United States Department of the Interior
National Park Service

DRAFT

National Register of Historic Places Registration Form

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

1. Name of Property

historic name **SPENCER KELLOGG & SONS ELEVATOR**

other names/site number Kellogg Elevator

name of related multiple property listing Historic and Architectural Resources of the Buffalo Grain & Materials Elevator Multiple Property Submission

Location

street & number 395 Ganson Street ☐ not for publication

city or town Buffalo ☐ vicinity

state NY code ____ county Erie code 029 zip code 14203

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide _X_ local

Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

Spencer Kellogg & Sons Elevator
Name of Property

Erie County, New York
County and State

5. Classification

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

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

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

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	**Total**

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

Historic and Architectural Resources of the Buffalo Grain & Materials Elevator Multiple Property Submission

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

AGRICULTURE/Storage

Current Functions
(Enter categories from instructions.)

VACANT/not-in-use

7. Description

Architectural Classification
(Enter categories from instructions.)

No Style

Materials
(Enter categories from instructions.)

foundation: concrete
walls: Concrete, corrugated metal, brick
roof: Membrane, metal
other:

Narrative Description

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

Summary Paragraph

The Spencer Kellogg & Sons Elevator (Kellogg Elevator) is a reinforced concrete grain elevator at 395 Ganson Street in the City of Buffalo, Erie County, New York. It is sited east-west on the west side of a bend in the Buffalo River, to the immediate south of the Michigan Street bridge. The building is located near CSX railroad tracks, with a unique basement at grade that enables the tracks to enter the building directly. The Kellogg Elevator is a good example of an early twentieth-century grain elevator, with twenty main bins, eight interspace bins, and twenty outerspace bins beneath a headhouse and workhouse. The building components exhibit their function through their form, characterized by cylindrical concrete bins and a towering workhouse. The elevator still maintains a substantial portion of its original exterior massing, form, rhythm, and interior plan with some equipment intact, conveying architectural integrity and a historic understanding of its significance under Criterion C for Architecture and Engineering.

Narrative Description

The Spencer Kellogg & Sons Elevator (Kellogg Elevator) is located on a narrow parcel at 395 Ganson Street, stretching east-west towards the Buffalo River in the City of Buffalo, Erie County, New York.[1]

The setting of the Kellogg Elevator retains the qualities and density of Buffalo's industrial transshipment history. The area is industrial, with several grain complexes located nearby due to its proximity to the Buffalo River and rail lines. The General Mills (historically Washburn Crosby) Elevator Complex, still functioning, occupies the adjacent parcel to the west. Riverworks and the GLF Elevator Complex are located to the south, and the Great Northern Elevator (NRE) is located across Ganson Street to the west.

The site is flat and extends east to the Buffalo River on a narrow lot. Only a small portion of the site lines the Buffalo River, as waterfront property was a highly valued commodity. It was originally oriented partially in relation to an adjacent slip in the Buffalo River that has been infilled with a concrete pad since 1966. The adjacent bridge to the northeast, used to access Ganson Street and the industrial facilities in the area, was never directly associated with these elevators. Railroad tracks approach the site from the north, branching from the mainline to run directly into the elevator for loading and off-loading of goods. In 2023, new blacktop was installed on the parking lot to the west and south. New plantings were installed at the existing island and at the new landscaped island at the corner of Michigan Avenue and Ganson Street.

The Kellogg Elevator is a good example of grain elevator construction and design from 1910. Overall, the building has a rectangular massing that is characterized primarily by concrete cylindrical bins, a workhouse atop the bins, and a tall headhouse to the southeast. The elevator is one building, and there is an additional set of four

[1] The facility historically spanned what is now two parcels today, with the elevator at 395 Ganson Street and additional bins at 389 Ganson Street. While these were historically owned and functioned as one parcel with one owner, today they have been split into two parcels with two owners, with their connection severed. Only the Kellogg Elevator at 385 Ganson Street is nominated.

bins to the south at 389 Ganson Street, historically connected by one overhead conveyor structure. The additional bins to the south consist of a single 1912 bin and three bins from 1936. The overhead conveyor was demolished ca. 2016, and these components are no longer connected nor owned by the same owner. These were once both portions of the single, historically interconnected building but today are considered as two buildings. These separate bins are affiliated with a larger complex that is no longer extant.

The elevator is considered a building rather than a structure, which is also the case at other similar sites such as the American Grain Complex and the Perot Malting Company Elevator. The grain elevator is integral to the worker experience. Raw materials are weighed, moved, stored, analyzed, cleaned, and sometimes bagged in the elevator, which includes the workhouse space, sometimes called the headhouse, above the bins. People work within the elevator in a similar manner as they would in any other factory. The grain elevator functioned as a factory that elevated, transferred, weighed, and stored the grain with the assistance of workers operating the mechanics required to do so. The functional and formal constructions of the facility by necessity create human shelter.

Spencer Kellogg & Sons Elevator
Name of Property

Erie County, New York
County and State

Site Map: Boundaries

The Spencer Kellogg & Sons Elevator site is outlined. It spans one parcel: 395 Ganson Street has the elevator to the north, outlined. To the south is 389 Ganson Street, which has freestanding bins part of a factory complex that is no longer extant. While originally constructed, used, and owned by the Spencer Kellogg & Sons company, today the parcels have been divided and are owned by two different owners. Only 395 Ganson Street is nominated.

Google earth aerial view, 2024

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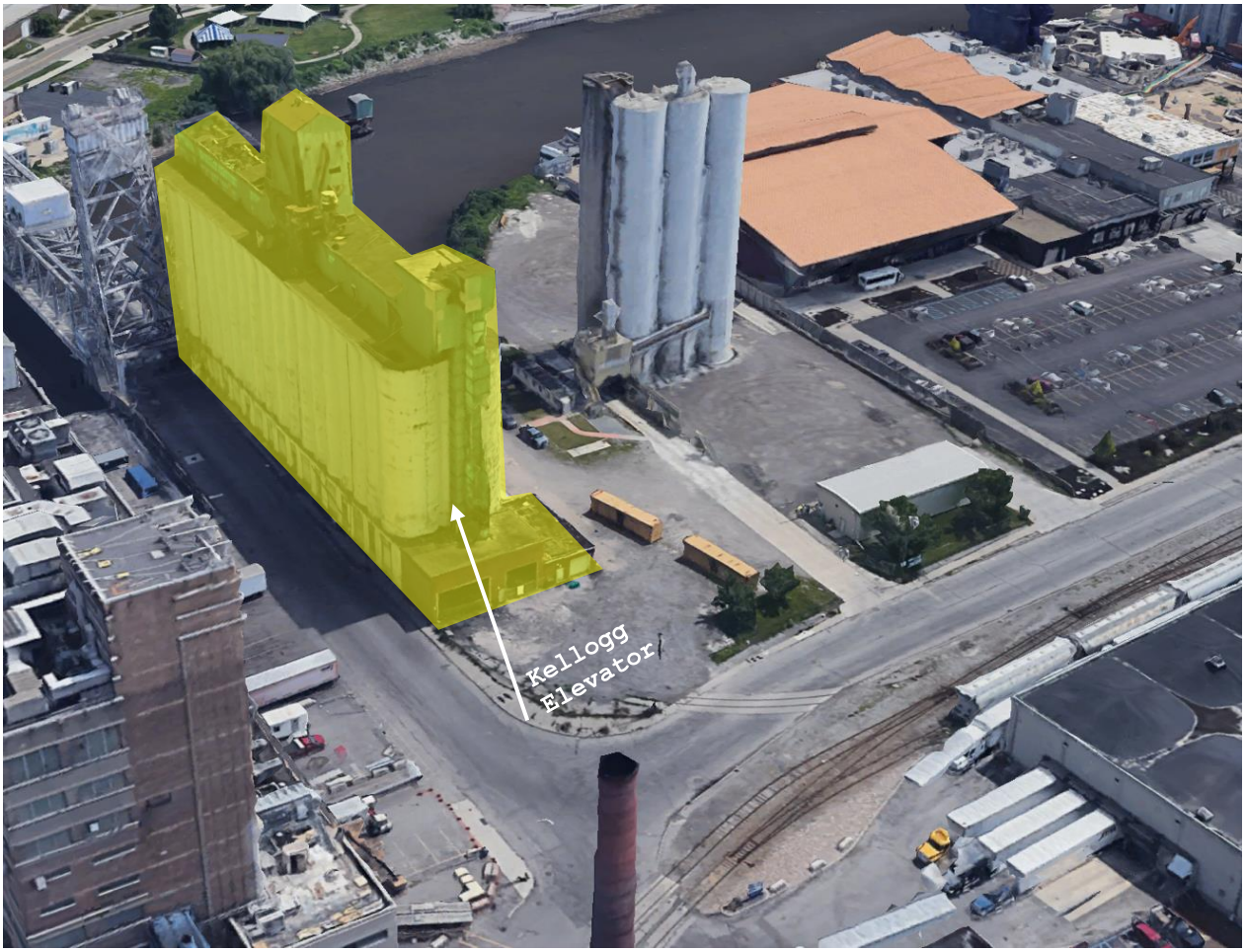
Site Map 2: Kellogg Elevator in Context
Google earth aerial view, 2024
Yellow: 1910
The bins to the south are on a separate parcel, no longer connected, part of an otherwise demolished factory complex, and not nominated.



Site Map: Kellogg Elevator
Google earth aerial, 2024
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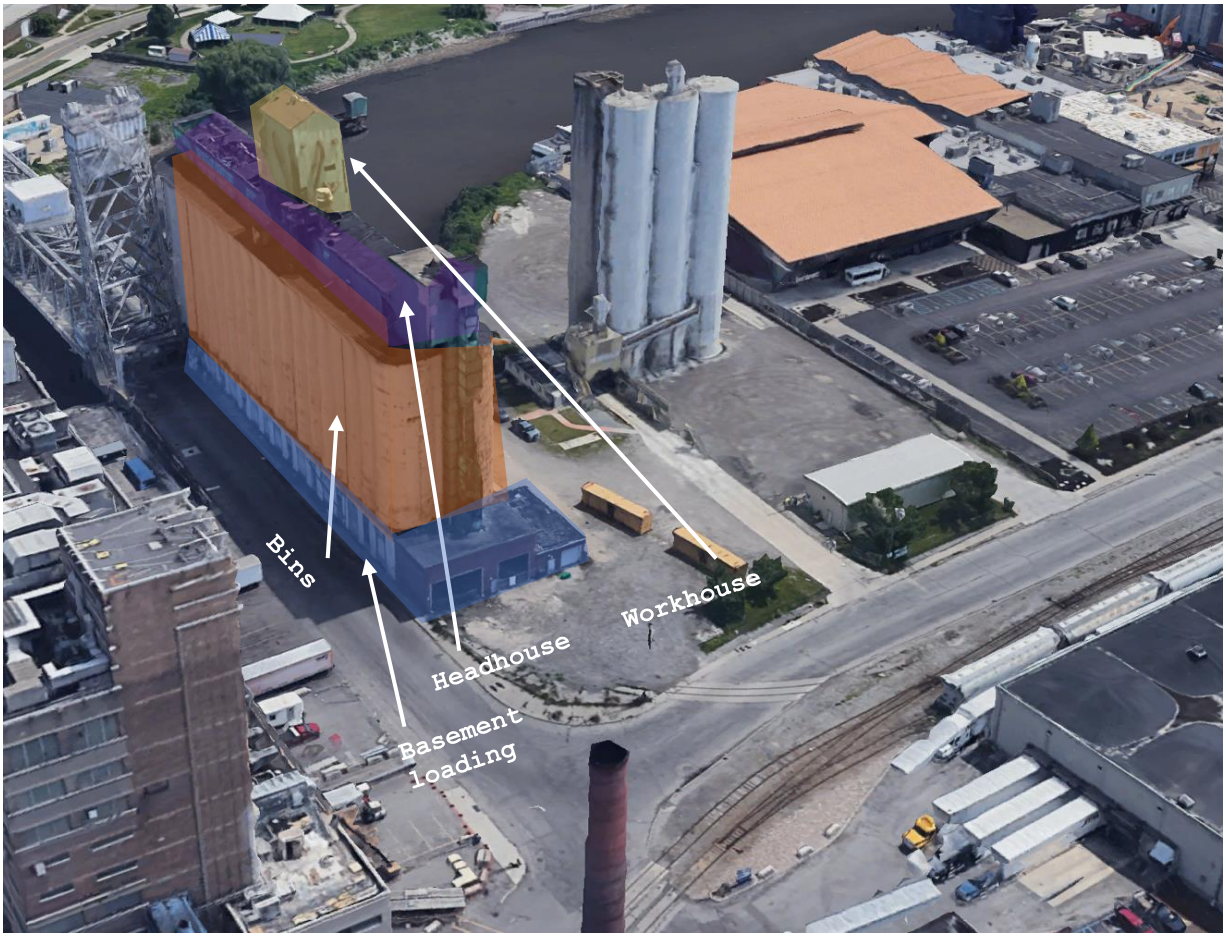

The elevator consists of four major interconnected portions: the raised basement with railroad tracks, reinforced concrete cylindrical bins, the two-story steel headhouse gallery above the bins, and the four-story steel workhouse. The building runs east-west on the narrow rectangular site, perpendicular to the now infilled slip to the south and terminating at the Buffalo River to the east. The building was designed and constructed in 1910 to serve as loading and unloading, transfer, and storage of grain, most often flaxseed. The elevator has a rectangular massing with concrete cylindrical bins rising eighty-five feet above a raised nineteen-foot basement, a two-story steel-framed headhouse gallery above the bin, and a four-story steel-framed workhouse towering above the bins and gallery.

The building was rehabilitated to Secretary of Interior standards in 2023-2024, to house 'Hope Rising.' There was no work in the gallery or workhouse, with the work occurring at the basement level. The physical qualities of the building today are still clearly tied to the grain storage and shipment process. The building still retains

several pieces of original equipment, including conveyor belts, steel hoppers, and the character-defining reinforced concrete cylindrical bins. The layout, volume, and materials directly reflect the requirements and organizational flow of this process, and much of this is still intact today.

Exterior

Overall, the elevator has a rectangular massing with all four connected portions that are historically, functionally, and physically connected but are visually distinct in materials and form. Each visible from the exterior, these include the raised basement with railroad tracks; a total of forty-eight reinforced concrete cylindrical bins; a two-story steel-framed headhouse gallery above the bins; and a four-story steel-framed workhouse above the bins and gallery.

The raised basement is nineteen feet tall above two sets of railroad tracks that enter the building directly from the west, for loading and unloading from the steel hoppers in the cylindrical bins above. From the exterior, one can see the tracks entering the basement at its west end and glimpse the impressive height and volume of the space (described in interior portion below). In 2023-2024, aluminum storefronts were constructed at the overhead door openings to the west. An entrance is located at the bay to the north. Aluminum storefront systems were also installed at the existing entrances on the south elevation. At the bay to the west a vestibule was constructed.

The concrete cylindrical bins are visible on all elevations, a character defining feature of the building. All of the bins have exposed reinforced concrete cylindrical forms rising eighty-five feet above the basement beams, arranged in two rows of ten main bins, two rows of ten outerspace bins, and eight interstitial bins, all running east-west. These were all constructed using slip form reinforced concrete construction, a significant method that was only about five years old at the time. The inclusion of the outerspace bins on the north and south sides was particularly innovative, as it was only the second example in Buffalo to do so.

The two-story headhouse gallery is located above the bins, about 110 feet above the foundation. This gallery extends the east-west length of the building, only covering the central twenty-two feet. It is located about 167 feet above water level. It is steel-framed with corrugated iron walls.

The four-story workhouse is located above the center of the building, above the headhouse gallery and bins. It is steel-framed with corrugated iron walls and a pitched gable roof. Attached to the workhouse is the only remaining portion of the overhead conveyor that once connected to the bins across the slip. The remaining metal walkway with exposed steel is attached to the fourth story level of the workhouse, conveying the original location, function, and connection of the elevator with the additional freestanding bins to the south.

Two components have been demolished from the elevator, after the period of significance. These include the steel overhead conveyor which formerly connected to the additional bins to the south (demolished ca. 2016), and the two marine towers (demolished 1960s). The primary significance of the building is rooted in its concrete construction and design, and the MPDF defines the key components as the exposed concrete silos.

Therefore, the loss of these components does not substantially disrupt the integrity and historic understanding of the building as an important example of an early twentieth century exposed silo reinforced concrete subtype as defined in the MPDF.

Interior

The elevator now functions to meet the needs of Hope Rising and includes a theater in the bay to the north. The main entrance at the northwest corner leads to an open workspace. A container, located to the north, provides storage. To the south, restrooms, a conference room, and a mechanical space are located in the brick masonry block. The basement level of the elevator remains essentially open, with the concrete structural system, and hoppers remaining visible throughout.

One enters the building at the west end, through the basement level. A new storefront system, including entrance, was installed at the overhead door openings on the west elevation in 2023-2024. A new storefront entrance was also installed on the south elevation at an existing entrance. An aluminum vestibule was installed at this location (second bay from the west). A new aluminum storefront entrance was installed at the nineth bay from the west on the south elevation. This replaced an existing entrance. A new, single storefront door was installed at the fourth bay from the east on the south elevation.

The basement reveals its structural support system in the form of exterior walls and support pillars and beams. Three rows of bracted rectangular pillars rise from the longitudinal foundation footings to form a basement two bays wide. The north bay accommodated a railroad loading and unloading track and the south bay accommodated horizontal conveying equipment. The south bay today features spaces that provide programmatic function, with partition walls minimally impacting the space since they occur at structural bays and are removeable. These partitions define the kids/art room; music/podcast; film studio, and storage space. A mezzanine has been constructed to the west in the brick masonry portion of the building. Steel stairs access the mezzanine at two locations: to the west, and to the northwest. The floors are concrete. Carpet tile was installed in the theater.

The outer row of pillars was infilled with rusticated concrete blocks to form the basement exterior wall. The rusticated panels were pierced by large upright windows, some of which are infilled with concrete block.In 2023-2024, concrete block infill was removed at window openings on the south elevation, and at the bays to the west on the north elevation facing Michigan Avenue. New aluminum windows with a fixed lower sash and upper transom were installed in the openings on the south elevation and at the three bays from the west on the north elevation. Note that a window with fixed lower sash and upper transom remained extant on the north elevation. This, and the HAER document (HAER NY-246) were used as the basis for design.

The outer pillars are located at the point of intersection between the main and outerspace bin walls. The inner row of pillars supports the edge of tangential contact thickening below the interspace bins. The basement pillars support a network of longitudinal and transverse basement beams. The longitudinal beams extend along the

pillar rows, and the transverse beams run below the bin walls mid-way between the points of tangential thickening.

The forty-eight cylindrical concrete bins rise eighty-five feet above the basement. These are arranged in two rows of ten main bins, ten outerspace bins each on the north and south sides, and eight interstitial bins in a single row between the main rows. The slip form construction method is evident in these bins, with their relatively smooth surface. Inside the bins, the main bin hoppers are intact in most locations. The hoppers are formed by flat-plates in a square formation, with four faces slopping into the main steel hoppers. These sixteen foot square flat-plate steel hoppers are placed at fifty degree angles, which bear upon the network of basement beams as well. The interstitial bins discharge slightly asymmetrically toward the side of the basement accommodating the conveying system. Spouts connecting the hopper to the conveyor belts below are still intact in some places. Two hoppers were removed to provide views up through the bins. This provides a didactic to better understand concrete elevators.

The two-story headhouse gallery is above the bins, about 110 feet above the ground. A concrete slab floor forms the base of the headhouse, with the floor extending beyond the bin line to form substantial overhanging straight-edged eaves. The lower floor of the gallery was a distribution floor, for distributing the grain into the proper bins. The upper floor of the headhouse was the upper shipping floor.

The four-story workhouse is located above the gallery. It includes a scale floor, a garner floor, a bridge floor, and a head floor. The top floor accesses the overhead conveyor connecting to the bins to the south across the former slip. While the conveyor crossing was demolished ca. 2016, the entrance to the conveyor with a catwalk is still present on the exterior to indicate its former location, accessed from the top floor of the workhouse.

Sample Floor Plan of Kellogg Elevator Bins

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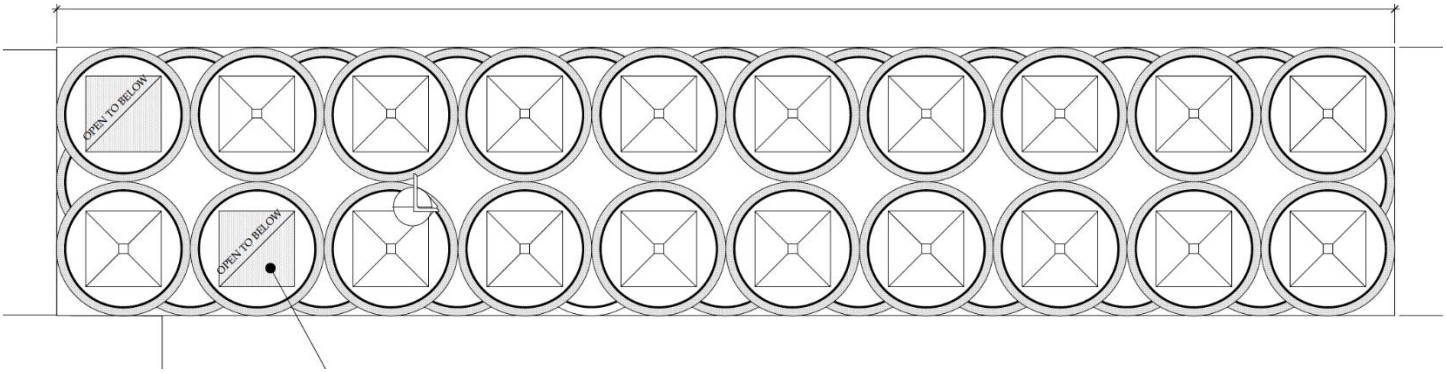

Integrity Analysis

The Spencer Kellogg & Sons Elevator retains a sufficient level of integrity related to its historic significance as an example of an exposed silo, reinforced concrete construction, early twentieth century grain elevator,

identified as a subtype that meets the registration requirements in the MPDF. The building components exhibit their function through their form, characterized by cylindrical concrete bins and the towering workhouse. The MPDF identifies the exposed concrete silos as the most important character-defining aspect of this subtype, and therefore the loss of the marine towers, conveyor, and slip do not detract from the most substantial, significant elements that are still intact today. Although the slip was infilled and the marine towers were demolished in 1966, the building's location, materials, design, workmanship, feeling, and association remain sufficiently intact to convey a good degree of historic understanding of the facility today, particularly in accordance with the character-defining qualities identified for this subtype in the MPDF.

Location

The grain elevator remains in the same location in which it was originally constructed. It retains a high degree of integrity in its location. The MPDF states, "All of the elevators retain important characteristics of location and setting that define their type." The Kellogg Elevators were specifically identified and included in this report and therefore the MPDF states that they retained a high level of integrity of both location and setting. The location and setting have not been altered since the MPDF was written, and thus this still applies.

Setting

When the concrete elevator was constructed in 1910, it was located in the grain elevator district. This heavily industrial district was involved in shipment of materials along the Erie Canal and industrial processes, such as the linseed oil manufacturing that occurred on the site and on the adjacent site. The Spencer Kellogg Elevator and the Spencer Kellogg linseed oil mill were separated by the Pratt Wadham (later renamed Kellogg) slip. This slip has since been filled, which has altered the setting. A portion of the overhead gantry that connected the elevator to the mill still remains. In addition, there are several grain elevators that are still standing in the district, including the Great Northern Grain Elevator. The district is still involved in industry/manufacturing, including the General Mills plant, which is located just north of the site on the other side of South Michigan.

The MPDF registration requirements state that the grain elevators must "retain a waterfront location on the Inner Harbor or Outer Harbor or an inland location on a railroad line." Despite the absence of the slip, the site still sits along the Buffalo River, just southwest of the Michigan Avenue Lift Bridge (BIN 2260450), which is still operating and is listed as "Eligible" in the NYSHPO CRIS database. The surrounding area continues to have industrial and manufacturing businesses, including the General Mills plant and grain elevator directly north of the site along South Michigan Avenue. The site still retains a sufficient degree of integrity in its setting to convey a historic understanding of its function in relationship to the rail lines and the Buffalo River, satisfying the registration requirements of the MPDF.

Design

In terms of overall visual aspects, the grain elevator retains its original massing and its character-defining components as identified in the MPDF. The distinctive long, narrow elevator bulk is still maintained. The distinctive form of concrete grain elevators is also due to the cylindrical bins, which are still intact and visible from the exterior of the property today. The uniquely tall basement, with openings for the rail tracks leading

into the elevator are extant, as well as the rails themselves. There are multiple windows that have been filled in with concrete bricks, as well as broken windows.

However, some features of the overall massing are no longer present. The full overhead steel gantry is only partially intact. The two 120-foot moveable steel towers, which were located on the southern elevation are no longer extant. The MPDF defines the key components of this reinforced concrete subtype as the exposed concrete silos, with no definition of the marine towers as essential and no emphasis on the overhead conveyor. Therefore, despite the demolition of these components, the buildings still retain sufficient integrity in their character-defining design features according to the registration requirements of the MPDF.

The elevator retains a good degree of integrity in terms of the visual character of the interiors as well. The first floor of the interior is a long, open space that is partially separated into two long rows by open columns. The northern half includes rail tracks which are extant and end at two large concrete stop blocks at the eastern wall. Some of the original machinery is still located on the first floor, although much of the machinery is in disrepair. There are several extant hopper bin spouts overhead that appear in good condition.

Overall, the grain elevator retains a more than sufficient degree of integrity in its original shape, openings, roof and roof features, and layout of the first-floor interior. Individual features that are either partially intact or missing include the overhead gantry, which is partially collapsed, and the two moveable towers on the southern facade, which are missing.

Materials

The elevator is significant for its concrete construction, specifically identified in the MPDF as the exposed silo reinforced concrete subtype. “The era of the true concrete elevator, states the HAER documentation, “is defined by the application of reinforced concrete to the construction of storage bins.” When defining this subtype, only the concrete construction of the silos are discussed. It provides no specifications or requirements as to the materials, construction, or other components such as the workhouse, headhouse, or marine towers. Given this, the MPDF emphasizes that only the reinforced concrete construction of the silo bins must be intact. Therefore, the loss of the steel marine towers and overhead steel conveyor does not substantially detract from the integrity of the building as it is defined as significant as a subtype in the MPDF.

The Monarch Engineering company completed the initial slip form construction of the concrete Spencer Kellogg Grain Elevator in 1910. Today, much of the concrete is still intact and provides clear, visual examples of its significant construction method.

Many other material details remain intact. There is still original paint on the first floor, warning of danger around the rail cars. Some of the windows have been closed up with concrete blocks, with smaller windows installed in their place. Several windows on the southern facade are broken, exposing the interior to the elements. There is discoloration and some long, vertical cracks in the concrete which is visible from the exterior.

The brick one- and two-story shed appears to be in good condition. There is a portion of brick that has been damaged on the southwestern corner of the shed. The materials used for the overhead gantry have experienced considerable damage, and much of the overhead gantry has been lost. The materials of the building, predominantly concrete, which was very significant for its time, maintain a high degree of integrity.

Workmanship

The extant concrete elevator retains a high degree of workmanship. The reinforced concrete grain elevator was an evolution of the traditional wooden grain elevator that had early roots in Buffalo. The Kellogg Elevator is significant as an example of concrete construction, where evidence of the workmanship required in its construction process is still visible. The building physically shows the continuous slip form process was set in place by workers, in a single lift where all forms were rigidly connected to those of adjoining bins. The concrete was placed continuously in six-inch lifts. Each lift took about two-and-half hours to place, and the bin walls rose at an average of four feet per day. This technique was only about five years old in Buffalo at the time. The character-defining workmanship of this building relates directly to the concrete components, all of which are intact with good integrity today.

Feeling

The Kellogg Elevator is in the same location, in a similar industrial setting despite the loss of the Pratt Wadham slip that was once adjoining the property to the south, and retains much of its original massing, form, design, materials, and workmanship. The elevator is emblematic of Buffalo's industrial legacy and retains a high degree of feeling related to its industrial history.

Association

The Kellogg Elevator is emblematic of an influential piece of Buffalo's industrial history, where the city's grain industry was among the largest in the nation. It retains a strong association with Buffalo's industrial past, particularly the grain industry, in relation to waterways and railways in this industrial area.

Spencer Kellogg & Sons Elevator
Name of Property

Erie County, New York
County and State

8. Statement of Significance

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

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

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

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

Architecture
Engineering

Period of Significance
1910-1911

Significant Dates
1910, 1911

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Charles Foster/SS&ECC
Monarch Engineering

Period of Significance (justification)

The period of significance begins with the construction of the elevator in 1910 and ends in 1911, the last year in which the Kellogg Elevator operated as an entirely independent building. Freestanding bins and a factory complex (now largely demolished) were constructed to the east in 1912. All major additions and alterations to the elevator had been completed by that time as well.

Criteria Considerations (explanation, if necessary)

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

The Spencer Kellogg & Sons Elevator (Kellogg Elevator) at 395 Ganson Street in Buffalo, Erie County, NY, is significant as an early twentieth-century reinforced concrete grain elevator, with exemplary design and rare construction elements that are the only examples of their kind remaining intact in Buffalo. Designed by engineer Charles Foster of the Steel Storage and Elevator Construction Co (SS&ECC) beginning in 1910, the nominated resource consists of a single large elevator. In accordance with the *Historic and Architectural Resources of the Buffalo Grain & Materials Elevator Multiple Property Submission* MPDF, this building is significant under Criterion C for Architecture and Engineering, as it embodies the distinctive characteristics of the reinforced concrete grain elevator typology. Exhibiting the slip form construction method, this early twentieth-century grain elevator included rare design features such as basement railroad access, providing an important example of a sub-typology that was once a major part of Buffalo's booming grain industry.

The Kellogg Elevator housed the functions involved in the transshipment of grain, specifically and relatively unusually, flaxseed: loading, transfer, weighing, sorting, storage, analysis, and reloading for shipment to distant markets. There are a few other resources historically affiliated but not nominated, built after the period of significance on a separate parcel with a separate owner: the single Loading Bin (1912), and the three Loading Elevator Addition bins (1936) on the parcel to the south, which were part of a larger factory complex designed to produce flaxseed oil, which has been largely demolished. Constructed a few years after the Kellogg Elevator, these were historically connected to the Kellogg Elevator via an overhead conveyor, but that conveyor was demolished around 2016. These separate bins were designed and built as part of a larger factory complex that is now largely gone and therefore have not been included in the nominated site. The Spencer Kellogg & Sons Elevator remains extant to architecturally convey the industrial processes used to transfer, and store non-combustible oils, receiving via rail in the basement. The building is of reinforced concrete construction, aside from the corrugated metal-clad headhouse and workhouse, reflecting the era of its construction in relation to its functions.

The significance of the Buffalo Grain Elevators has been documented by a number of scholars. The elevators have been extensively surveyed and documented in the Historic American Engineering Record (HAER) and in the National Register Multiple Property Documentation Form (MPDF), *Historic and Architectural Resources of the Buffalo Grain & Materials Elevator Multiple Property Submission.* The purpose of the MPDF is to streamline the designation of National Register Eligible elevators in the city of Buffalo by providing the broad significance of the city's grain transshipment industry and to document engineering and architectural achievements that are manifested in their design. For individual resources to be added to the MPDF, the registration requirements state: "The elevator must have been constructed between 1842 and 1954 and must retain a waterfront location on the Inner Harbor or Outer Harbor or an inland location on a railroad line." The Kellogg Elevator is specifically identified in the MPDF and meets these registration requirements. It can be classified as the exposed silo reinforced concrete grain elevator subtype. It was constructed within the required

dates and retains its waterfront location on the Buffalo River as well as its location on a railroad line, even despite the infill of the slip. It retains a good level of integrity as a definitive example of this sub-type.

Narrative Statement of Significance

Spencer Kellogg & Sons Company at Ganson Street

The Kellogg Elevator is associated with the Spencer Kellogg & Sons corporation from 1910-1961. This company produced a variety of products, particularly linseed oil, that had a national and international reach. Founded in 1879, the company was based in Buffalo until 1961. This company eventually had facilities in eight states and foreign nations such as the Philippines, China, Brazil, and Argentina. It was also notable for its corporate practices, as the business was entirely family-run from 1879-ca.1948 and managed to resist corporate mergers at a time when those practices characterized the industry.

The company occupied this site since the late nineteenth century. The site initially developed in relation to the Wadham Slip, known eventually as the Kellogg Slip, a waterway that connected the Buffalo River and the ship canal immediately to the south of Michigan Street. The slip was truncated in the 1890s when Ganson Street was laid out, leaving only its east portion to make a junction with the Buffalo River. Railroad access also made the site attractive by that time, particularly in combination with roadway access to Ganson Street.

Several grain elevators occupied the Kellogg Site on Ganson Street before the current elevator. The Coatsworth Elevator was the first, a wooden elevator built on the south side of the slip near the Buffalo River. The Kellogg Elevator began to develop on the south side of the slip when a wood elevator was built ca. 1890, once the slip had been truncated to accommodate Ganson Street. The elevator had a two-story flat-roofed cupola above the bins and two marine towers.

These early Kellogg and Coatsworth elevators coexisted across the slip for several years. The first Coatsworth burned down in 1893 and a replacement Coatsworth elevator was built in 1894. The Coatsworth was acquired by Kellogg ca. 1901 and became known as ‘Kellogg A.’ This meant the company now owned all the land surrounding the slip as well. In 1903, the Kellogg company constructed a five-story brick grain elevator to the south of the slip, west of the freestanding bins today at 389 Ganson Street, known as ‘Kellogg B.’ Kellogg later demolished Kellogg B to make way for new construction there in 1912. The Coatsworth elevator, north of the slip, was demolished ca. 1909, to make way for the current elevator.

The company constructed and demolished multiple buildings over time, such as the Coatsworth and the previous 1903 Kellogg B, as part of its continual process of reinvention and improvement. The history of those demolitions is represented today in the character-defining components that remain in the elevator today. The

elevator contains a substantial amount of the original materials, equipment, and interior plan that clearly convey a historic understanding of its original functions and its significant role in the history of grain elevator construction in Buffalo.

Spencer Kellogg & Sons Elevator[2]

The Spencer Kellogg & Sons Elevator (Kellogg Elevator) exhibits several important forms of innovative construction and design in the history of the typology. The evolution of the modern grain elevator has been described in detail in the *Historic and Architectural Resources of the Buffalo Grain & Materials Elevator Multiple Property Submission* MPDF, the individual HAER report, and several secondary sources. Only a brief overview is provided here in order to contextualize the specific, rare qualities of the nominated building in relation to other elevators in Buffalo and nationwide.

Before the advent of the grain elevator, grain was usually handled in bags rather than in large quantities of loose grain. Buffalo merchant Joseph Dart and a local engineer named Robert Dunbar invented the elevator in 1842. Using the steam-powered flour mills of Oliver Evans as their model, they invented the marine leg, which scooped loose grain out of the hulls of ships and elevated it to the top of a marine tower, where it could then be deposited in a storage bin. The elevators were originally shed-like wooden structures, such as the first Coatsworth and Kellogg Elevators. Fire was a constant threat given the combustible nature of grain dust, evidenced by the destruction of the first Coatsworth elevator in 1893. By the late nineteenth century, engineers experimented with several other materials, including steel and tile, in an attempt to find an economical, fireproof construction material. By the early twentieth century, reinforced concrete was the fireproof material of choice for elevator construction.

The reinforced concrete Kellogg Elevator was designed and built by engineer Charles Foster of the Steel Storage & Elevator Construction Company (SS&ECC) of Buffalo in 1910. The company chose to use the new medium of reinforced concrete to build its new elevator on the site of the previous Coatsworth/Kellogg A Elevator. The first reinforced concrete grain elevator to be constructed in Buffalo was the American Grain Elevator, completed in 1906 just a few years prior to the Kellogg & Sons Elevator. This building was the SS&ECC's first project with concrete bin construction, still a relatively new material for grain elevators at the time. Detailed concrete calculations were made by the General Fireproofing Co. of Youngstown, OH, which also supplied the reinforcing bars.

The building was designed not only to serve the on-site milling activities of the Spencer Kellogg & Sons Company but also to provide a transfer facility for its New York milling operation. With the anticipated opening of the enlarged NY State Barge Canal in 1915, it was intended that such transfers be made by this route. With

[2] A large portion of this section is derived from the 1990 HAER report of the Kellogg Elevator Complex. Historic American Engineering Record, *Kellogg Elevator: HAER NO NY-246* (Washington DC: National Park Service, U.S. Department of the Interior, 1990).

this in mind, the main bins were designed to store barge loads of 35,000 bushels. Once constructed, the elevator could store 1 million bushels in its twenty main bins, eight interstitial bins, and twenty outer bins.

Constructed and completed in 1910, the building contains several portions related to the shipping, weighing, sorting, storage, and transfer of flaxseed. Basically, the flaxseed would enter the building via railroad car through the basement, where the tracks directly enter the atypically high basement to accommodate railcars. Alternatively, it would enter from the water via marine towers, although these have since been demolished. Once inside the building, the flaxseed would be elevated to the headhouse, weighed and then cleaned before being sent to storage in the bins. From there, conveyors would transfer the stored flaxseed back for shipment to other facilities via rail or waterways from the building again.

Like other grain elevators, the Kellogg Elevator can be wholly understood according to its function as grain storage and transfer regardless of the separate factory operations. Sometimes the flaxseed was only stored at the bins, while other times it was processed there in the factory as well, before being stored in oil tanks. Two freestanding twenty-five foot wide oil tanks were located to the west of the building at the time of its original construction but were not internally connected and served a different function, to store the finished product rather than the raw flaxseed.

The Kellogg Elevator was constructed with two main bin rows of concrete cylindrical bins above a raised basement with rail tracks, a one-story brick-enclosed shipping shed at the east, and the headhouse above the bins. The main bins are arranged in two parallel non-interlocking rows of ten bins each, with a total capacity of 39,000 bushels. These cylindrical bins have an inner diameter of twenty-six feet each. Eight interstitial bins are arranged in a single row between the main bin rows, with a capacity of 11,700 bushels. A ninth central interstitial bin is occupied by a lofting leg and does not provide storage.

In addition to the main and interstitial bins, the Kellogg Elevator is notable in being only the second in Buffalo to employ outerspace pocket bins between the exterior walls of the main bins. Two rows of ten outerspace bins each line the outer walls of the main bins, with a capacity of 3,500 bushels. These bins are small as they are in tangential contact with the convex outer walls of the main bins, with only one-sixth the circumference of the main bin walls. Steel hoppers inside the bins contain and transfer the flaxseed, pouring out through the network of basement beams below.

All of the bins at the elevator were constructed with slip form construction in a single lift where all forms were rigidly connected to those of adjoining bins. Concrete was mixed on site, and the forms were raised in quarter-inch increments as the concrete was placed continuously in six inch lifts. Each lift took about two-and-one-half hours to place, and the bin walls rose at an average of four feet per day. This technique was only about five years old in Buffalo at the time.

These bins rise to a height of eighty-five-feet above the bin slab. Each bin is eight inches thick and sixteen inches thick where tangential contact occurs between bins. Each main bin has fifty-six vertical reinforcing bars, with about eight jacking rods. As the HAER report has noted, "the density of verticals is much greater than would become the case during the second decade of concrete bin construction."[3] Like many other early concrete elevators, the Kellogg Elevator also used more sizes of horizontal reinforcing bars than in later years. In this sense, the bins are materially overbuilt, a condition that attests to the early use of reinforced concrete construction for elevator bin design at the site.

Beneath the bins, the basement design is the only of its kind in Buffalo. Designed for direct railway loading and unloading, the basement rises to a full height of nineteen-feet below the basement beams and bins. This height, configuration, and construction enabled the railroad cars to directly enter the building right beneath the bins and hoppers themselves. As the HAER report stated, "The Kellogg Elevator is the only concrete elevator in Buffalo to feature such an arrangement."[4] This rarity is due to the fact that this arrangement was more common in earlier, wooden elevators, no longer extant. Given the inherently dusty qualities of the loading and unloading process, by the 1910s elevator designs had confined these operations to an attached loading shed. At the Kellogg, however, this design was utilized in order to take advantage of the rail tracks, loading directly inside the building.

All rail traffic was handled on the two tracks entering the raised basement. This space contained a combined car puller and transfer table, used for shifting cars between tracks to facilitate the combination of shipping and receiving operations within the same area. The pair of rail tracks could accommodate a total of eighteen cars at one time. Using this system, the cars could unload 2,000 bushels an hour, equivalent to approximately two railcars an hour.

To support this exceptionally tall basement, a partial bin slab was introduced into the design of the Kellogg Elevator. Basement pillars support a network of longitudinal and transfer beams, which also support hopper bottoms. The partial bin slab is carried by the network of basement beams and extends between all beams except those supporting the main bin hopper bottoms. This differs from the arrangement of basement beams at the Wheeler (1909), American (1906), and Perot (1907) concrete elevators, where the beams are arranged on an octagonal plan so that the bin wall lies directly above. This extra beam support and space uniquely allowed for this railcar loading arrangement for the forty-eight bins above the bin slab.

In order to accommodate loading and unloading via the slip, the elevator was equipped with two moveable marine towers. These were each 150-feet high, built, like many others in Buffalo, of structural steel clad in corrugated iron and had pitched roofs. They moved north-south alongside the elevator to meet incoming ships,

[3] Historic American Engineering Record, *Kellogg Elevator: HAER NO NY-246* (Washington DC: National Park Service, U.S. Department of the Interior, 1990), 5.
[4] Historic American Engineering Record, *Kellogg Elevator: HAER NO NY-246* (Washington DC: National Park Service, U.S. Department of the Interior, 1990), 7.

feeding the flaxseed into the building. Given that the key character defining components of this subtype in the MPDF do not highlight or emphasize the marine towers, the loss of the marine towers does not ultimately disrupt the integrity or historic understanding of the building's significance.

Above the bins, the two-story gallery known as the headhouse extends the length of the building along the center. It rests on a concrete slab floor on I-beams and extends beyond the bin line. The lower floor of the gallery functioned as the distribution floor, where workers would sort and transfer the flaxseed into bins with conveyor belts, still intact. The upper gallery floor was an upper shipping floor. Above, a workhouse with sloped walls and a pitched roof extended to a height of 172-feet above the center of the building. This space accommodated four additional floors above the gallery headhouse, a scale floor, a garner floor, a bridge floor, and a head floor. Both the gallery and the workhouse were worker-occupied spaces, clad in structural steel and corrugated iron.

The building later extended to the south across the slip via an overhead conveyor passageway, 167-feet above the ground. At the head floor, a conveyor passageway extended from the top of the workhouse over to the opposite side of the slip. Built as part of the original elevator, this conveyor did not connect to another bin until 1912. Before that time, it originally terminated in a steel pylon that, according to HAER, "does not appear to have accommodated any elevating or spouting equipment."[5] An image of the building ca.1912 illustrates the conveyor in this condition, before the construction of the 1912 loading bin to the south (Figure 1). This image depicts the older Kellogg B on the south side of the slip, just before it was demolished to make way for the oil factory and additional bins. The conveyor is not recognized as significant or substantial in the MPDF nor in the HAER as a key character-defining component and therefore its demolition does not compromise the integrity of the building and its historic significance.

Aside from the subsequent additions that were constructed to the south beginning in 1912, the elevator today remains intact with all of its major components and much of its equipment, conveying its original historic function, design, and construction. The elevator was originally constructed as an independent unit, with an overhead conveyor extension that awaited the receiving loading bin to the south until 1912. The period of significance includes the period of construction and the time in which it operated as a freestanding, self-sufficient unit.

Design Impact and Influences

In addition to the rare construction method and design of the buildings, the Kellogg Elevator specifically made an impact on many influential European modernists through widely circulated photography and publications

[5]Historic American Engineering Record, *Kellogg Elevator: HAER NO NY-246* (Washington DC: National Park Service, U.S. Department of the Interior, 1990), 9.

during the 1920s. More broadly, the apparent simplicity of form and mammoth scale of many of Buffalo's grain elevators impressed many European architects in the early twentieth century, who used images of them as examples in their theoretical treatises in search of modern form. Reyner Banham's *A Concrete Atlantis* (1986) examines this influence in detail, tracing the cross-Atlantic dissemination of Buffalo's grain elevators through these images and their interpretations.

The Kellogg Elevator was among the examples used by several of these architects. The elevator was photographed by Erich Mendelsohn himself in 1924 (Figure 3), published in his *Amerika: Bilderbuch eines Architekten* (1926).[6] Amongst the numerous major European modernist architects to be inspired by Buffalo's elevators, Mendelsohn was the only one to visit them in person. His photograph of the Kellogg Elevator illustrates a key angle and moment in the history of the elevators, depicting the building and the single 1912 loading bin. Captioning the image in his characteristically prosaic manner, Mendelsohnn stated, "If the will to organize becomes clear in this way, then the delirium is transformed into boldness and the confusion into harmony."[7]

The Soviet Architect Moisei Ginzburg also included an image of the Kellogg Elevator as the last illustration on the penultimate chapter of *Stil;I epokha*, with text on the same page stating, "we see already realized not only the foundations of a modern aesthetic, but even the individual elements of architecture…which can already help the architect find a true course for creative work and help transform the language of abstract aesthetics into a precise lexicon of architecture."[8] Many years later, the photograph was also later reproduced and discussed by Reyner Banham in *A Concrete Atlantis*, stating, "the unmistakable Kellogg elevator has a very instructive history."[9] Images of the elevator not only provide evidence of historic conditions, but also illustrate the powerful impact of the Kellogg Elevators in many influential circles over time.

The extant components in the Kellogg Elevator represent many 'firsts' and 'onlys' in the history of grain elevator architecture, engineering, and construction in Buffalo. In terms of construction, the Kellogg Elevator was among the first few in Buffalo to use reinforced concrete. It was the first reinforced concrete grain elevator built by the SS&ECC, a major company previously working in steel elevator design. The elevator remains an excellent example of slip-form reinforced concrete construction methods.

In terms of design, the elevator was pioneering in multiple ways. It is the only elevator in Buffalo to feature the nineteen-foot tall basement design, enabling the railcars to directly enter the building and load right beneath the bins and hoppers. This is an incredibly rare feature in concrete elevator design, as it was more commonly used in wood examples. It is the only example of this basement loading design in Buffalo and may be the only

[6] Erich Mendelsohn, *Amerika: Bilderbuch eines Architekten* (Berlin, Germany: Rudolf Mosse, 1926), 46.
[7] Mendelsohn, 46.
[8] Moisei Ginzburg, *Stil'iEpokha (*English translation by Anatole Senkevitch Jr. as *Style and Epoch*, 1982), 108.
[9] Reyner Banham, *A Concrete Atlantis: U.S. Industrial Buildig and European Modern Architecture (*Cambridge, MA: MIT Press, 1986), 160.

concrete version of this design to have been built in Buffalo. This is also the only elevator in Buffalo used to hold grains such as flaxseed, used specifically in the production of non-combustible oils. Additionally, the Kellogg Elevator was only the second design in Buffalo to use outerspace bins in its design, making it one of the oldest and earliest examples of this form in the history of grain elevator architecture in Buffalo.

After the Period of Significance, 1912-2022

Adjacent Factory and Additional Bins (1912-1936, Largely demolished)

Across the former slip to the east, a factory and oil tanks were constructed for manufacturing the linseed oil in 1912. That year, a five -story brick factory was constructed to house the on-site production process, separate from the elevator storage functions. Sanborn Fire Insurance Maps and historic images indicate the factory to the west of the loading bin was not constructed until early 1912, one to two years after the elevator was constructed.[10] The factory and steel oil tanks are no longer extant, and therefore what remains intact at the site represents the shipping, storage, and transfer functions of the process rather than the manufacturing of linseed oil.

This five-story brick factory housed the non-combustible oil production process, taking the raw flaxseed from the elevators and transforming it into oils. Once the flaxseed left the elevators, it was carried into the mill and then weighed on the third floor, screened to remove foreign debris, and funneled down towards the ground floor while the grain was pressed and cooked. Then, the seed was pressed in a hydraulic press to extract oil.[11] Generally, this process moved through the building from the top floors to the bottom floors. The factory was demolished by the Schaffer Brewing Company in the mid-1960s, around the same time as the moveable towers of the elevator.

Even though it was constructed likely just months before the single loading bin, the factory was not internally connected to that bin, nor to the elevator, and it was built for a related but independent function. The function of the elevator was not dependent on that of the factory. Therefore, the loss of the factory represents the loss of a separate building, constructed independently. It may have been later connected as an addition to the three bins that were added in 1936, although maps and images are inconclusive and show only a one-story steel deck roof stretching between the factory and the three 1936 bins. Overall, it was not internally connected to the Kellogg Elevators nor the additional bins at the time of its construction.

[10] The Sanborn map identifies the building as being constructed "about 1912." A historic image ca.1912 suggests that it was completed in early 1912. The single freestanding loading bin, also constructed in 1912, does not appear in that image, suggesting it was built just months after the factory building was constructed. This bin connected to the elevator, not the factory. Between the construction of the factory in early 1912 and the construction of the freestanding bin in late 1912, the wooden Kellogg Elevator was demolished, making room for the bin. This image (Figure 1) therefore must illustrate a rare ca. six-month window moment in the history of the site when the factory had been constructed but the bin had not yet been.

[11] "Romances of Business in Buffalo," *Buffalo Evening News*, January 16, 1922.

In 1912, the company continued to expand the site to accommodate increased storage and production. That year, the Kellogg B was demolished, making way for the construction of an additional loading bin to connect via the overhead conveyor to the Kellogg Elevator. A single, freestanding, cylindrical concrete loading bin was substituted for the former steel pylon in 1912, finally providing the southern terminus of the conveyor across the slip. The single 1912 bin was the deepest bin constructed in Buffalo, at 160 feet deep and 23 feet in diameter. With this bin positioned on the south side of the slip and the two moveable towers at the Kellogg Elevator to the north, it could now unload three barges simultaneously.

In 1923, H.R.Wait designed a Loading Elevator on the site of the first wooden Kellogg Elevator, to the east of the 1912 bin near the junction of the slip and Buffalo River. Constructed by the Monarch Engineering Company, the Loading Elevator was the last to use steel storage bins in Buffalo. Four cylindrical bins and one interstitial bin held a combined 155,000 bushels, arranged in a square formation with two rows of two bins.

Ten small freestanding steel tanks were constructed at this time as well, to the southeast of the 1912 bin. They were not interconnected to one another nor to existing buildings on the property, used for storing non-combustible oils. These tanks and the steel Loading Elevator were demolished in ca. 2012.

In 1936, three more bins were constructed to the west of the 1912 bin on the south side of the slip. These freestanding concrete cylindrical loading bins were the same width and height as the 1912 bin. They were not internally connected to the 1912 bin, nor to each other, but served the same function in storing flaxseed and other grains. They were loaded with the same conveyor that accessed the 1912 bin, enabling extra storage for grains unloaded from boats on the south side of the slip.

All of four of these bins were freestanding, connected to the elevator by conveyor across the slip but never to the separate factory building. These bins were constructed with the slip form construction method, exhibited in their smooth exterior surface illustrates the slip form construction method. Today, these bins are intact and used for cement storage, unaffiliated in function or ownership with the Kellogg Elevator today .

The Kellogg Elevator remained in operation according to its original function as flaxseed and grain storage for many years. All of the major building components at the factory complex were constructed by 1936, although most of the factory complex has been demolished.

Kellogg Elevator, 1936-2024

While the family-run Kellogg & Sons Company was able to resist corporate mergers for a remarkably long time, it still experienced a few hiccups at the Ganson Street site during the mid-twentieth century. In 1948, a worldwide shortage of flaxseed forced the company to briefly shut down the elevator on Ganson Street. The company apparently spent the next two years adapting the factory to handle more soybean processing. These changes likely happened inside the factory rather than in the elevator. By 1951, the plant had finally been adapted to handle soybean processing in a portion of the factory, but this decision was not profitable. Buffalo was not well located to be a profitable manufacturer of soybean products, as it was farther from soybean fields and had greater transportation costs compared to the company's other plants in Ohio. In 1952, the plant was put up for auction. In 1954, it was sold to George Meyer Malt and Grain, which used the elevator as grain storage. This lasted seven years, and then the elevator was sold to Schaefer Brewing Company in 1961.

The elevator continued to function as a grain storage facility until 1961. That same year, the Kellogg & Sons company was sold to Textron, Inc. After 1961, the site was no longer used according to its original function and affiliations with the linseed oil industry.

The Schaefer Brewing Company owned the property from 1961-1985. They used the elevator for grain storage, but no longer utilized the waterway access. With the opening of the St. Lawrence Seaway in 1959, the number of ships bringing grain through Buffalo was greatly reduced, which had a harmful impact on the grain industry overall. A series of demolitions at the complex began in the mid-1960s. In 1966, the slip was infilled, rendering the marine leg towers useless. The moveable marine leg towers were demolished at that time as well.

In 1985, St. Mary's Cement Company purchased the elevators. This company used the elevator and loading bins for cement storage for several decades.

Around 2012, St. Mary's sold the Kellogg Elevator to Sandstone Springs, a Canadian industrial company that recycles kitchen countertops. The company had planned to move its operations there, but it apparently never occurred. In 2018, a group affiliated with the nearby Riverworks purchased the building. In 2021, the elevator was purchased by Hope Rising Together, a nonprofit organization that has spent the past decade focusing on clean water, education, health care and sustainable development in the West African nation of Sierra Leone. The organization is hoping to rehabilitate the elevator and use it as its headquarters.[12]

In 1990, the Spencer Kellogg & Sons Elevator was individually documented by HAER NY-246. After that time, the freestanding steel tanks were demolished, ca. 2012. The overhead conveyor was demolished ca. 2016. The elevator was determined National Register Eligible in its present condition in December 2018. By this time, the overhead conveyor, steel tanks, and factory had already been demolished.

[12] Jonathan D Epstein, "A Ganson Street Grain Elevator is Due for a Makeover," *Buffalo News*, 2021.

While some other components of the Kellogg site have been demolished, the character defining components of the Kellogg Elevator remain intact today to convey a historic understanding of the building's function, materials, industrial processes, and corporate affiliation. The overhead conveyor and moveable marine towers were demolished after the period of significance, but otherwise all of the elevator bins, workhouse, headhouse, rail tracks, and unique design and construction components all remain intact. While unfortunate, the demolition of these components does not detract from the integrity and historic understanding of the building and its significance today. These components were not identified as character-defining in the MPDF for the reinforced concrete subtype, which emphasizes the silos instead. The freestanding factory and steel tanks were demolished, but these were never internally connected to the elevators. National Register listing would help prevent further loss of these rare elevators, as well as enable the rehabilitation of the existing spaces which are in and of themselves significant under Criterion C as unique examples in Buffalo in several ways.

Change via demolition and construction is also an integral aspect of the history of the Kellogg site, as the present buildings are on the same location that former elevators once occupied. The company itself constructed and demolished buildings, such as the Coatsworth and the previous 1903 Kellogg B, as part of its continual process of reinvention and improvement. The history of those demolitions is represented today in the character-defining components that remain.

In 2023-2024, the Spencer Kellogg & Sons Elevator was rehabilitated to house "Hope Rising." The reuse of the elevator has allowed for the character-defining aspects of the building, including hoppers, concrete structure, and volume to be maintained. The basement level of the elevator remains essentially open, with the concrete structural system, and hoppers remaining visible throughout. The re-use also provides an opportunity for visitors to better understand the organization of an elevator, including views up and through bins where hoppers were removed (two locations), while the remaining hoppers remain extant. The visitor understands what is located above the hopper. The elevator also functions to meet the needs of Hope Rising and includes a theatre in the bay to the north. The main entrance at the northwest corner leads to an open workspace. A container, located to the north provides storage. To the south, restrooms, a conference room, and a mechanical space are located in the brick masonry block. Today, the elevator contains a substantial amount of the original materials, equipment, and interior plan that clearly convey a historic understanding of its original functions and its significant role in the history of concrete grain elevator design and construction in Buffalo.

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Previous documentation on file (NPS):

__X__ preliminary determination of individual listing (36 CFR 67 has been requested) **NPS # 45559**
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
__X__ recorded by Historic American Engineering Record # __246____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 0.76 acres
(Do not include previously listed resource acreage.)

Spencer Kellogg & Sons Elevator — Name of Property
Erie County, New York — County and State

Latitude/Longitude Coordinates

Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 42.871150 Longitude: -78.873634
2. Latitude: Longitude:

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

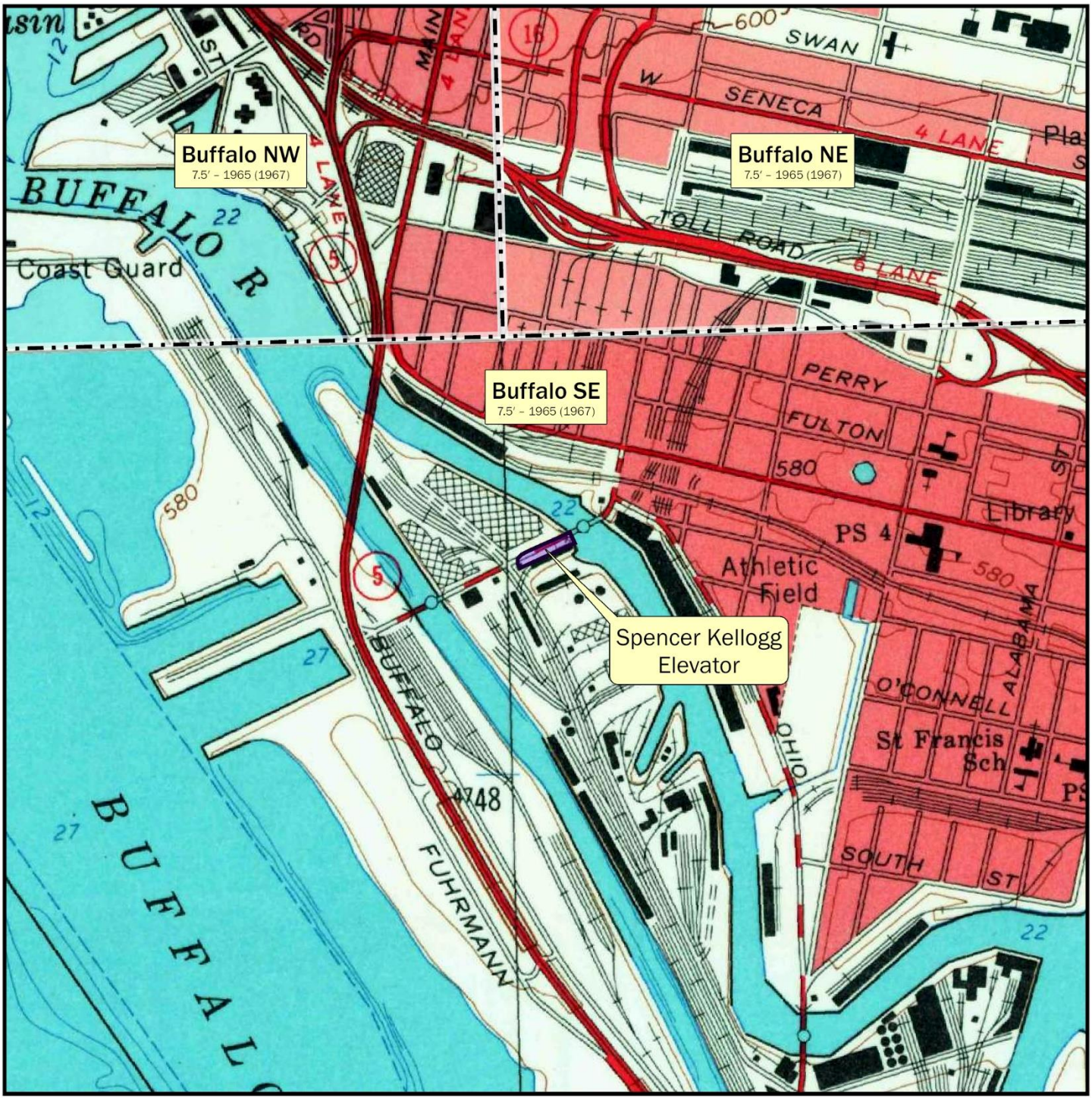
The boundary is indicated by a heavy line on the enclosed maps with scale.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries have been drawn to include the historic property and significant building on the site, based on the boundaries shown on Sanborn maps. This boundary was drawn to encompass all property immediately associated with the grain elevator, as defined historically bordering to the slip (since infilled). The elevator is on the parcel at 395 Ganson Street, with a separate and distinct owner, history, and function from the additional bins at 389 Ganson Street. While these were historically owned and functioned as one parcel with one owner, the majority of industrial features on the adjacent property have been lost. The boundaries include only the parcel and nominated building at 395 Ganson Street which is being nominated as an architectural typology not for its association with the factory.

Spencer Kellogg & Sons Elevator
Name of Property

Erie County, New York
County and State



1:12,000
0 500 1000 ft

Spencer Kellogg Elevator

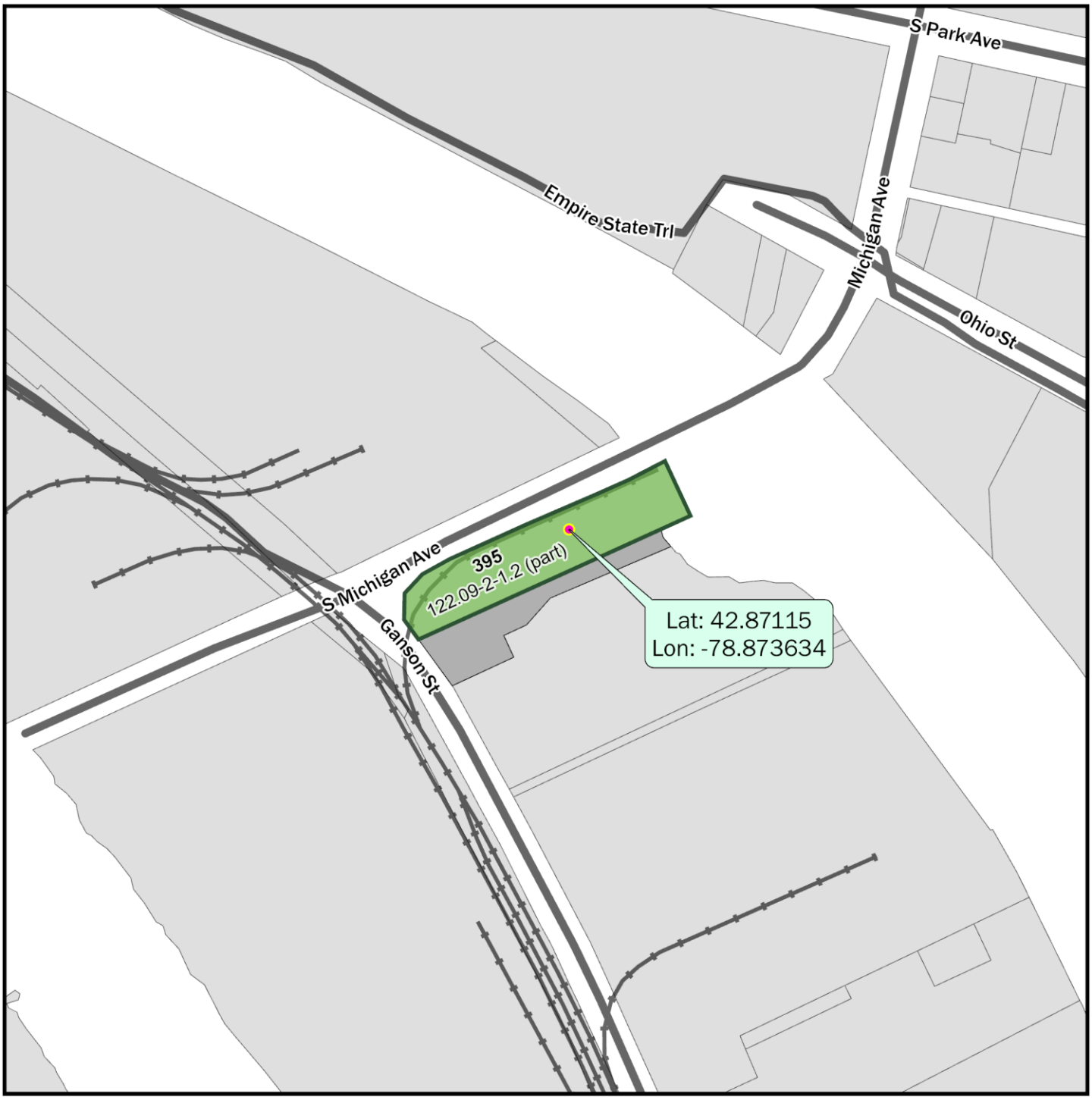
New York State Parks, Recreation and Historic Preservation

Projection: WGS 1984 UTM Zone 17N

Mapped 07/22/2024 by Matthew W. Shepherd, NYSHPO

Spencer Kellogg & Sons Elevator
Name of Property

Erie County, New York
County and State



1:2,400
0 100 200 ft

Nomination Boundary (0.76 ac) Tax Parcels

New York State Parks, Recreation and Historic Preservation

Projection: WGS 1984 UTM Zone 17N Erie County Parcel Year: 2024 Mapped 07/22/2024 by Matthew W. Shepherd, NYSHPO

Spencer Kellogg & Sons Elevator
Name of Property

Erie County, New York
County and State

1:1,200
0 50 100 ft

Nomination Boundary (0.76 ac)

New York State Parks, Recreation and Historic Preservation

Projection: WGS 1984 UTM Zone 17N

New York State Orthoimagery Year: 2021

Mapped 07/22/2024 by Matthew W. Shepherd, NYSHPO

11. Form Prepared By

name/title Annie Schentag, Ph.D.; Kerry Traynor, MArch, MS [edited by Jennifer Walkowski, SHPO]

organization Kta preservation specialists date 8.3.2024

street & number 422 Parker Ave telephone 716.864.0628

city or town Buffalo state NY zip code 14216

e-mail ktraynor@kta-preservation.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

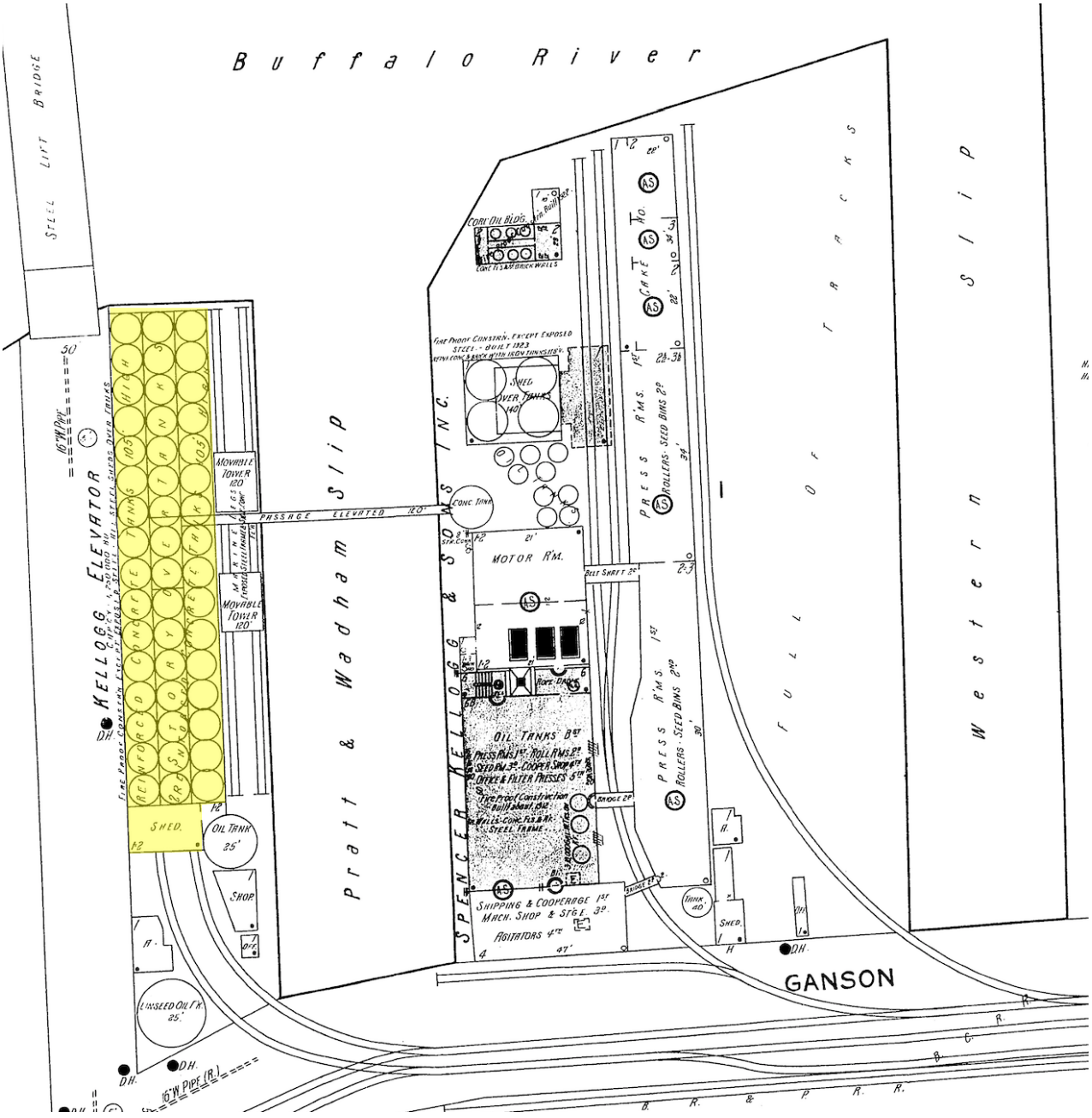
- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Spencer Kellogg & Sons Elevator | Erie County, New York
Name of Property | County and State

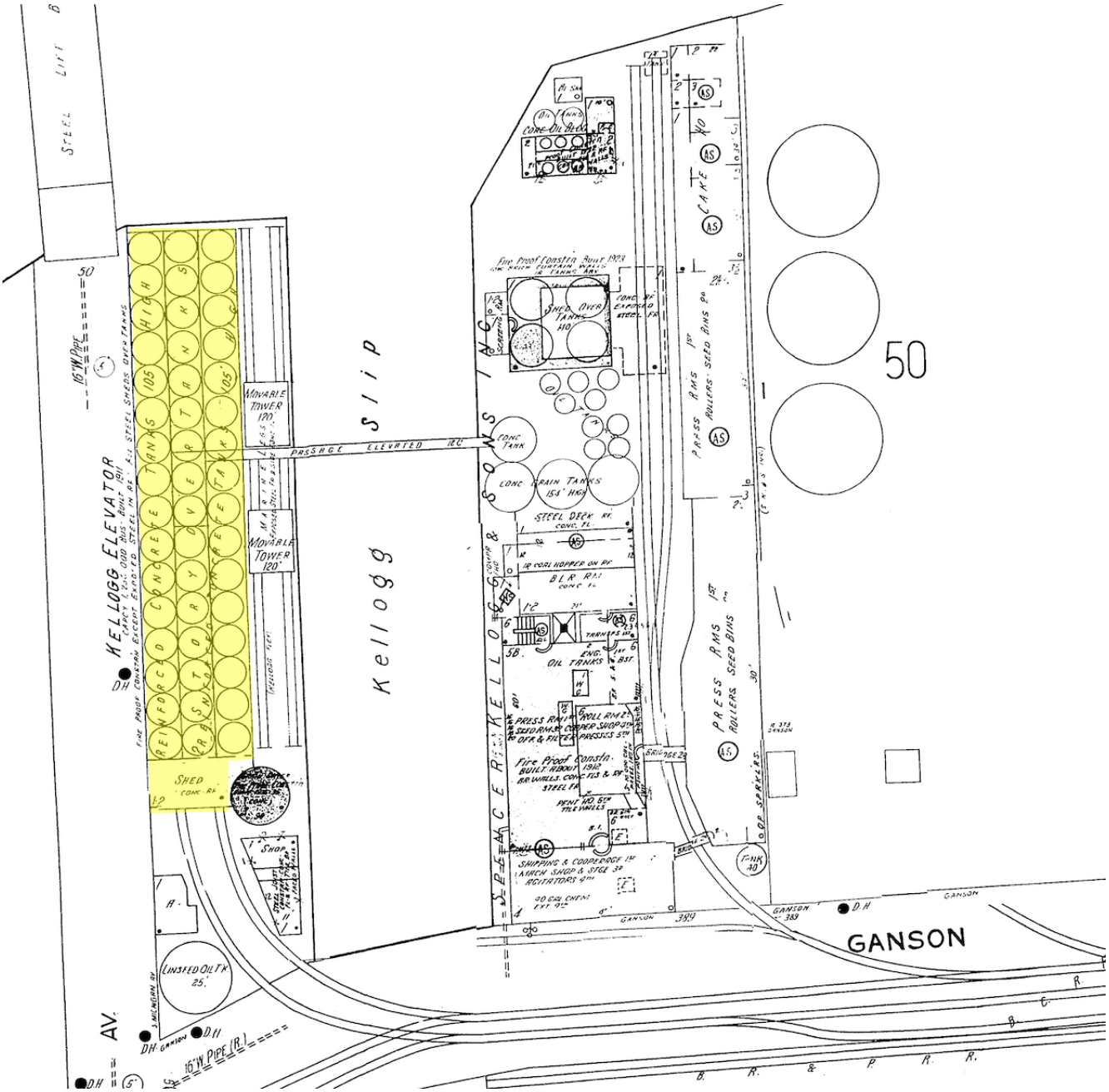
Historic Maps

Sanborn Fire Insurance Map, 1925
The extant portions are highlighted. The elevator to the west was constructed in 1910, the bin to the east in 1912. The slip was infilled in the 1960s.



Sanborn Fire Insurance Map, 1951

The extant portions are highlighted.
Note the 1936 bin additions had been added by this time (distinguished in green)



Historic Images

Figure 1. Ca. 1912 Image of Elevators
Note this image depicts the site during a six-month window, when the 1912 bin had not yet been constructed. The elevator to the southeast, on the site of the present additional loading bins, was demolished later in 1912. The factory had recently been constructed by this time (later demolished).

Figure 2. Illustration of Kellogg Elevator. looking northwest from Buffalo River, in 1911. "Monarch Engineering Co," *The Buffalo Commercial* (Buffalo, New York), October 14, 1911.

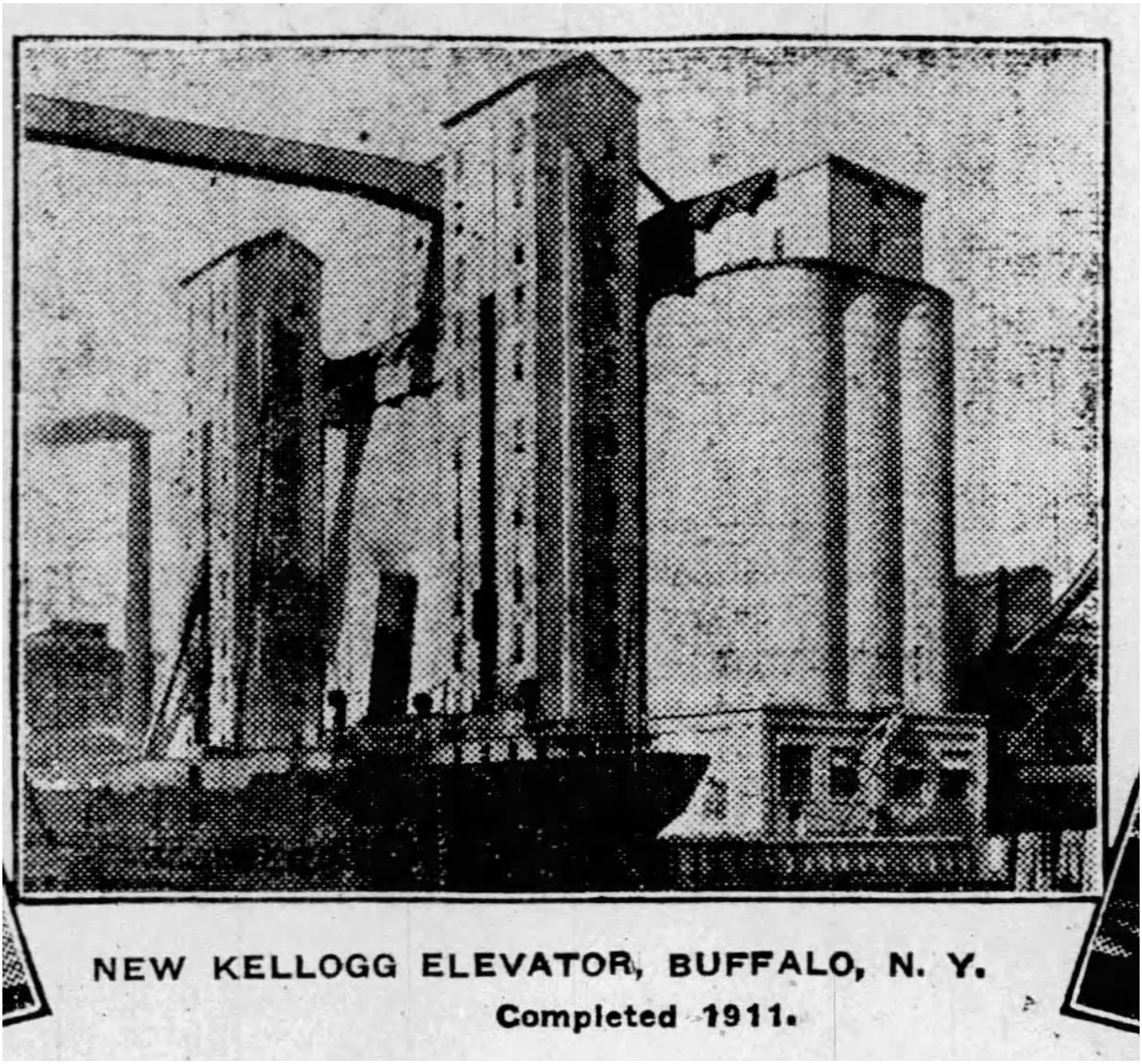


Figure 3. 1924 photograph of Elevators, by European modernist architect Erich Mendelsohn

Figure 4. Undated Photograph, ca. 1940
Looking southwest from bridge towards Elevators
The elevator to the north and the tallest bins to the south are extant. The five story brick factory (1912) is partially visible to the west, later demolished. The slip was infilled in the mid 1960s.

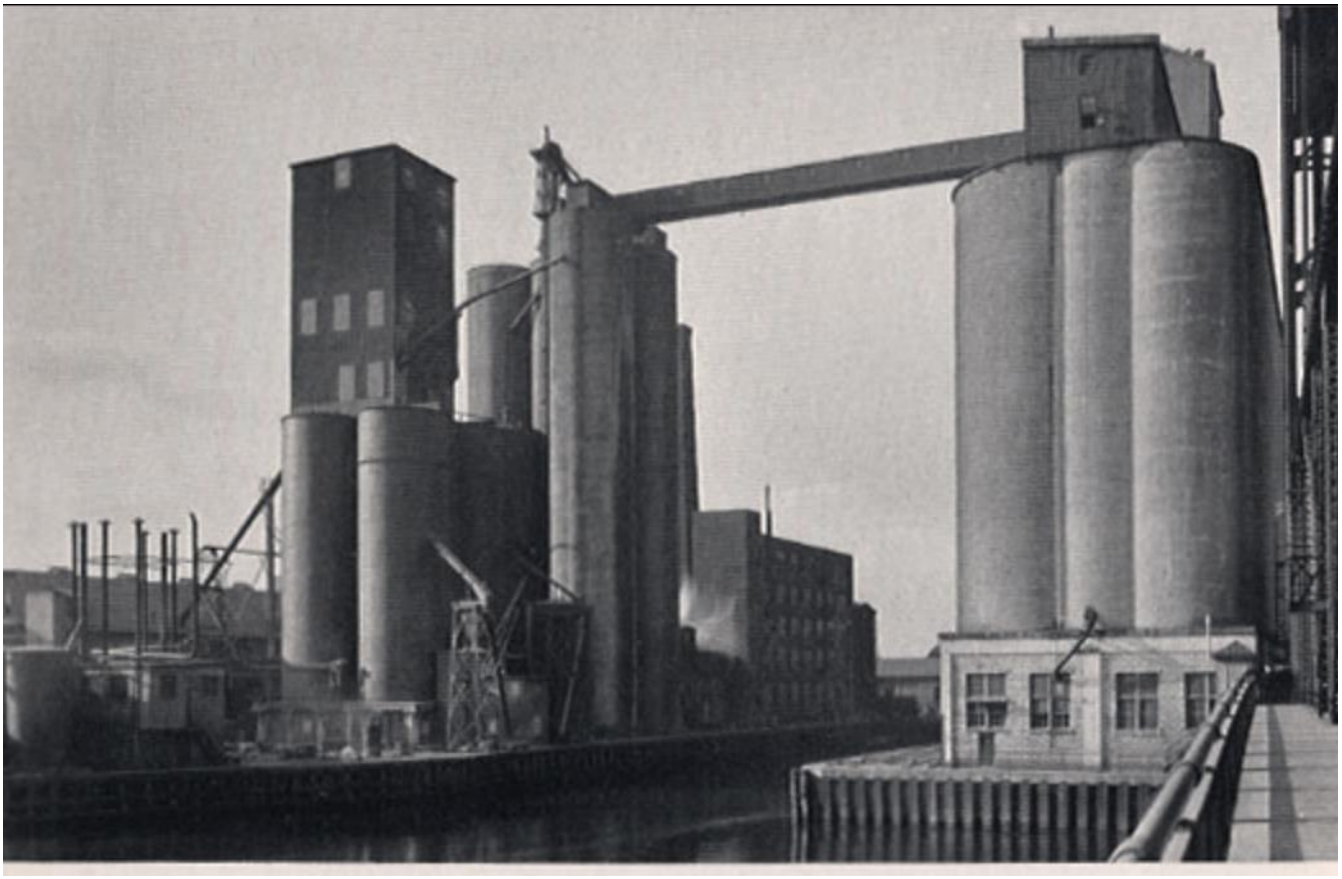


Figure 5. HAER Photograph, 1990
View looking north along Buffalo River. Note the shorter steel bins (constructed 1923) to the east of the taller four extant bins have since been demolished.

Figure 6. HAER Photograph, 1990
View looking northeast towards the Kellogg elevator and bins. The steel bins to the east have been demolished. Shredded tire material is to the west of the 1936 bins.

Photographs:

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

Photo Log

Name of Property: Spencer Kellogg & Sons Elevator
City: Buffalo
County: Erie County
State: New York
Photographer: kta preservation specialists
Date Photographed: December 2023
# of Photographs: 17

Photo:
NY_Erie County_ Spencer Kellogg & Sons Elevator _0001
View looking northeast from Ganson Street.

NY_Erie County_ Spencer Kellogg & Sons Elevator _0002
View looking east showing west elevation and entrance.

NY_Erie County_Spencer Kellogg & Sons Elevator _0003
View looking northeast showing north elevation along Michigan Avenue.

NY_Erie County_Spencer Kellogg & Sons Elevator _0004
View looking southwest showing east elevation. Note stair leads to spiral stair accessing headhouse.

NY_Erie County_Spencer Kellogg & Sons Elevator _0005
View looking northwest showing partial south elevation and raised basement. Note original rusticated panels and new windows in original masonry openings.

NY_Erie County_Spencer Kellogg & Sons Elevator _0006
View looking northeast showing detail of original rusticated panel and new window in masonry opening.

NY_Erie County_Spencer Kellogg & Sons Elevator _0007
Looking northwest towards main entrance at west elevation.

NY_Erie County_Spencer Kellogg & Sons Elevator _0008
Looking east from entrance at Ganson Street. Note stairs access mezzanine; restrooms are to the south.

NY_Erie County_Spencer Kellogg & Sons Elevator _0009
Looking west towards entrance at Ganson Street. Note stairs access mezzanine and office space.

NY_Erie County_Spencer Kellogg & Sons Elevator _0010
View looking down and east from mezzanine showing bay to the north. Entrance to the south is off the parking lot.

NY_Erie County_Spencer Kellogg & Sons Elevator _0011
View looking down and east from mezzanine showing bay to the south. Entrance to the south is off the parking lot.

NY_Erie County_Spencer Kellogg & Sons Elevator _0012
View at mezzanine. Note extant metal shoots at ceiling.

NY_Erie County_Spencer Kellogg & Sons Elevator _0013
View looking east at bay to the north.

NY_Erie County_Spencer Kellogg & Sons Elevator _0014
View west, bay to the south. Note extant hopper and shoots in bays running east/west.

NY_Erie County_Spencer Kellogg & Sons Elevator _0015
View looking west at bay to the south. Note extant conveyor, shoots, and equipment to the north.

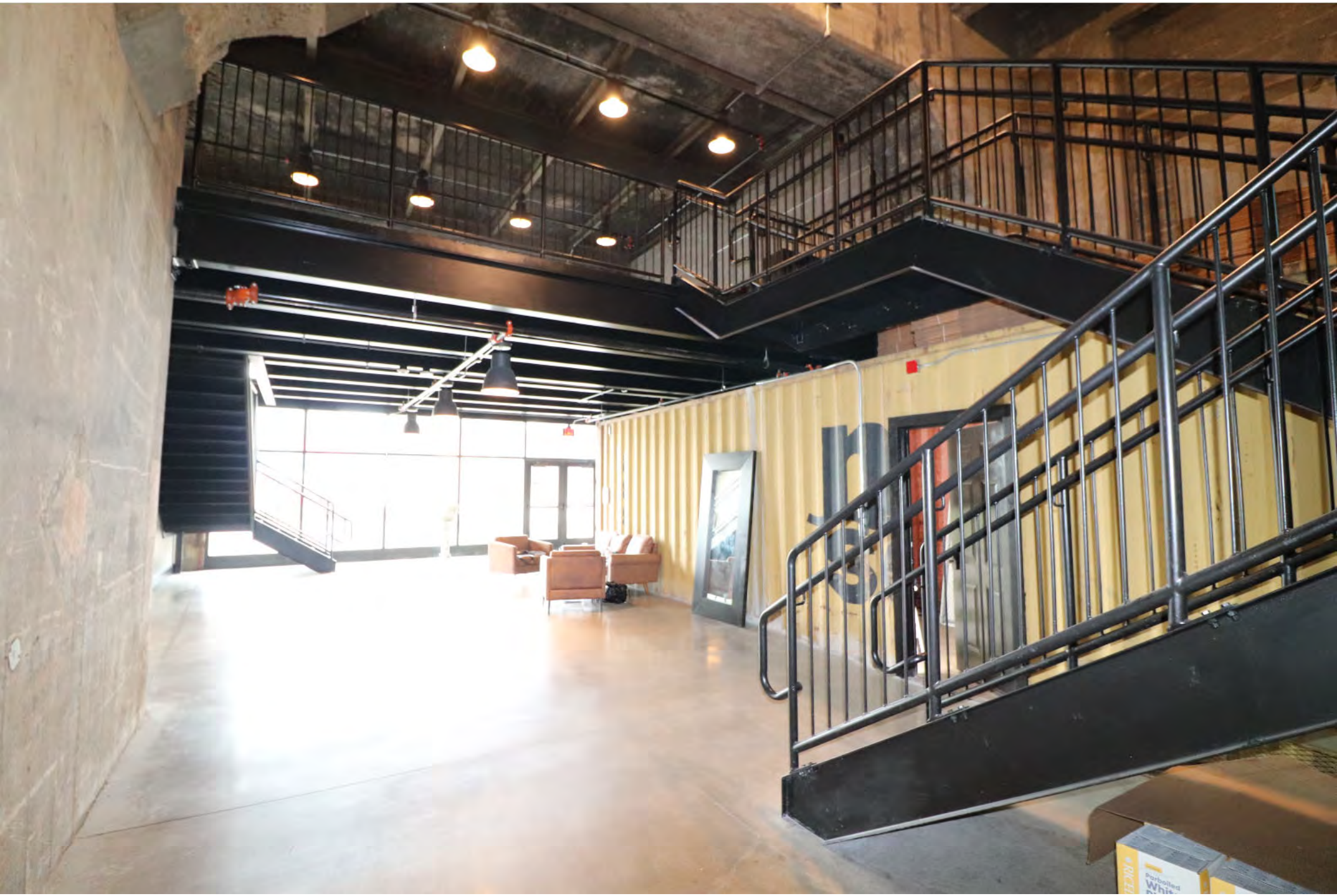
NY_Erie County_Spencer Kellogg & Sons Elevator _0016
Looking west towards entrance at Ganson Street. Note stairs access the mezzanine and office space and area providing a view through a typical bin.

NY_Erie County_Spencer Kellogg & Sons Elevator _0017
View showing workhouse.

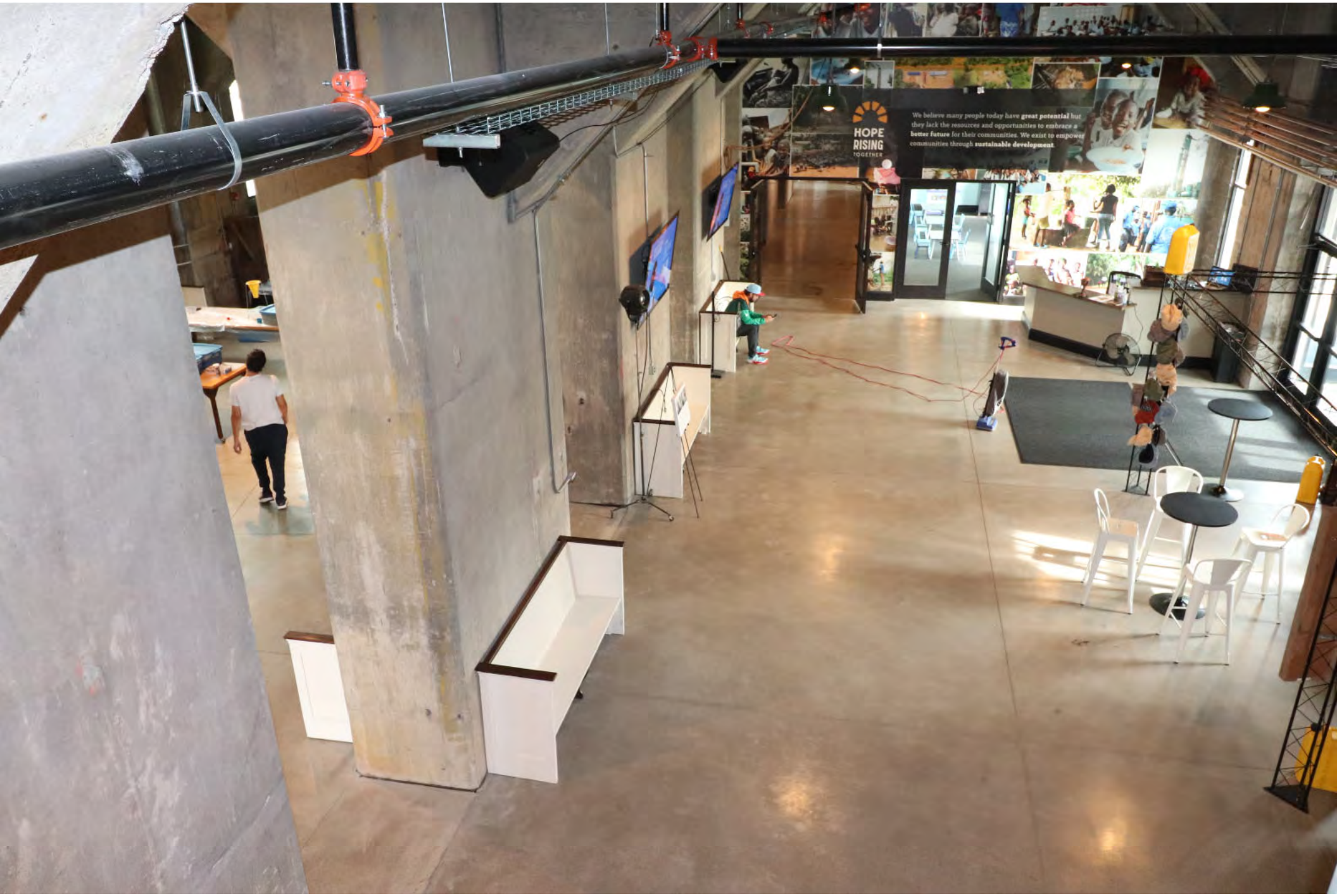

HOPE RISING SILO
395

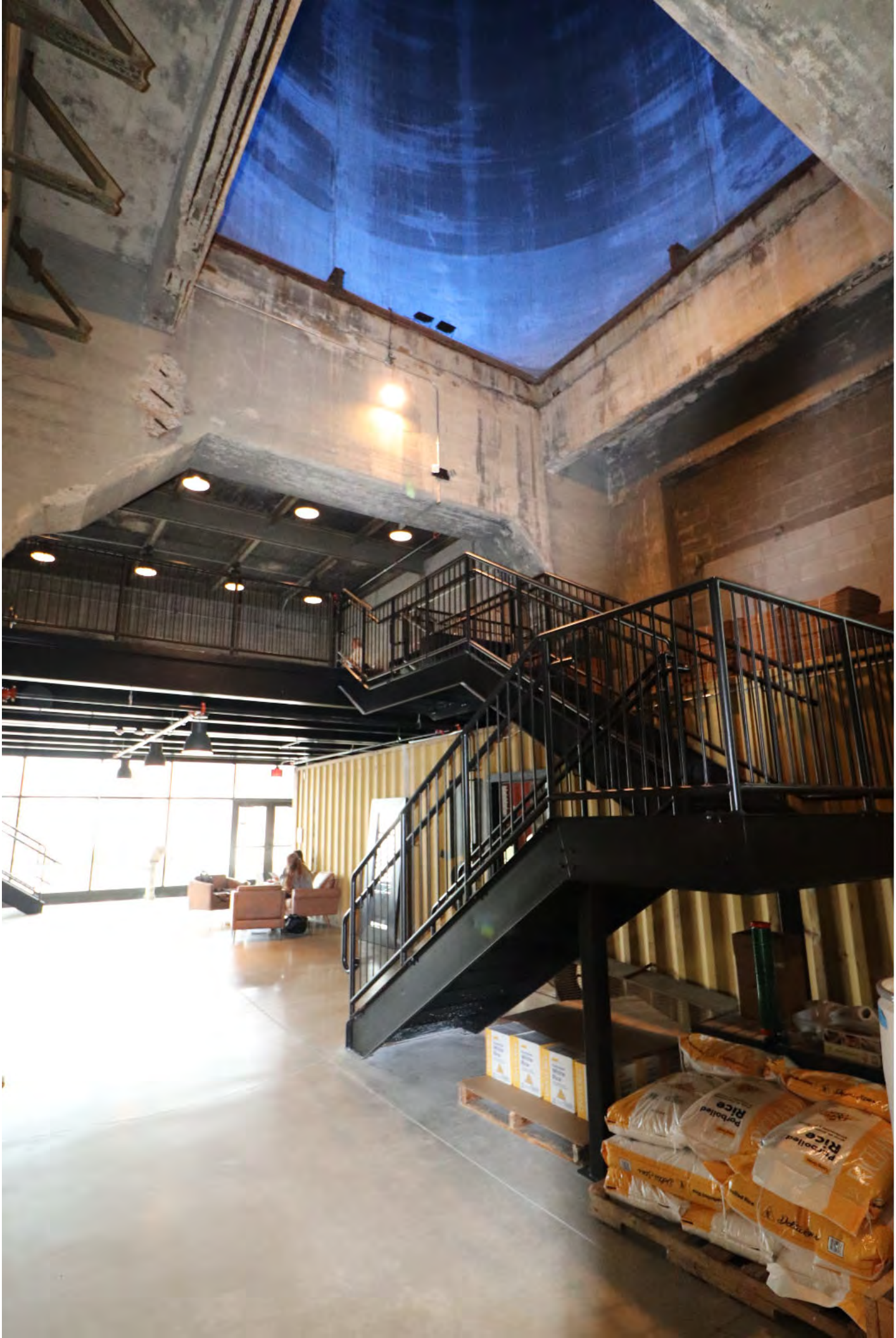

HOPE RISING SILO


EXIT




THE LOWER LIGHTS
BURNING


HOPE
RISING
TOGETHER
We believe many people today have great potential but they lack the resources and opportunities to embrace a better future for their communities. We exist to empower communities through sustainable development.


Parboiled
Rice