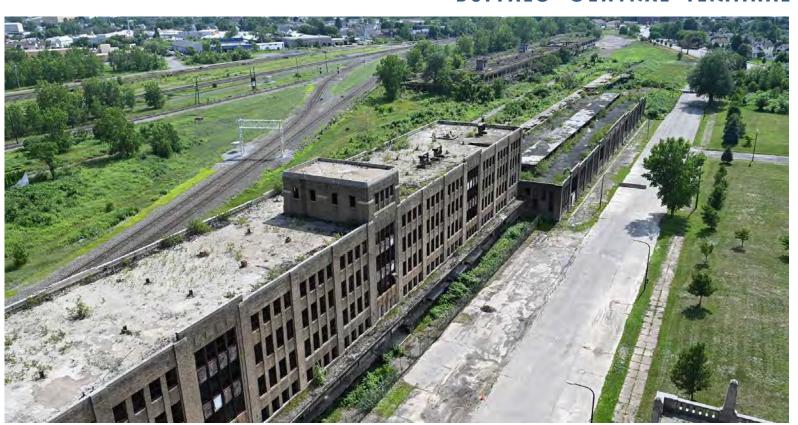


Figure 151: Buffalo Central Terminal, Aerial of Mail & Baggage Building and US Terminal Railway Post Office. Looking southwest. (Copyright Nancy J. Parisi)



Figure 152: Buffalo Central Terminal, Aerial of Terminal and tracks, looking north, 2024. (Copyright Nancy J. Parisi)



Figure 153: Buffalo Central Terminal, South elevation, location of removed Track Concourse bridge, March 2024. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 154: Buffalo Central Terminal, Underground Baggage Tunnel and Above-Ground Truck Ramp, June 2024. (Copyright Nancy J. Parisi)

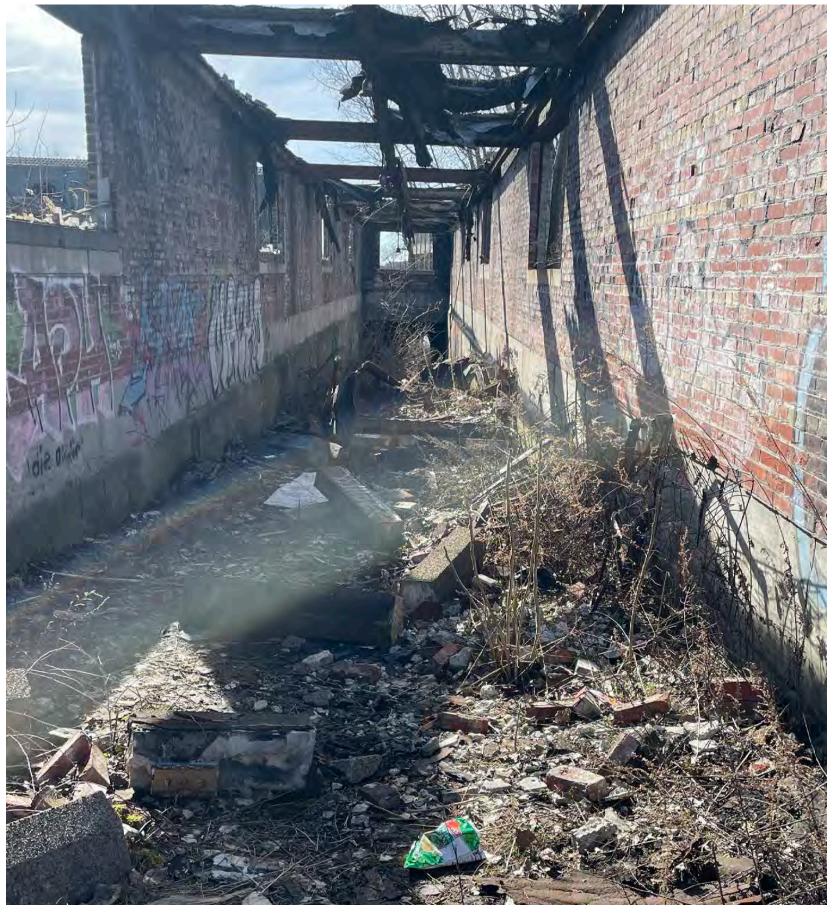


Figure 155: Buffalo Central Terminal, Underground Baggage Tunnel and Above-Ground Truck Ramp, Looking into ramp to tunnel, June 2024. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 156: Buffalo Central Terminal, location of demolished power plant, March 2024. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 158: Buffalo Central Terminal, Small utility Building (#9A), looking southeast from the tracks, March 2024. (Copyright kc kratt photography)



Figure 157: Railway Express Terminal Building, North elevation, July 2023. (Copyright Nancy J. Parisi)



Figure 159: Buffalo Central Terminal, Small utility Building (#9A), south elevation, June 2024. (Copyright Nancy J. Parisi)



Figure 160: Buffalo Central Terminal, Oil tank, south elevation, June 2024. (Copyright Nancy J. Parisi)

CHARACTER-DEFINING FEATURES

Character refers to all those visual aspects and physical features that comprise the appearance of every historic building. Character-defining elements or features include the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment and the definition of these features helps to guide restoration priorities.

The Cultural Landscape Report (Volume 2) details all of the site and landscape-related character-defining features. The designed circulation on the site includes both the buildings and the landscape and is described here.

SITE

I. Circulation of Site and Building

(Figures 147–148)

The character-defining features of the Site are primarily reviewed in the Cultural Landscape Report, (Volume 2). See Significance & Integrity, Pages 57–72. However, the Site and Building Circulation plan is a character-defining feature and one of the primary design partis used by Fellheimer & Wagner. Therefore, it is discussed here since the site, landscape and building are all woven together. The original circulation routes of the complex include: The passengers, Baggage & Mail, and Service. (Figures 161a, 161b, 161c)

MAIN TERMINAL BUILDING

EXTERIOR (Figures 163)

TOWER/TERMINAL (Figure 163–165)

2. Footprint and Shape of Terminal, Concourse, Tower

Rectangular station building with tower. A six-story rectangle with twenty-story tower at northwest corner. A five-story wing projecting west along the southwest corner, a three-story structure abutting the five-story wing and also projecting west, and a 450-foot train concourse projecting to the south. To the north of the building is a balustraded plaza running the full length of the facade and partially around the east and west sides.

3. Scale, Rhythm of Facades

- Overall shape of tower with setbacks and flanking vertical piers
- Decorative window spandrel panels
- Vertical bands of windows on Tower, 4 windows in each bay and brick piers separating each bay

4. Primary Facades

Given that each façade is visible from the public - the West and North from the main circulation entrance and approach, the South from the tracks and the East from the neighborhood, all the elevations appear to be primary facades. Design features include:

Limestone and concrete decorative trim

- Granite base
- Chevron, volute and foliate motifs in panels and canopies
- Tiered Tower of buff brick with limestone and granite accents

- Four Large clocks with stone surrounds above the eleventh story on each canted corner.
- Ornamental metal and cast iron entrance canopies at the east and west entrances along the north elevation (4 canopies in all). Wrought iron cables with stylized Art Deco motifs.

5. Roof Tower

- Octagonal crown with a series of arched niches surmounted by stylized stone finials at the Penthouse level, surrounding a flat roof.
- Buttressed tower with decorative iron latticework at Penthouse

Terminal/Concourse: Vaulted cementile roof. Flat Roof over Waiting Room.

6. Windows

- Most windows in the Tower and Concourse were originally steel.
- The tower primarily had two over two double hung sashes.
- Specialty windows such as the monumental round-arches windows are steel with top awning sashes that opened out. These monumental round arched windows are located under the barrel vaults on the West and East elevations, above the Curtiss Street passage.
- Two-story three-bay glazed windows topped by stone frieze with stylized geometric panels.
- Double hung steel windows (Most original sashes are missing or in poor condition. Frames remain.)

INTERIOR

7. Passenger Concourse – Served as central arrival and departure gathering point within the Terminal interior.

- Barrel vaulted with 64 ft domes at each end (Figure 169)
- Buff colored Guastavino Akoustolith ceiling tile (Figure 171)
- Monumental round arched windows at east and west elevations (Figure 172)
- Curvilinear ticket offices at west end
- Lighting fixtures with bronze pedestals and frosted globes mounted on marble corbels
- Two large chandeliers
- Four colored terrazzo (cedar, Tennessee pink, Botticino, Red Verona) (Figure 170)
- Store fronts on west end
- Main entrances/exits on north and south facades with stone piers, wrought-iron stylized
- Art Deco grillwork flanked by Art Deco floor lights
- Small arched windows along north and south elevations
- Passenger Concourse Central Clock Balcony decorative railings

8. Waiting Room – Entered along south elevation of Passenger Concourse and served as Passenger waiting areas for train departure.

- Dark Bottocino Marble wainscot
- Plate glass mirror in windows adjacent to Passenger Concourse
- Ceiling paneled and decoratively painted in Spanish antique style

- Central ceiling panel painted sky blue with prominent cloud effect
- 2 plaster medallions on east and west end walls depicting Statue of Liberty, West Point, Niagara Falls and a locomotive
- Marble faced clocks on east and west elevations
- · Oak settees for passenger seating
- Multi-colored terrazzo flooring

9. Restaurant - Provided a coffee shop, lunchroom and dining room for passengers and was accessed from north side of the Passenger Concourse.

- Six-foot ornamental iron grilles divided the space into three sections (removed)
- Black and gold marble wainscot (removed)
- Low beamed ceiling with Art Deco decoration and gold and silver leaf patterning (removed)
- "U" shaped counter with Botticino marble skirt and black Carrara glass tops (removed)
- Decorative wall patterns in geometric patterns in reds, greens, and golds. (remnants left)
- Plate glass mirrors in windows on north elevation

10. Men's & Women's Rooms and Lounges - Accessed from Waiting Room

- White Carrara glass wall paneling
- Black and white hexagonal floor tiles
- Mahogany doors

11. Entrance and Exit Lobbies

- Bottocino marble wainscot
- Terrazzo floors
- Recessed bronze signage boxes
- Flat domed Guastavino Akoustolith tile ceilings
- Painted metal pairs of doors that exit to the plaza
- Painted metal store fronts
- Decorative iron grille work

12. Train Concourse Lobby

- Bottocino marble wainscot
- Terrazzo floors
- Decorative iron grille work
- Flat domes Guastavino Akoustolith tile ceiling
- Painted metal store fronts

13. Tower Elevator Lobbies (Figure 182)

- Botticino marble wainscot
- Art Deco mail chute
- Tennessee pink marble flooring
- Painted iron and wire glass elevator doors

MAIL & BAGGAGE BUILDING EXTERIOR

14. Footprint and Shape of Building

- Rectangular plan with circulation core. (Figures 190–193, 196)
- Lower street level divided in half between handling of baggage (east half) and handling of railway mail (west half)
- Upper three floors used for offices

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15. Scale, Rhythm of Facades

- 15 bays delineated by brick piers
- Each bay had four horizontal window bays separated by brick mullions
- Concrete truck bays
- Bays four and twelve (from east end) have parapet extensions and marble spandrel panels
- The central bay has a fifth-floor extension to accommodate stair and elevator core and access to the roof

16. Primary Facades

- Primary Elevations North and South elevations
- Secondary Elevations East and West elevations
- Steel frame and concrete five story building, clad in buff colored brick with limestone and marble trim.
 Main entrance in central bay is highlighted by
- granite stairs and piers
 First floor rolling doors fill bays and address concrete
- First floor rolling doors fill bays and address concrete loading dock covered by canopies
- Double hung steel windows in vertical strip configuration

17. Roof

- Flat roof
- Brick parapets with concrete cap trim

INTERIOR

18. Interior Features

- Entrance lobby with Tennessee pink marble flooring and wainscot
- Elevator/stair lobby core on all floors with Tennessee pink marble wainscot, in the middle length of the building
- West stair pyramidal skylight
- Central corridor as organizer to office space on second, third and fourth floors
- Concrete truck bays
- Luggage chute at east end that transferred luggage from Passenger Concourse to Mail & Baggage Building

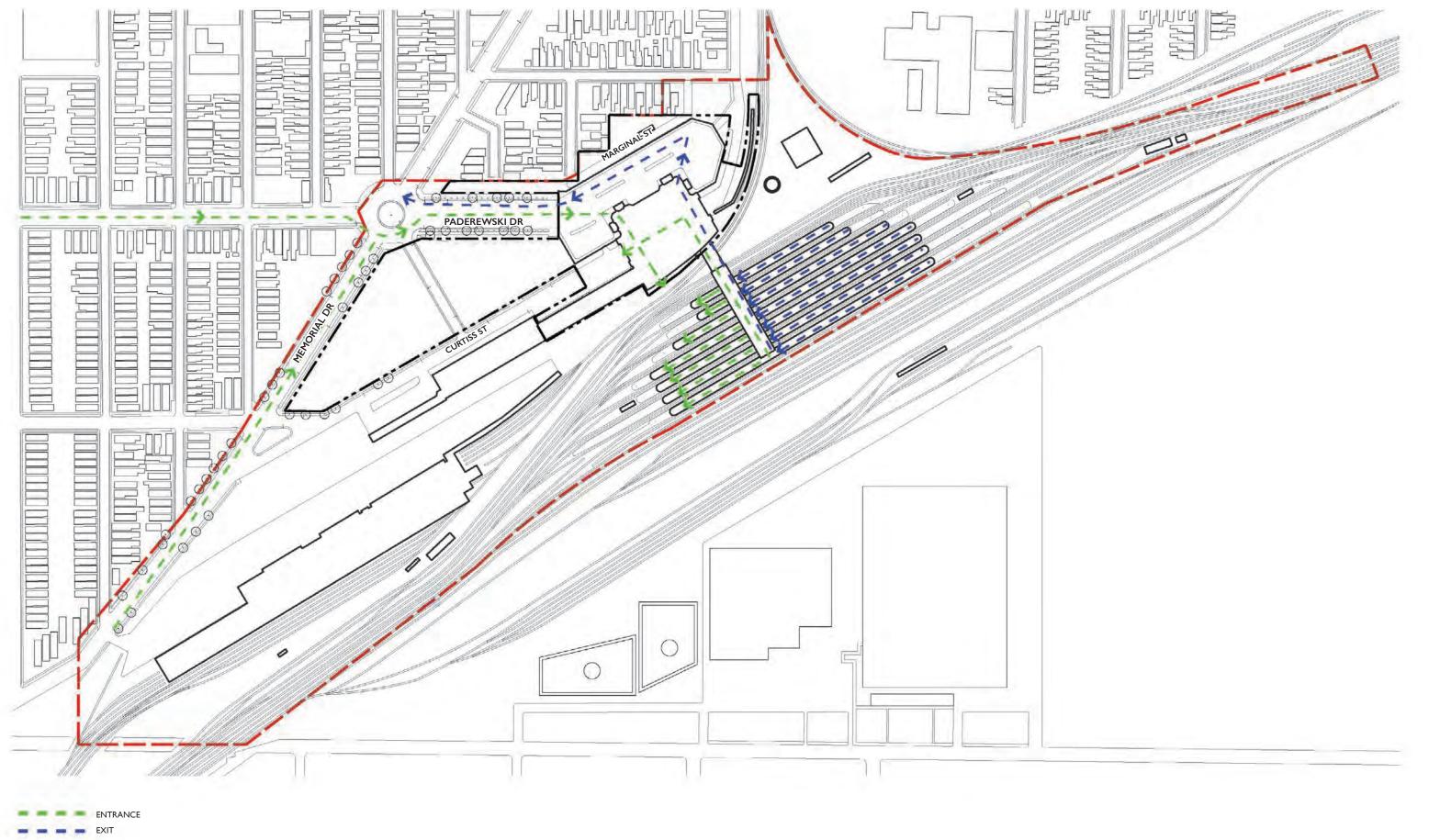


Figure 161a: Circulation map.

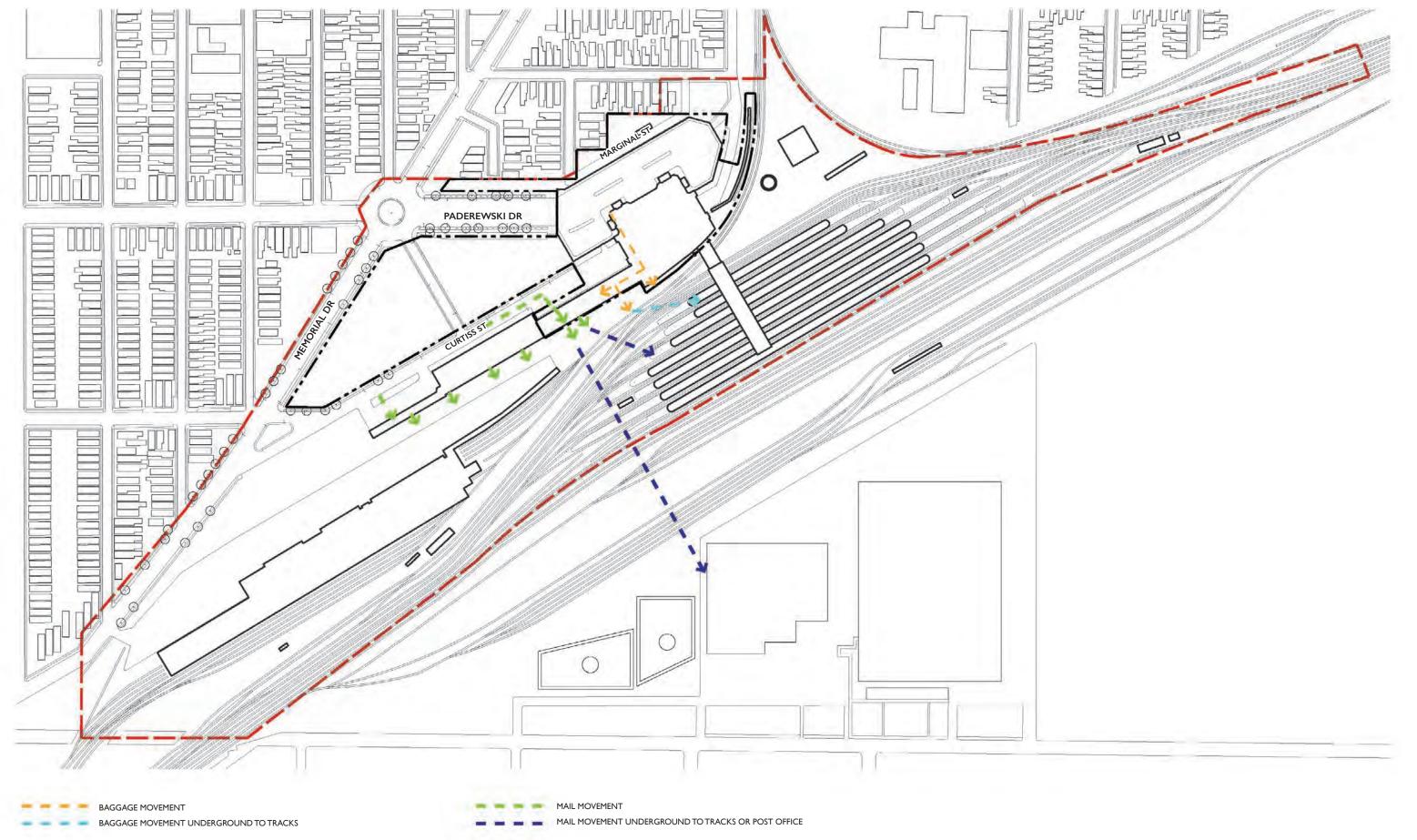


Figure 161b: Circulation map.

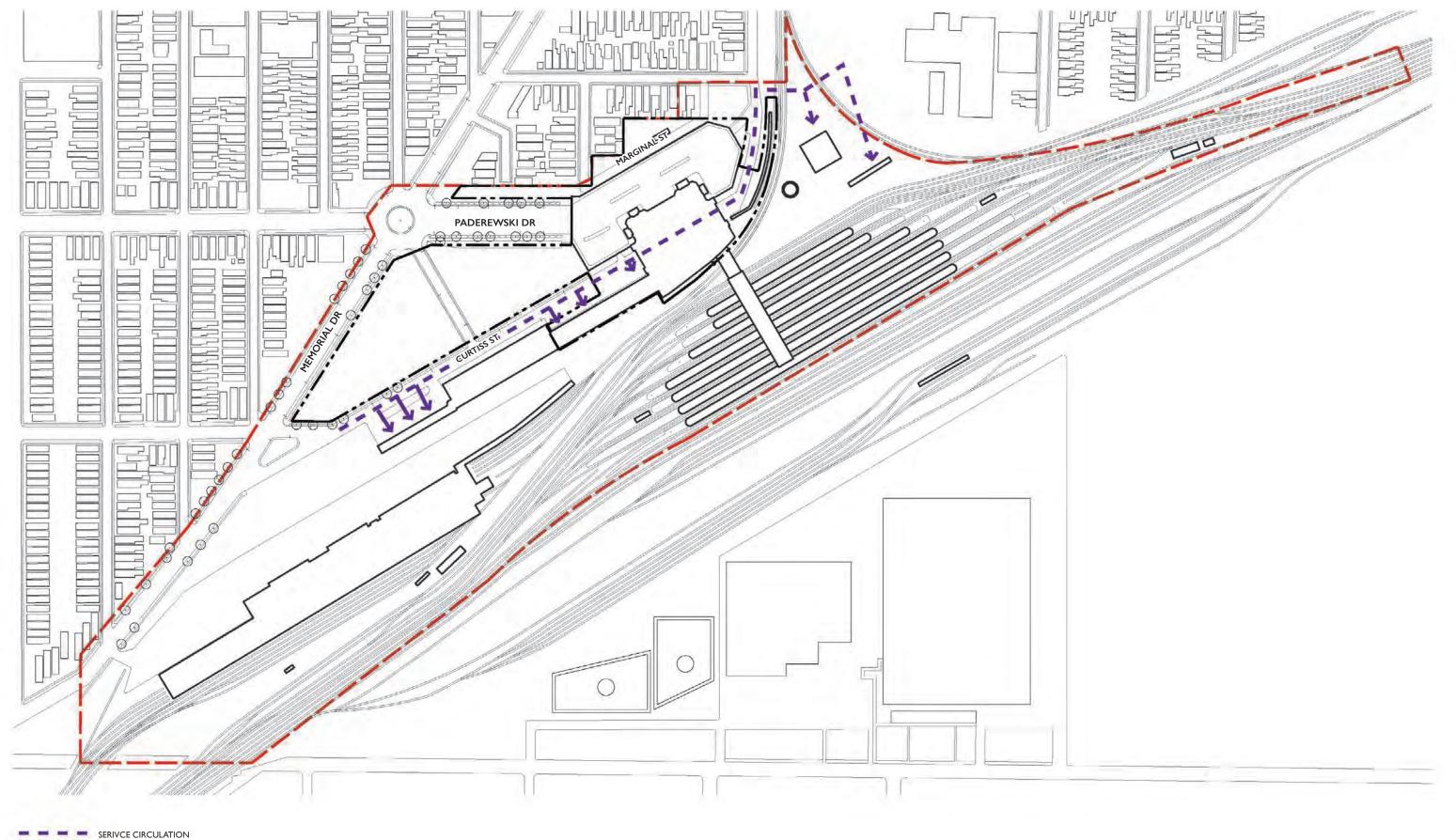


Figure 161c: Circulation map.



Figure 162: Buffalo Central Terminal, Aerial looking east from lawn, June 2023. (Courtesy Elizabeth Kennedy Landscape Architecture)



Figure 163: Buffalo Central Terminal Tower and Concourse, Mail & Baggage Building in the background, August 2022. (Copyright kc kratt photography)





Figure 165: Buffalo Central Terminal, Tower and concourse looking southwest from the plaza, June 2023. (Courtesy Elizabeth Kennedy Landscape Architecture)

Figure 164: Buffalo Central Terminal, Tower looking southwest from the plaza, June 2023. (Courtesy Elizabeth Kennedy Landscape Architecture)

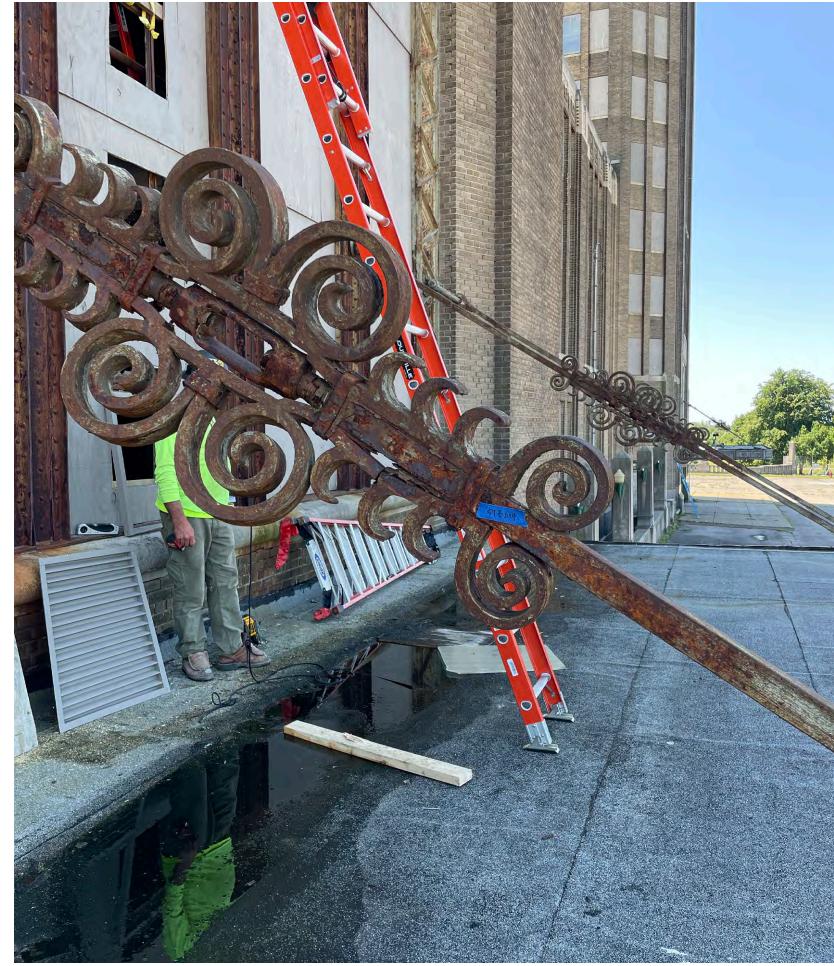
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HISTORIC STRUCTURE



Figure 167: Buffalo Central Terminal, Detail of Concourse Monumental window, August 2024. (Courtesy BAC/Architecture + Planning, PLLC)

Figure 166: Buffalo Central Terminal, Passenger Concourse Monumental Window, looking west. August 2024. (Courtesy BAC/Architecture + Planning, PLLC)



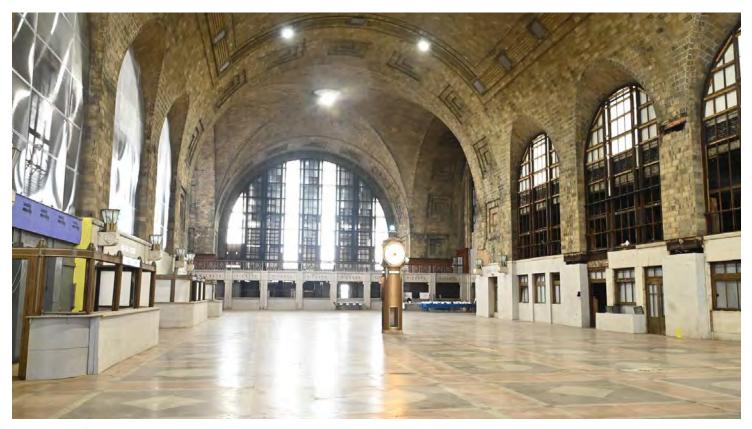


Figure 169: Buffalo Central Terminal, Passenger Concourse, looking east, January 2024. (Copyright Nancy J. Parisi)



Figure 170: Buffalo Central Terminal, Passenger Concourse, Train Concourse entrance and Waiting Room, August 2022. (Copyright kc kratt photography.)

Figure 171: Buffalo Central Terminal, Passenger Concourse, Detail of Guastavino dome and Akoustolith tile, August 2022. (Copyright kc kratt photography)

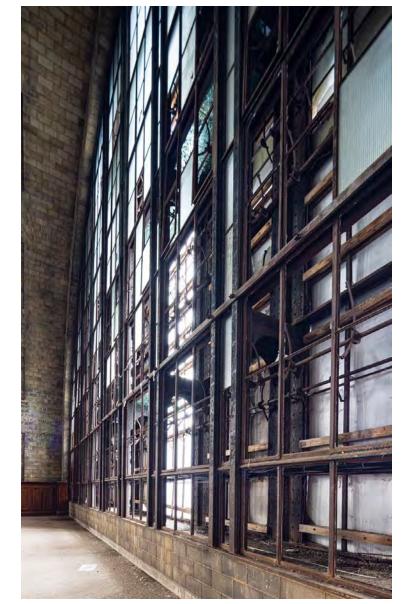


Figure 172: Buffalo Central Terminal, Detail of Concourse Monumental window, August 2022. (Copyright kc kratt photography)

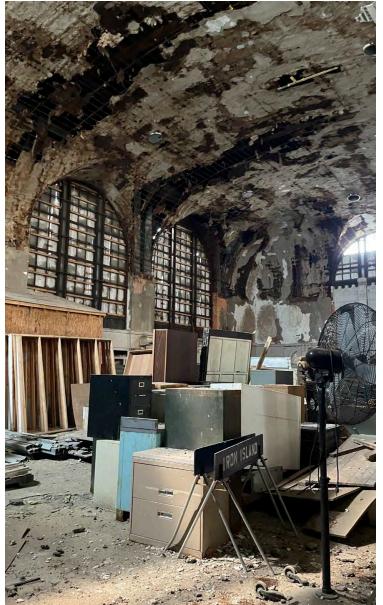


Figure 173: Buffalo Central Terminal, Waiting Room, Looking west, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 175: Buffalo Central Terminal, Restaurant, looking north towards kitchen and mezzanine, May 2023. (Courtesy Design Synergies Architecture, PC)

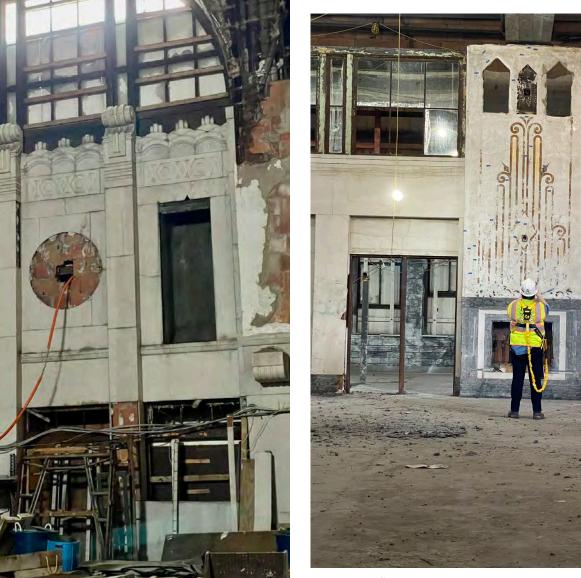


Figure 177: Buffalo Central Terminal, Restaurant, looking north towards kitchen and mezzanine, August 2023. Stephanie Hoagland from Jablonski Building Conservation conducting decorative finishes testing. (Courtesy BAC/Architecture + Planning, PLLC)

Figure 177: Buffalo Central Terminal, Restaurant, looking north towards kitchen and mezzanine, August 2023. Stephanie Hoagland from Jablonski Building Conservation conducting decorative finishes testing. (Courtesy BAC/Architecture + Planning, PLLC)

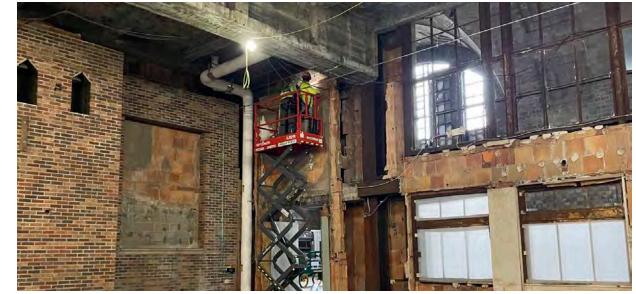


Figure 176: Buffalo Central Terminal, Restaurant, looking northwest towards kitchen corner and mezzanine, August 2023. (Courtesy BAC/Architecture + Planning, PLLC)





Figure 180: Buffalo Central Terminal, Canopy and Tower/Concourse entrance, August 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 179: Buffalo Central Terminal, Restaurant, looking east, April 2023. HSR and CLR team conducting walk-through. (Courtesy BAC/Architecture + Planning, PLLC)

Figure 178: Buffalo Central Terminal, Restaurant, looking north towards kitchen and mezzanine, August 2023. Stephanie Hoagland from Jablonski

Building Conservation conducting decorative finishes testing. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 181: Buffalo Central Terminal, Detail of Canopy and Tower/Concourse entrance, August 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 183: Buffalo Central Terminal, Rear of Tower clock, July 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 184: Buffalo Central Terminal, Penthouse floor, July 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 185: Buffalo Central Terminal, Penthouse floor, on balcony looking up at cast iron grille and window, July 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 186: Buffalo Central Terminal, Penthouse floor, on balcony looking up at cast iron grille and window, July 2023. (Courtesy BAC/Architecture + Planning, PLLC)

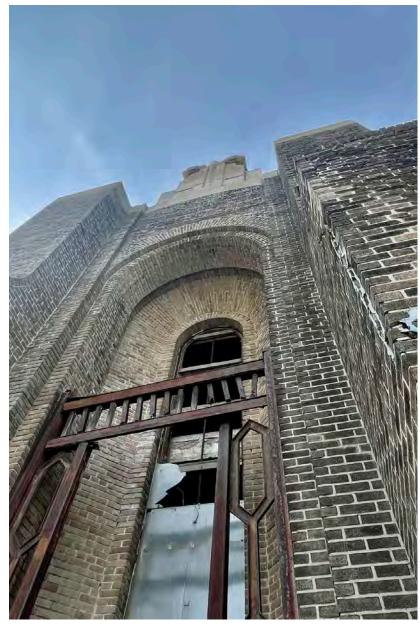


Figure 187: Buffalo Central Terminal, Penthouse floor, on balcony looking up at cast iron grille and window and masonry "crown", July 2023. (Courtesy BAC/Architecture + Planning, PLLC)

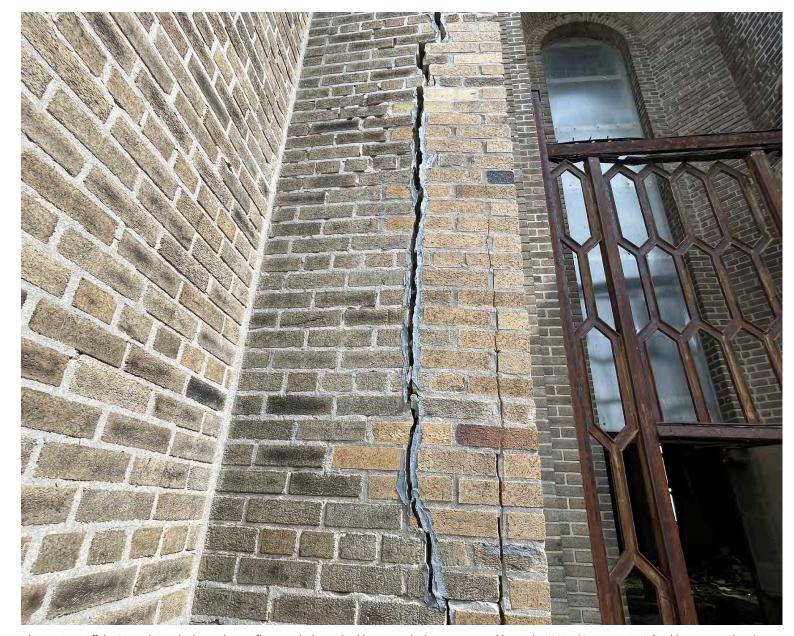


Figure 188: Buffalo Central Terminal, Penthouse floor, on balcony looking at typical masonry cracking, July 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 189: Buffalo Central Terminal, Aerial of Terminal with Mail and Baggage Building on the right. Looking southeast across terminal, August 2022. (Copyright kc kratt photography)

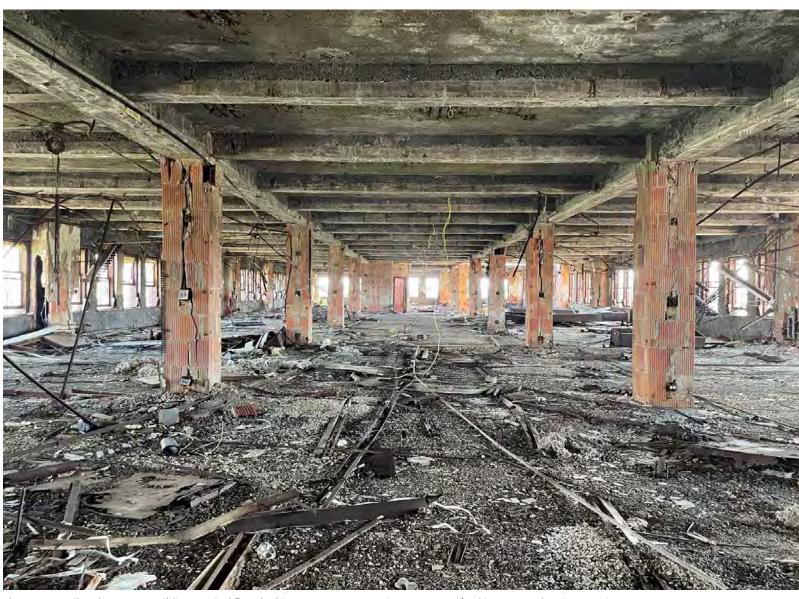
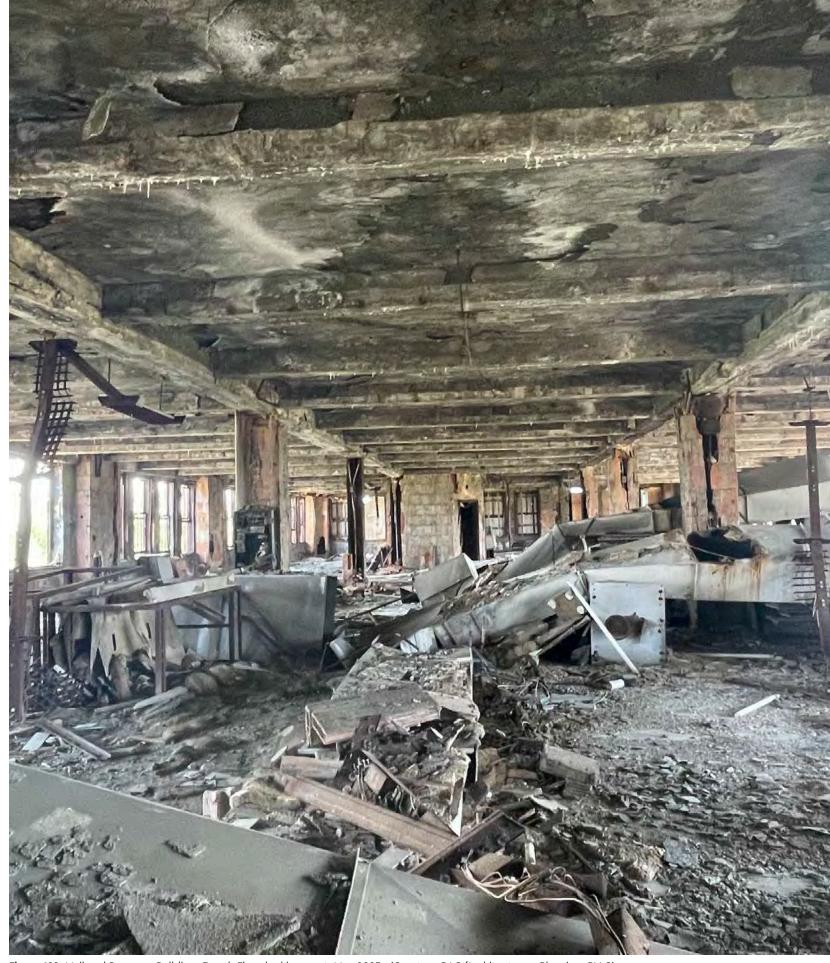


Figure 190: Mail and Baggage Building, Typical floor looking west, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)



Figure 191: Mail and Baggage Building, Typical floor looking south, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)



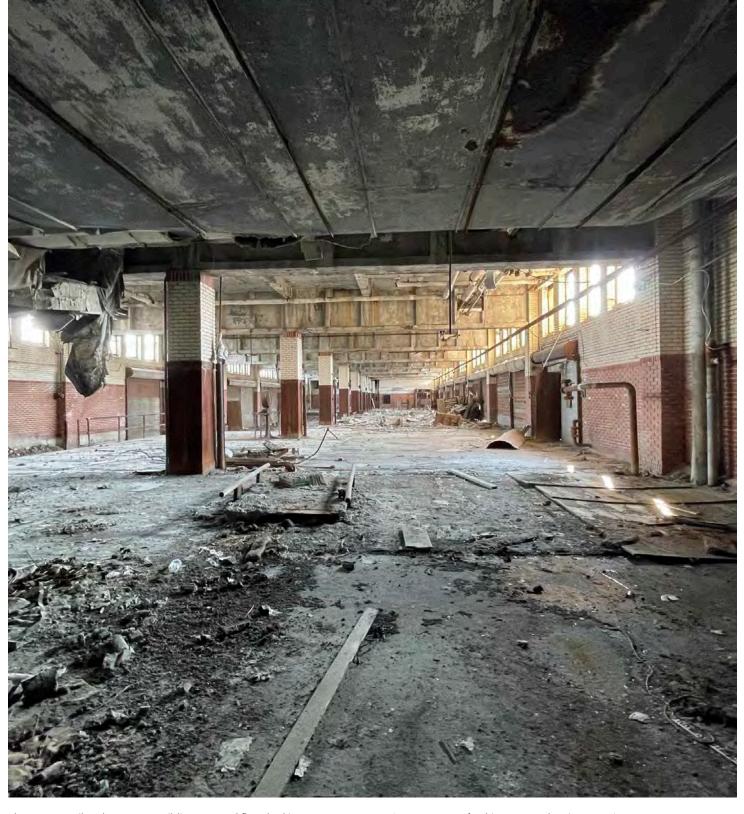


Figure 193: Mail and Baggage Building, Ground floor looking west, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)

Figure 192: Mail and Baggage Building, Fourth Floor looking west, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)

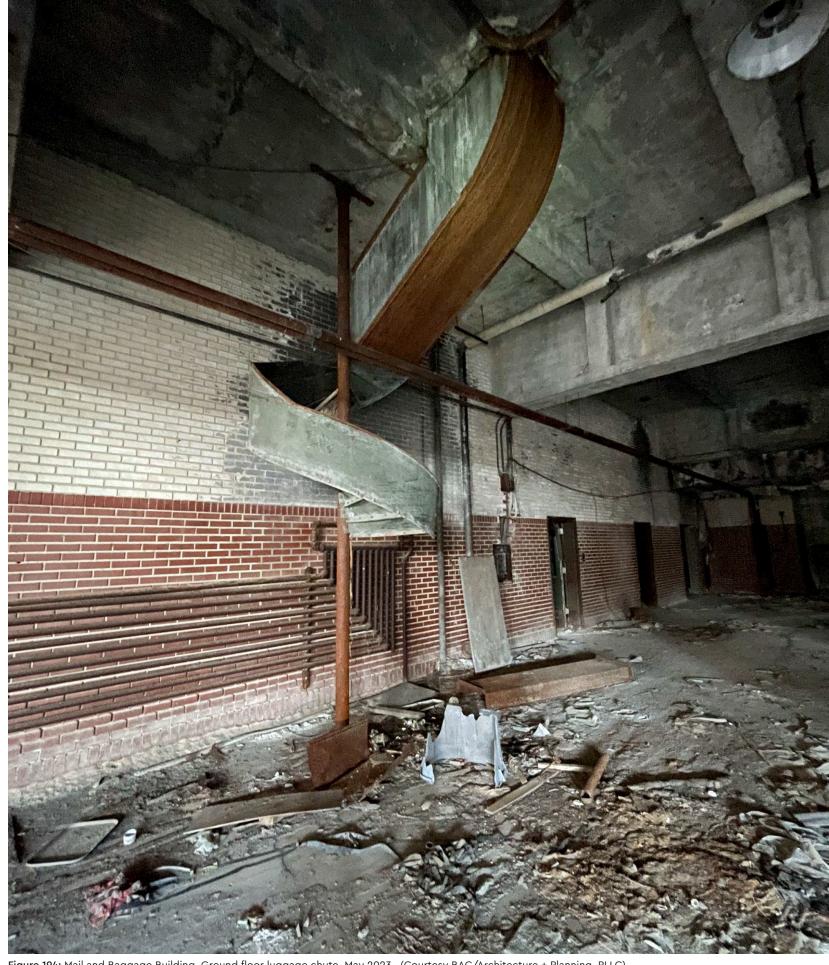
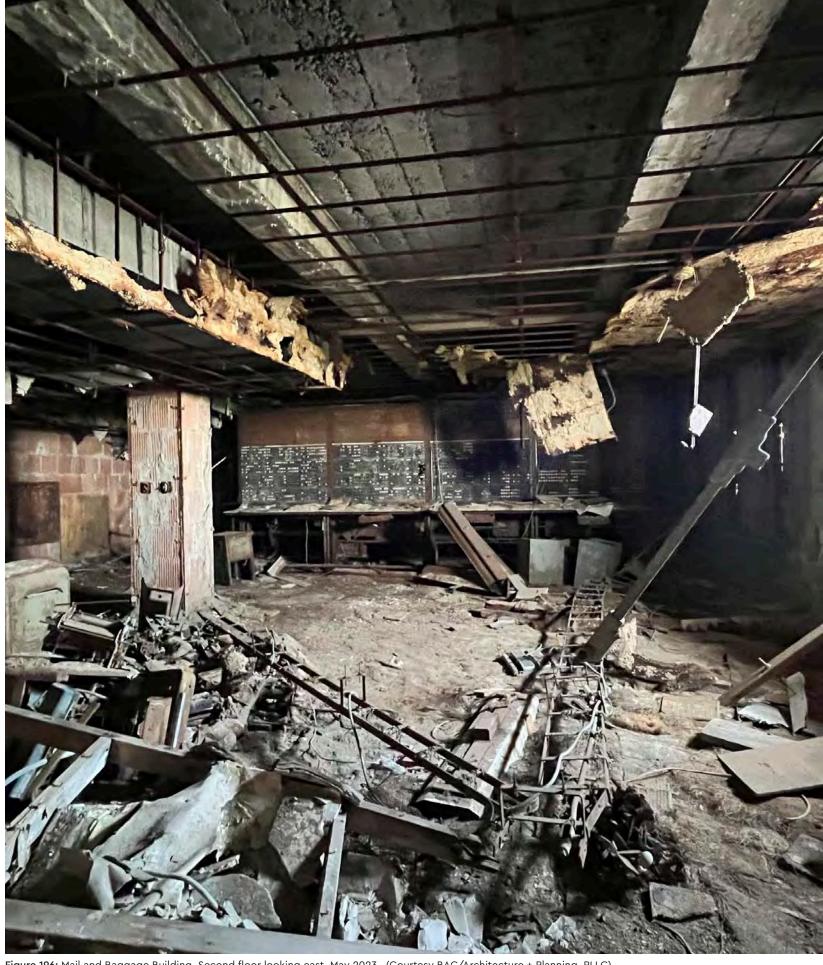




Figure 195: Mail and Baggage Building, Elevator doors and lobby, Circulation core, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)

Figure 194: Mail and Baggage Building, Ground floor luggage chute, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)



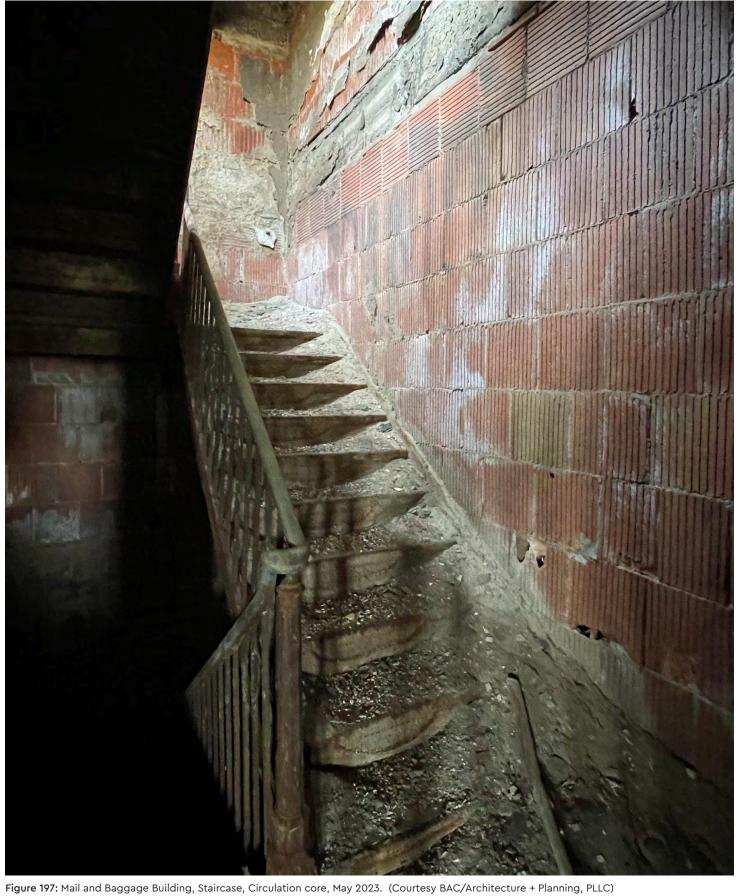


Figure 196: Mail and Baggage Building, Second floor looking east, May 2023. (Courtesy BAC/Architecture + Planning, PLLC)

SIGNIFICANCE ZONES

Historic Significance Zones establish the framework for the operation, maintenance, restoration, rehabilitation, and adaptive reuse of historic buildings by dividing the building into logical areas consistent with their use, original design, public access, and integrity. The concept of zoning is consistent with the technique of original architectural programming, design, and construction, where, for example, primary facades often have richer detailing and materials than secondary ones. Interior spaces also are traditionally zoned into public and private circulation spaces. Areas of public access, ceremony, or authority such as the Buffalo Centreal Terminal Passenger Concourse, often receive richer detailing and finer materials than do the more common spaces.

The zoning of Buffalo Central Terminal seeks to identify the differences between more and less significant interior and exterior building areas and features and assigns a numerical rating or level to each zone. The zone ratings establish management and treatment requirements for each zone. Highly public zones such as the Terminal Entrance Lobby may be a "level one zone or diagram" where maintenance is tightly controlled, and replacements are restricted. At the other end of the spectrum, more private work areas may be subject to normal maintenance and open to a much broader range of modification. The treatment guidelines for each level convey the general principles of preservation to be applied within the zone.

The following levels and zones have been applied to in Buffalo Central Terminal for planning out future phased restoration work and are reflected in the following Signficance Diagrams (plans, elevations and sections) using the Secretary of the Interiors Standards as the basis for recommendations.

LEVEL I:

Areas, in both plan and elevation, that exhibit unique or distinctive qualities, original materials or elements; or representing examples of skilled craftsmanship; or work of a known architect or builder; or associated with a person or event or pre-eminent importance. Level 1 areas may be distinguished from Level 2 areas by concentrations of details or "richness" of finish material and detail.

Treatment Guideline - The character and qualities of this zone should be maintained and preserved as the highest priority.

LEVEL 2:

Areas exhibiting distinguishing qualities or original materials and or features; or representing examples of skilled craftsmanship.

Treatment Guideline – Every effort should be made to maintain and preserve the character and qualities of this zone. In many cases, these areas include highly significant spaces which have suffered severe deterioration or removals. Drawings and photographs, as well as conservation testing of the remaining decorative finishes would allow restorations to be completed in the future if desired (for example the Waiting Room and the Restaurant.)

LEVEL 3:

Areas that are modest in nature, void of highly significant character defining features, materials, or conditions, but which may be original and maintained at an acceptable level.

Treatment Guideline - Undertake all work in this zone as sensitively as possible, however, contemporary methods, materials and designs may be selectively incorporated.

LEVEL:

Areas not subject to the above three categories and whose modification would not represent loss of character, code violation or intrusion to an otherwise historically significant structure.

Treatment Guideline - Treatments in this zone, while sympathetic to the historic qualities and character of the building, may incorporate extensive changes of total replacement through the introduction of contemporary methods, materials, design, spatial organization and floor plans.

PERIOD OF SIGNIFICANCE

Period of significance is typically identified in National Register documentation as a defined and specific period of time that relates to a historic moment, theme, or person. The period of significance is also based on the integrity of the buildings' and the landscape's surviving physical features. A property may have multiple periods of significance to more fully express its significance or association with multiple areas of significance.

The Period of Significance for the New York Central Terminal is proposed as 1926 - 1930 (and 1917 for the Railway Express Agency Terminal Building), the years when the complex was under design and construction. The New York Central Terminal is architecturally significant in New York State and nationally as a monumental example of an Art Deco style civic structure. The core Terminal buildings were built between 1926 and 1929 by Fellheimer & Wagner Architects. The huge complex consists of the main terminal building (concourse and tower) flanked by three wings, a power plant, six supporting structures, and the open green space to the west of the terminal. A Railway Express Agency Terminal Building, built prior to the complex in 1917, is also included within the historic district. The US Post Office Building, adjacent to and abutting the Mail and Baggage Building was begun immediately after the Fellheimer & Wagner complex was completed in 1929 and completed in 1930.

The terminal is especially distinguished for the degree and scale with which it manifests the Art Deco style in both its immense exterior design and its lavish, grand interior. Nearly all of the architectural features associated with the style are evident in the station's massing, materials, and details and are further highlighted by the high degree of craftsmanship and design quality evident in its construction. The terminal attests to Buffalo's role as the geographic center of American commerce from the beginning of the railroad age in the mid-nineteenth century until its climax in the mid-twentieth century. With a total of fourteen lines serving the city, Buffalo's railroad network

was second in size only to that of Chicago. The complex is also noteworthy as a representative work of the regionally prominent architectural firm of Fellheimer and Wagner, specialists in railroad station design. One of the last great railroad complexes built in the expansionist era of the 1920's, the New York Central Terminal retains high architectural integrity and remains as one of the few extant landmarks representing Buffalo's role as a national railroad transportation center.²

ASSESSMENT OF INTEGRITY

Integrity is the ability of a property to convey its significance, grounded in an understanding of its physical features and how they relate to its historic context. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity. These are location, design, setting, materials, workmanship, feeling, and association. Despite some deterioration, the rail complex retains a high degree of architectural integrity, meeting all seven of these qualities.

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environ-ment of a historic property.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

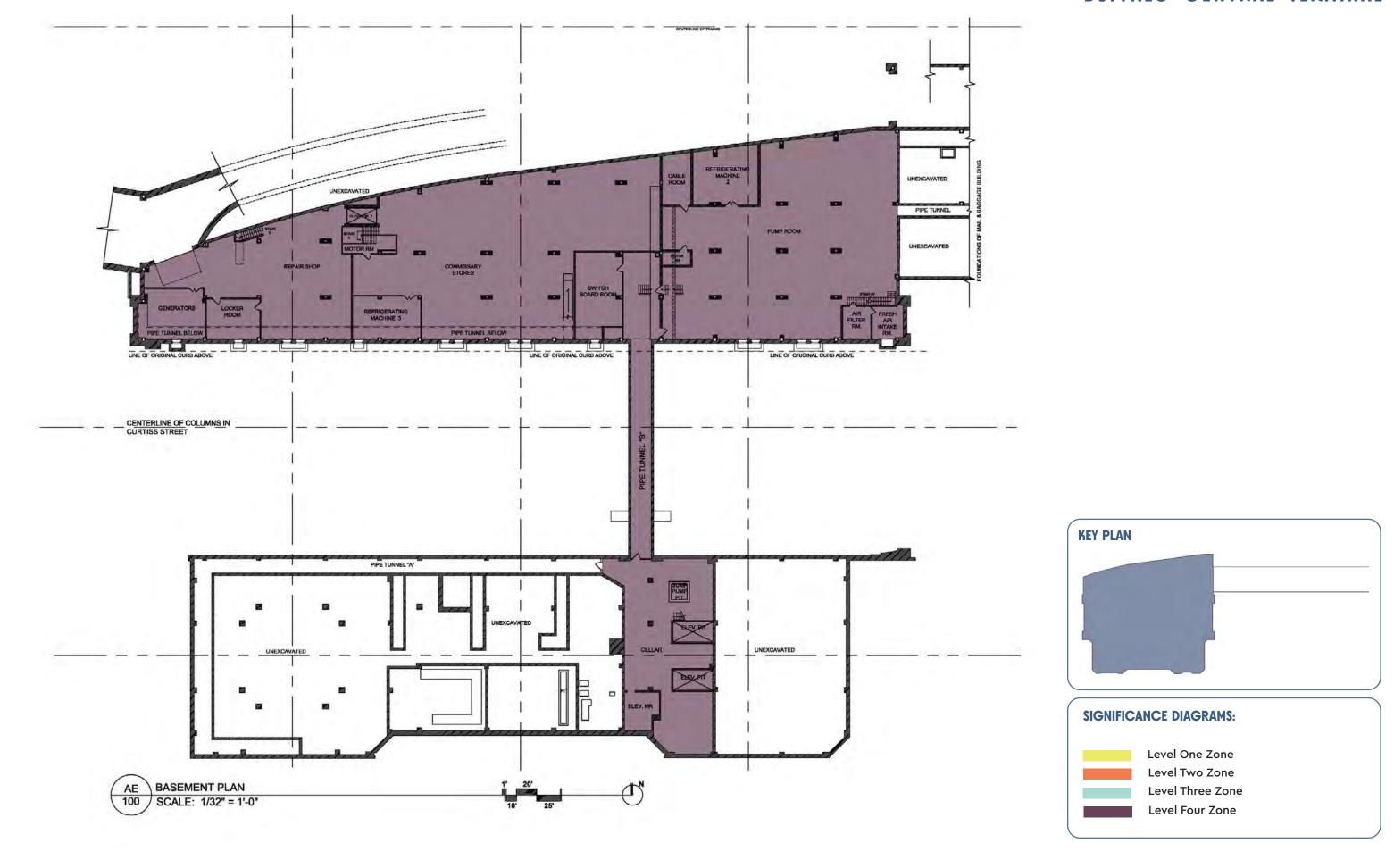
While there is significant material damage and deterioration throughout the complex, the structures of all the buildings retain their authenticity. Stabilization and mothballing efforts for the Tower and the Terminal continue and are halting further deterioration. The Mail and Baggage Building requires significant hazardous materials removals, stabilization and mothballing. The next section details the existing conditions of the Tower, Terminal and Mail & Baggage Building.

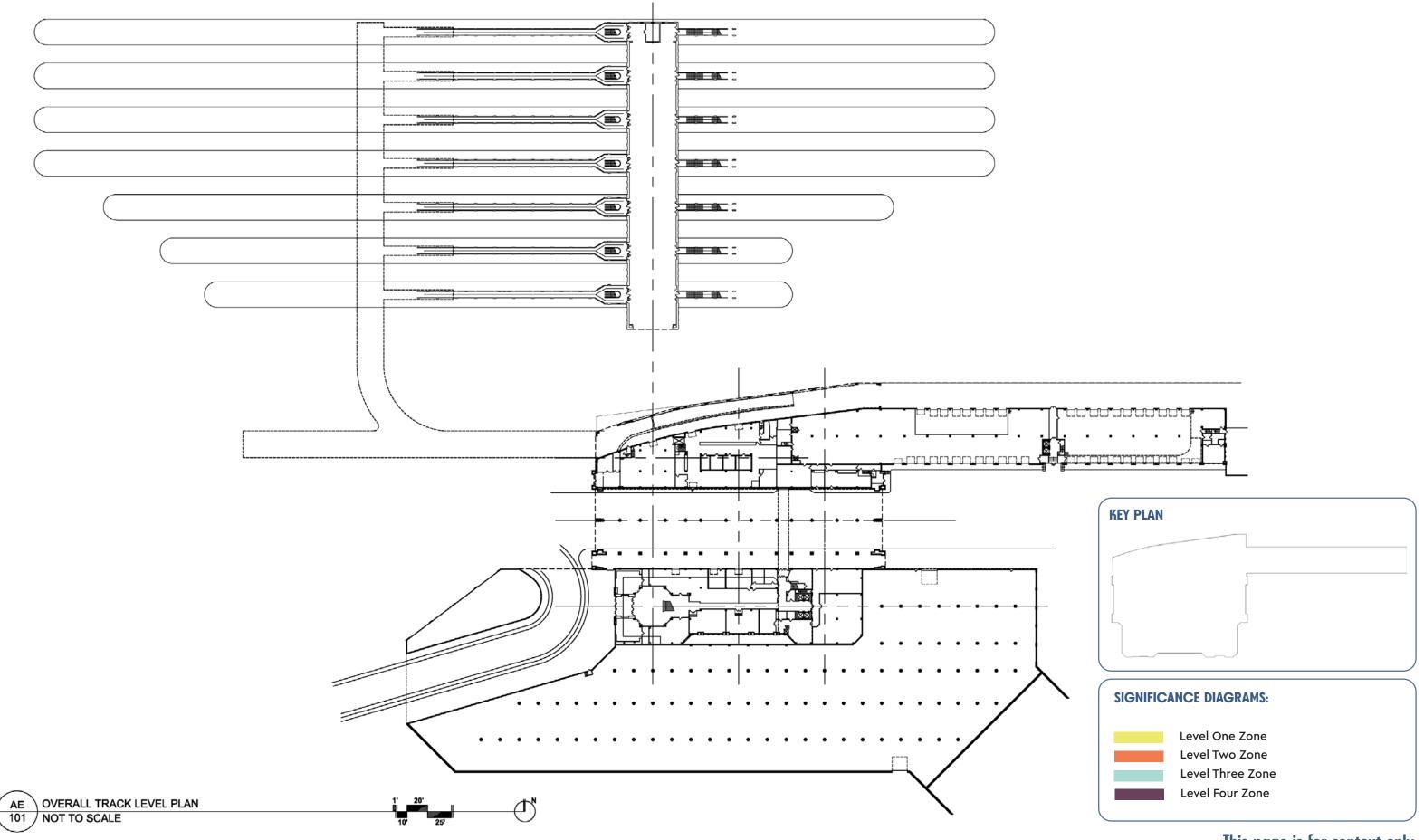
See Significance Diagrams in the following pages.

BUFFALO · **CENTRAL** · **TERMINAL**

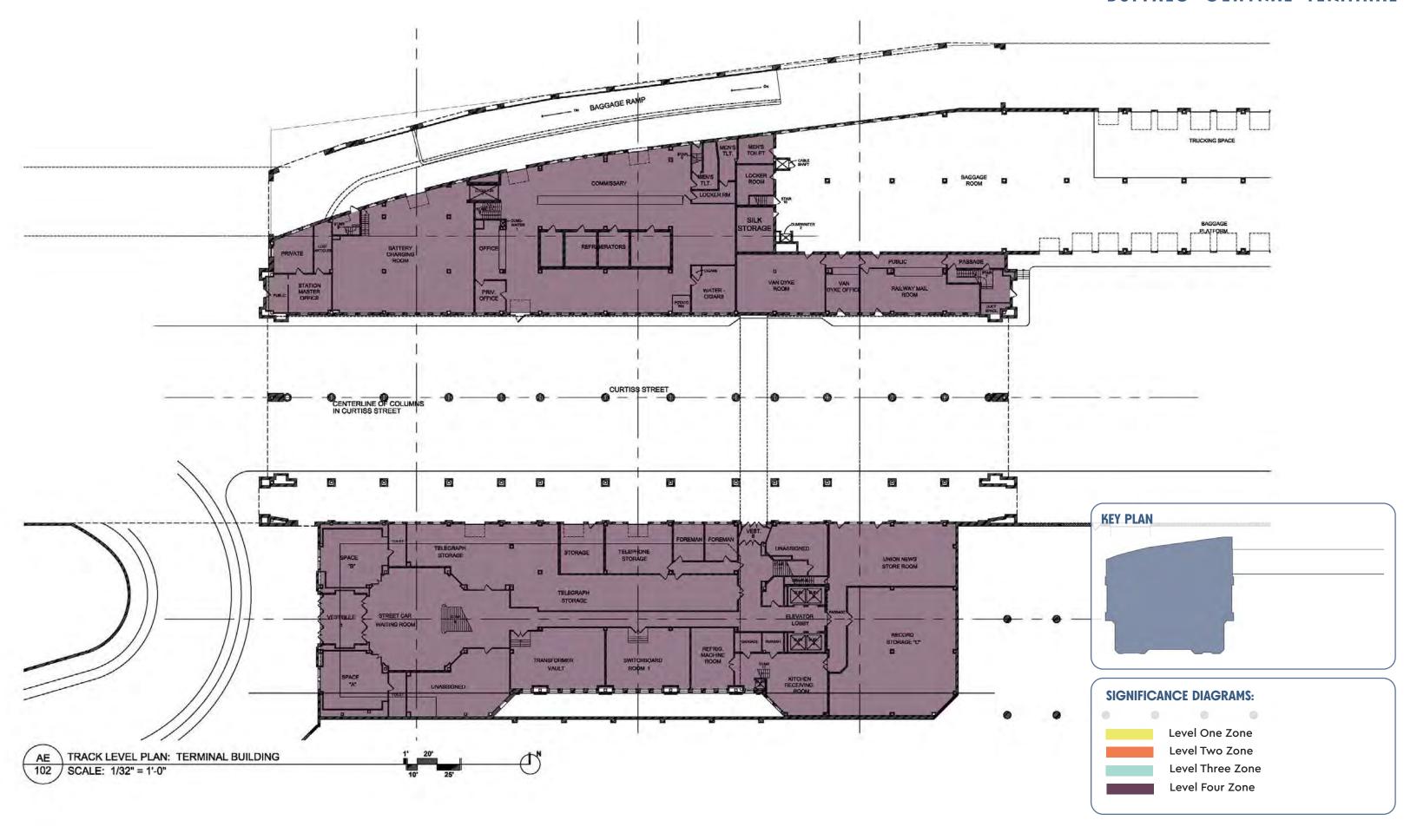
1 Sanborn Map, 1936.

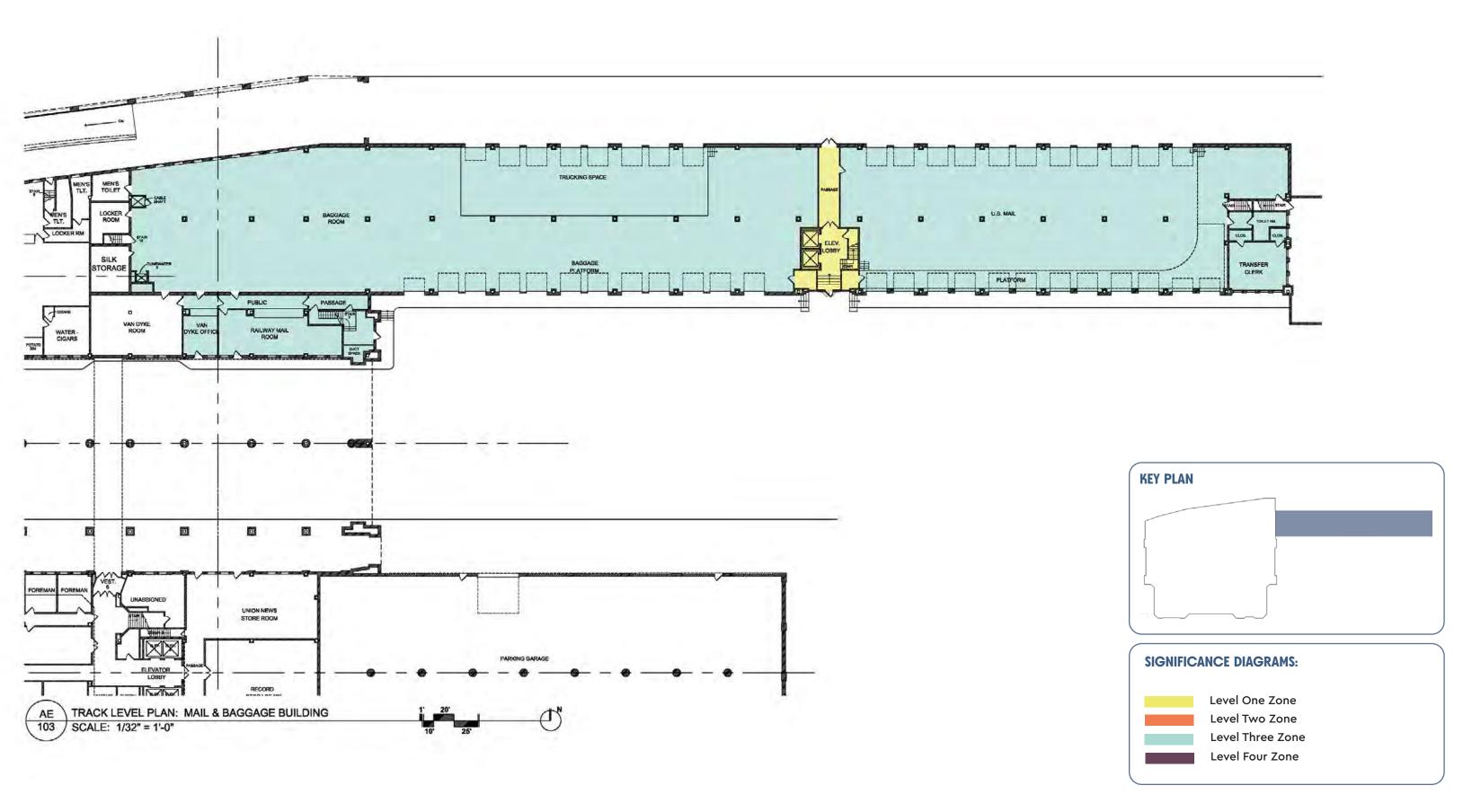
² Claire L. Ross, National Register of Historic Places Inventory – Nomination Form, "New York Central Terminal," 1984, Section 8.

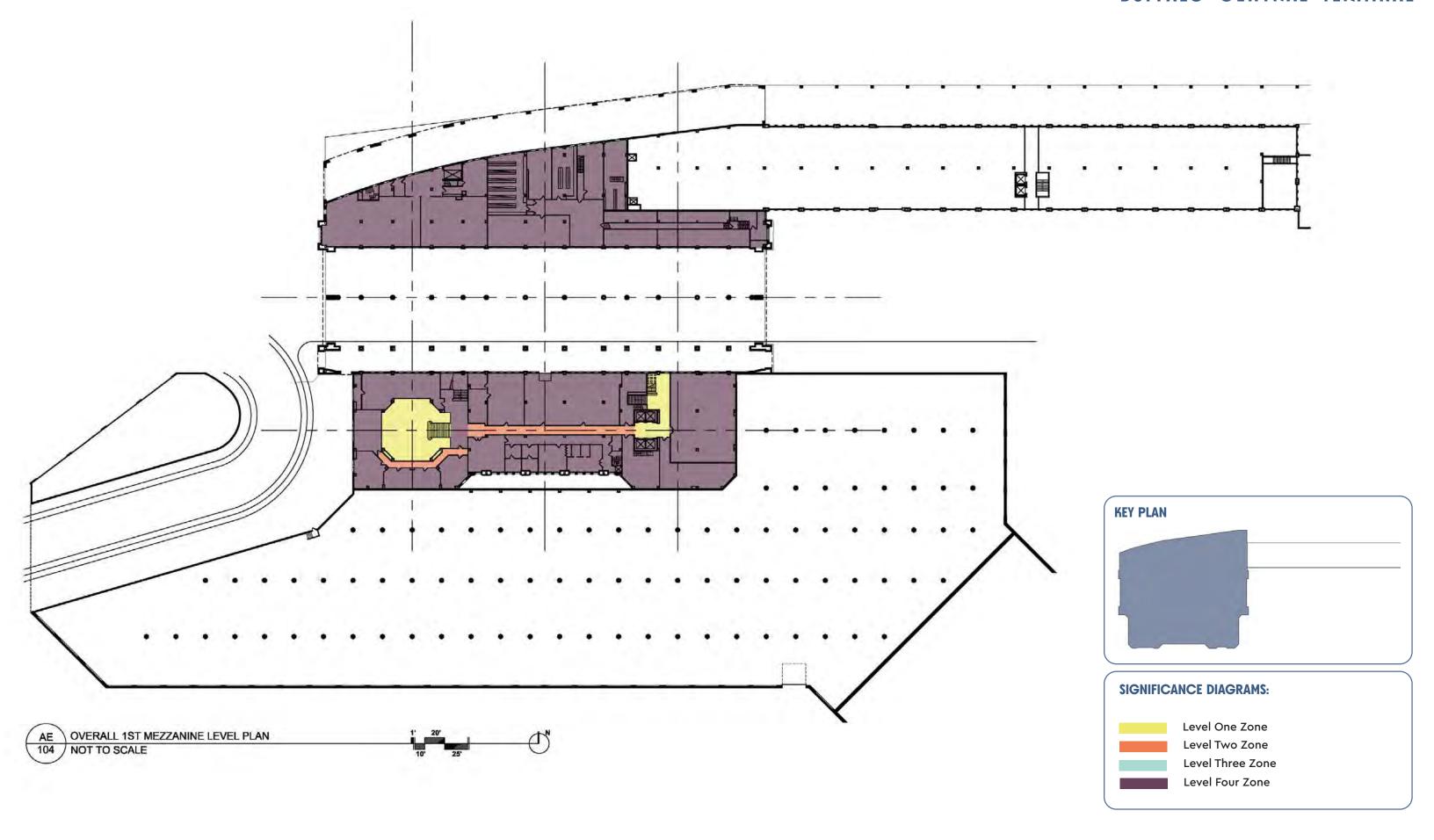


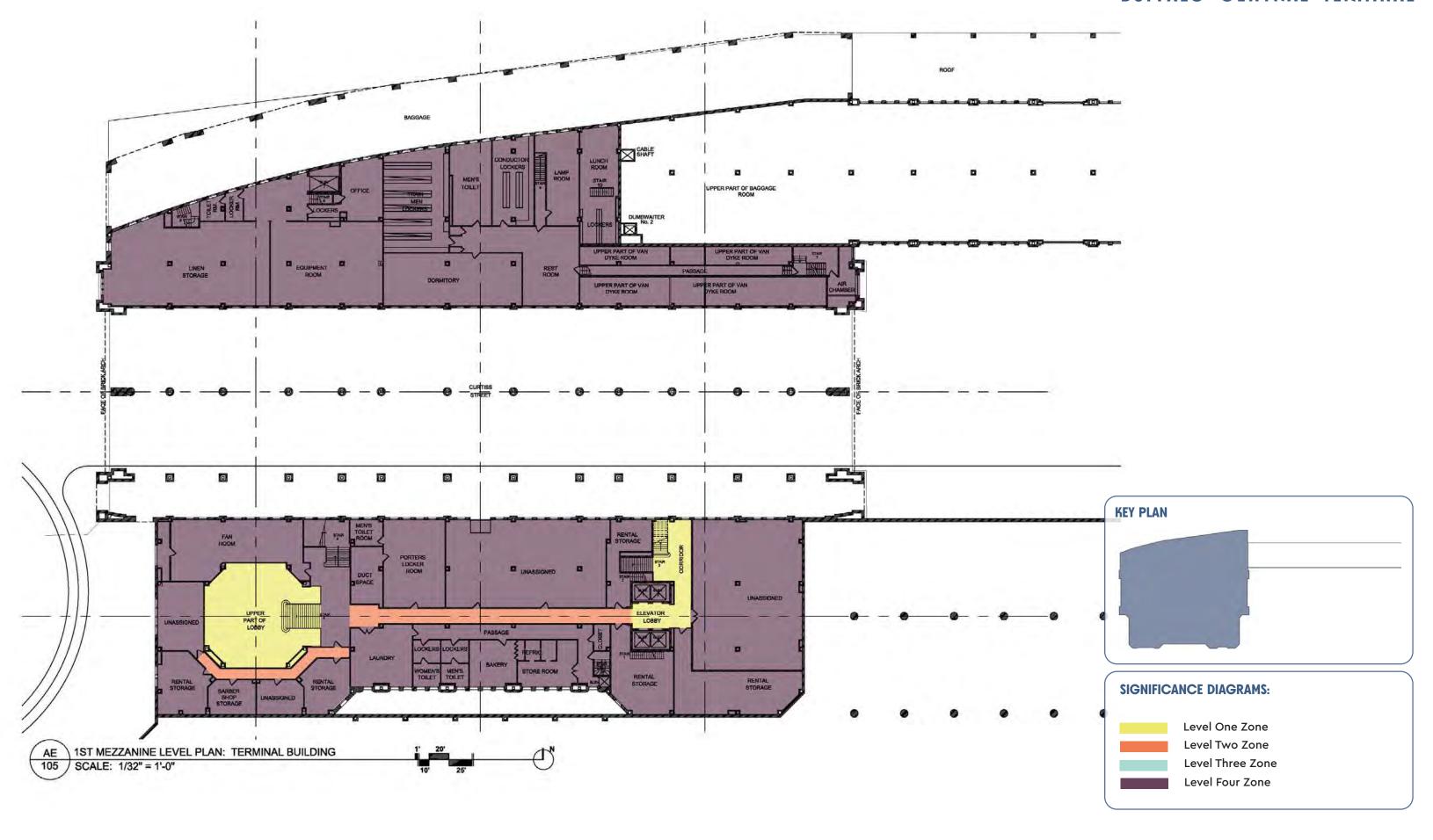


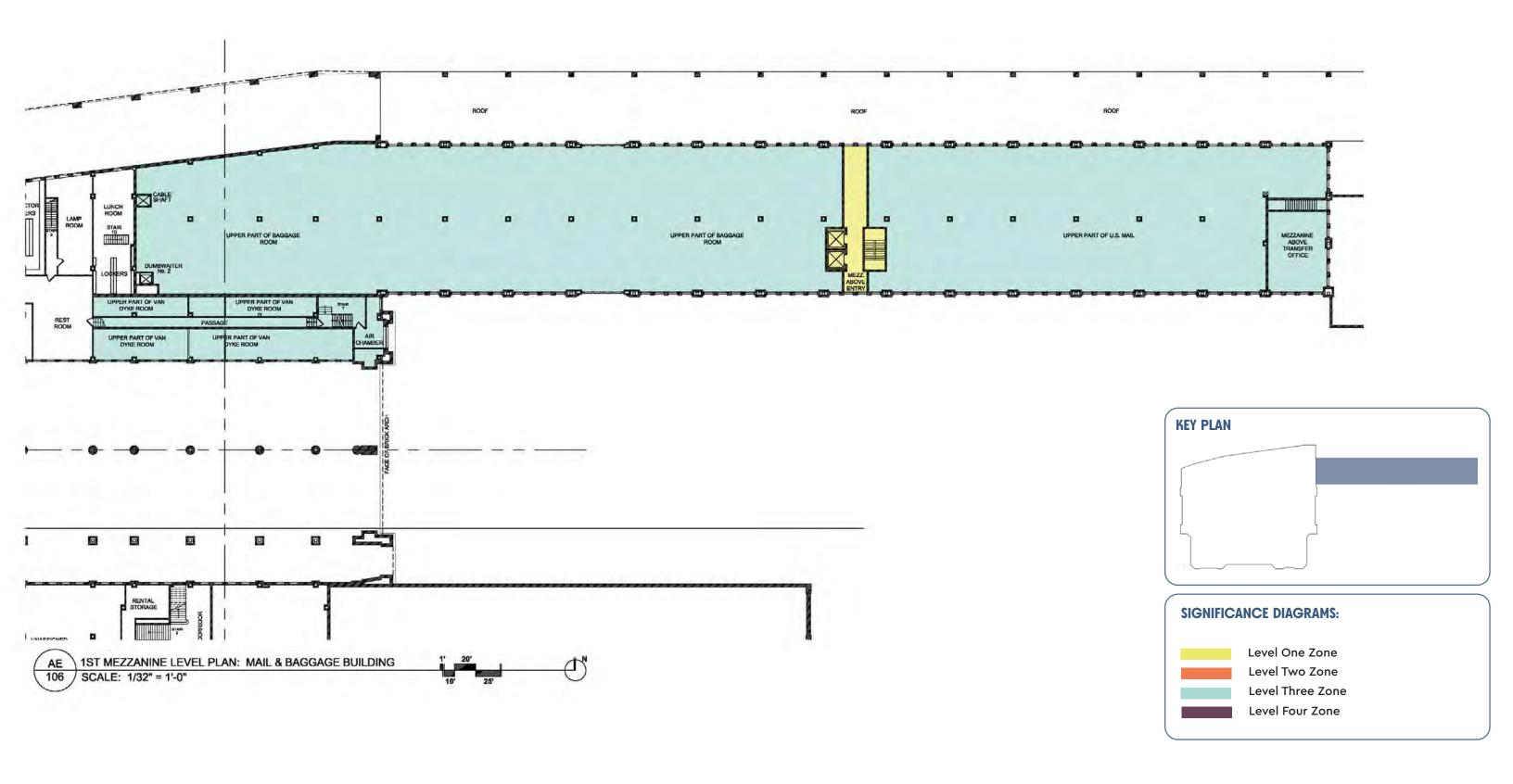
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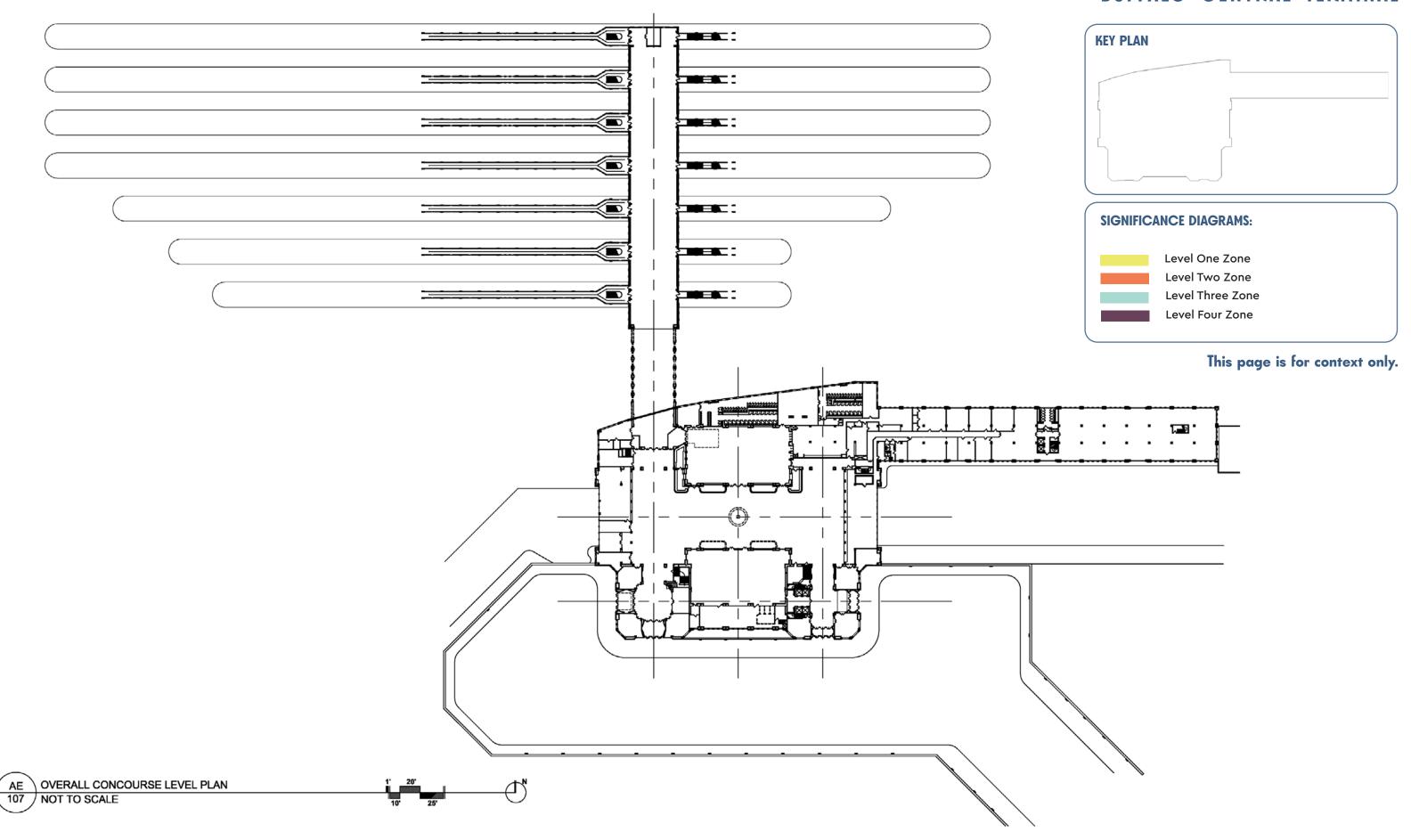


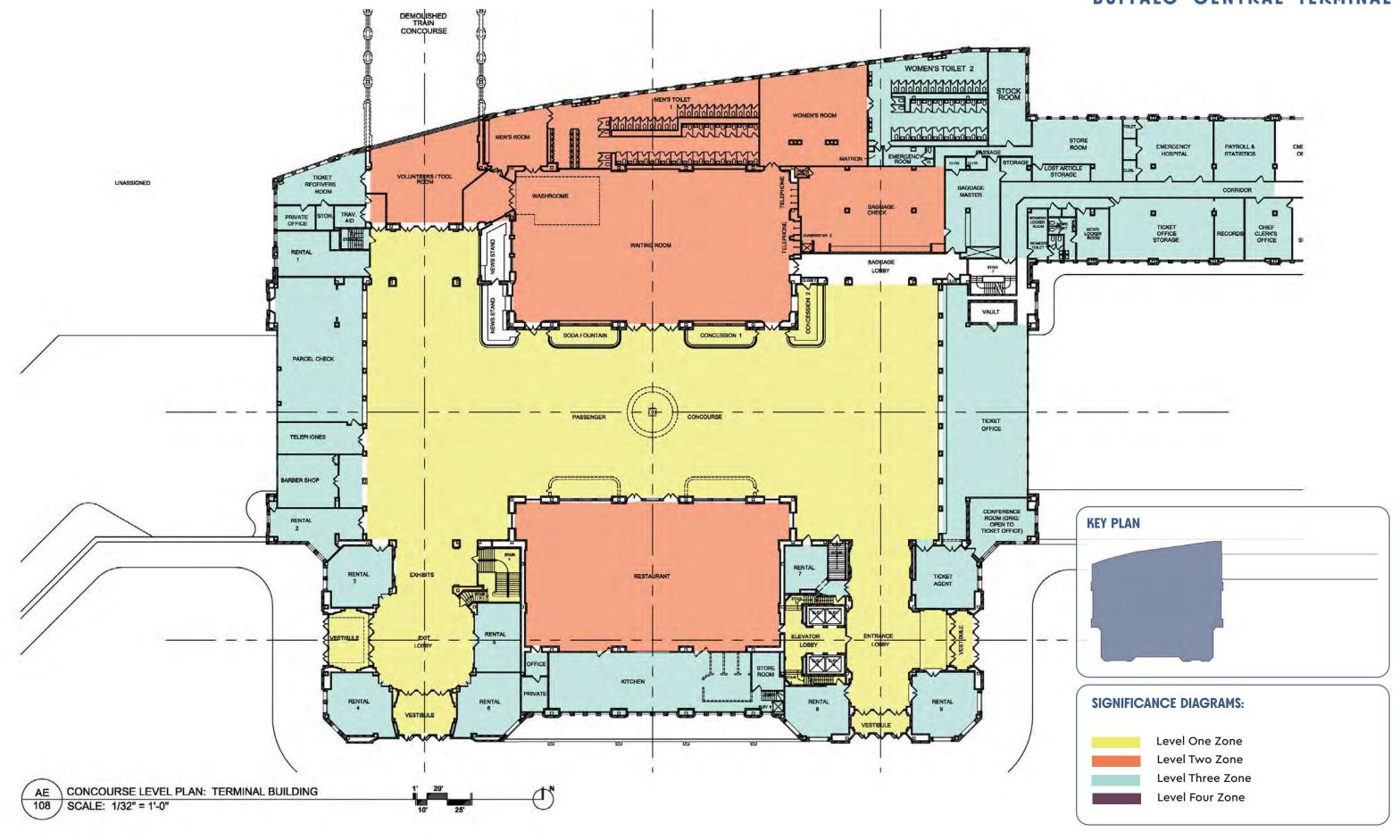


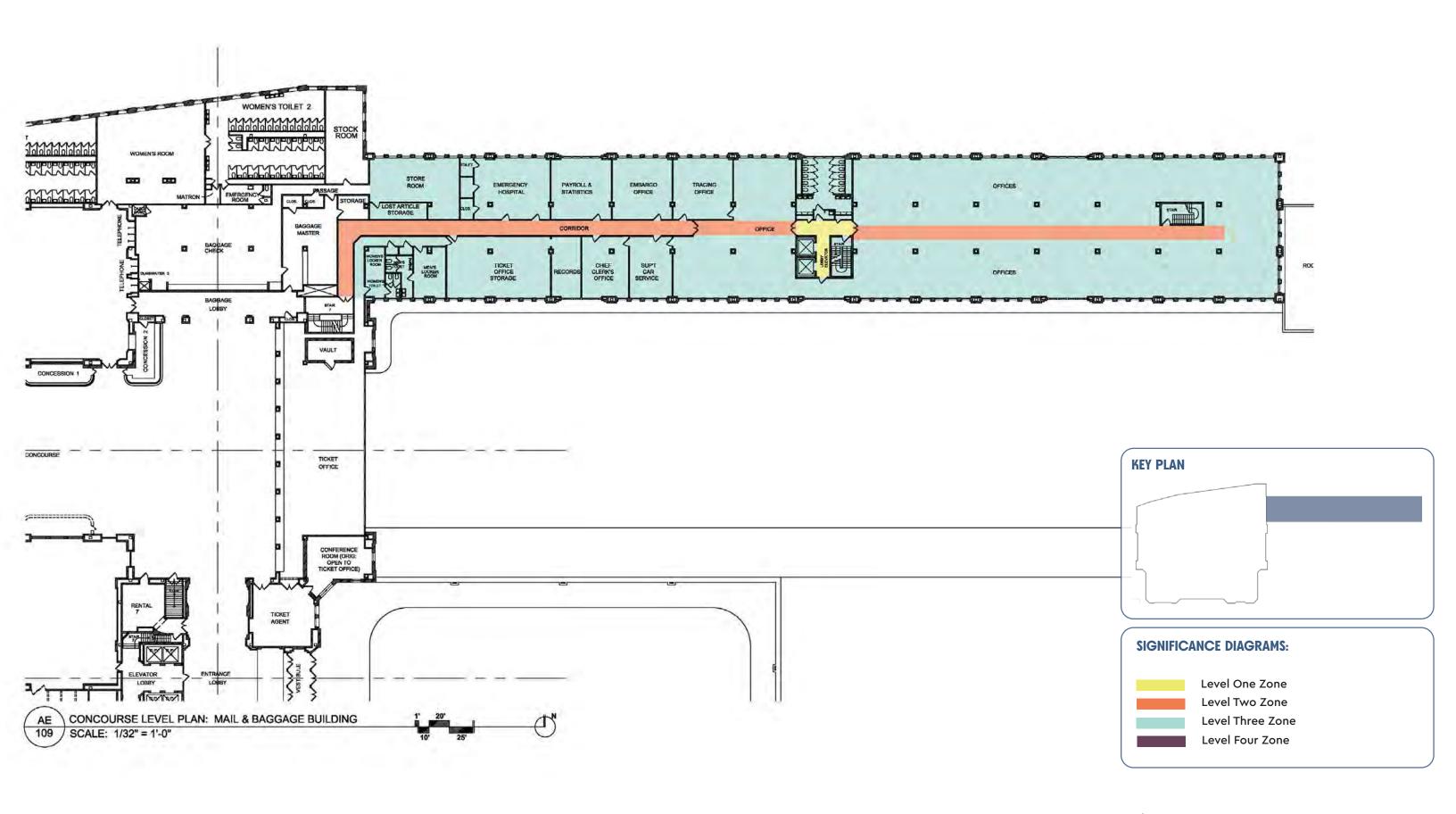


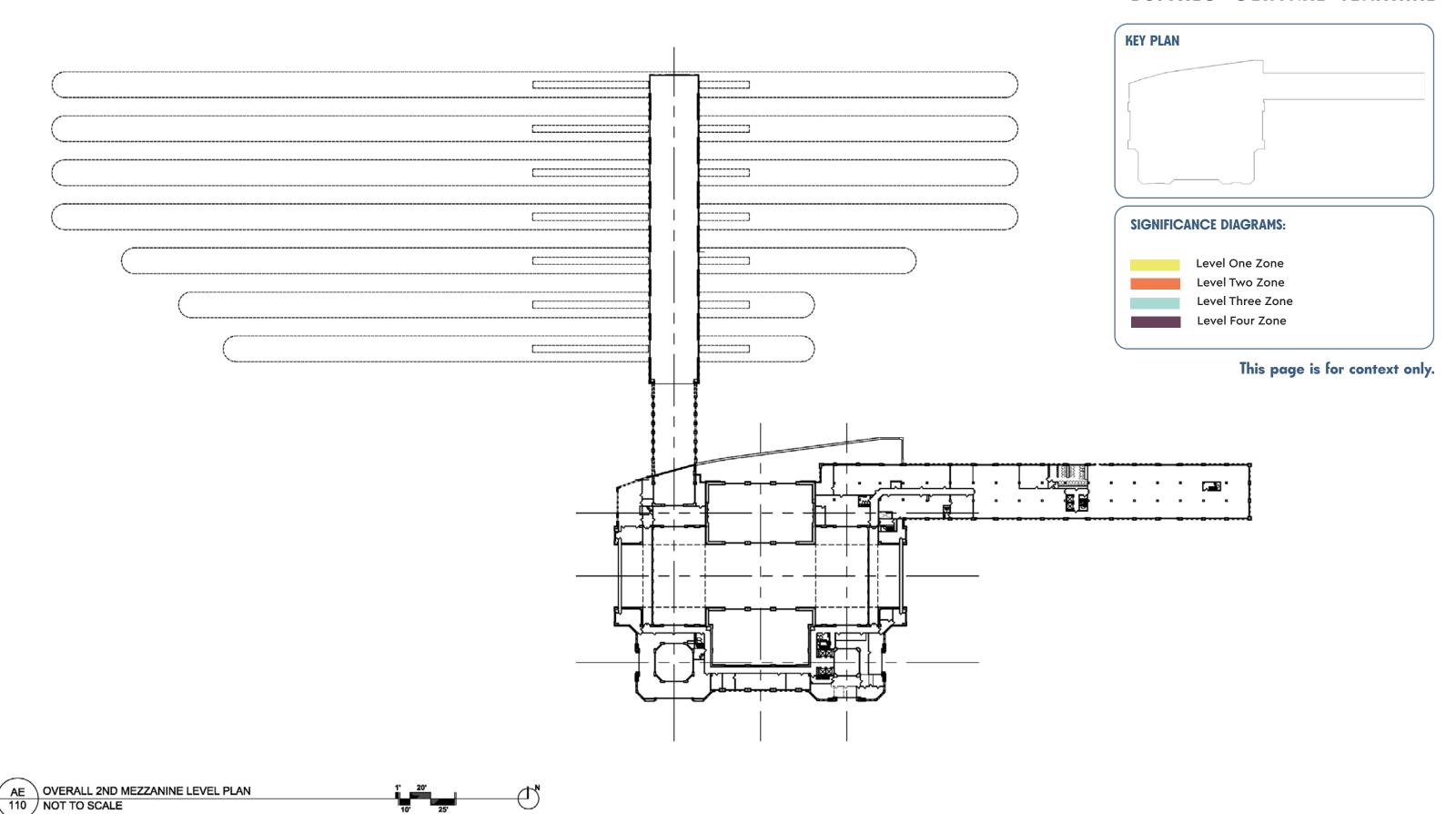


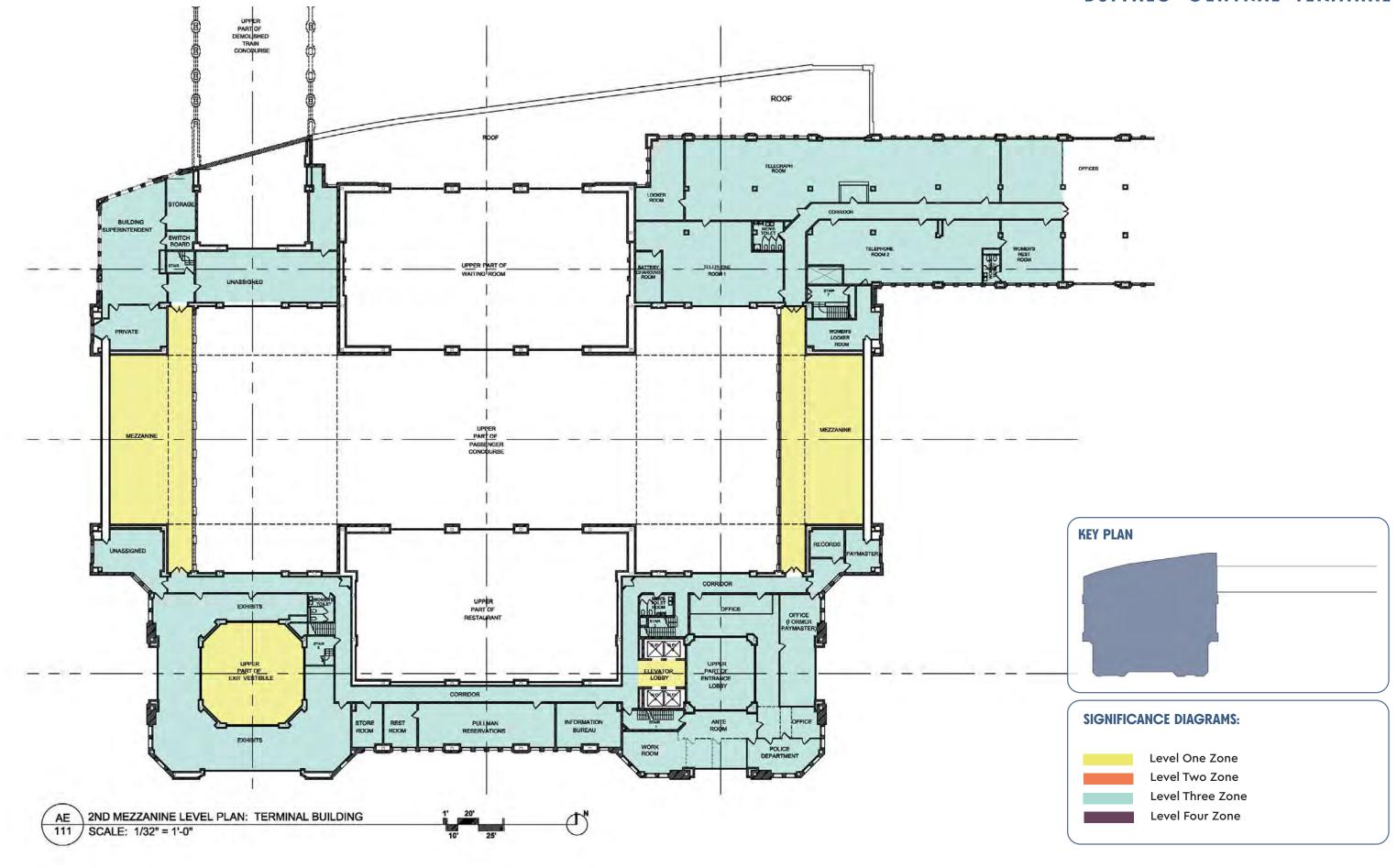


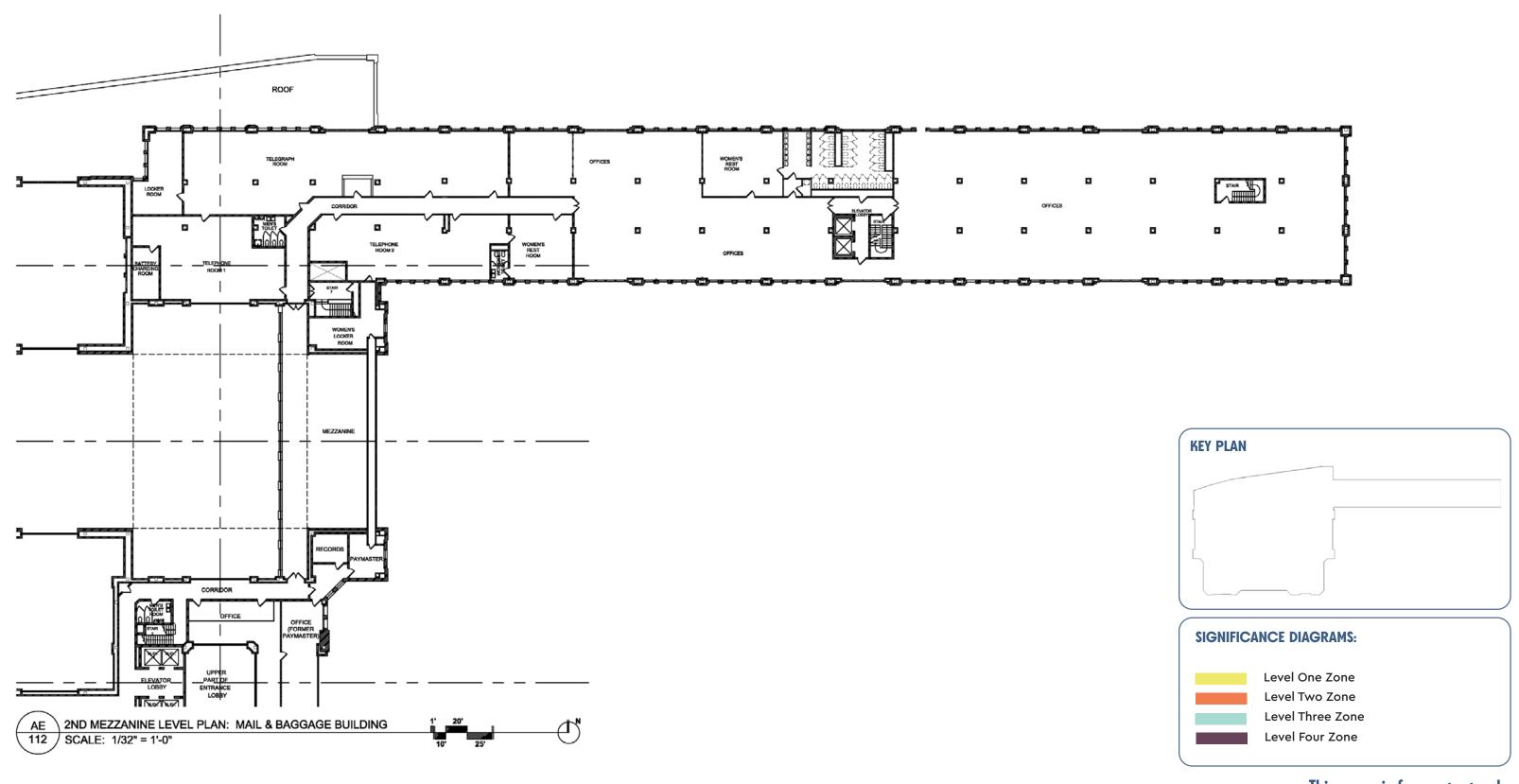




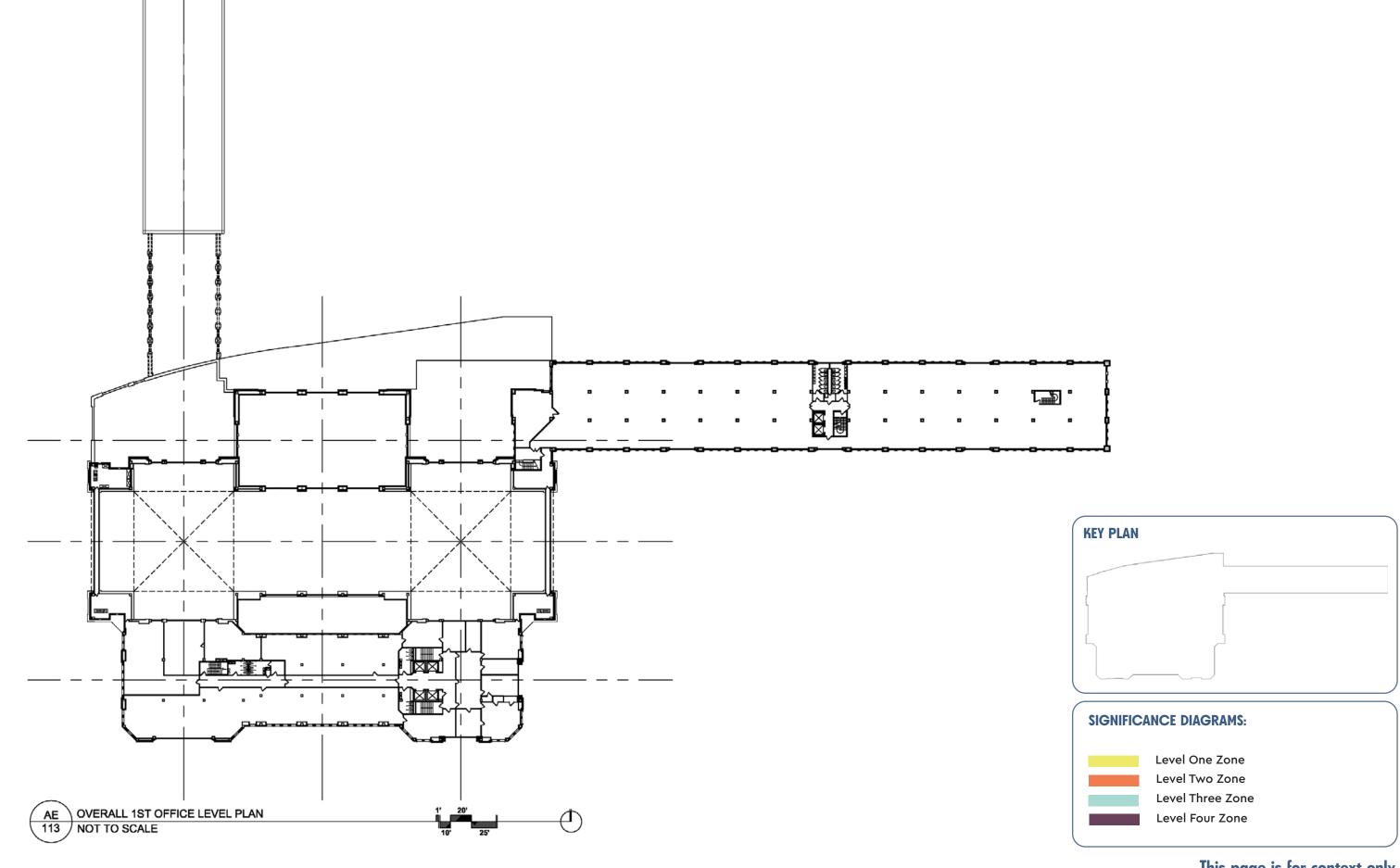


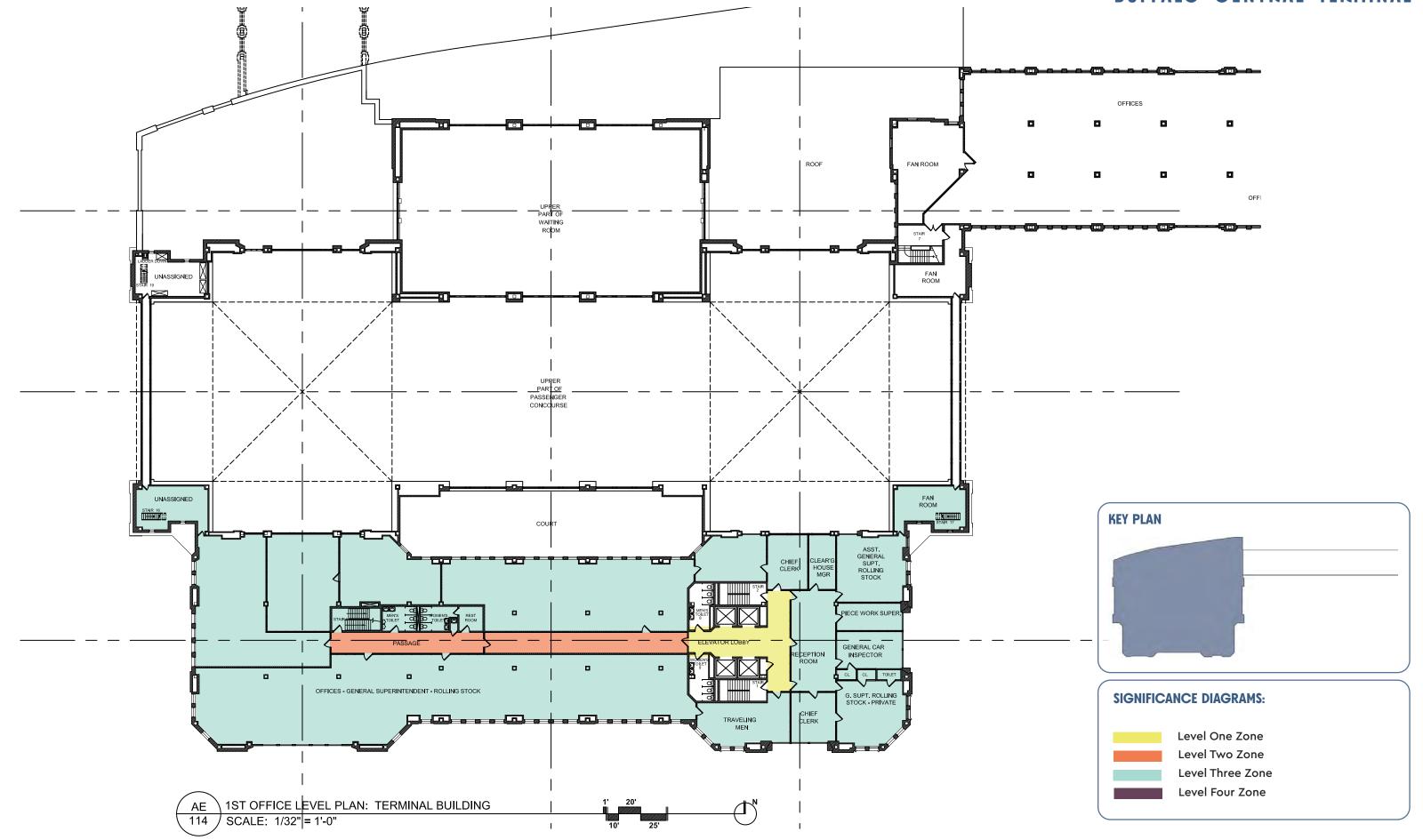


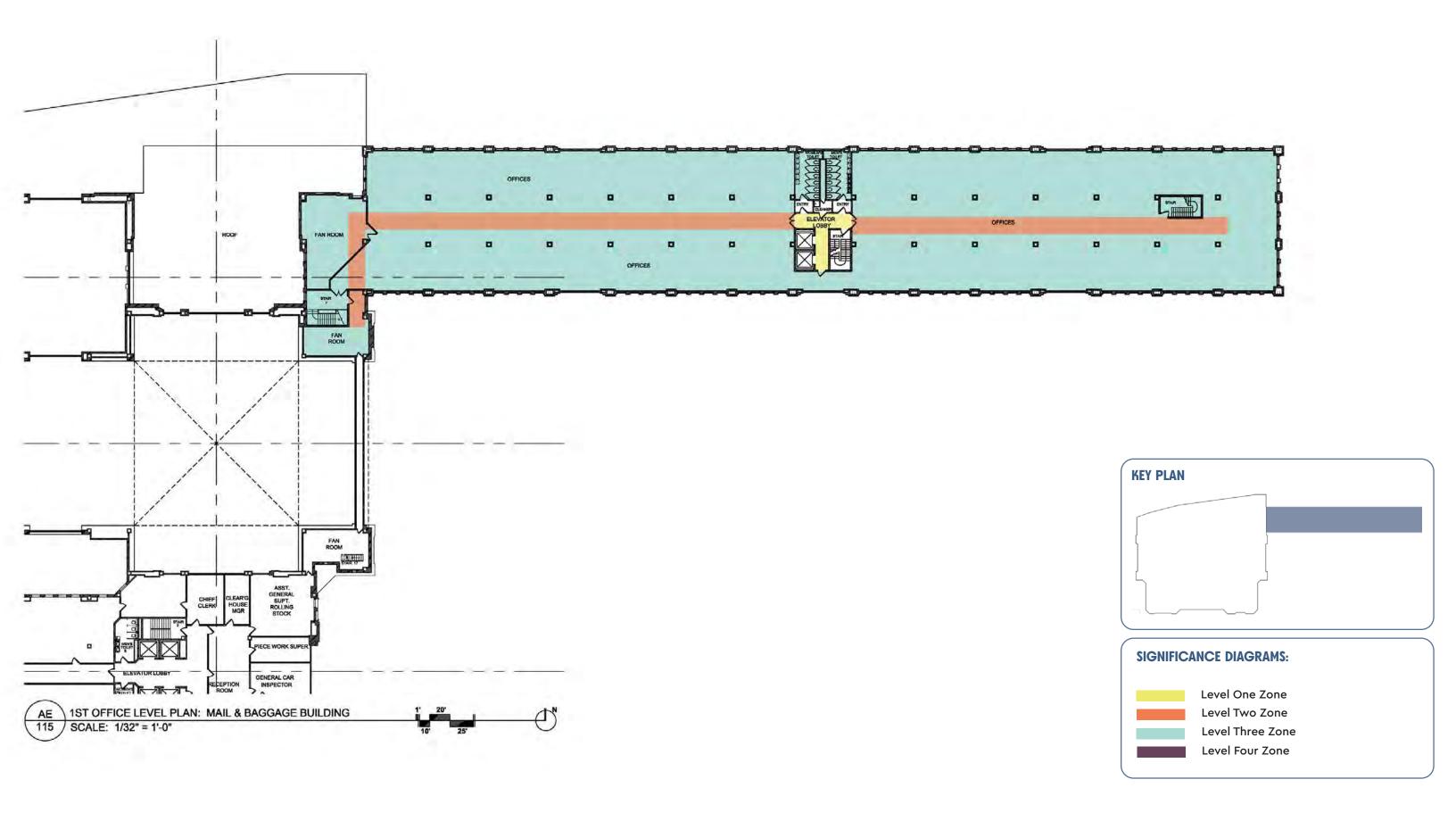


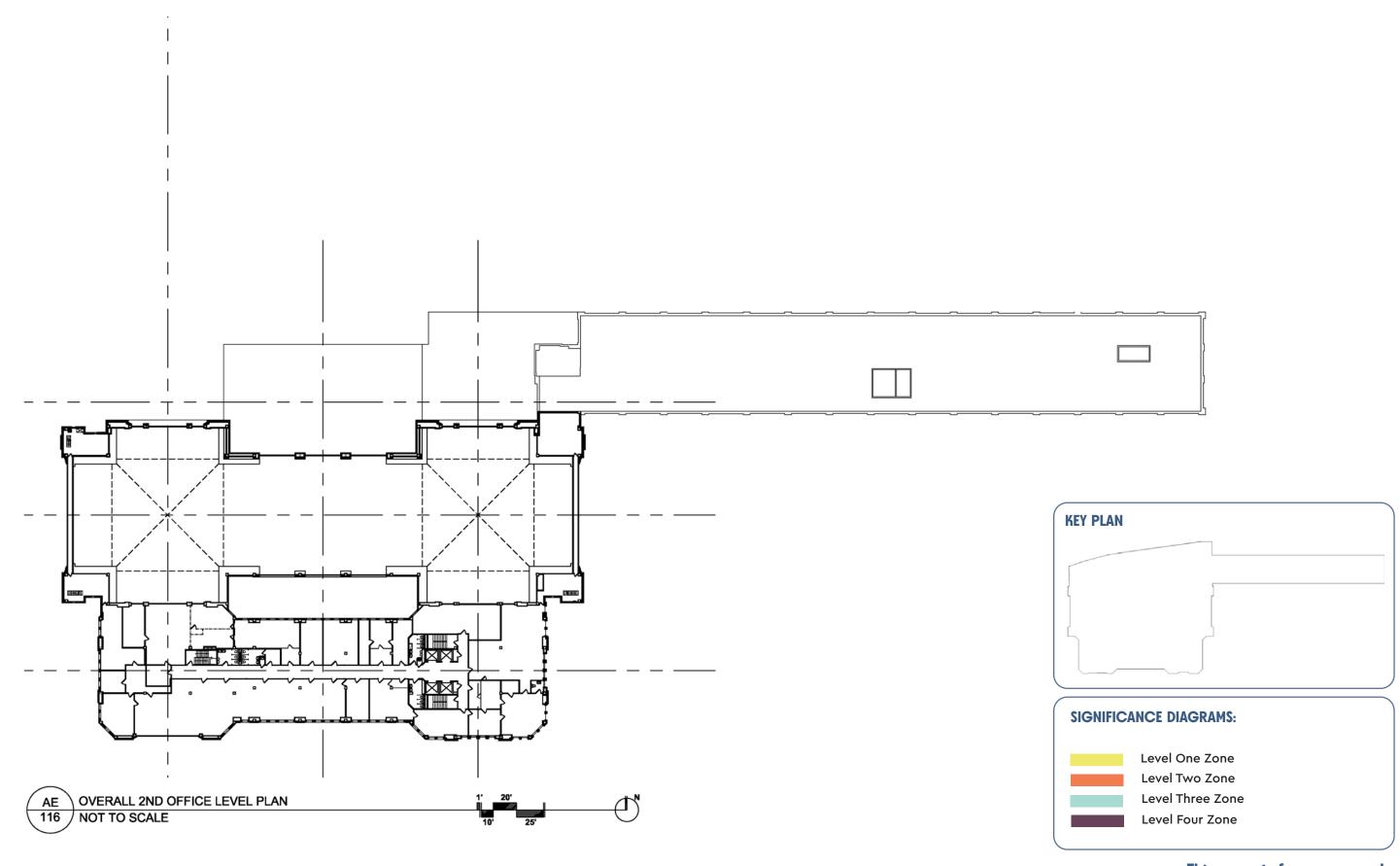


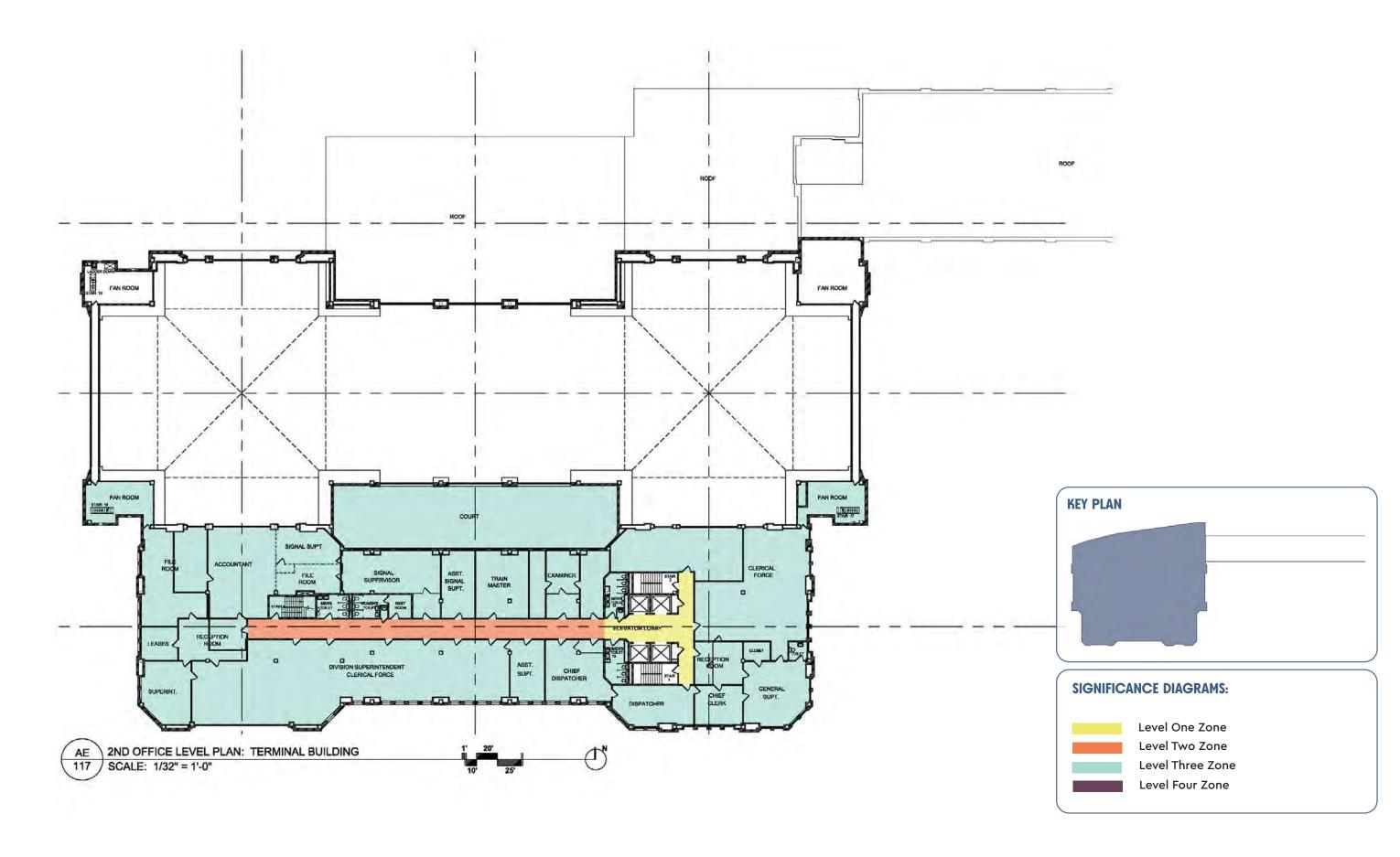
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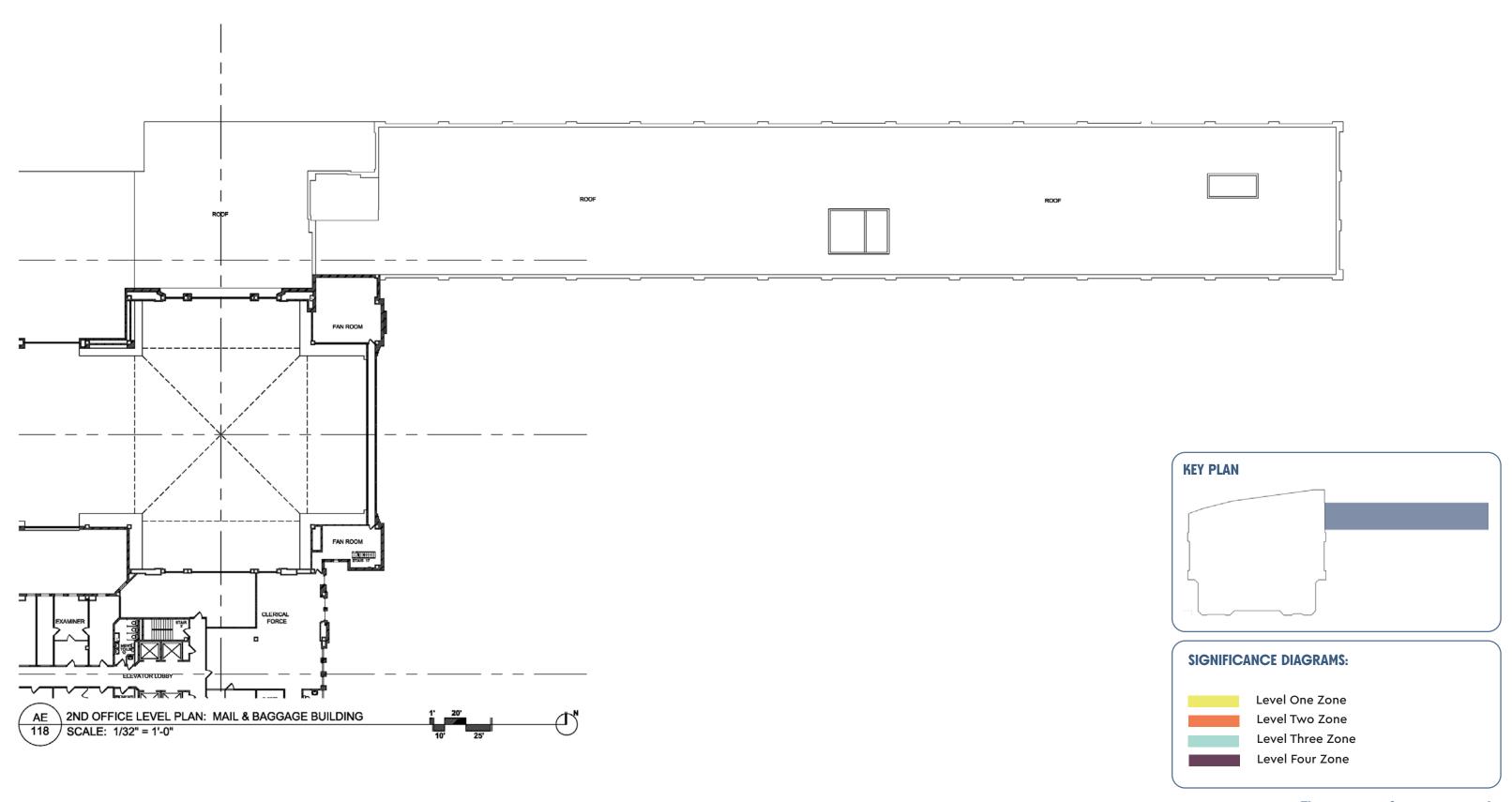


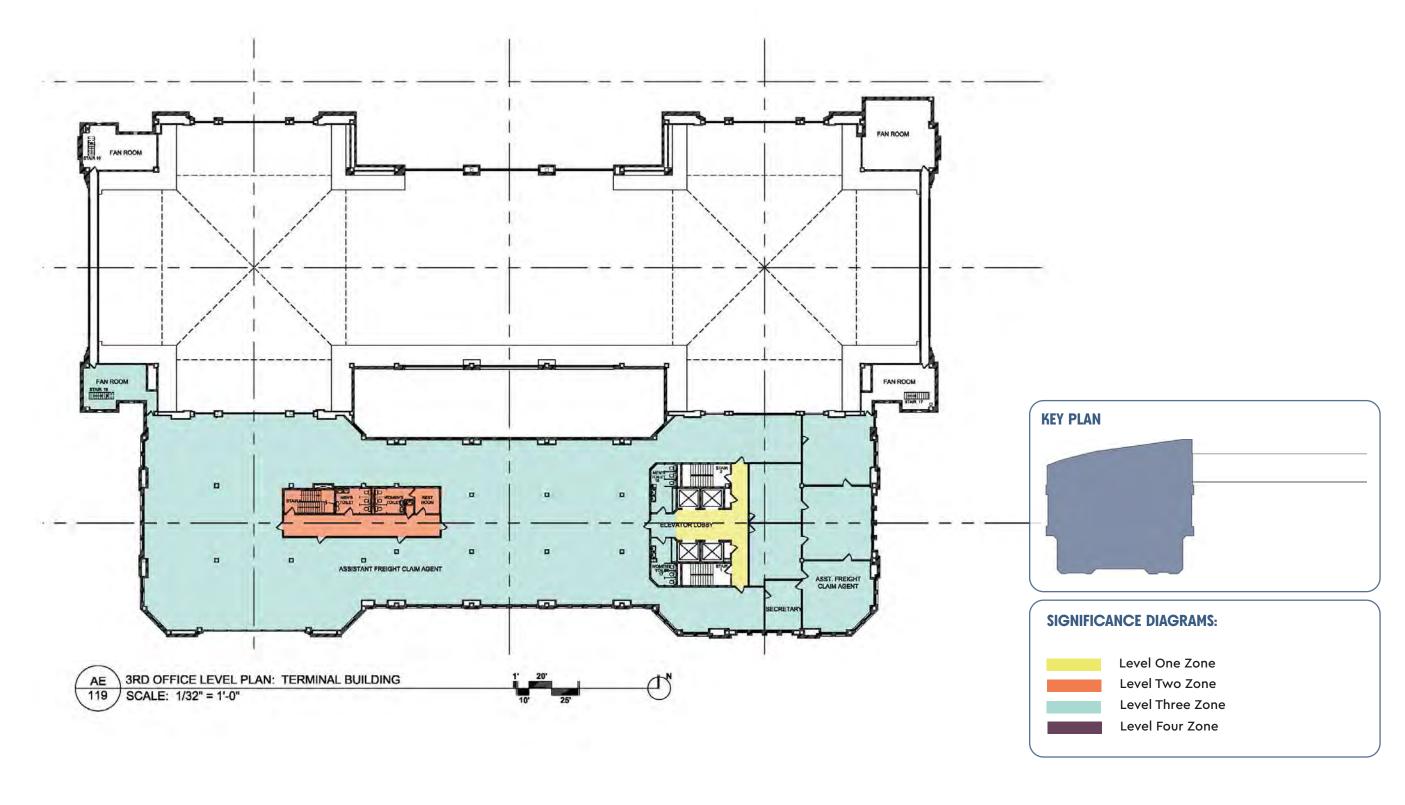


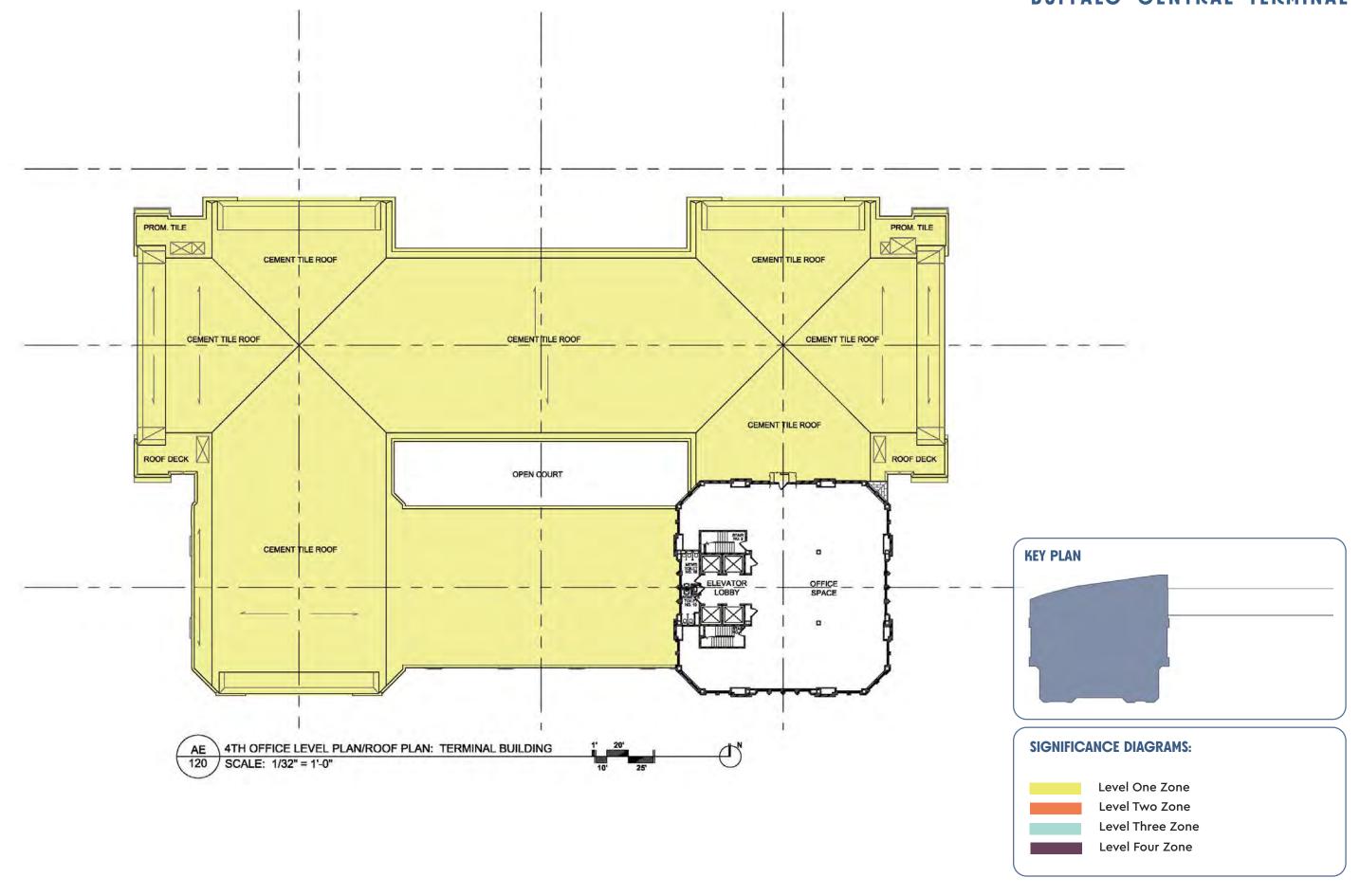


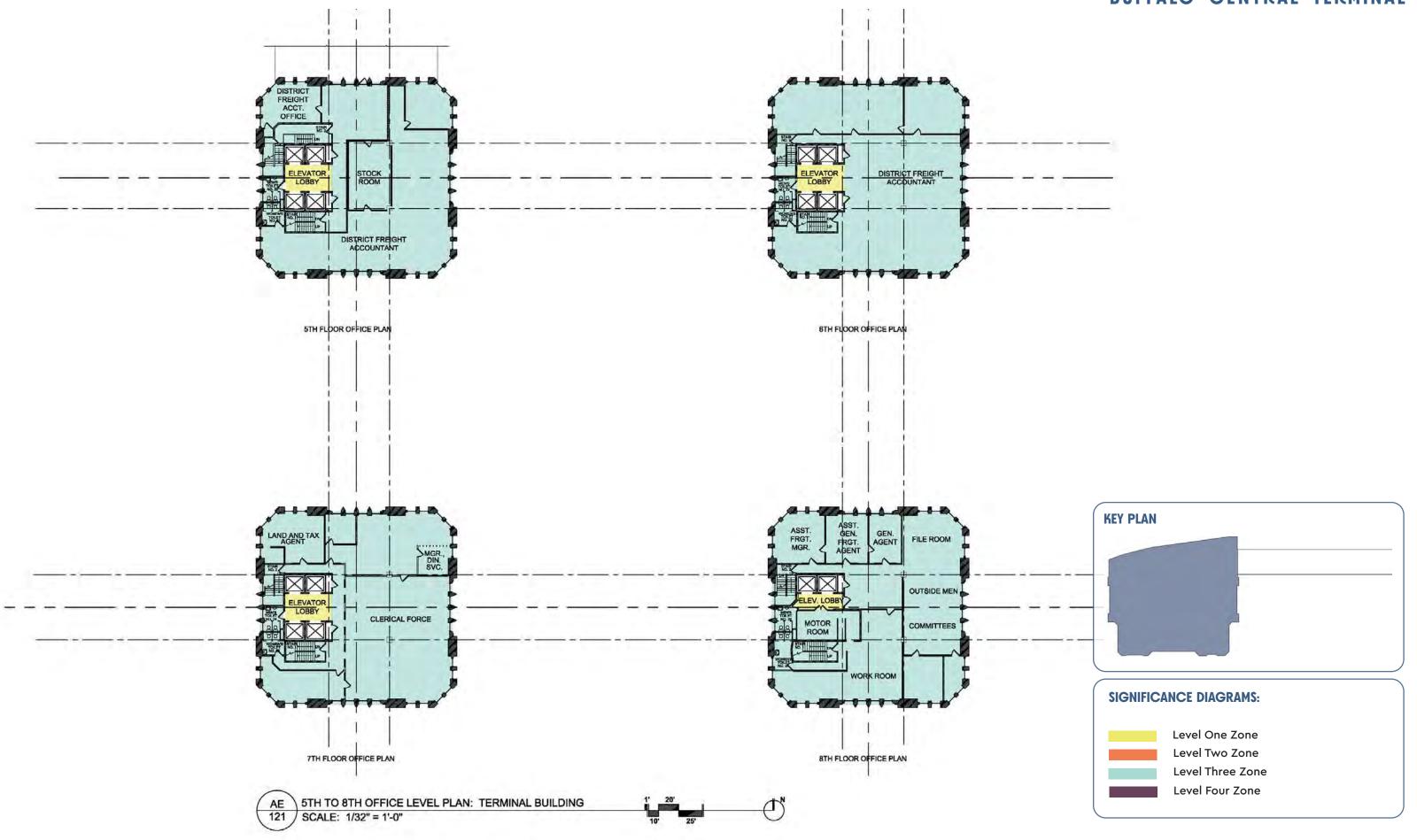


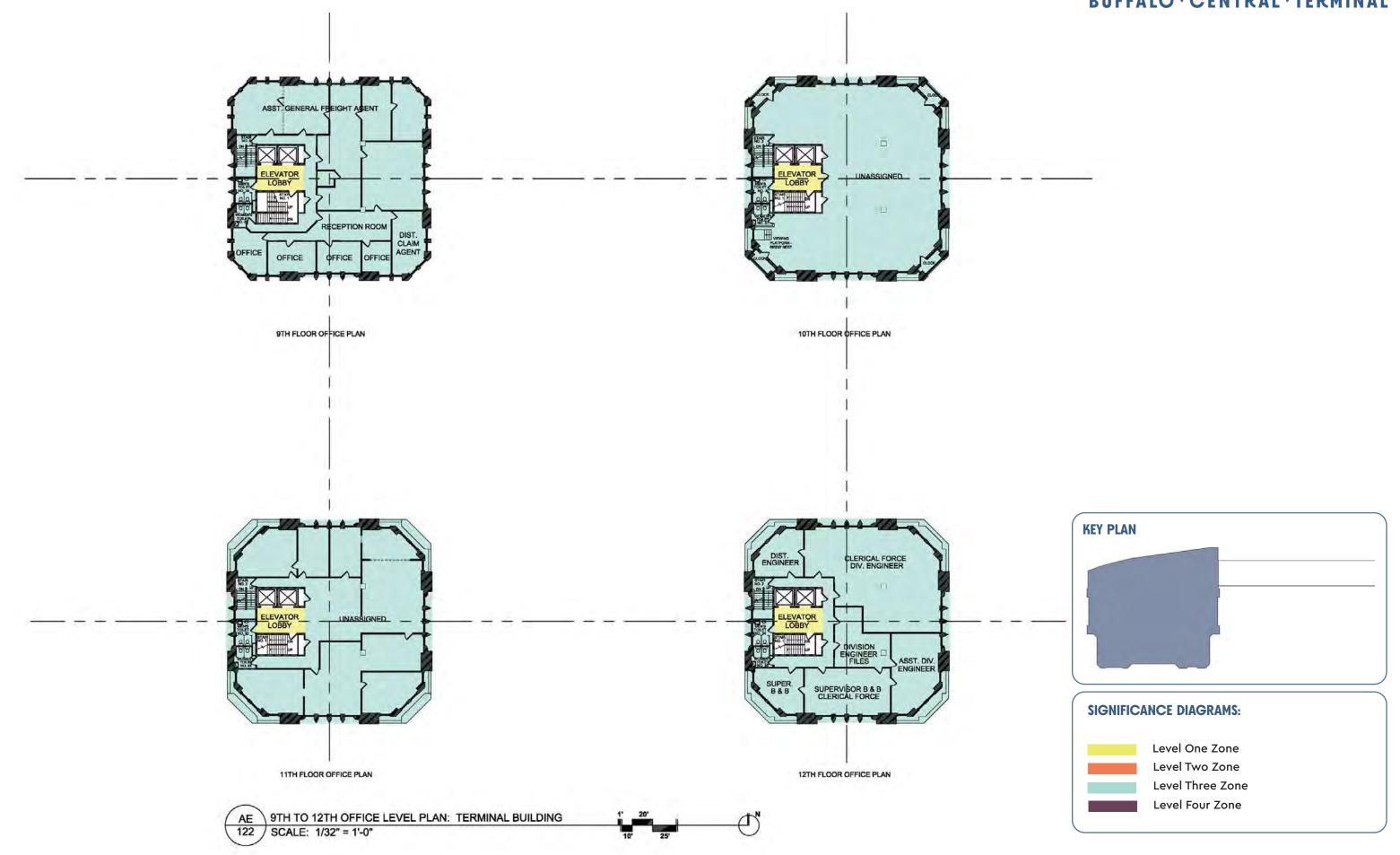


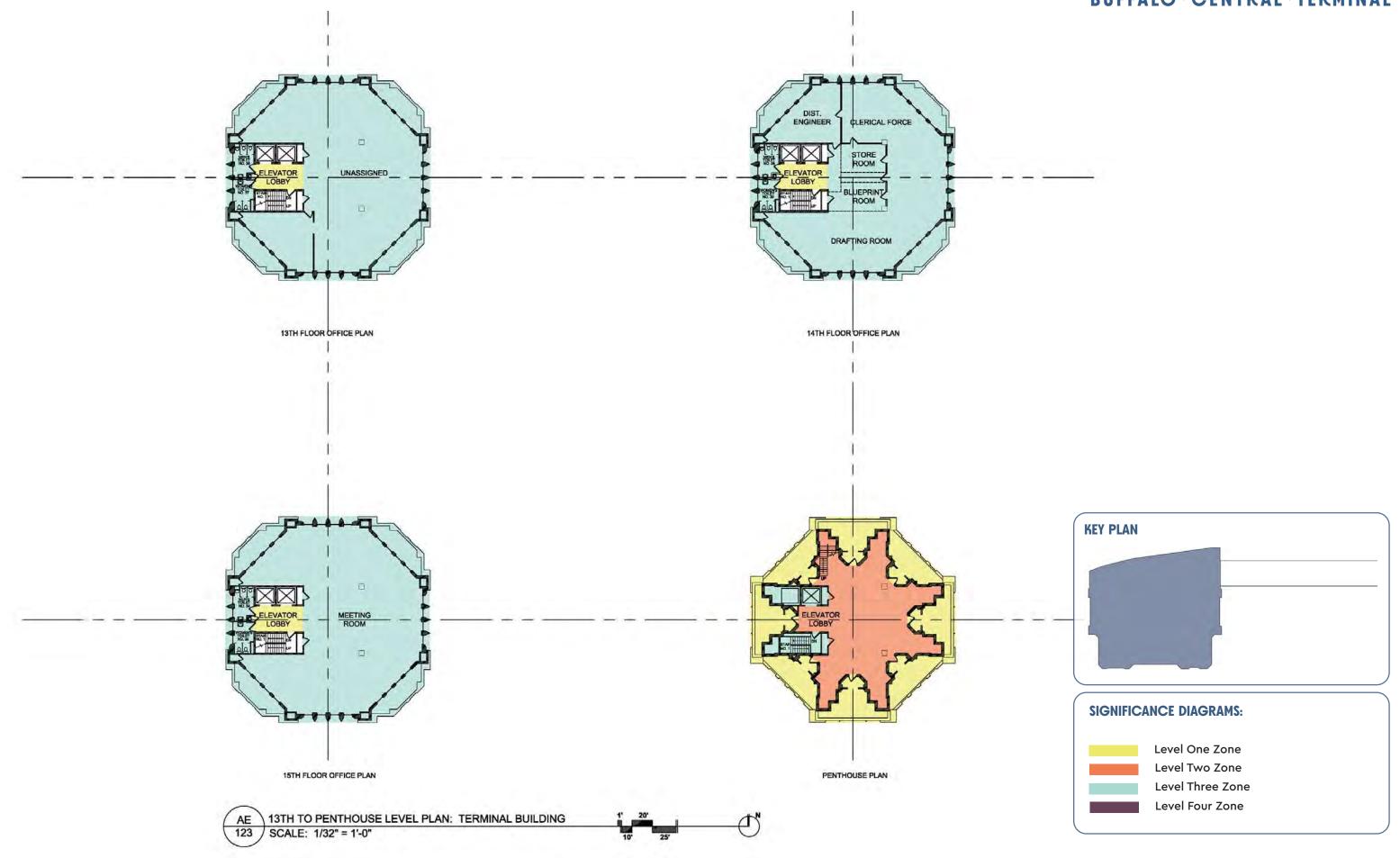


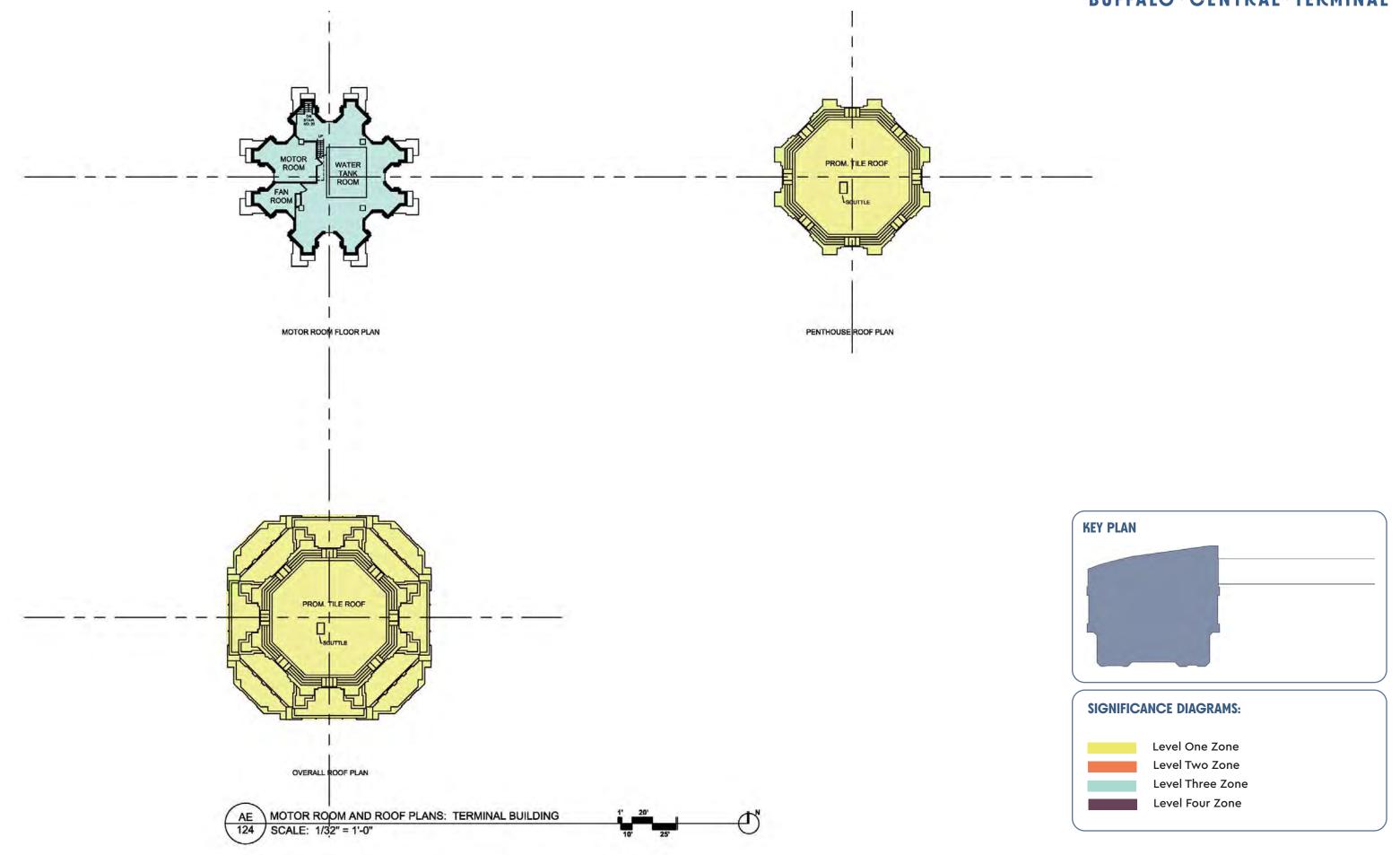




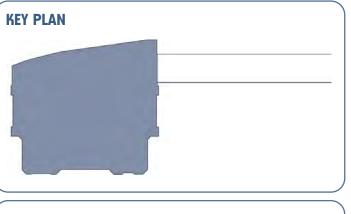


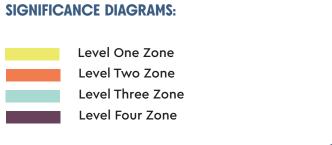


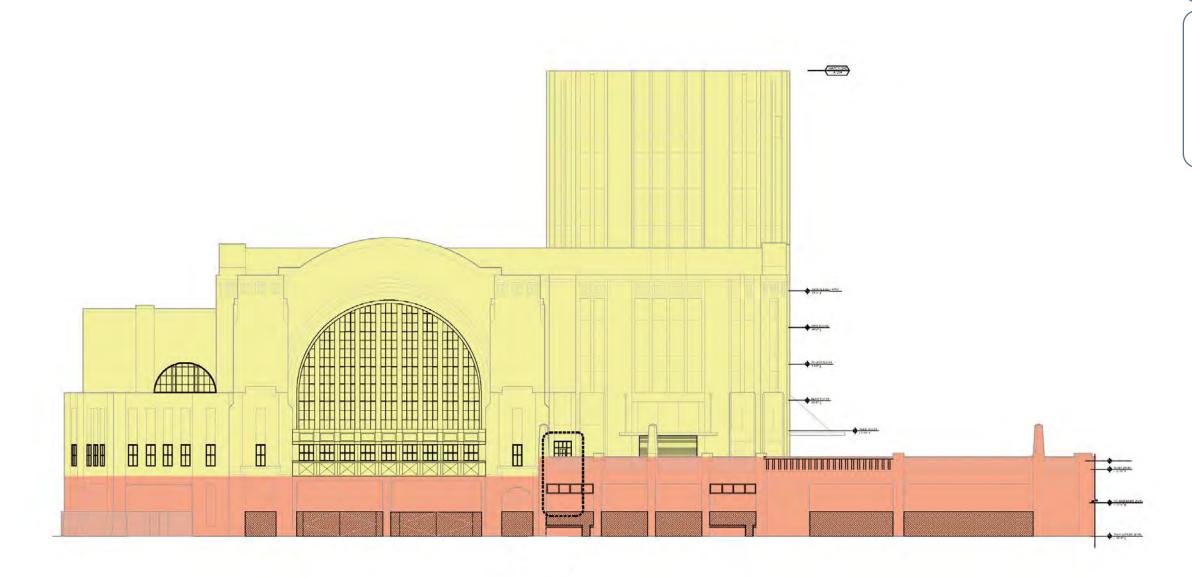


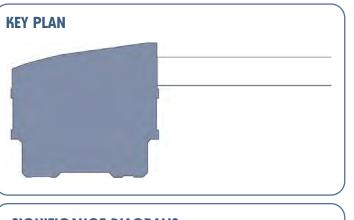


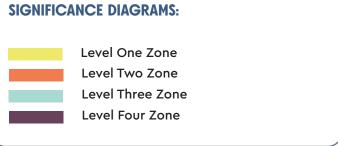


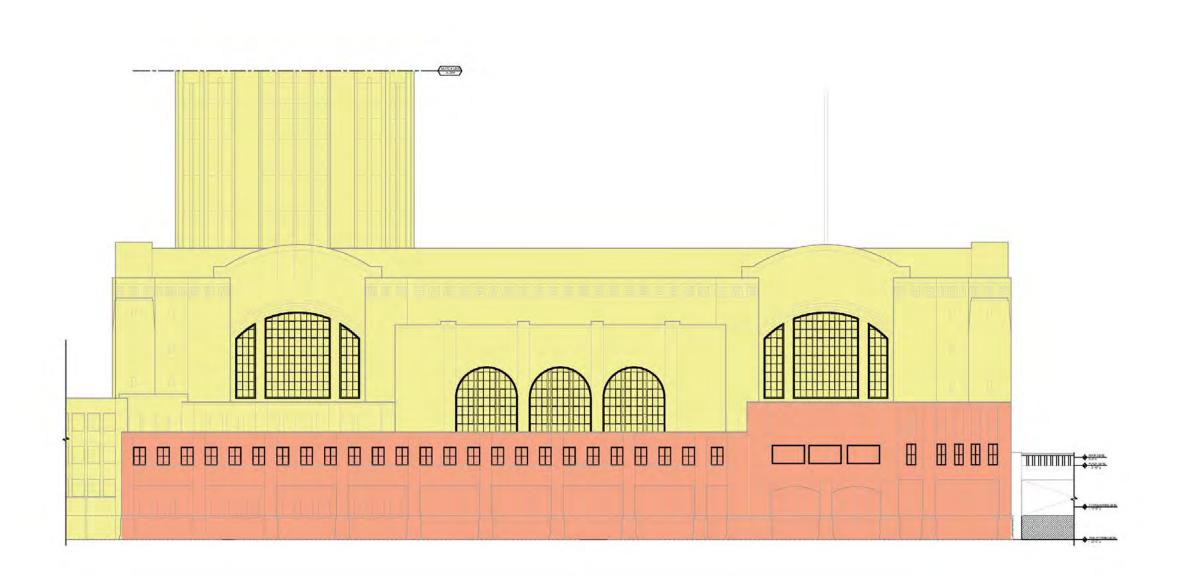


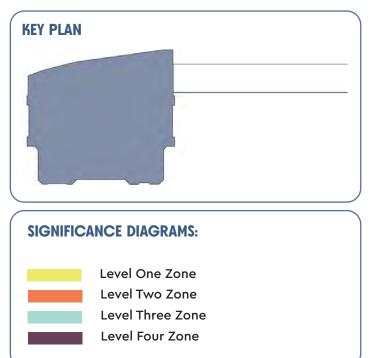


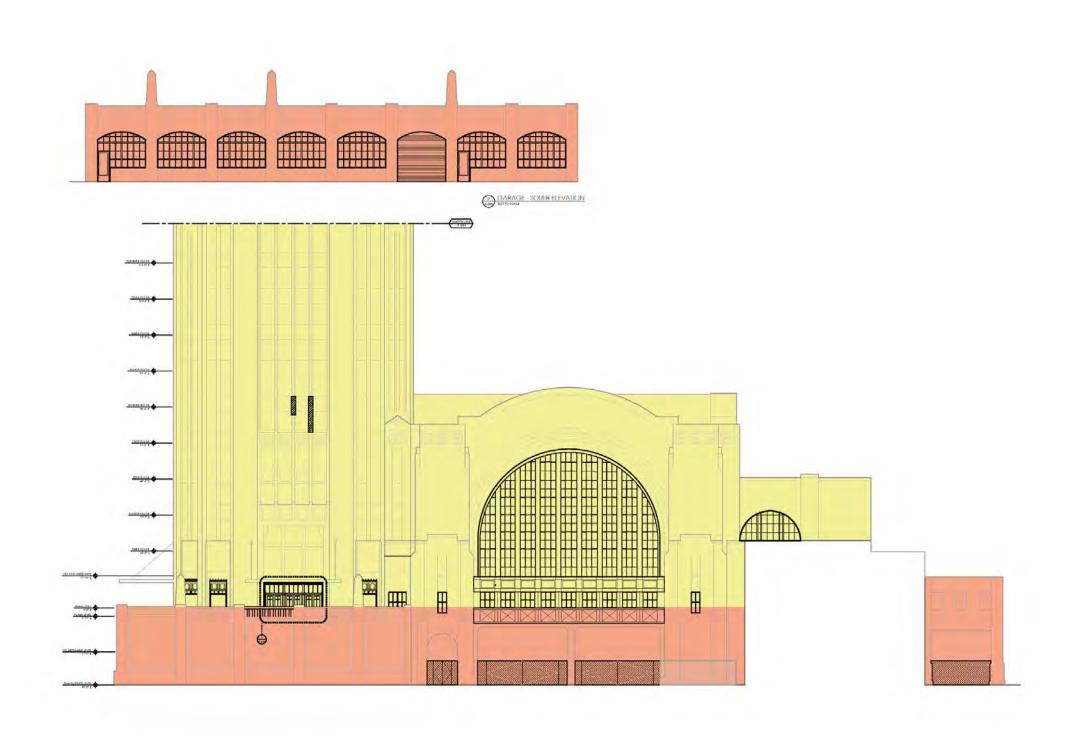




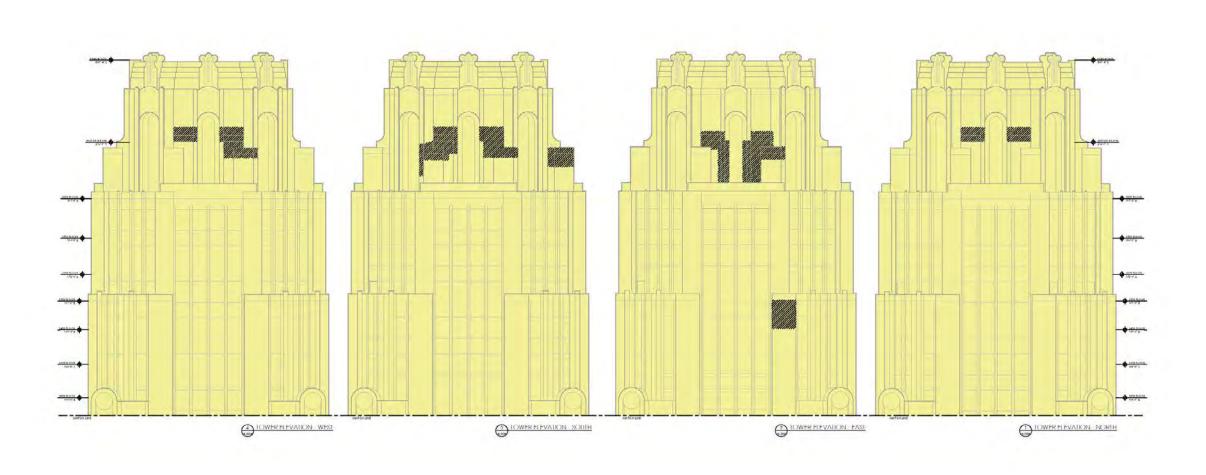


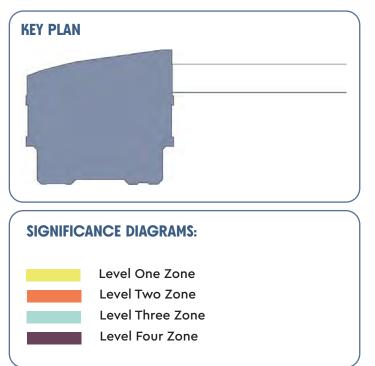






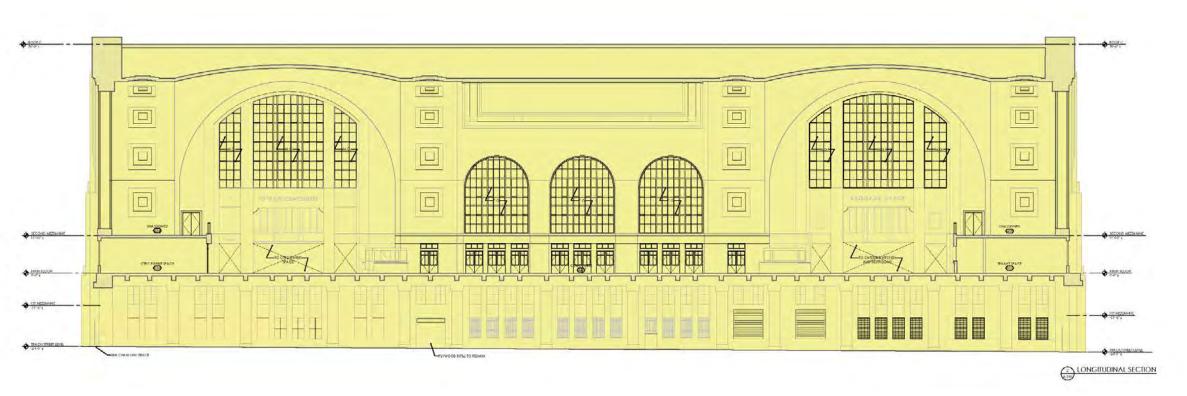


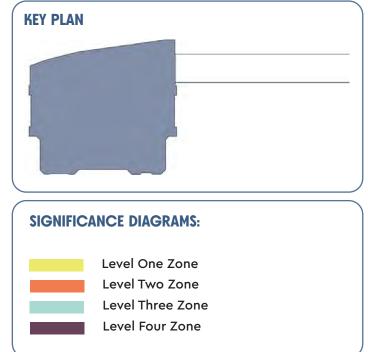


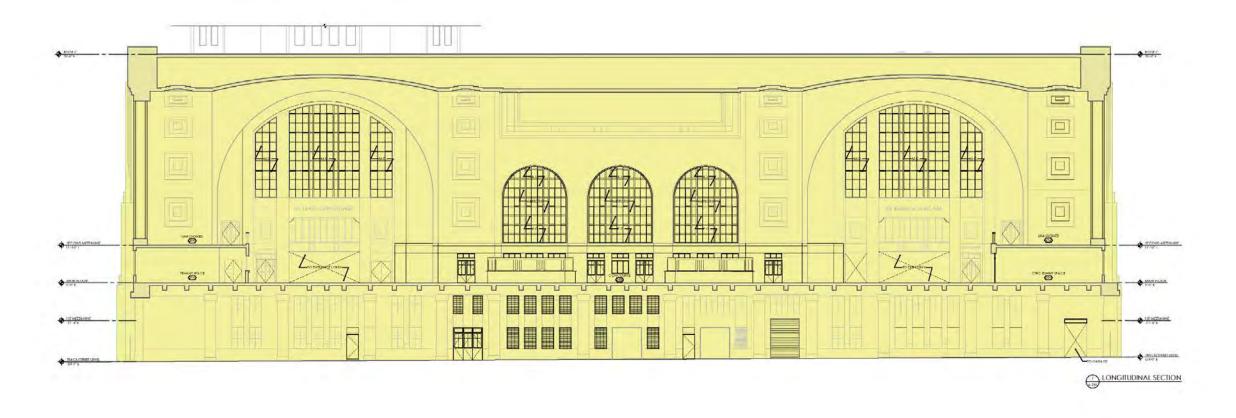


BUILDING SECTIONS

BUFFALO · CENTRAL · TERMINAL

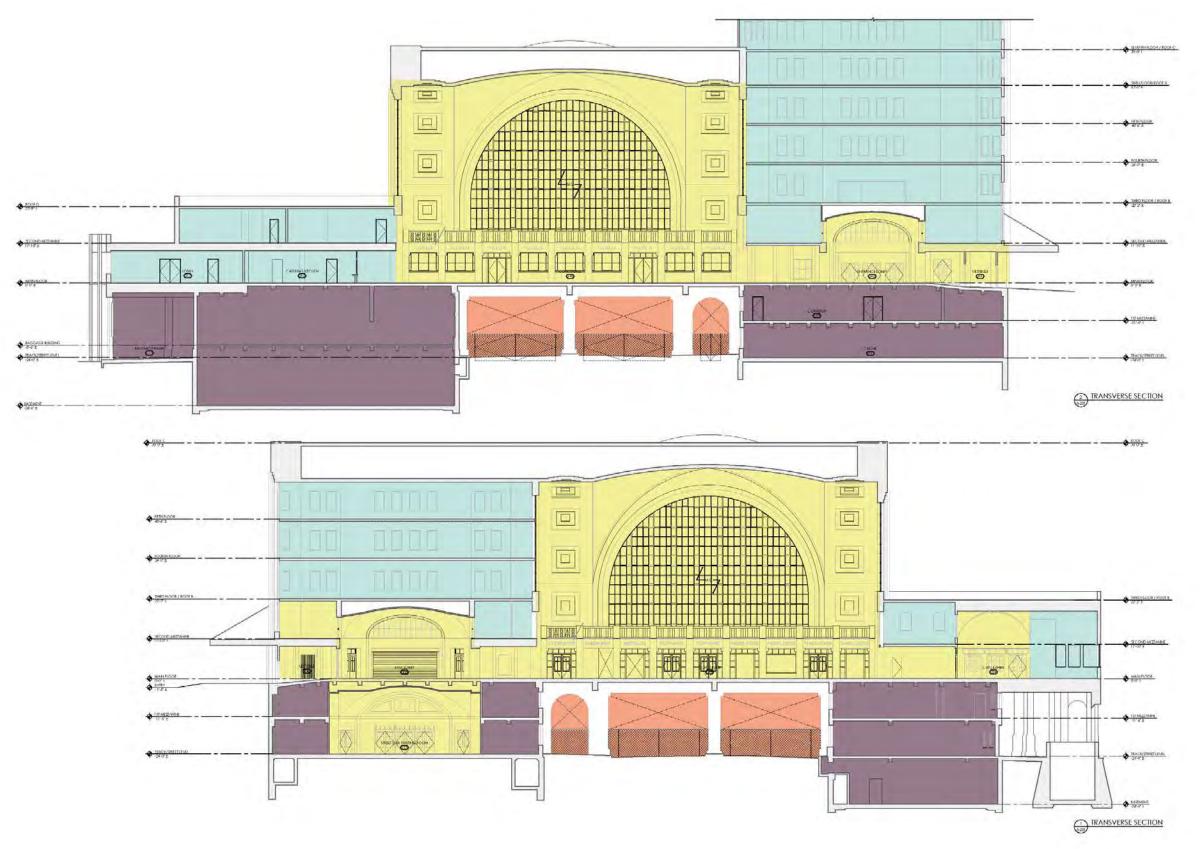




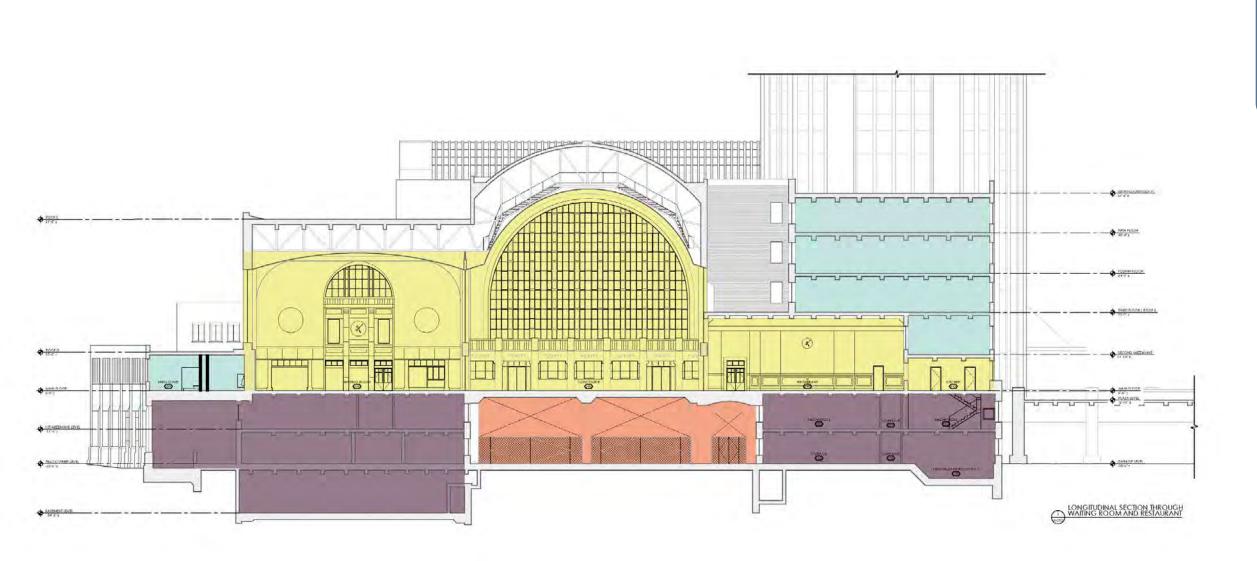


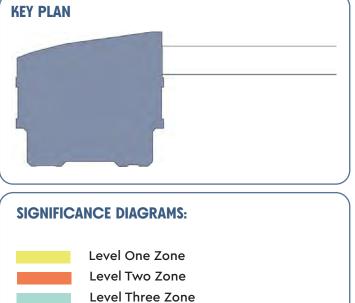
BUILDING SECTIONS

BUFFALO · CENTRAL · TERMINAL

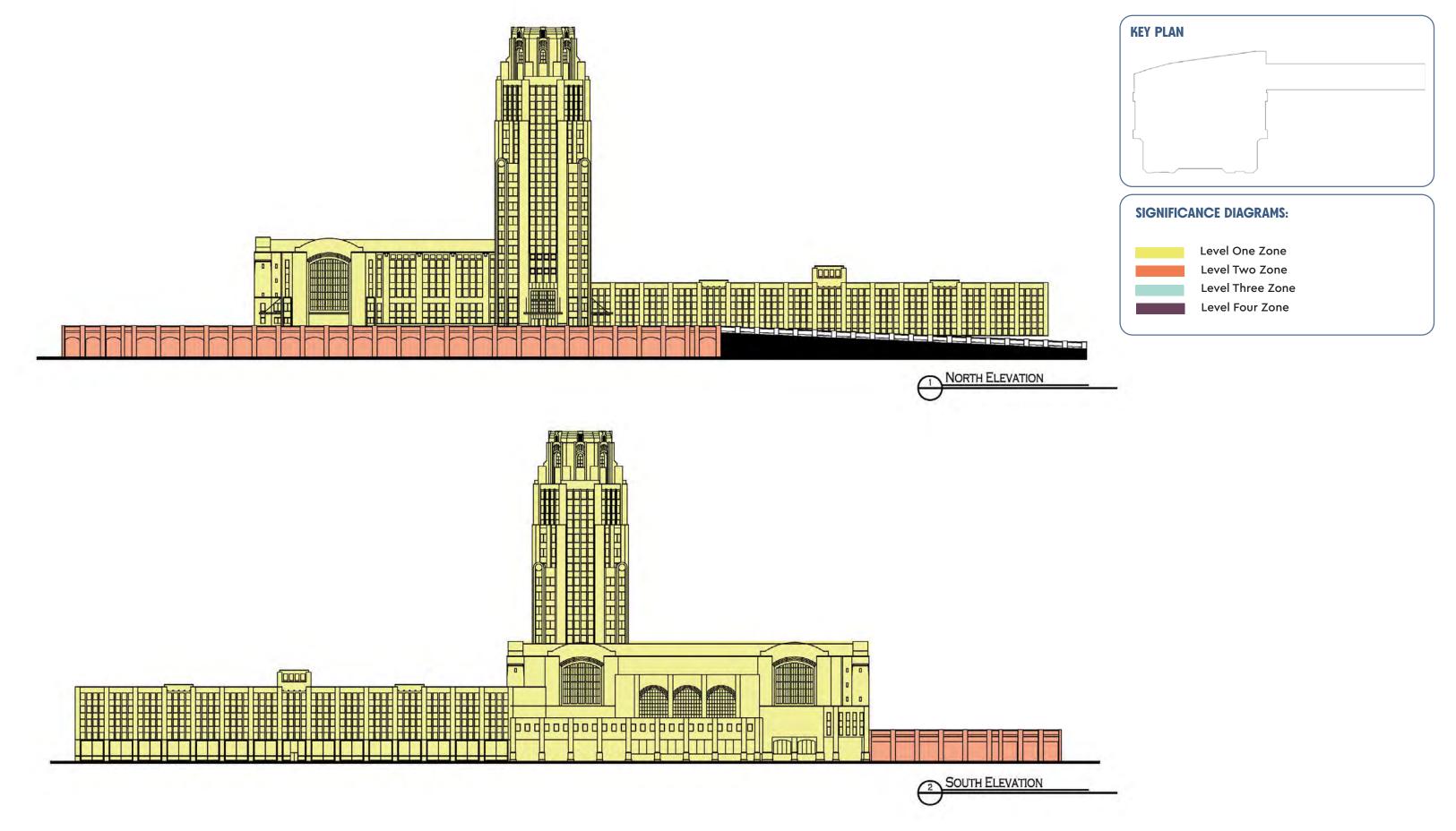


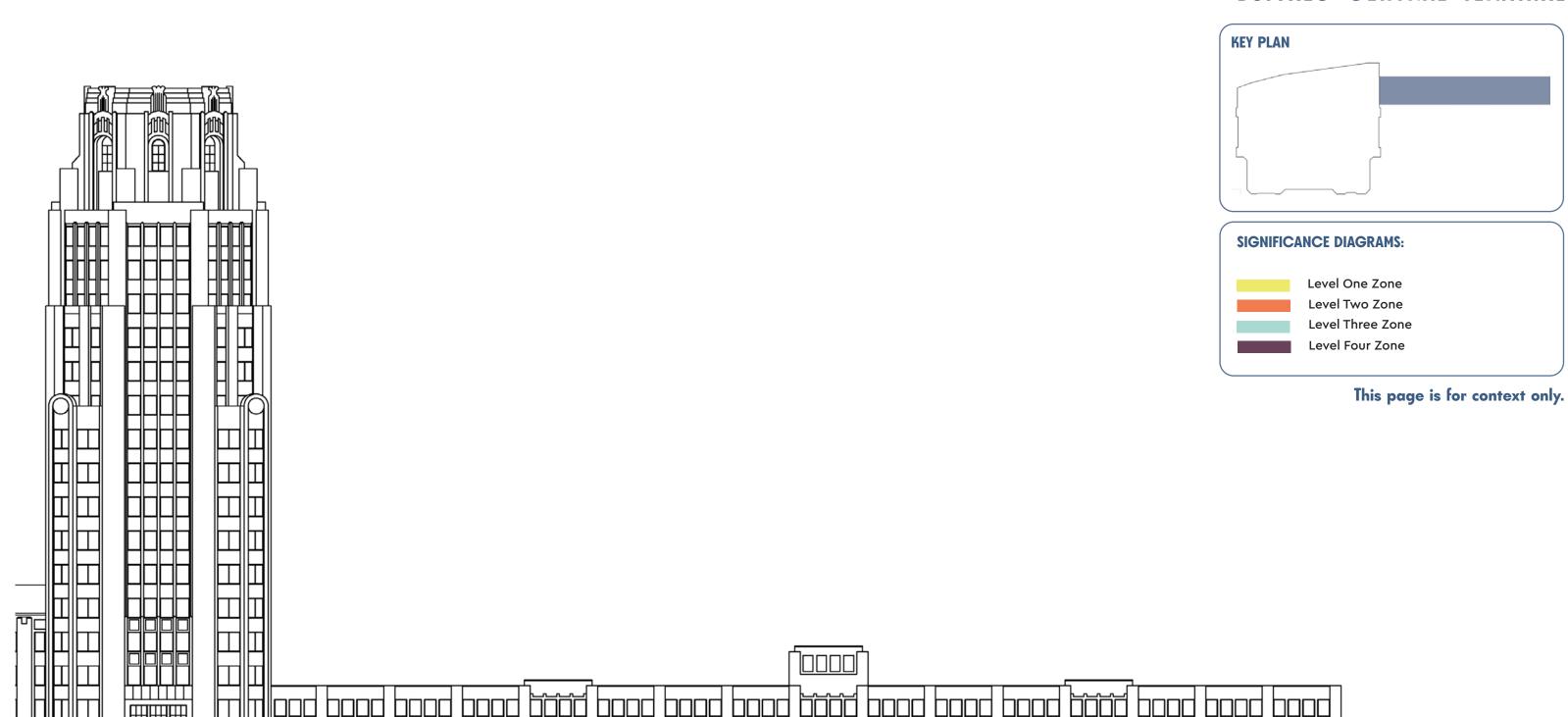




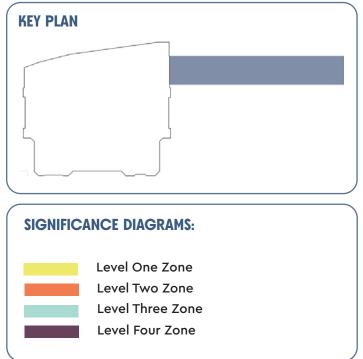


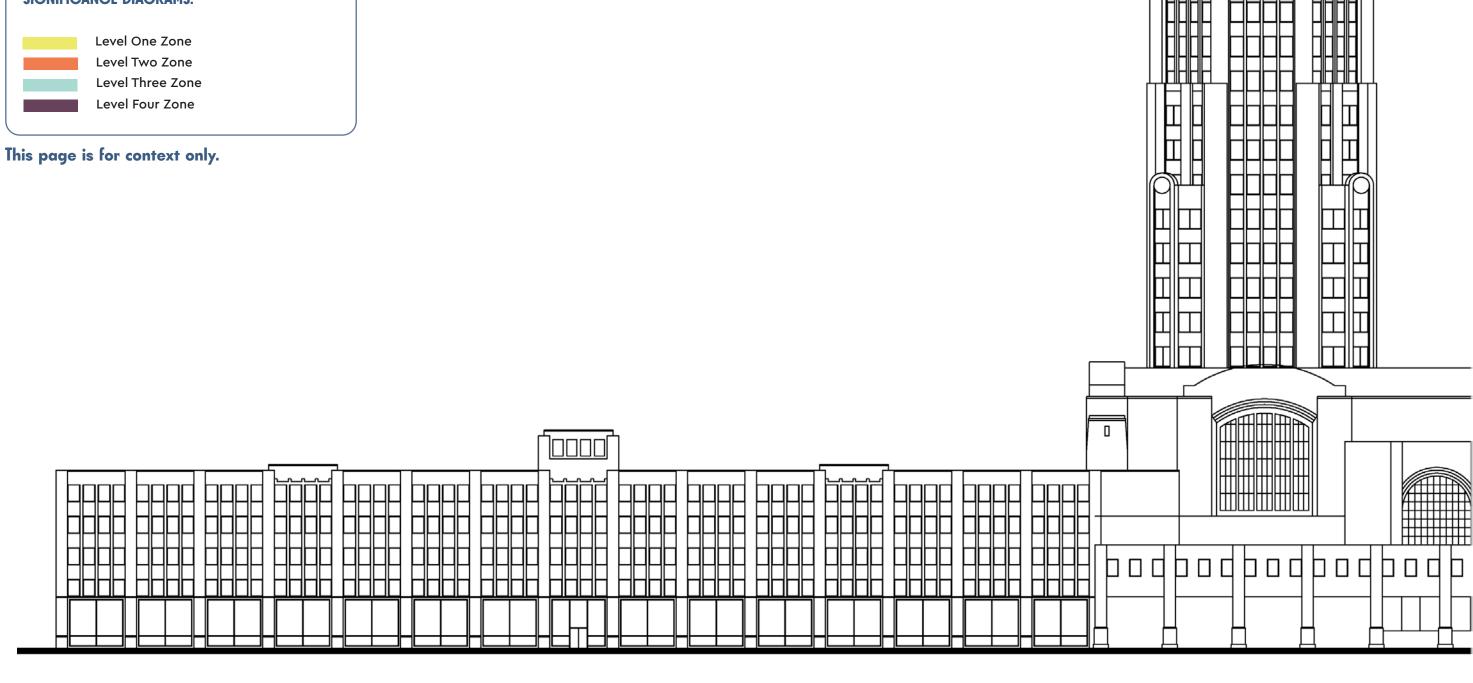
Level Four Zone

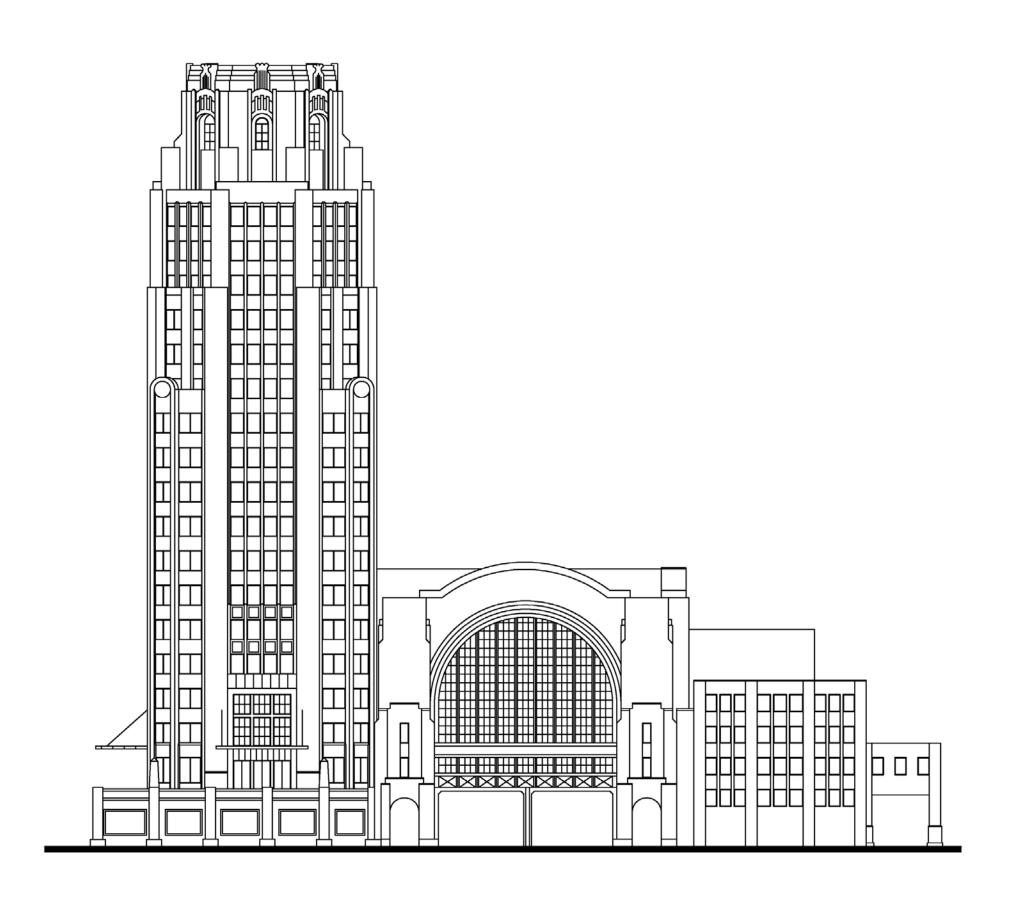


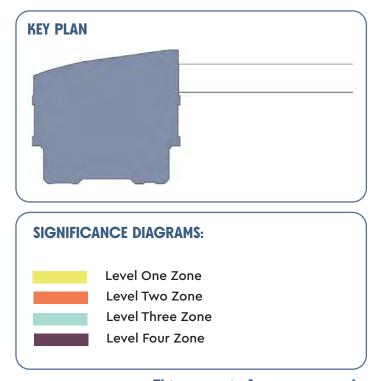


BAGGAGE BUILDING SOUTH ELEVATION BUFFALO · CENTRAL · TERMINAL

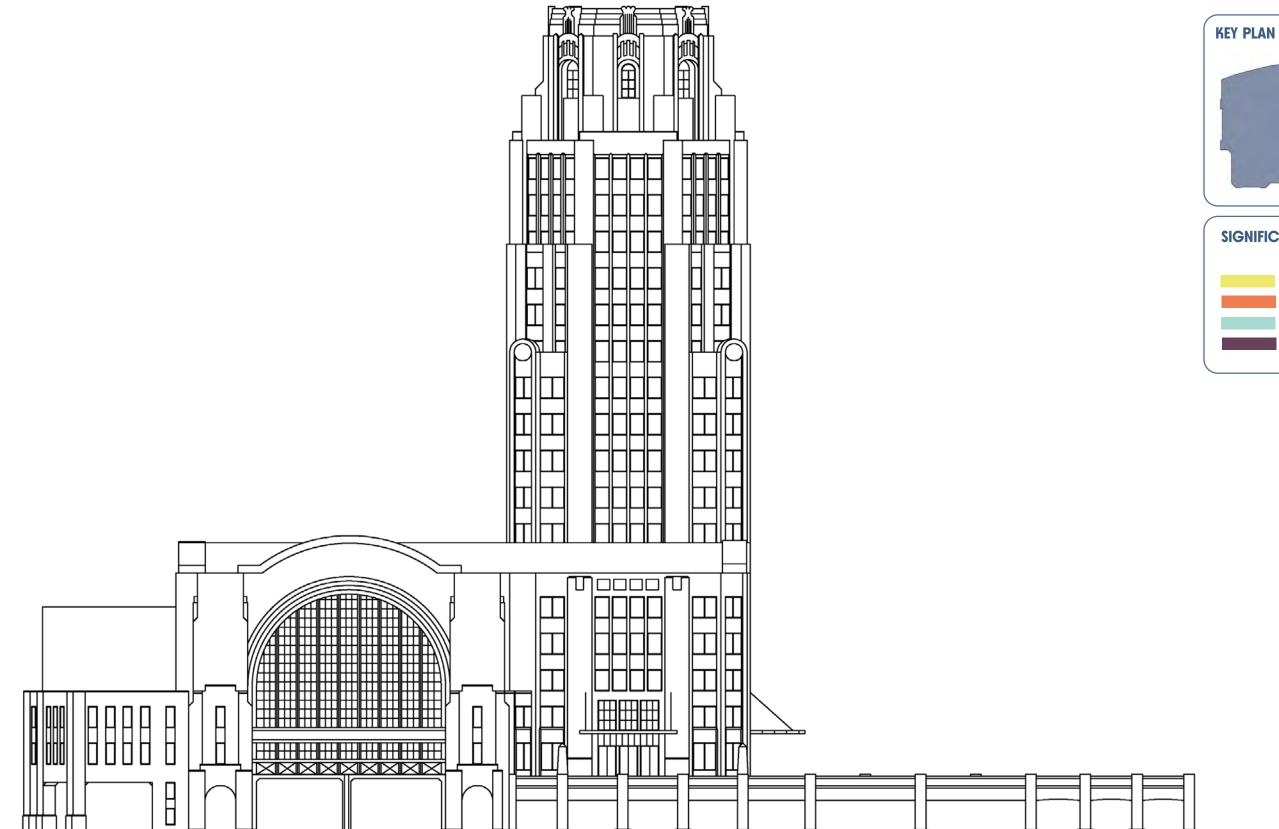


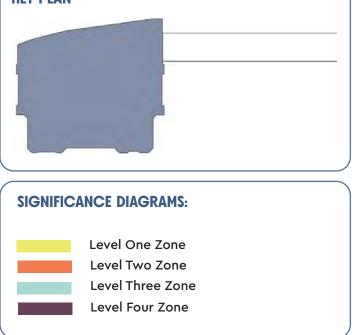






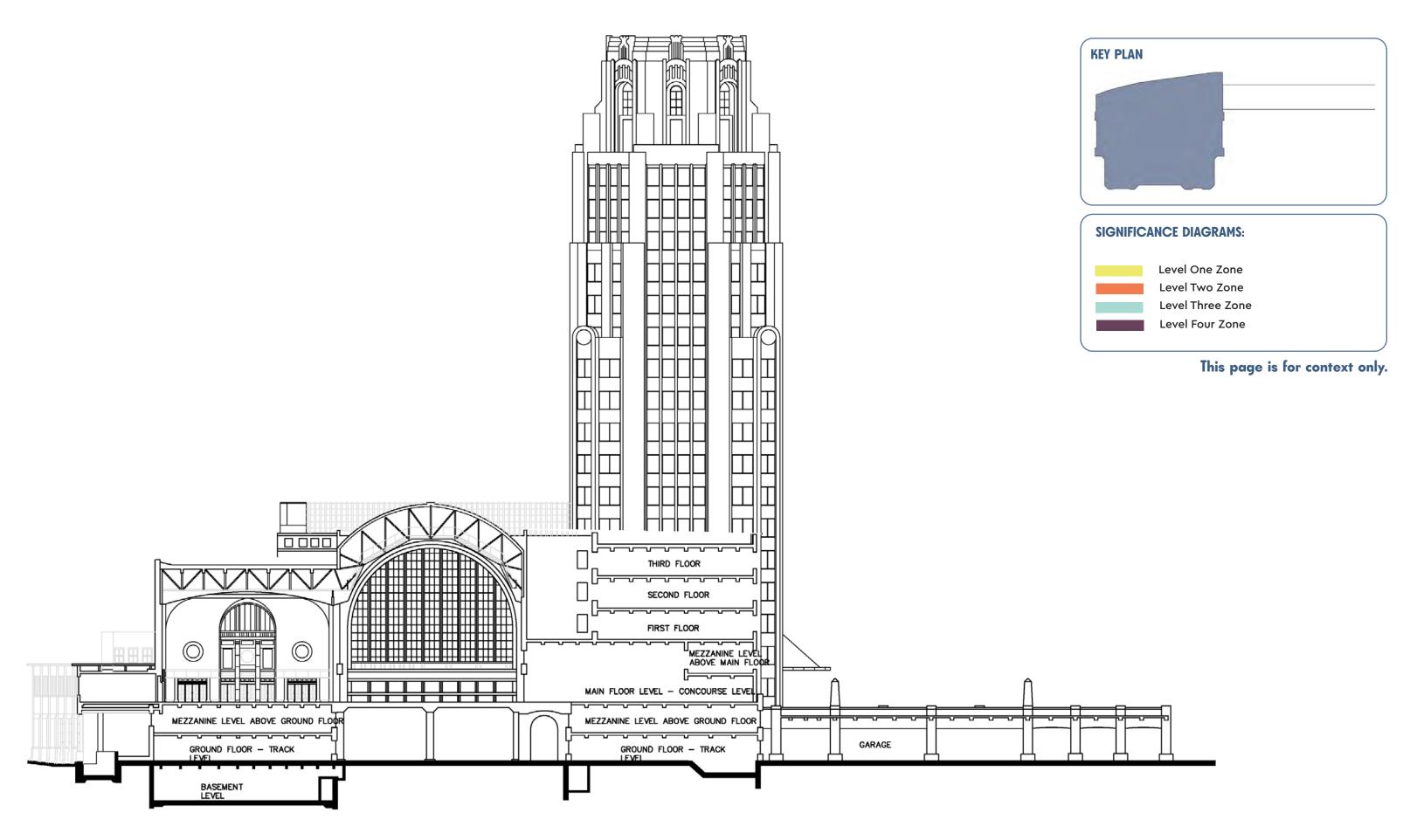
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TRANSVERSE SECTION

BUFFALO · CENTRAL · TERMINAL



END OF VOLUME I - HISTORIC STRUCTURES REPORT



Barbara A. Campagna/Architecture + Planning, PLLC

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