

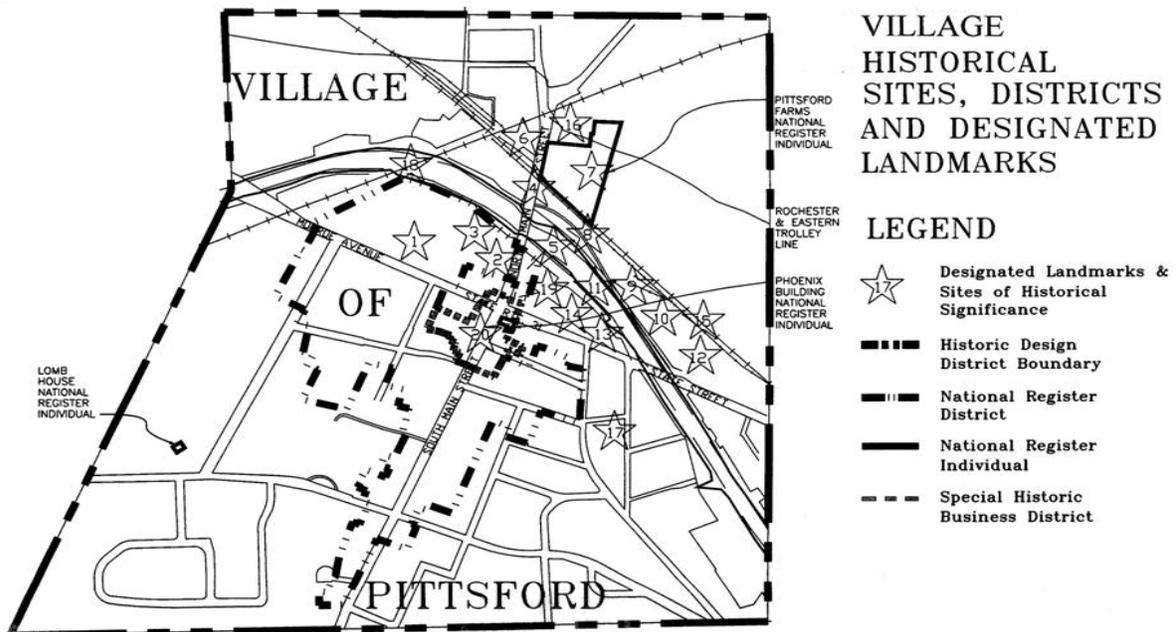
APPENDIX A HISTORICAL RESOURCES AND ASSETS

The Pittsford canal area is rich with history. This provides an excellent opportunity for the creation of an historical interpretation trail. Appropriately located placards could be used to identify historical sites along the canal and to explain how these sites relate or related to the canal. What follows is a brief description, moving along the canal from west to east, about each site that is a possible feature for an historical trail.

Village Historical Sites

(See [Village Historical Sites map](#))

- 1 Sylvanus Lathrop House - This elegant two-story brick federal style house was constructed in 1826 by early Pittsford entrepreneur, Sylvanus Lathrop. Distinctive elements of the house include elliptical gable end fan lights, carved stone lintels, and a highly detailed federal style entrance with ionic entrance porch. Lathrop made a fortune as the general contractor responsible for construction of the local section of the Erie Canal. Several years after construction of the canal was completed, Lathrop moved further west to Ohio. The ample size, refined proportions, and sophisticated architectural detailing of this house are evidence of the prosperity brought to Pittsford by the opening of the Erie Canal. As a result of the economic boom brought by the canal, the Village has been left with a legacy of many federal style structures.
- 1 Sam Hutchison/Brown House - This mid-nineteenth-century two-story wood



frame vernacular house was home to, Sam Hutchison, the proprietor of one of Pittsford's late-nineteenth-century canal businesses. Hutchison had the house remodeled and expanded by raising the roof and adding the Queen Anne style staggered saw-cut clapboard filling the gable end. Pittsford has retained a group of houses dating from the 1880's, which share similar gable end detailing and are believed to be the work of a single builder/carpenter. Two additional examples of this local style are located immediately across North Main Street between the Four Corners and the canal. The house has been faithfully restored to its original design configuration by the current owners, Mr. and Mrs. Glenn Brown.

3. Agate/Zornow House - Designed by Rochester architect, A. J. Warner, this large brick two-story hipped roof structure is the Village's most sophisticated Queen Anne style house. The house features a Medina sandstone coursed foundation and carved lintels. The gable ends occurring over two-story bays are clad with "beaver tail" red slate. Twin entrance porches with Eastlake style spindle work face the street. Double entrance doors lead to a large entrance hall with oak stair and stepped colored glass windows. The interior retains 11-foot high ceilings and high quality false graining. The house is set on nearly two acres of lawns bordering the canal. A small two-story wood frame vernacular tenant house, dating from the first quarter of the nineteenth century, is located at the rear of the property.

The house was constructed in 1887 for Pittsford businessman, John Agate. Agate, with his brother Will, operated a large and successful malt business and grist mill. The malt houses were located on the west side of North Main Street along the south bank of the Erie Canal. These buildings were destroyed during the turn-of-the-century canal widening project. The Hutchison and Zornow families, who have occupied this house during most of the twentieth century, also owned canal related businesses.

4. North Main Street Cottages - The four small wood-frame vernacular houses located immediately north of the canal on North Main Street date from the middle of the nineteenth century. The two houses located on the east side of the street retain distinctive Italianate style details including paired half-round windows and a bracketed entrance canopy. Although modest in size and simple in design, this group is significant as a remaining example of typical village housing from the mid-nineteenth-century.

Several of the homes have historic ties to the canal. The Lusk House at 31 North Main Street, now Colony House, served as a canal tavern for many years. The two houses located on the east side of North Main Street were owned by the Schoen family who operated a large produce and coal business on Schoen's Alley.

5. Port-of-Pittsford Park - This concrete mooring wall was constructed at the beginning of the twentieth century as part of New York State's canal widening project. Each community along the canal was provided with a port suitable for the docking of barges. Pittsford's port was most active during the 1930s and 1940s when it was used by Ted Zornow as a coaling station for canal tugboats. The Town of Pittsford created the current park during the mid-1970s.
6. New York Central Railroad Depot - These fine twin structures served Pittsford until 1959 when passenger service was discontinued and this rail line became a freight spur. The hipped roof brick building served as the passenger terminal and was constructed in 1860 following New York Central's standard terminal design. This structure retains many original elements of its beaded board interior. The gabled wood frame freight terminal was constructed at the turn-of-the-century after an earlier building collapsed during a heavy snow.
7. Pittsford Farms - This National Register listed mid-nineteenth century farm estate is both architecturally and historically significant. The large wood frame two-story gabled main house is set on a small knoll and is surrounded by extensive park-like grounds. Italianate in style, the house features broad overhanging eaves supported by paired scroll brackets, paired half-round windows, and tall floor-to-ceiling windows opening to an elaborate bracketed porch. Cast iron statuary, a circular drive, and the gothic revival cast iron fence mounted on a stone retaining wall at the front of the site show the influence of the mid-nineteenth-century Rural Landscape Movement. The farm retains a significant collection of agricultural outbuildings.

The main house was originally constructed in 1814 By Samuel Hildreth, an early Pittsford merchant and the operator of a large stagecoach network which traversed western New York. Hildreth's stables were located just south of the house but were destroyed when the railroad was constructed in 1834.

The present appearance of the property is due to Jarvis Lord, who purchased the farm in the 1860s. Lord, a prominent politician and entrepreneur, profited from the reconstruction of the Great Embankment during the 1850's

In 1888 the farm was sold to Frank and Estelle Hawley. During the Hawleys' ownership the farm gained national recognition for its outstanding herds of Jersey cattle and Shetland ponies. The Hawleys also began the dairy which today is Pittsford's oldest business.

The 200-acre farm was sold to the Ted Zornow in 1946 and remains a family operation. The farmstead and dairy are owned by Zornow's son-in-law, Charles Corby. The bulk of the farmland is owned by Roger Powers, another son-in-law of Zornow. The development rights for most of Power's portion of the property are part of the purchase by the Town of Pittsford to assure their preservation as agricultural open space.

8. Schoen Complex - This group of former warehouses, sheds, and a coal storage silo is located at the western end of Schoen Place. In the early 1900's, the coal tower in Schoen Place serviced canal boats and the community. These simple wood frame vernacular structures are architecturally and historically significant. The coal tower, due to its size, is one of Pittsford's important visual landmarks. The historic canal warehouse district along Schoen Place is one of the Village's most unique assets.

The Schoen Brothers business was begun in the nineteenth century selling seed as well as farmer's and builder's supplies. The site also included an apple dry house. The dry house operations consisted of peeling, cutting, coring and drying apples to preserve them. Pittsford was an important fruit growing area in the first decades of the twentieth century and apple drying was a flourishing business. Businesses such as this, based on agriculture and dependent on the canal or railroad for transportation, were the driving force behind the Village's economy in the nineteenth-century.

Early in the twentieth century the business's focus shifted toward the sales of coal. Customers included local home owners, businesses, and commercial tug operators on the canal. The coal tower was constructed in the 1920s. Coal was unloaded by conveyor from railroad cars into the silo. The coal was then fed through chutes into trucks parked below.

In the late 1960s Ted Collins bought the property to house his landscaping business. Several years later the landscaping business was moved to Mendon and Collins began renovating the buildings for use as retail shops and restaurants.

9. Pittsford Flour Mills - The flour mill and grain elevator are the most important character defining elements of Pittsford's canal waterfront. This complex consists of a three-story wood frame flourmill; a one-story rusticated concrete block warehouse, a 130-foot tall concrete grain elevator and several smaller tile and concrete silos. The flour mill was constructed next to the canal in the mid-nineteenth century. The building was expanded in the early twentieth century for additional production area and office space. The warehouse and silos were also completed at his time. The grain elevator was constructed in 1927. The complex was served by two rail sidings.

Flour milling, one of Pittsford's primary businesses in the nineteenth century, occurred on this until the 1930s. After the mill was sold by Grandin Vogt to Henry Perrigo early in this century, it was expanded and became an important regional producer of flour. The capacity of the mill which had been about 20 barrels a day was increased to over 1000 barrels per day.

Ted Zornow bought the complex in 1952 for use as part of his grain wholesaling business. Wheat, red kidney beans, oats and black beans from area farmers

were processed, bagged, and shipped by railroad to food processors throughout the eastern United States. This business continued to operate until 1997.

10. T. J. Zornow Inc. - This complex consists of five individual structures. The first two structures constructed on the site were the one-story stucco hipped roof office with truck scales and the large two-story flat- roofed bean warehouse located immediately behind. To the west are a one-story wood frame truck shed and wood frame steel-sided grain storage building. At the east end of the site is a nineteenth-century two-story wood frame mill moved from Geneseo in 1942. These buildings have an extremely high level of integrity and are an outstanding example of an early twentieth century rural agribusiness complex. Similar structures are rapidly disappearing from communities across New York State, so preservation of this structure through adaptive reuse should be a high priority.

Sam Hutchison moved to Pittsford from Mendon in 1886, bought George Wiltsie's canal warehouses and established a wholesale produce business. The canal widening project necessitated the demolition of Hutchison's warehouses located on the south bank of the canal east of North Main Street. Hutchison relocated the business to the east end of Schoen Place. The business included a large apple dry house which burned in 1923. The business was inherited by Sam's son Herbert who ran it until he was bankrupted during the depression of the 1930s. The warehouses were then purchased by Ted Zornow, Hutchison's son-in-law. Zornow established a grain and bean wholesale operation which continued to operate until 1997

11. Big Spring - A natural spring is located in the canal bed near the south bank opposite Newcomb Oil. During the winter the location of the spring is easily identified by presence of open water, usually crowded with wild ducks. The spring, which was known and used by Native Americans, attracted the Village's first settler, Israel Stone, who built a log cabin at the site in 1789

The pond was the source of a small creek which flows through Pittsford Farms on its way to Irondequoit Creek. In 1909 when the canal was widened, the spring was incorporated into the canal. At the insistence of the Hawley family, who used the creek to supply water for pastured livestock, New York State constructed a culvert running from the south bank of the canal to the north side of the railroad bed. Today this creek feeds several irrigation ponds used by the Powers' farming operation.

12. Pittsford Lumberyard - Founded as Wadhams & Whitlock Lumber Dealers, this business was originally located south of State Street between Boughton Avenue and the canal. The canal widening of 1911 forced the business to relocate to the east end of Schoen Place. The lumberyard continued to operate until 1972 when a fire destroyed the larger lumber sheds and inventory. Over the following

ten years owner John Mason renovated the remaining buildings and constructed several new buildings to create the Northfield Commons retail area.

13. Stone-Plumb-Newcomb House - This two and one-half story gabled wood frame house is thought to be one of the oldest surviving structures in the Village. The general proportions of the house's main block, the 12 over 12 double hung sashes, the plan configuration, timber frame construction, low ceiling heights and large cellar cooking fireplace all suggest the house was constructed during the first quarter of the nineteenth century. The heavy Greek revival detailing found at the porch and main cornice is the result of a 1840s remodeling.

The first structure erected in Pittsford Village was a log cabin constructed on the site of the current house by Israel Stone in 1789. The present house is believed to be a replacement of the original cabin but the exact date of construction is not known.

In 1845 the house was purchased by the Plumb family. Mr. Plumb was an English immigrant and successful farmer. In addition to remodeling the house, the Plumbs established extensive gardens on the property which were destroyed by the 1910-1912 canal enlargement projects. The Plumb farm extended from this house to include most of the east end of what are now Schoen Place as well as about fifty acres of what today is the Powers Farm. The altering of the Erie Canal route through the Village in the 1850's physically isolated the Plumb house from the Plumb F

14. Plumb's Lane Cottages - These two small vernacular houses, located on the south bank of the canal, were moved to their current site during the first quarter of the twentieth-century. The larger two- and one-half-story house was moved from North Main Street to allow for expansion of the canal in 1910. Prior to the canal enlargement, Plumb's lane was a pleasant tree shaded dirt lane running along the south bank of the canal between North Main Street and State Street. The smaller one and one-half-story house was moved in 1925 from State Street to make room for a gas station which today is the Oak Orchard Canoe building. Both structures are good examples of late- nineteenth-century modest village housing. During the 1980's the houses had become deteriorated and the owner applied for a demolition permit to allow development of a carpet store on the site. Because the Village Architectural and Preservation Review Board denied the demolition permit, the houses were sensitively renovated for commercial use.
15. Rochester & Eastern Trolley Line - The Rochester & Eastern Railway, an electric trolley route from Rochester, opened a station in Pittsford in 1904. From Pittsford, the route ran east through Victor and Canandaigua to Geneva. Pittsford's station was located on the east side of North Main Street in the structure presently housing The Pittsford Pub and Ciao. The route through Pittsford entered the Village just north of the Pickle Factory at the northwest

corner of the Village. From there the tracks ran between Elm and Line Streets to North Main Street. From the station the tracks ran east through the pastures of Pittsford Farms toward Bushnell's Basin.

The trolley was heavily used by Pittsford residents who worked in Rochester and was partly responsible for the suburban development which began to occur on the fringes of the Village as well as other areas within the Town of Pittsford. In addition to passengers the trolley carried fruit, perishable express items, and package freight. Due largely to the increase in automobile ownership, trolley service was discontinued in 1931.

As late as the 1950s mail was drawn by hand cart from the station up the hill to the Post Office located on South Main Street. In 1963 the abandoned structures were joined by a contemporary link and converted into a restaurant. Freight rail service was entirely discontinued in the mid-1980s and the railroad tracks were removed. The historic integrity of these structures is currently threatened by neglect and proposed historically inappropriate alterations.

16. Boughton Avenue Neighborhood - This historic neighborhood consists of modest vernacular two-story single family wood frame houses dating from the mid-nineteenth-century to the first two decades of the twentieth century. The Italianate, Queen Anne, Colonial Revival and Four-Square styles are all well represented in the area.

The original route of the Erie canal ran between South Street and what is now Boughton Avenue. The route is still visible today in the form of a depression in the backyards of houses in this area. After the canal was rerouted to the east around 1850, this area was sold off for lots. Like many communities along the canal, Pittsford experienced a wave of Irish immigrants during the middle of the nineteenth-century. Many Irish canal workers settled in this area, earning the neighborhood the nickname of "Little Dublin." The growing Irish community led to the establishment of the Saint Louis Roman Catholic Parish which was originally housed in a church on State Street. Through the first half of the twentieth century this neighborhood remained a working class area. Over the last thirty years new residents have renovated most of the homes in the area making the Boughton Avenue area one of the Village's most attractive neighborhoods. Today this area has special significance as a rare surviving example of a rural mid-nineteenth-century working class neighborhood retaining a high level of architectural integrity.

17. New York West Shore & Buffalo Railroad - Pittsford's second rail line opened in 1883. This line was also soon acquired by the New York Central Railroad. Constructing the line required building a significant embankment through the northern section of the Village. The North Main Street bridge was constructed in 1905 using abutments built of large blocks of highly fossiliferous locally quarried Penfield Dolomite. The double-span steel truss canal trestle was

constructed during 1911-1912 during the widening of the canal. A freight and passenger terminal was located off Monroe Avenue at the current site of Talbots. Originally the line consisted of a double track. Today this line remains very active averaging 10-20 trains per day. It is part of the Conrail network and serves both local freight and as the mainline bypass around the Rochester freight yard.

18. Thirsty's Tavern - The two-story brick gabled Thirsty's building dates from the first half of the nineteenth-century. Although altered with an early twentieth-century storefront addition, this structure retains an elliptical gable window and original proportions at the second floor and eaves. This structure was built as a house and originally had an appearance similar to the Canandaigua National Bank building, located a few doors down the street.

For many years Pittsford was known as the Town with six churches and six saloons. Like many rural canal communities, Pittsford was far less genteel than today's observer might suspect. Street brawls were not uncommon, particularly between crews of different canal boats.

As Pittsford has grown to become a suburban residential community, most of the bars have disappeared. Of Pittsford's historic tavern locations, only the present site of Thirsty's remains a bar today

19. Phoenix Hotel - This three-story step gabled brick hotel is one of Western New York's most important remaining works of Federal style architecture. This well proportioned building features regularly spaced six over six windows with cut stone lintels and sills. A recessed arcade of elliptical arches frames the windows and doors at the first floor. An half-round fanlight is located at the gable end. The Federal style entrance with leaded transom and side lights is a reconstruction of the original. The building retains an original ballroom at the third floor with coved plaster ceiling.

Pittsford was the site of several early inns because of its location on the primary road between Rochester and Canandaigua and because a large stage coach company operated out of the settlement. The Phoenix Hotel was built to replace an earlier hotel which had burned. The structure's relatively large size anticipated the growth in business due to the opening of the Erie Canal. In the 1830's railroads, began to replace



The Phoenix building

the canal as the primary means of passenger transportation. Pittsford's location on a busy rail line continued to provide a steady stream of hotel guests. The Phoenix, later known as the Pittsford Inn, was one of three operating hotels

Pittsford retained until the first quarter of the twentieth-century when the rise of the automobile eliminated much of the need for lodging in small towns. Over the next fifty years the building served alternately as a popular restaurant and tavern.

During the 1950's, a new gasoline service station was constructed up against the main facade of the old Phoenix Hotel. As a result residents started to become concerned about the future of the building and the Village. Soon after the construction of the gas station, the building burned and remained vacant for several years.

Although in dilapidated condition, the loss of this building would have irreparably changed Pittsford. Fortunately, at a time when preservation was extremely uncommon in our area, the local newspaper publisher, Andrew Wolfe, bought and painstakingly restored the building for use as the offices of his publishing company. The restoration of the Phoenix building demonstrated that preservation offered a viable alternative to demolition and new construction. Perhaps more importantly it helped the entire community realize the potential it could accomplish through preservation.

Town Historical Sites

(See [Town Historical Sites map](#))

1. The Widewaters Turning Basin - in this area just west of lock 32 the wooden hulls of abandoned barges are completely visible in the winter when the canal is drained, and partially visible in the summer.
2. Schuyler's Farm and Lomb's Wood - the former route of the canal is visible as a line of giant willow trees that have grown in the soil filling the old canal bed. The line runs across the Schuyler farm and east to the boundary of Lomb's woods near Sutherland High School.
3. The Odenbach Boat Works - during WWII the abandoned branch of the canal between the new route and lock 62 was used to build landing craft. The boats were then floated to New York City for use overseas.
4. Lock 62 - one of very few double locks, this lock was built between 1855 and 1857 during the first canal expansion. The width was doubled to handle two-way traffic between 1869 and 1873. This lock is 18 feet wide by 110 feet long, and has a depth of 7 feet over the sill.



5. The Spring House (3001 Monroe Avenue) - originally called the “Spring House Canal Inn and Spa”, this structure was built in the 1820's as an elegant inn to take advantage of the spa and natural medicinal springs (now dormant) which existed in what is now the Oak Hill Country Club golf course.
6. Cartersville - this area was a port on the old canal route where horse and mule teams were changed. The settlement also had a distillery and a canalside warehouse for flour, produce and whisky. There is an historic marker on East Street noting the site of this former community. Cartersville was originally a separate community, but Pittsford eventually grew to include it. This is where Simon Stone had his grist and sawmill. (See below) The Cartersville trail runs along the Great Embankment to Bushnell’s Basin.
7. Richardson-Jaeschke Mill Site - this grist mill and saw mill built in 1789 lies one mile east of Mitchell Road on the south side of the canal at Irondequoit creek. It is reputed to be the oldest mill site in Monroe County. The original mill was built by Simon Stone (one of Pittsford’s founders) to mill wheat and rye. In 1913 the canal enlargement displaced the site.
8. The Great Embankment - this point, where the canal passes over Irondequoit creek, is one of the most significant engineering feats of the entire canal. It was built in 1821 and 1822 to carry the canal across the 70 foot deep, one mile wide Irondequoit creek valley. It was enlarged in the 1850's and again in the early 1900's. To this date it is still the highest canal embankment in the world. It was created by adding soil between the natural surrounding hills of the Pittsford esker. This stretch of the canal can be isolated in the event of a break or leak by lowering flood gates at Cartersville and Bushnell’s Basin. Before the glacial era this stretch of Irondequoit creek, culminating in Irondequoit Bay was the path of the Genesee River.
9. Auburn Line - The Rochester & Auburn Railroad rail service arrived in Pittsford in 1837. The line reached Canandaigua in 1836 and Auburn in 1840. In 1853 it became a branch of the New York Central Railroad. Until other rail lines were established, the Auburn line served as the primary route between Rochester and New York City. Even when this line was superseded by the main line between Syracuse and Rochester it remained a very busy secondary route with as many as 17 passenger trains a day during the 1890s. Even as late as the 1950s six-passenger trains and a local freight ran every day on this route. The rail line



became the primary means of shipping for Village industries. Numerous rail sidings were developed through the Village. Until World War II passenger service remained one of Village residents' primary means of travel.

The rail road tracks were removed in the mid-nineteen eighties. Since that time, most visible signs of this rail line have disappeared. However the historic economic importance of this line should not be overlooked. During the nineteenth century and early twentieth century the railroad provided efficient transportation for Pittsford's agriculture related industries sustaining the community's economy. As a result Pittsford enjoyed prosperity and slow steady growth, while neighboring canal communities, such as Bushnell's Basin, shrank or disappeared altogether once the initial boom from the canal was over.



Abandoned trestle from the former Auburn and Rochester rail line

10. New York State Department of Transportation/NYS Canal Corporation - Canal Boat Maintenance Facility The NYSDOT/Canal Corporation facility houses the storage maintenance facility for the historic canal boats used by the Canal Corporation for operations and bridge inspections on the canal.