



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Clyde-Mobil Service Station
Address or Street Location 1 West Genesee Street
County Wayne Town/City _____ Village/Hamlet: Clyde
Owner _____ Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1940-1950

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>porcelain enamel</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Clyde-Mobil Service Station is a one-story, concrete block building located on the northwest corner of West Genesee and Sodus Streets, just west of the Clyde village center. A plate-glass window, which is now enclosed, is situated on the southeast corner. Two paneled garage doors and main entrance are situated on the east façade. Rectangular porcelain enamel tiles and metal panels are affixed to the concrete blocks. The remnants of a Mobil sign are visible on the east façade.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Clyde-Mobil Service Station is an example of the "oblong box" gas station form with influences of the Streamlined Moderne (Art Deco) Style. Beginning in the 1930s, gas stations evolved into smooth buildings with curvilinear corners and porcelain enamel tile. Gas stations—Esso, Mobil, Texaco, and Shell, in particular—used porcelain enamel due to its supposed color performance, flatness, weathering characteristics, and resistance to abrasion. The white streamlined box certainly gave impressions of speed, modernity, and progress, but ultimately grew out of the economic depression of the 1930s and the need for a stripped down, functional design. By 1960 the porcelain oblong boxes were quite unpopular with zoning and planning commissions. Eventually the form was modified into the suburban landscape with cedar shakes, used brick, and roof overhangs to blend in with the Ranch Style.

The Clyde-Mobil Service Station is located on one of the longest routes in New York State, Route 31, which parallels two similarly lengthy routes—New York Route 104 to the north and New York Route 5 to the south—as well as the Erie Canal. New York State Route 31 dates back to the 1920s.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

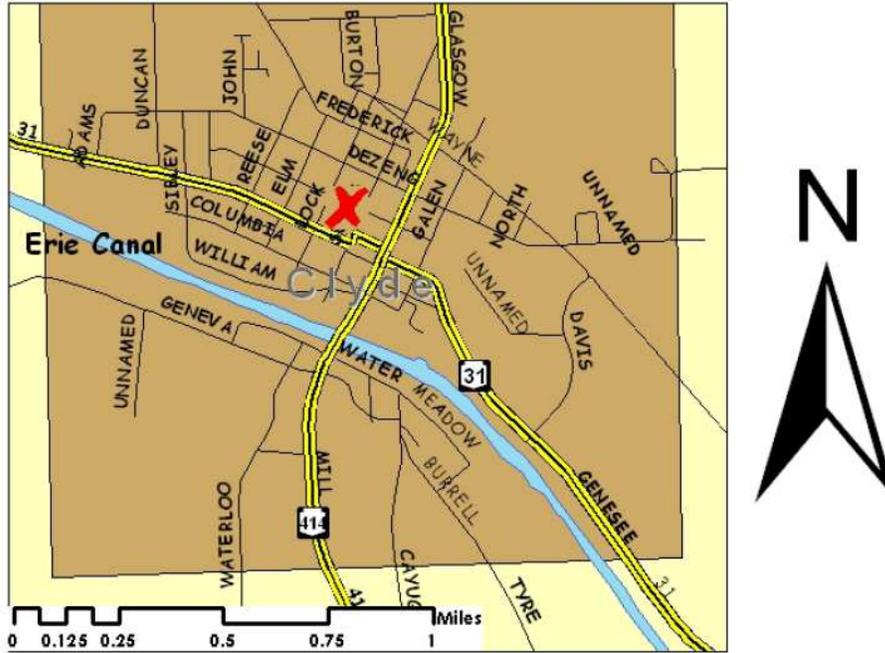
National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Wikipedia. "New York State Route 31." <http://en.wikipedia.org/wiki/NYS_Route_31>, (accessed 26 January 2009).

Clyde-Mobil Service Station
1 West Genesee Street
Clyde, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade



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P.O. BOX 189, WATERFORD, NY 12188
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OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Clyde-Rochester, Syracuse, and Eastern Passenger Station
Address or Street Location 207 Glasgow Street
County Wayne Town/City _____ Village/Hamlet: Clyde
Owner _____ Address _____
Original use trolley passenger station Current use commerical
Architect/Builder, if known _____ Date of construction, if known circa 1900-1906

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>stucco</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: excellent good fair deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Clyde-Rochester, Syracuse, and Eastern Passenger Station is a one-story building with a simple hipped roof, brick interior ridge chimney, overhanging eaves, and simple wooden brackets. The building has a vertical board belt course with stucco above and applied stickwork. The doorway on the west façade has a pedimented hood with large struts. A three-sided bay window exists on the north elevation with original six-light transoms, although most double-hung sash windows are vinyl replacements. A one-story concrete block addition with roll-up garage doors is attached on the south.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Clyde-Rochester, Syracuse, and Eastern Passenger Station is a hipped cottage vernacular representation of the Italianate and Queen Anne Style with its overhanging eaves, exposed rafters, rectilinear shape, and use of polychromy throughout.

Rochester and Syracuse Railroad paralleled the New York Central Railroad and the Erie Canal. Although a number of miles had been in service since 1906, the line was completed under the name Rochester, Syracuse, and Eastern Railroad in 1909. In 1913, the line was merged with two other interurban properties—all possessed by Clifford D. Beebe—into the Empire United Railways. However, the Empire United failed in 1915 and the Rochester, Syracuse, and Eastern Railroad was reorganized in 1917 as the Rochester and Syracuse Railroad. It existed throughout the 1920s but went into receivership in 1930 and was eventually abandoned in 1931.

Clyde was also on the main line of the New York Central Railroad, but this is the only known surviving rail building in the village.

Sources

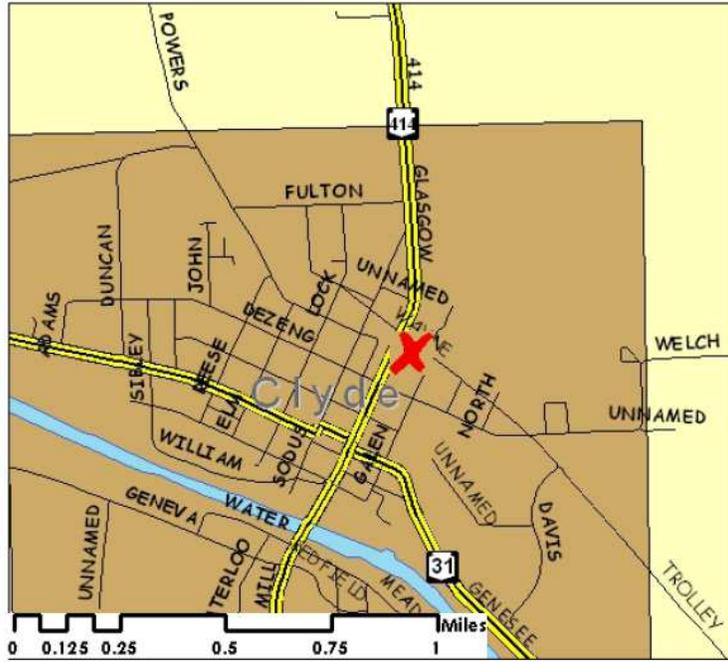
Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Hilton, George W. and John F. Due. *The Electric Interurban Railways in America*. Stanford, California: Stanford University Press, 1960.

Western New York Railroad Archive. "Clyde." <<http://wnyrails.org/cities/clyde.htm>>, (accessed 28 July 2008).

Clyde-Rochester, Syracuse, and Eastern Passenger Station
207 Glasgow Street
Clyde, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Postcard pre-1915. Courtesy of the Western New York Railroad Archive.

Continuation Sheet 2



West façade and north elevation



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& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) East Williamson Agricultural Warehouse
Address or Street Location Immediately west of 4041 Railroad Avenue, on the north side of the street
County Wayne Town/City East Williamson Village/Hamlet: _____
Owner _____ Address _____
Original use warehouse Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1870-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input checked="" type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>composite shingle</u>	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The East Williamson Agricultural Warehouse is a two-story, wood-frame building with a shed addition on the east façade, situated in a significant agricultural area. The building is front-gabled with an uncut stone foundation and wood cladding, largely covered with cement-asbestos or composite shingles. Most of the wood-frame windows are boarded over and a large opening with a wooden garage door is located on the south elevation. The building is located immediately west of the Rome, Watertown, and Ogdensburg Passenger Station in East Williamson. A set of tracks break off from the main line and lead directly to the north elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The East Williamson Agricultural Warehouse served the Rome, Watertown, and Ogdensburg Railroad, which was commonly referred to as the "Hojack Line," and the Rochester and Sodus Bay Railroad. As in the typical vernacular tradition, the warehouse has large openings for the transfer of goods and likely contributed to the development of the community by providing storage of wares, goods, and/or merchandise for the railroads.

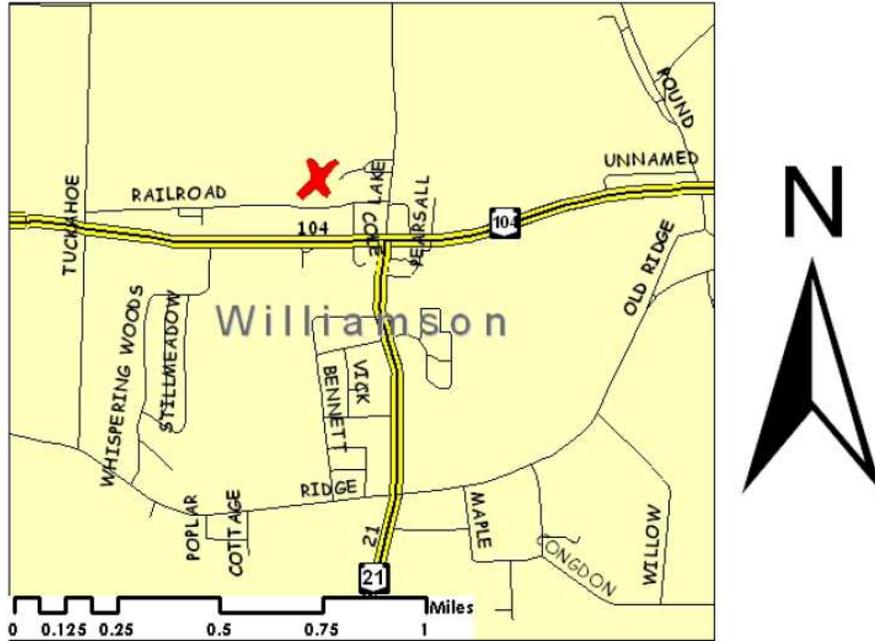
Sources

Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Western New York Railroad Archive. "Williamson, New York." <<http://wnyrails.org/cities/williamson.htm>>, (accessed 6 July 2008).

East Williamson Agricultural Warehouse
Immediately west of 4041 Railroad Avenue, on the north side of the street
East Williamson, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



East façade and south elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Lyons Pure Oil Company Service Station
Address or Street Location 27 Geneva Street (New York State Route 14)
County Wayne Town/City _____ Village/Hamlet: Lyons
Owner Wayne County Historical Society Address _____
Original use service station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1920-1925

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Photos

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Maps

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Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date _____

(See Reverse)

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The Lyons Pure Oil Company Service Station is a one-and-a-half-story, brick building with a steeply-pitched front-gable roof located in the Lyons village business district, on the east side of Geneva Street (New York State Route 14). A one-story garage with a similar roof form is attached on the south. Two brick faux chimneys flank the north and south end walls of the one-and-a-half-story brick building. The west façade includes a squared bay with hood, round arched door with hood, and round arched window with original shutters. A one-story brick addition with flat roof is located to the south of the one-story garage.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Lyons Pure Oil Company Service Station is an example of the English cottage (Revival) Style, which enabled the gas stations to blend amid the "Romantic Suburb" homes of the middle- and upper-class-families who formed the core of Pure's market. Pure Oil Company pioneered the standardization of domestic architecture by adopting the "English cottage," designed by C.A. Petersen. The first prototype was constructed in Indianapolis, Indiana in 1927. The English cottage functioned as a sign with two messages: one corporate and one cultural. The corporate message signaled to motorists that the building was a Pure Oil Company station with its blue roof and white ground floor—two of Pure's colors. The second message sought to convey the domestic reassurance of a private home and to make customers feel comfortable.

Ohio Cities Gas Company, founded in 1914, changed its name to the Pure Oil Company in 1920. The company first marketed gasoline in Ohio and then began purchasing small jobbing companies and expanded its chain of outlets into Pennsylvania, New York, and Indiana. Through the 1920s and 1930s, Pure Oil Company emphasized the Southeast. Pure Oil Company merged with Union Oil in 1965 to create a 20,000-outlet chain.

Sources

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore, MD: The John Hopkins University Press, 1994.

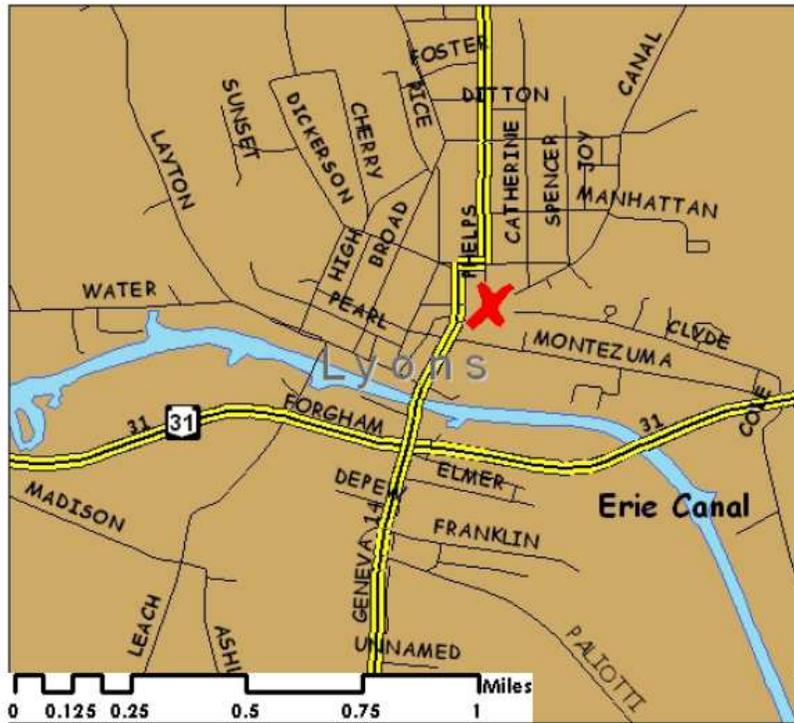
Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Canada: Bulfinch Press, 1993.

National Park Service. *Twentieth Century Building Materials: History and Conservation*. Edited by Thomas C. Jester. Washington, D.C.: The McGraw-Hill Companies, 1995.

Vieyra, Daniel I. *An Architectural History of America's Gas Stations*. New York, NY: Macmillan Publishing Co., Inc., 1979.

Lyons Pure Oil Company Service Station
27 Geneva Street
Lyons, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade and north elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Lyons-New York Central Freight Station
Address or Street Location South side of CSX railroad tracks, west of New York State Route 14
County Wayne Town/City Lyons Village/Hamlet: _____
Owner CSX Address 14 Franklin Street, Lyons, NY
Original use freight station Current use CSX offices/storage
Architect/Builder, if known _____ Date of construction, if known circa 1880 - 1910

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Photos

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

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The Lyons-New York Central Freight Station is a one-story, wood-frame building located on CSX property on the south side of the railroad tracks and immediately west of New York State Route 14. The building has a low-pitched gabled roof, board and batten walls, and an interior brick chimney. A majority of the windows appear to be vinyl replacements. Simple wooden brackets accent the deep overhang of the eaves.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Lyons was located on the main line of the New York Central Railroad that operated between Syracuse and Buffalo. The Lyons-New York Central Freight Station may have been part of the "car repair shops," as evidenced in the historic circa 1910 postcard. The New York Central Passenger Station in Lyons, a vernacular representation of the Italian Renaissance Style, no longer exists.

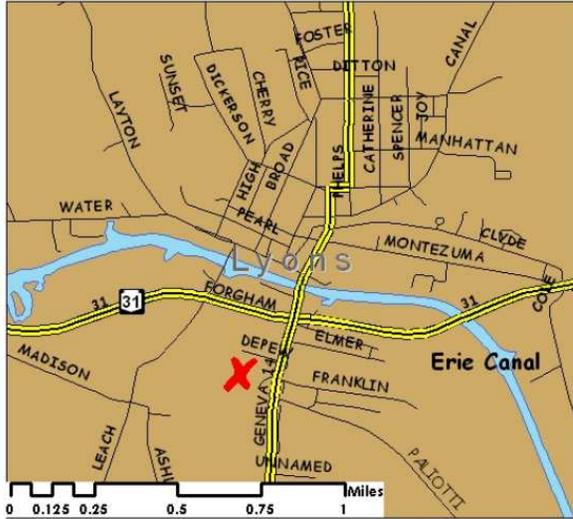
Sources

Western New York Railroad Archive. "Lyons, New York." <<http://wnyrails.org/cities/lyons.htm>>, (accessed 30 July 2008).

Western New York Railroad Archive. "New York Central Main Line in Western New York." <http://wnyrails.org/railroads/nyc/nyc_mainline.htm>, (accessed 30 July 2008).

Lyons-New York Central Freight Station
South side of CSX railroad tracks, west of New York State Route 14
Lyons, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Circa 1910 postcard. Courtesy of Western New York Railroad Archive.

Continuation Sheet 2



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Macedon-Rochester Syracuse and Eastern Electrical Transformer
Address or Street Location 824 New York State Route 31 (approximately)
County Wayne Town/City Macedon Village/Hamlet: _____
Owner _____ Address _____
Original use electrical transformer Current use vacant/private
Architect/Builder, if known _____ Date of construction, if known circa 1906-1909

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jayne Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614

Telephone: _____ email _____ Date _____

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Macedon-Rochester Syracuse and Eastern Electrical Transformer is located on the south side of New York State Route 31 and is composed of two brick units: a two-story and one-story brick unit with single round-arch windows and brick relieving arches on the first floor and smaller paired round-arch windows on the second floor. All windows have stone sills and a keystone in the arch and have been replaced with vinyl sash or the frames have been enclosed with brick. The walls feature a stone water table, brick belt course, and pilasters at the corners. The flat roof appears to be a metal sheet replacement with additions to the brick wall extending vertically past the roofline in some areas.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Macedon-Rochester Syracuse and Eastern Electrical Transformer was an electrical transformer building that served the Rochester Syracuse and Eastern Railroad. There are identical buildings that have survived west of Palmyra (south of Route 31) and west of Savannah (north of Route 31). The generating plant was located in Lyons.

The Rochester Syracuse and Eastern Railroad paralleled the New York Central Railroad and the Erie Canal. Although a number of miles had been in service since 1906, the line was completed under the name Rochester Syracuse and Eastern Railroad in 1909. In 1913, the line was merged with two other interurban properties—all possessed by Clifford D. Beebe—into the Empire United Railways. However, the Empire United failed in 1915 and the Rochester Syracuse and Eastern Railroad was reorganized in 1917 as the Rochester and Syracuse Railroad. It existed throughout the 1920s but went into receivership in 1930 and was eventually abandoned in 1931.

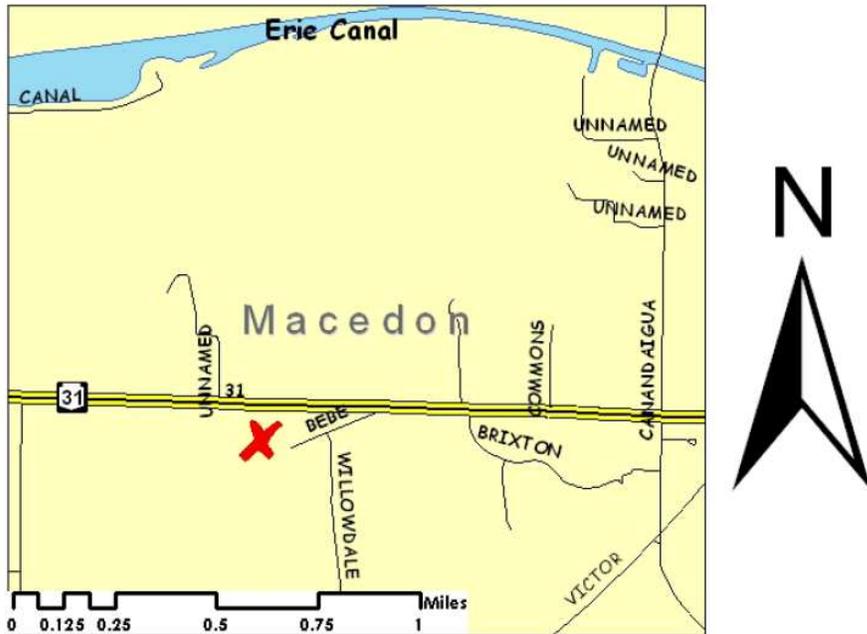
Sources

Harvey, Thomas P., Ontario County Planning Department. Email correspondence. 23 September 2008.

Hilton, George W. and John F. Due. *The Electric Interurban Railways in America*. Stanford, California: Stanford University Press, 1960.

**Macedon-Rochester Syracuse and Eastern Electrical Transformer
824 New York State Route 31
Macedon, NY**

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



Northwest elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) North Rose-Rome, Watertown, and Ogdensburg Passenger Station
Address or Street Location 10400 Railroad Avenue
County Wayne Town/City _____ Village/Hamlet: North Rose
Owner _____ Address _____
Original use passenger station Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1858-1875

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The North Rose-Rome, Watertown, and Ogdensburg Passenger Station is a one-story, wood-frame building with a simple hipped roof and scroll-sawn wood brackets that retains a majority of its historic integrity, with the exception of replacement sliding windows and doorway with aluminum casing on the north elevation. The clapboards and wooden water table appear to be original. An interior ridge brick chimney with chimney cap is evident. The south façade features a squared bay window with an intersecting pyramidal roof.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Lake Ontario Shore Rail Road was chartered in 1858 from Oswego to Niagara Falls, but very little track was built or operated by the company. It wasn't until 1875 when the Lake Ontario Shore Rail Road was merged into the Rome, Watertown, and Ogdensburg Railroad that the line to Niagara Falls was completed, commonly referred to as the "Hojack Line." Management of the Rome, Watertown, and Ogdensburg Railroad transferred to Delaware, Lackawanna, and Western Railroad in 1878. By 1882, the Rome, Watertown, and Ogdensburg Railroad had been purchased again and the new owners built the Ontario Secondary (Beebee line) from Charlotte to Rochester. The company was leased to the New York and Hudson River Railroad on March 14, 1891. The line was then absorbed into the New York Central and Hudson River Railroad Company on April 16, 1913. The line was abandoned sometime in the 1970s.

Sources

Western New York Railroad Archive. "Rome, Watertown, and Ogdensburg Railroad." <http://wnyrails.org/railroads/nyc/rwo_home.htm>, (accessed 30 July 2008).

**North Rose-Rome, Watertown, and Ogdensburg Passenger Station
10400 Railroad Avenue
North Rose, NY**

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Savannah Agricultural Warehouse and Mill
Address or Street Location Southeast corner of Main Street and Seneca Street
County Wayne Town/City Savannah Village/Hamlet: _____
Owner _____ Address _____
Original use agricultural warehouse Current use vacant
Architect/Builder, if known _____ Date of construction, if known circa 1853-1870

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> vertical boards	<input checked="" type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block	
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____	
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: excellent good fair deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Savannah Agricultural Warehouse and Mill is a three-story, wood-frame building with a gable-front roof and a square gabled tower rising from its principal slope. A two-story brick addition with a flat roof (gradual slant towards the rear) exists on west façade. The most architectural element is the cornice line, likely made of cast stone. All windows are enclosed, although the concrete sills on the brick addition are intact. The building is located approximately 20 feet from the railroad tracks and approximately one block from the Savannah town center. The brick addition appears to be in fair structural condition, likely constructed circa 1880-1900.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The New York Central Railroad lines in the Town of Savannah were constructed circa 1853-1854. The Savannah Agricultural Warehouse and Mill was constructed on the north side of the tracks, likely just after the railway construction. The building was likely used for storage and milling purposes, with evidence of the various additions and the square towers for added light.

Sources

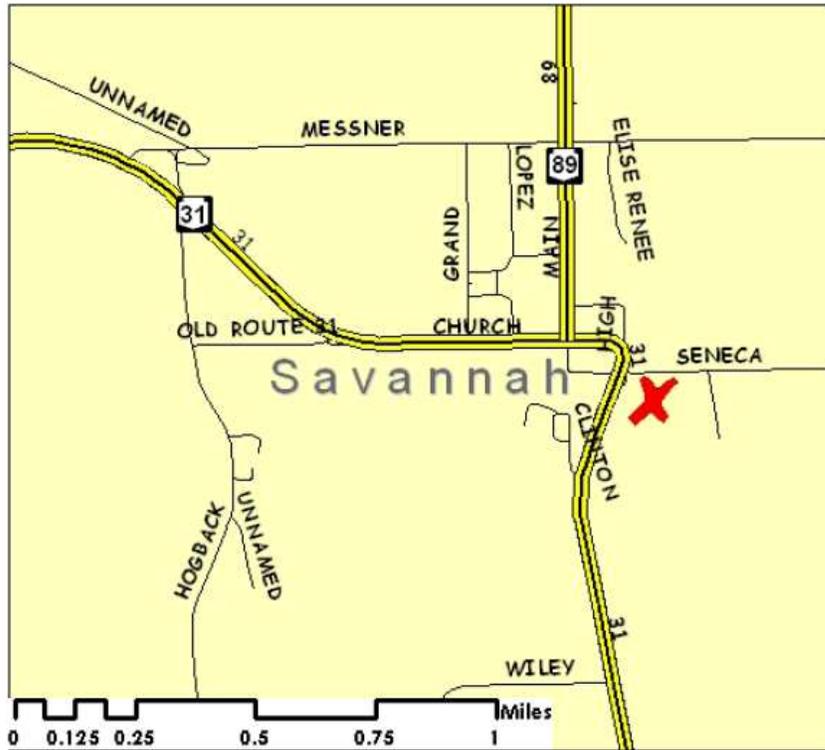
Gottfried, Herbert and Jan Jennings. *American Vernacular Design 1870 - 1940: An Illustrated Glossary*. New York: Van Nostrand Reinhold Company, Inc., 1985.

Solomon, Brian and Mike Schafer. *New York Central Railroad*. Osceola, WI: MBI Publishing, 1999.

Western New York Railroad Archive. "New York Central Main Line in Western New York." <http://wnyrails.org/railroads/nyc/nyc_mainline.htm>, (accessed 30 July 2008).

Savannah Agricultural Warehouse and Mill
Southeast corner of Main Street and Seneca Street
Savannah, NY

Continuation Sheet 1



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade

Continuation Sheet 2



North elevation



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Wolcott-Rome, Watertown, and Ogdensburg Passenger Station
Address or Street Location Northwest corner of Smith Street and Orchard Street
County Wayne Town/City _____ Village/Hamlet: Wolcott
Owner _____ Address _____
Original use passenger station Current use storage
Architect/Builder, if known _____ Date of construction, if known circa 1874-1880

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>plywood</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input checked="" type="checkbox"/> concrete block

Other materials and their location: See narrative description of property.

Alterations, if known: See narrative description of property. Date: _____

Condition: excellent good fair deteriorated

Photos

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Maps

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Prepared by: Katelin Olson and Jayme Breschard address G/FLRPC, 50 W. Main Street, Suite 8107, Rochester, NY 14614
Telephone: _____ email _____ Date July 2008

(See Reverse)

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The Wolcott-Rome, Watertown, and Ogdensburg Passenger Station is a one-story, wooden clapboard building located one-block north of Main Street in the Village of Wolcott. The building is side-gabled with deep eaves that feature decorative wooden struts and brackets and applied trusses. Diagonal plywood panels cover the walls beneath the wooden belt course. The west façade features several six-over-six double-hung sash windows, a three-sided bay window, two paneled garage doors, and two paneled double doors with four-light transoms. Corrugated metal covers the south elevation. The passenger platform on the east elevation is exposed and used as storage access.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Wolcott-Rome, Watertown, and Ogdensburg Passenger Station is a vernacular representation of the Folk Victorian Style with its gable-end detailing. The spread of Folk Victorian Style was made possible by the railroads. The growth of the railroad system made heavy woodworking machinery widely accessible at local trade centers and abundant supplies of pre-cut detailing from distant mills available to local lumber yards. Many builders simply grafted pieces of pre-cut detailing onto the vernacular house forms familiar to local carpenters.

The Lake Ontario Shore Railroad was originally chartered in Oswego, NY in 1858. It eventually consolidated with the Rome, Watertown, and Ogdensburg Railroad in 1874 because it could not financially compete with the powerful New York Central Railroad. The Rome, Watertown, and Ogdensburg Railroad, known as the "Hojack Line," was constructed soon after consolidation. Sandy loam made the area ideal for farming, and so the railroad was an important means of transporting local produce to the larger regional markets.

Sources

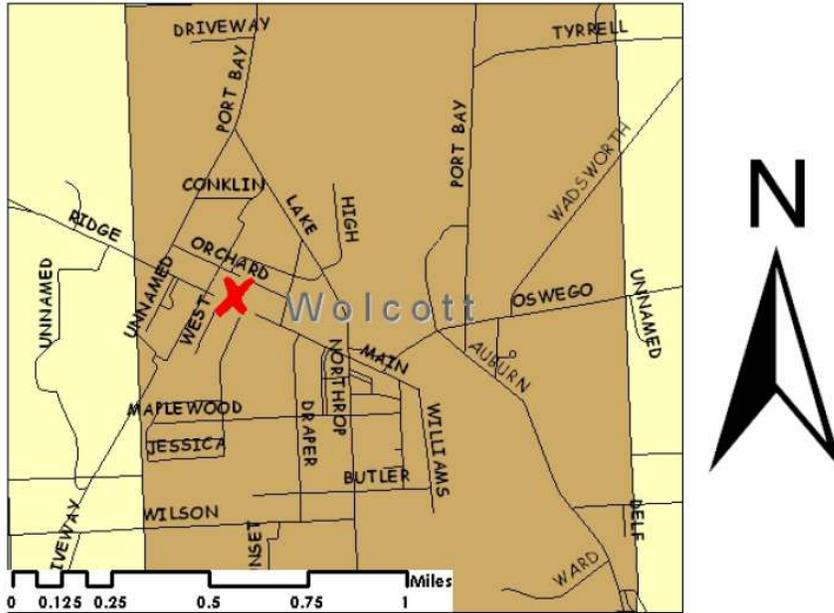
Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1998.

Wayne County Historian. "Wolcott, NY." <<http://www.co.wayne.ny.us/Departments/historian/HistWolcott.htm>>, (accessed 6 July 2008).

Wolcott-Rome, Watertown, and Ogdensburg Passenger Station
Northwest corner of Smith Street and Orchard Street
Wolcott, NY

Continuation Sheet



Source: New York State Office of Cyber Security and Critical Infrastructure Coordination



West façade