

BRIAN HIGGINS  
26TH DISTRICT, NEW YORK

COMMITTEE ON WAYS AND MEANS  
SUBCOMMITTEE ON HEALTH  
SUBCOMMITTEE ON TRADE  
SUBCOMMITTEE ON SOCIAL SECURITY

COMMITTEE ON THE BUDGET

ASSISTANT WHIP

Congress of the United States  
House of Representatives  
Washington, DC 20515-3226

2459 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-3306  
(202) 226-0347 (FAX)

726 EXCHANGE STREET  
SUITE 601  
BUFFALO, NY 14210  
(716) 852-3501  
(716) 852-3929 (FAX)

800 MAIN STREET  
SUITE 3C  
NIAGARA FALLS, NY 14301  
(716) 282-1274  
(716) 282-2479 (FAX)  
[higgins.house.gov](http://higgins.house.gov)

July 12, 2023

Hon. Charles F. Sams III  
Director  
National Park Service  
1849 C St., NW  
Washington, DC 20240

**Re: National Register of Historic Places listing for DL&W Train Shed, Buffalo, NY**

Dear Mr. Sams:

It has been conveyed to me that the New York State Historic Preservation Office has submitted the DL&W Train Shed in Buffalo, NY to the National Park Service for listing on the National Register of Historic Places. I am pleased to write to convey my support for this submission.

Designed by Kenneth Murchison pursuant to the patented structural innovations of Lincoln Bush, the Train Shed is distinguished by rare, significantly intact and then-novel design elements that were subsequently broadly mimicked nationally and internationally, qualifying the structure for listing under Criterion C.

In an age when rail was the principal mode of intercity travel in the U.S., this building was the western terminus of the 4<sup>th</sup> busiest U.S. railroad by passenger traffic<sup>1</sup> and a critical, high-volume link between east coast and midwestern commerce, and between the rail and marine modes of travel. On its face, this constitutes a “significant contribution to the broad patterns of U.S. history” qualifying the structure for listing under Criterion A.

The proposed project will be a critical lynchpin to the revitalization of Buffalo’s downtown waterfront. It will expand access to transit and foster robust transit-oriented development. Given the significance of this monument to early 20<sup>th</sup> century US transportation progress, the site poses unique challenges and development costs, and will remain half-vacant, inaccessible and endangered if the resources of the Historic Revitalization Tax Credit Program are not brought to bear. As a member of the House of Representatives’ Committee on Ways and Means, which is the committee of jurisdiction for Historic Tax Credits, I have been a leading advocate for the growth and development of this program. The re-development of the DL&W Train Shed in Buffalo, NY is precisely the type of project that Congress intended to support as it provided authorizations and

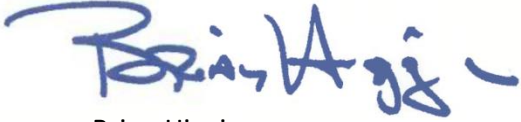
---

<sup>1</sup> ICC, *Statistics of Railways in the U.S.*, 1920, p. 11.

appropriations for the program over the course of the program's development. Again, I am pleased to support this submission.

Thank you very much for your consideration and for your leadership in the preservation of the historic resources of the United States.

Sincerely,

A handwritten signature in blue ink that reads "Brian Higgins" with a stylized flourish at the end.

Brian Higgins  
Member of Congress