

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Salisbury Railroad Corridor Historic District

and/or common

2. Location

portions of East Council, Liberty, Kerr, Cemetery,
street & number Franklin, Lee and Depot streets not for publication

city, town Salisbury vicinity of

state North Carolina code 037 county Rowan code 159

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residences
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: warehouse

4. Owner of Property

name Multiple Owners

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds, County Office Building

street & number Main Street

city, town Salisbury state North Carolina

6. Representation in Existing Surveys

Davyd Foard Hood
title The Architecture of Rowan County has this property been determined eligible? yes no

date federal state county local

depository for survey records Survey and Planning Branch, Division of Archives and History

city, town Raleigh state North Carolina 27611

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Salisbury Railroad Corridor Historic District comprises twenty-three architecturally and historically significant buildings and one site, located along a rectangular, seven city block-long section of railroad tracks immediately south of the central business district of Salisbury, seat of Rowan County. The rail lines run approximately north-south and the district primarily carries along the west side of the tracks except for its extension on East Council and East Franklin streets. The district is bracketed at the south by the Salisbury Passenger Depot (#12, NR 1975) and at the north by the Old Freight Depot (#23), both constructed by the Southern Railway Company in 1907. The district includes portions of East Council, Liberty, Kerr, Cemetery, Franklin, Lee, and Depot streets. With the exception of the (former) Yadkin Hotel (#13), constructed in 1913 to serve the travelling public and now adaptively reused residentially as housing for the elderly, the district's structures were originally constructed for warehouse or commercial use and continue in those uses today. The structures are representative of the thriving commercial district which developed around the depots in the late nineteenth and early twentieth centuries. The district boundaries have been drawn to exclude residential construction to the south and east, a parking lot at the west, and retail and later warehouse construction at the north.

The eighteen pivotal and contributing structures in the district date primarily from the first two decades of the twentieth century. The five non-contributing or intrusive structures date from the 1950s; a non-contributing site, the Old Lutheran Cemetery, was established in 1768 and is the town's oldest public graveyard, site of Salisbury's first established church, and site of North Carolina's first Lutheran Church.

The district's structures range in size from the small one-story, two-bay R. B. Miller Building (#s 10 and 11), to the imposing five-story Yadkin Hotel (#13) which occupies most of a city block, and include a significant group of two-story buildings located in the 300 block of East Council Street (#s 3-8). Brick and stone are the predominant construction materials represented; a notable exception is the Old Freight Depot (#23), a rectangular frame building covered with weatherboards.

In their uses, this group of relatively unaltered buildings exhibit a remarkable sense of continuity: four of them have housed the same businesses for an average of seventy years each. The Cheerwine/Carolina Beverage Corporation Building (#7), is still in use by the same company which constructed it in 1913; the 1908 Saleeby Building (#8) is occupied in part today by a Saleeby family member engaged in their traditional wholesale produce business established there in 1917; saw mill machinery and parts are warehoused in and brokered from the Frick Building (#17) as they have been since the building was constructed c. 1905; and the Thomas & Howard Company wholesale grocery business has been headquartered in the striking two-story brick building at Lee and Franklin streets (#21) since c. 1931. Additionally, the Fisher-Thompson Hardware Company (#18) was located in its East Kerr Street building from 1925 until 1981; and both the passenger and freight depots continued in their original uses from 1907 until the mid-1970s. Currently the passenger depot is vacant, awaiting a planned adaptive reuse as a restaurant and shops; the freight depot is in use today as the "cash and carry" retail outlet for the nearby Thomas and Howard Company.

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There are a number of architecturally significant buildings in the district. The most notable is the Salisbury Southern Railway Passenger Depot designed by prominent southern architect, Frank P. Milburn (1868-1926). This impressive and intact example of the Spanish Mission style, constructed between 1907 and 1908, is one of the few surviving examples of Milburn's many public buildings in North Carolina, and one of the most architecturally ambitious railroad depots in the state. The brick depot extends the length of two city blocks, bounded by the railroad tracks, Council, Depot, and Kerr streets. A two-course water table divides the dark red brick base with its deeply raked joints, and the tan brick of the body of the building which is tightly laid with flush joints. The station is divided into two main blocks, both covered by an earthy red Spanish tile roof. The E-shaped fifteen-bay long main (southern) one-and-one half story block is dominated by a large three-and-one-half story square-in-section hip-roofed signal tower from which fanciful gargoyles project at each corner. Trios of tall round-arch windows set in blind arches light the tower. The depot's main block is also characterized by bold curvilinear gables, hip-roofed wall dormers, round-arch arcades protected by a pent roof, and a variety of window types including loosely interpreted Palladian types and one-over-one and two-over-two sash windows. The one-story, fourteen-bay long, three-bay deep northern block of the depot with broad overhanging eaves, houses administrative offices and storage rooms.

Located across Depot Street from the Passenger station, the five-story Yadkin Hotel (#13) is a handsome eclectically detailed building with a green Spanish tile roof, ornate gutters and elaborate metal brackets at the eaves, Flemish bond brick elevations, brick quoining on the first story, and stone window lintels. The busy elevations are punctuated with white accents including stuccoed corner blocks at the paired sash windows; a band of stucco near the eaves broken into panels by the brackets and further ornamented with diamond-shaped insets of red brick work; and, atop the paired second story windows, stuccoed blind arches centered with diamond-shaped red brick work and white key stones. When the former hotel was rehabilitated for use as housing for the elderly in 1981, the interior was gutted and a 1923 two-story annex was razed.

The yellow brick main elevation of the two-story Cheerwine/Carolina Beverage Corporation Building at 322 East Council Street (#7) exhibits a striking two-part arrangement accentuated by a pair of tall stone-coped triangular parapets. Granite quoins enframe the large single bays on the first story and rise to a molded stone cornice. The cornice acts as a base for the symmetrical four-bay division on the second story, where a series of tall, stone-accented, blind arches contain paired one-over-one sash windows topped by a multi-pane transom. Above, the false parapets are each ornamented by a trio of stone-accented fixed windows with decorative criss-cross muntins.

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A characteristic decorative element of early twentieth century commercial buildings is fine, corbelled brickwork at the eaves. Good examples of this are seen on the Saleeby Building (#8), located at 310 East Council Street at the railroad tracks, where corbelling is used also to unify the eaves of the one-and-one-half-story portions of the building; and the R. B. Miller Building (#s 10 and 11), constructed c. 1910 directly across the tracks from the passenger station, which is comprised of two adjoining small one-story brick buildings ornamented by corbelled eaves and elevations laid up on one-to-six bond with a header course of a decorative darker brick. Robust corbelling is seen in the triangular parapet and water table of the c. 1910 Thomas and Howard Company building (#21). The main elevation of the one-story Frick Building (#17) is dominated by twin projecting gable fronts with large arched window openings with corbelled arch and label stops. The arches were bricked in recently, and the original windows replaced by metal-trimmed projecting windows.

More utilitarian, less ornamented, buildings in the district include the (former) Livery Stable (#1), constructed c. 1915 a short distance north of and across the tracks from the passenger station, with rock-faced concrete block elevations and a simple stepped parapet; the 1910 Boyden-Overman Company Cotton Warehouse (#19), adjacent to the northwest side of the railroad tracks between Kerr and Cemetery streets, features a pair of large arched openings in the plain one-story rectangular brick building; the Old Freight Depot, with large triangular wooden brackets serving a functional as well as decorative purpose by supporting very wide overhanging eaves which shelter the loading docks extending the length of the one-story, eight-bay gable-roofed structure.

The Old Lutheran Cemetery (#20), a peaceful grass-covered park enclosed by a low brick wall and shaded by large trees, provides an interesting contrast to the business and commercial activities of the Railroad Corridor District. Located at the heart of the oldest section of Salisbury, the cemetery, a non-contributing site, covers an entire city block adjacent to the railroad tracks and otherwise bounded by Lee, Cemetery and Franklin streets. It is the town's oldest public burying ground and contains the graves of many of the town's earliest citizens. The approximately 300 stone monuments are in the form of tables, tablets, urns and obelisks and are ornamented with typical carved funerary art. One of the most impressive stones is the Greek Revival style heavy fluted column with urn marking the grave of lawyer and congressman, Archibald Henderson (1768-1822).

The district's three non-contributing buildings (#s 14, 15, 16) were constructed c. 1950 and are compatible with the district's other buildings in scale, materials and uses. The two intrusions are a c. 1950 one-story, one-bay cinder block building (#9) which serves as an office for an aluminum can recycling operation; and a small rectangular one-story frame storage building (#22) with a gasoline pump used to fuel salesmen's cars for the neighboring Thomas and Howard Company. The intrusions are small in size and impact and do not detract from the district as a whole.

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Inventory List

Whenever possible specific sources for information on individual buildings are indicated in parentheses at the end of the entries. Some of the sources are noted by complete name, but many are coded. The key to the coded source is as follows:

- SM - Sanborn Insurance Maps. Complete Salisbury series located in the North Carolina Collection at the University of North Carolina, Chapel Hill. Series includes maps for 1885, 1890, 1896, 1902, 1907, 1913, 1922 and 1931. There are also some revised maps updated until about 1961 (revisions undated) by the Salisbury Planning Department and located there.
- JSB - James S. Brawley, a noted local historian wrote or edited several histories of Salisbury and/or Rowan County. Since the same information on the businesses or buildings in the district is often repeated, no distinction has been made between the volumes. The works consulted include: Rowan County: A Brief History (Raleigh: Department of Archives and History, 1977); The Rowan Story 1753-1953: A Narrative History of Rowan County (Salisbury: Rowan Printing Company, 1953); Old Rowan Views and Sketches (Salisbury: Rowan Printing Company, n.d.); Salisbury Renaissance (Salisbury: Historic Salisbury Foundation, 1981.)
- McC - McCubbins Files. Several filing cabinets full of vertical files containing newspaper clippings, photographs, maps, etc. compiled by Mrs. Mamie McCubbins located in the Edith M. Clark History Room of the Rowan Public Library, Salisbury.
- CD - City Directory, 1924-25 edition. Located Duke University Library, Durham, N.C.
- NR - National Register nomination forms for the Salisbury Historic District; the Southern Railroad Passenger Depot; and the Yadkin Hotel (not submitted). Located Survey and Planning Branch, N.C. Division of Archives and History, Raleigh.
- AH - Archives and History, Raleigh, N.C. Inventory files from the mid-1970s to the present on deposit with the Survey and Planning Branch, Raleigh; see also the inventory publication by Davyd Foard Hood, The Architecture of Rowan County: A Catalogue and History of Surviving 18th, 19th and Early 20th Century Structures (Salisbury: Rowan County Historic Properties Commission, 1983).
- SK - Skyland, magazine published December, 1913. Extensive article on Salisbury's business enterprises, entitled "Salisbury's the Place."
- JR - Jethro Rumble, A History of Rowan County (Salisbury: J. J. Bruner, 1881).

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The following inventory list includes all properties located within the Salisbury Railroad Corridor Historic District, keyed by number to the inventory map.

Assessment: All properties are coded by letter as to their relative significance within the district, and these assessments are in turn, coded on the inventory map. The following is the assessment key:

- P - Pivotal Those properties which, because of their historical, architectural and/or cultural characteristics, play a primary, central or pivotal role in establishing the qualities for which the district is significant.
- C - Contributing Those properties which, while not pivotal, are supportive of, and contribute to the historical, architectural and/or cultural characteristics for which the district is significant.
- NC - Non-contributing Those properties which have neither an especially positive nor an especially negative impact on the general characteristics of the district. They may be similar in form, height, and materials to contributing buildings in the district, but cannot be considered contributing because of the date of construction or radical alterations (in the case of buildings which meet the 50 year age criterion.)
- I - Intrusive Those properties which have a definite negative impact on the historical, architectural and/or cultural characteristics for which the district is significant.
- PL - Parking Lot

There are twenty-three buildings and one site in the Salisbury Railroad Corridor District. Of these, eighteen contribute to the overall significance/character of the district; there are five non-contributing elements in the district.

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1. (former) Livery Stable
300 East Council Street at the railroad tracks
c. 1915
C

This one-story, rectangular building, constructed with coursed rock-faced concrete blocks, was built between 1913 and 1922 for use as a livery stable which served the passenger depot and the Yadkin Hotel, (#s 12 and 13) both located a short distance north across the railroad tracks. The main elevation is dominated by a stepped false parapet which conceals the low-pitched metal-clad roof, and by large metal double entrance doors. By 1931 the building was used for automobile storage. Later it was owned by Salisbury Engineering Company and used as a machine shop. The building is currently vacant.
(SM)

2. Warehouse
300 block East Council Street (at the rear of 303-315 East Council Street, #s 3-6)
c. 1925
C

One of a number of warehouses and wholesale grocery outlets located near the railroad tracks on East Council Street, this small, one-story red brick, flat-roofed warehouse was constructed between 1922 and 1931. According to Sanborn maps, the building was originally used as a warehouse for "banana sales" and it was later used as a lime and cement warehouse (owners/companies unknown). The elevations are laid up in one-to-six common bond brick. The main elevation is curved to accommodate the adjacent short, curved railroad siding. The main entrance door has been replaced on this otherwise little-altered, but deteriorated, building. (SM)

This group of four adjoining buildings (#s 3-6) which originally housed a variety of food distributorships and manufacturers, has been occupied by a tire and auto parts store since 1984. These buildings from north or south are:

3. Chapin-Sacks Building
303 East Council Street
1921
C

This handsome two-story brick commercial building with elevations laid up in one-to-six bond, was constructed in 1921 to house the Chapin-Sacks Ice Cream Factory. The most prominent features of the five-bay building are the full-width robust, molded stone cornice; stone lintels and sills of the (replacement) casement windows; main entrance with transom and sidelights; and the curved

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northwest (right) elevation which echoes the curve of the adjacent railroad siding. This curved elevation retains the original multi-pane metal-trimmed projecting windows. The building's brick eave, damaged by train vibrations, has been rebuilt. A loading dock is located at the rear of the building. The 1924 Salisbury City Directory features a display advertisement for the Chapin-Sacks Corporation which manufactured "The Velvet Kind of Ice Cream." The April 8, 1923 edition of the Salisbury Sunday Observer describes Chapin-Sacks' product as "the cream of the creams" and goes on to note that the company, which "has plants from Virginia to Florida, including six in North Carolina," opened its Salisbury plant on April 1, 1921. This article is illustrated by a photograph of the building's curved elevation. The 1931 Sanborn Map indicates that the Chapin-Sacks factory was replaced (or the name was changed?) by the Southern Dairy Company Ice Cream Factory. (SM, CD)

4. Wholesale Commercial Building
309 East Council Street
c. 1922
C

Constructed by 1922 to house a "wholesale meat packers" operation, this two-story, four-bay red brick building features a stone-coped, pointed and crenelated parapet, and a robust full-width molded stone cornice which matches and extends the cornice of the adjacent building. Stone is also used to accent the window lintels and sills. The first story is lit by a trio of two-over-two sash windows, with a quartet of two-over-two sash windows lighting the second story. A fifteen-light transom tops the main entrance; to the south (left) of the main entrance is a later addition of a garage door. (SM)

5. Wholesale Commercial Building
313 East Council Street
c. 1930
C

Sanborn Maps indicate this two-story brick building was constructed by 1931 and originally housed a wholesale meat packing company. (It is not known if construction of this building represented an expansion of the meat packing company next door at 309 East Council, which continued in operation.) This building has been altered by the installation of a garage door at the north and a replacement metal main entrance door flanked by a twenty-four light fixed window. The red brick elevations are laid up in one-to-six common bond with modest corbelling at the eave. According to a revised, undated Sanborn Map, a luggage manufacturer was later located in this building and in the one next door (south) at 315 East Council Street. (SM)

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6. Peeler Company Building
315 East Council Street
c. 1915
C

This two-story, six-bay brick building was constructed between 1913 and 1922 and housed a "wholesale grocery dealer." According to the 1924 City Directory, the Peeler Company, wholesale grocers, was located here. The December, 1913 issue of Skyland mentions that the Peeler Grain and Commission Company was among a sizeable list of Salisbury businesses doing "a lucrative business." On the main elevation, this building retains the original two-over-two sash windows on the second floor; these windows are set in segmental arches and the six-bay divisions are defined by simple brick pilasters. The first story has four (replacement) twelve-light casement windows, set in segmental arches, which flank the double door main entrance. The southeast (left) side elevation is unaltered and displays large, and smaller, paired two-over-two sash windows and a door set in a segmental arch. The building is set a little farther back from the sidewalk than the adjoining structures. A full-width shallow wooden loading dock extends across the main elevation; a smaller loading dock is located at the rear. (SM, SK, CD)

7. Cheerwine/Carolina Beverage Corporation Building
322 East Council Street
1913
P

One of the most architecturally distinguished of the surviving early twentieth century commercial and manufacturing businesses located near the railroad depot, this substantial two-story brick building was erected in 1913-1914 by Leo Wallace who leased it to the Mint-Cola Company, incorporated in 1913 by Harold Allan Rouzer, H. B. Smith and others. The bottling plant operated for a brief time in the present R. B. Miller Building (#s 10 and 11) before the business moved a short distance south to the newly erected plant at 322 East Council Street. The new bottling plant, which produced 360 cases of the soft drink per day, opened in February, 1914 under the direction of company president, L. D. Peeler. Sugar was difficult to obtain during the first World War years and the soft drink business nearly foundered. Mint-Cola's formula was changed by the addition of a fruit flavor and the product was renamed "Cheerwine." The company was reorganized as the Carolina Beverage Corporation, with the local franchise remaining the Piedmont Cheerwine Bottling Company. The new soft drink achieved a wide market in North and South Carolina. Today the company is operated by L. D. Peeler's son, Cliff, and the product is distributed throughout the southeastern United States. The main bottling plant is now located on Klumac Road in Salisbury, and the Council Street building is used for storage and as a paint shop for the company trucks.

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The yellow brick main elevation of the Cheerwine Building has a two-part arrangement accentuated by a pair of false stone-coped triangular parapets crowning the roofline. Granite quoins enframe the large single bays on the first story and rise to the molded stone cornice. The cornice acts as the base for the symmetrical four-bay division on the second story, where a series of tall, stone-accented, blind arches contain paired one-over-one sash windows set below a multi-pane transom. The false parapets are each ornamented with a trio of stone-accented small windows whose muntins form a criss-cross pattern. The side elevations, laid up in one-to-six common bond red brick, are pierced by single and paired window openings set in segmental arches, as well as by the original doors which are composed of beaded, diagonal and horizontal panels.

Adjoining the Cheerwine Building at the east (right) is a c. 1935 one-story, two-bay red brick addition which served as a garage and warehouse for the company's delivery trucks. Twin concrete-coped stepped parapets echo, on a more modest scale, the parapets of the Cheerwine Building. A simple recessed brick panel outlined by a soldier course decorates each parapet. A replacement garage door is located in the left bay and the right bay is composed of a large window and a glass and wood door. (AH, McC, SM, SK)

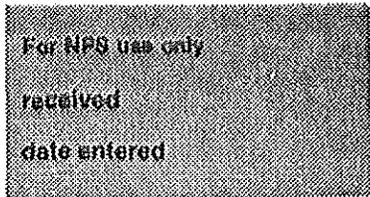
8. Saleeby Building
310 East Council Street at the railroad tracks
1908
C

During the 1880s this large lot, in a prime location adjacent to the railroad tracks opposite the depot, was the site of Merony Brothers Agricultural Works; this complex included a corn mill, planing mill, machinery and wood shop, foundry and lumber warehouse. By 1902 the planing mill was vacant, and by 1907 the area had been cleared. The Sanborn Map for that year indicates the outline of the unit of one- and two-story red brick buildings "to be built." By 1913 the following businesses (from north to south) were operating there: Peeler Grain Provision Company (which later moved across the street to 315 East Council, #6); Swift and Company Meats; Coca-Cola Bottling Company; and an unnamed "machine shop." The 1922 map is the same, except that the bottling company's place was then occupied by "machinery storage." By 1924 the Owen Wholesale Produce Company had replaced the Peeler Company and the Saleeby Distributing Company, wholesale produce, was headquartered here and operated by Abdalah B. Saleeby. A prominent feature of the building's main elevation eave today, is a large full-width painted sign, decorated with banana bunches, for "Saleeby Distributing Company."

According to his son, Albert, Abdalah B. Saleeby immigrated to the United States from his native Lebanon in 1911. A stone mason by trade, Saleeby was on his way from New Hampshire to Texas that year, when his train had a stop-over in Salisbury. Saleeby walked around town during the delay and "liked the look of

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the town" so much that he missed his train and decided to stay in Salisbury. He courted, and soon married a cousin who was then living with her parents in Greensboro. Mr. and Mrs. Saleeby first operated a candy store on Main Street in Salisbury, before expanding into the wholesale fruit and produce business. About 1917 he opened his produce store on East Council and remained in that location until 1955. Today Eli Saleeby, a distant cousin, continues the family tradition and operates a potato bagging plant there. Albert Saleeby recalled that this area on East Council Street near the passenger depot was a "real farmer's market" and a shopping area for Salisbury's retail merchants who supplied their stores from the wholesale fruit, produce, meat, and dairy dealerships located there.

Decorative corbelled brick work enlivens the eave of the two-story section, and similar brick work extends across and unifies the eaves of the one-and-one-half story portion of the building extending to the south. In addition to the Saleeby sign on the main elevation, other faded, painted signs of businesses formerly located in the building remain on the north (side) elevation; these advertise tractors, power tools and Coca-Cola. An unsympathetic one-story flat-roof brick addition, c. 1960?, is attached to the main elevation of the two-story section, obscuring the original main entrance; some original two-over-two segmental arched sash windows remain visible on the second story. Several other windows are bricked over, as are some of the original loading bays. The north side and rear elevations are angled to conform to the curved railroad siding which lies immediately to the rear of the building and extends to the rear of the neighboring Cheerwine Building (#7). (SM, McC, AH; telephone interview with Albert Saleeby, February 4, 1986).

- 9. Recycling Center
308 East Council Street
c. 1950?
I

This small, one-story, single-bay, flat-roofed cinder block building with large twelve-over-twelve sash windows currently serves as the office for an aluminum can recycling center operated by the Rowan Vocational Rehabilitation Center. According to the present tenant, the building has housed several businesses over the years including an office for cement sales (see #2) and an insurance office. The machinery which flattens the aluminum cans and spews them into a semi-trailer tractor is sheltered by an adjacent open, gable-roofed shed.

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10. R. B. Miller Building
& Southeast side of railroad tracks, opposite the Passenger Depot
11. c. 1910; c. 1930
P

These little-altered, adjoining, rectangular, one-story brick commercial buildings were an important part of the thriving commercial district which developed along and adjacent to the railroad depot and tracks in the late nineteenth and early twentieth centuries. They are located on the former site of a c. 1890 distillery and a c. 1902 farm implement warehouse. The building on the left (#11, northeast) was constructed first between 1907 and 1913, according to the Sanborn Maps, and in 1913 it housed the first Mint-Cola syrup manufacturing plant. The building was used for storage according to the 1922 map and was vacant in 1931. The adjoining building at the right (#10) appears for the first time on the 1931 Sanborn Map. Both buildings were used in later years by the R. B. Miller Company which dealt in wholesale fruits and vegetables. A faded sign painted on the main elevation of the newer building advertises "R. B. Miller & Co., Wholesale Vegetables, Modern Cold Storage." The buildings are currently vacant.

The elevations of both buildings are laid up in one-to-six bond with a header course of a decorative darker brick. Both feature corbelling at the eaves of the flat roofs, with the corbelling slightly more elaborate on the older building. The windows of the older building are set in segmental arches. A shallow wooden loading dock, set on replacement brick piers (one original cut stone pier remains), runs the full width of the buildings, as does the standing seam metal pent-roof porch supported by heavy triangular brackets. The original double door main entrances and brass door hardware remain intact. (SK, JSB, AH).

12. Salisbury Southern Railway Passenger Depot (NR, 1975)
Southeast side Depot Street, between Kerr and Council Streets
1907-1908
P

The Salisbury Southern Railroad Passenger Depot, designed by Frank Pierce Milburn and built in 1907-1908, is an excellent example of the Spanish Mission style, popular in the early twentieth century and an important reminder of the vital role of the railroad in the development of the town of Salisbury. The station, which extends the length of two city blocks, is a brick structure; a two-course water table divides the dark red brick base and the tan brick of the body of the building. The depot is divided into two blocks--a main block to the south, and a smaller block to the north. Each is covered by an earthy red Spanish tile roof. The E-shaped one-and-one-half story main block, dominated by a square central three-and-one-half story tower ornamented by projecting gargoyles, housed the

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ticket office and passenger waiting rooms. Other prominent features of the main block include bold curvilinear gables, large hip-roof wall dormers, round-arch arcades and a variety of window types including loosely interpreted Palladian windows, round-arch two-over-two, and one-over-one sash windows. The one-story, fourteen-bay long, three-bay deep northern block housed administrative offices and storage rooms.

The passenger station was abandoned in the mid-1970s; a small glass and steel structure located just south of the depot is now the waiting area for the two daily Amtrak trains which serve Salisbury. The Historic Salisbury Foundation plans an adaptive reuse of the depot as retail shops. (NR, AH, SK, JSB, McC)

12a. Power Station

North end of the passenger depot
c. 1907
C

This small, one-story brick building, with elevations laid up with oversize bricks in a one-to-three bond is located next to the passenger depot at its north end, and serves as its electrical power switching station.

13. (former) Yadkin Hotel

200 East Council Street at Depot Street
1913
P

The (former) Yadkin Hotel, a five-story steel frame structure covered with brick and stone veneer and located just west of the Southern Railroad Passenger Station, played an important role in the economic and social life of Salisbury from its opening in 1913 until it closed as a hotel in 1973.

In November, 1912 the Carolina Hotel Company acquired a lot at the northeast corner of Railroad Avenue (now Depot Street) and Council Street from the estate of Mary L. C. Boyden for the expressed purpose of building a hotel. The Charlotte architectural firm of Wheeler and Sterne designed the imposing building and the D. M. Tucker Company, also of Charlotte, constructed the building. The Yadkin Hotel opened in 1913 and contained 100 guest rooms on the second through the fifth floors with a lobby, coffee shop and barber shop on the first floor. Business was good, especially during the World War I years, and in 1923 the hotel was expanded by a sixty-room wing which extended along Council Street to its intersection with Lee Street; A. R. Lazenby of Salisbury was the contractor for the addition. The ground floor of the new wing housed seven shops, among them a drugstore and clothing store, with guest rooms located on the the floors above. The materials and design of this addition are so similar to that of the original hotel that only a small white line down the middle of the Council Street

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elevation shows where the addition was made. A two-story annex which extended north along Depot Street was also constructed during 1923; this wing contained a coffee shop and kitchen on the first floor, an assembly room on the second, and a cold storage plant in the basement. The hotel's lobby was enlarged, the stair and elevator reoriented and the dining room expanded.

During the 1920s, the Yadkin Hotel was the center of social life of Salisbury and Rowan County, but the decade ended in a sudden crippling economic depression from which the Yadkin never fully recovered. The owners had taken out a large mortgage to finance the 1922-23 expansion. The bank called in the note in the early 1930s, but the owners obtained a new mortgage and the hotel barely continued in business until the advent of World War II brought a temporary resurgence of activity. The widespread post-war popularity of individual automobile travel and the decline in the number of rail passengers further hurt the hotel business. By the late 1960s the Yadkin was the city's only operating hotel. The use of the facility by approximately seventy railroad employees working out of the nearby town of Spencer, kept the hotel alive. In 1972 a new dormitory for railroad personnel was built in Spencer and its last substantial source of revenue disappeared. A year later the hotel closed and the fixtures were sold at public auction. In 1980-81 the two-story wing was demolished. The interior of the five-story hotel was gutted and the building was adaptively reused as housing for the elderly. The exterior retains the original Flemish bond Council and Depot streets elevations (running bond on the rear elevation), the ornate gutters, Spanish tile roof, brick quoining on the first story, stone window lintels and water table. (AH, NR)

14. Smitty's Janitorial Supply and Davis Warehouse #2
& 316 and 322 Depot Street
15. c. 1950
NC

Two adjoining brick commercial buildings with elevations laid up in one-to-six bond. The building to the north (right) is one story and the adjoining building is two stories. Both feature large metal trimmed plate glass display windows and garage doors in the main elevations. In scale, materials, and use, the buildings are compatible with the district's other industrial and warehouse structures, although they must be considered non-contributing due to their construction date.

16. Rouzer Motor Parts
Northeast corner of Depot and Kerr Streets
1949
NC

This one-story square brick building (one-to-four bond) with stepped false parapet and large plate glass display windows flanking a glass main entrance was constructed in 1949 to house Rouzer Motor Parts, an automobile parts dealership

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still located here. The company was founded by H. A. Rouzer who came to Salisbury c. 1907 with the Frick Company (see entry #17). Rouzer was also one of the original incorporators of the Mint-Cola Company (#7). Today Rouzer Motor Parts is operated by his sons, Wade and Allen. (interview with Wade Rouzer, February 3, 1986).

17. Frick Building
230 East Kerr Street
c. 1905
P

This rectangular one-story brick building features large arched window openings in the twin projecting gable fronts which bracket a recessed receiving bay. Deed research reveals that Jane Caroline Boyden purchased this lot, located on East Kerr Street at the railroad tracks, from William F. Fraley in May, 1888 for \$1,750. In June, 1905, Mrs. Boyden sold the property to Overman & Company, a firm incorporated in 1902 by A. H. Boyden, Edwin R. Overman and Lee S. Overman "to carry on a general wholesale and retail grocery business and to deal in buggies, hardware and machinery." The present building first appears on the 1907 Sanborn Map and its construction date can be fixed between 1902 and 1907. By 1907 the Frick Company, manufacturers of threshing machines, steam engines and saw mill parts and headquartered in Waynesboro, Pennsylvania, had opened a branch office in this building. A Frick Company ledger, located in the building's office, has a few entries for sales made in 1907, but most date from 1908. Apparently, the Overman and Frick companies shared the building for a time; the 1907 Sanborn Map records that Overman Company was located here and that an "agricultural implements" warehouse was located here also. It is not known exactly when the Frick Company took over the entire building for its operation, but Sanborn Maps indicate that a wholesale grocery business was located here until at least 1931. Frick Company closed its branch office here c. 1960, but manager, Dewey Walls purchased the business, retained the Frick name and continued marketing saw mill parts here. In 1969 Walls sold the business to his daughter and son-in-law, Mr. and Mrs. Edward Gupton. In 1981 the Frick Company went out of business and Gupton changed his business' name to Saw Mill and Machinery Service. Today the company continues to stock all of the machinery needed to operate a saw mill. Large painted signs for the Frick Company remain on the main elevation; they advertise the manufacture of parts for "farm implements, tractors and threshers, saw mills and engines." (Deed Book 70, p. 240 and Deed Book 104, p. 268; Record of Incorporations, January 22, 1902; SM; interview with Edward Gupton February 3, 1984).

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18. (former) Fisher-Thompson Hardware Company
228 East Kerr Street
1925
C

This narrow, rectangular one-story, one-bay wide brick warehouse with stepped brick parapet was erected in 1925 by T. C. Fisher to store hardware, roofing and nails. The building was used by the Fisher-Thompson Hardware Company until 1981 when it was sold to Allen Rouzer (#16) who now used the building to store bulk oil and anti-freeze. This building lies a few yards west of the Frick Building (#17) and is presently connected to it by a covered passageway. (interview with Ellis Wood Fisher February 4, 1986; interview with Allen Rouzer February 3, 1986 SM).

S

19. Boyden-Overman Company Cotton Warehouse
NW side railroad tracks between Kerr and Cemetery streets
c. 1910
P

This plain one-story brick warehouses, which lies adjacent to the railroad tracks, was constructed between 1907 and 1913 by the Boyden and Overman Company for use as a warehouse for cotton storage. The company was a partnership between Colonel Archibald Henderson Boyden (1847-1929) and Edwin R. Overman (1858-1935). Built of brick laid in one-to-six American bond, the large rectangular building has a pair of arched openings on its trackside elevation with similar openings on the opposite (northwestern) end. The utilitarian building's only ornamentation is a slightly recessed flat panel with a faint "Boyden and Overman" painted sign. Originally, a smaller "oil storage" building was appended to the left (southwest) of the structure. This was replaced with a one-bay wide extension of the warehouse at an undetermined, but fairly recent date.

This is the second location of the Boyden-Overman Company Warehouse. The first warehouse (destroyed), constructed c. 1895, was located between Liberty and Kerr streets beside the tracks a short distance south of the present building. The September 17, 1895 edition of The Weekly World announced that the company was erecting a warehouse there, and that the 120' x 44' structure would "exceed in storage capacity any building in Salisbury and will hold 1,000 bales of cotton." (JR, SM, JSB, AH)

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20. Old Lutheran Cemetery
500 block North Lee Street
established, 1768
NC

The Old Lutheran Cemetery, a grass-covered park enclosed by a low brick wall and shaded by large magnolia and deciduous trees, fills an entire city block adjacent to the railroad tracks and bounded by Lee, Cemetery and Franklin streets. The cemetery, established in 1768 by John Lewis Beard, is Salisbury's oldest public graveyard, site of the town's first established church, and site of North Carolina's first Lutheran church. The cemetery was first known as the "German Burial Ground," and later the "Lutheran Cemetery," and the "Salisbury Cemetery" before receiving its fourth and present name, "Old Lutheran Cemetery." The cemetery's approximately 300 gravestones are arranged diagonally so that the feet of those buried face east, as was the custom; many other graves are unmarked. The majority of the stone markers in the cemetery date from the nineteenth century and include monuments in the form of tables, tablets, urns and obelisks ornamented with typical funerary art, including weeping willows, roses, calla lilies, doves, etc. About three dozen of the markers bear the name of the person or firm who carved them. Local carvers included George Vogler, H. C. Malcolm, John H. Buis and John S. Hutchison. A number of stones were cut out-of-town: Charlotte firms represented include W. G. Berryhill, Berryhill and Johnston, R. H. Morris & Son, and Tiddy Co.; particularly fine stones were carved by Gaddis Bros. of Baltimore, by Boyne & Sprowl of Columbia, South Carolina, and by the Struthers Company of Philadelphia.

John Lewis Beard, one of Rowan County's and Salisbury's earliest settlers, was born in Germany, emigrated to Salisbury and was naturalized there in 1755. Soon thereafter his young daughter (whose name is unknown) died and Beard buried here on his property, Town Lot #67 in the East Square of Salisbury. So that her grave site would remain undisturbed, in 1768 Beard donated this lot to the trustees of the Lutheran Evangelical Congregation for the purpose of establishing a church and graveyard. A log church was erected there (site uncertain, but thought to have been situated slightly to the left of the center of the graveyard as one enters from the main entrance on Lee Street) and it remained the town's only church until 1825 when the Presbyterians built theirs. Beard stipulated that other congregations were free to use the church, and so it became a community church and burying ground for many of Rowan County's pioneer settlers. There are several graves of Revolutionary War soldiers, as well as those of the Union Civil War soldiers who died at the Confederate military prison in Salisbury.

In 1824 the cemetery was enlarged by the donation of lots #s 68, 75 and 76 (adjoining the original lot #67) by Beard's descendents, John Beard, Sr. and John Beard, Jr. In 1855, in its enthusiasm to attract the North Carolina Railroad, the city allowed the unused eastern corner of Lot #76, and a smaller portion of lot #68 to be cut off for railroad tracks. A wooden fence erected in 1823 and

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repaired in 1855, was replaced in 1872 by a brick enclosure. The brick wall was repaired in 1933 at which time an entrance gate was cut through the wall at the north end. In 1979, the collapsing wall was repaired by the City with matching bricks donated by Charles Taylor of Taylor Clay Products. (Eds. Martha W. Agner and Mary Jane Fowler, The Old Lutheran Cemetery, Salisbury, N.C., Since 1768 (Salisbury: The Historic Salisbury Foundation, Inc., 1980); McC, JSB, AH)

21. Thomas and Howard Company
North side Lee Street at intersection with Franklin Street
c. 1910
P

This large, two-story, painted white brick building with stepped and triangular parapet, features a corbelled eave, corbelled string course brick pilasters marking the six-bay division, and some segmental-arch paired windows (majority of windows bricked in); the building was enlarged with a c. 1955 utilitarian one-story brick addition at the left (south) with sash and metal-trimmed casement windows, and a variety of c. 1960s shed and gable roof additions with loading docks at the side and rear. Paired segmental-arch loading bays on the main elevation have been altered with the arches bricked in, and the addition of modern garage doors. A railroad siding runs along the northeast side of the building and a loading dock extends nearly the full length of the building.

According to Sanborn Maps, this building was constructed between 1907 and 1913 for use as a farm machinery warehouse owned first by the Emerson-Brandingham Company and later by the Overman Farm Machinery Co. It continued in this use until about 1931 when the building was designated, "vacant." The Thomas and Howard Company, dealers in wholesale groceries, purchased the building from the Overman Company and located here about 1932; Thomas and Howard Company continues in business here today. (JSB, SM; interview with retired Thomas and Howard Manager, C. H. Wentz, February 6, 1986).

22. Storage Building/Gasoline Pump
South side Lee Street at Franklin Street
c. 1950?
I

This small one-story, gable-roofed, one-bay deep, four-bay wide frame building sheathed with asbestos shingles, is owned by the Thomas and Howard Company and used occasionally for company meetings. A flat-roof open shed attached at the east shelters a gasoline pump used to fuel the company cars.

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23. Old Freight Depot

South side Lee Street, between Franklin Street and the northwest side of the railroad tracks

c. 1907

P

The Southern Railroad Company completed construction of this one-story, frame, weatherboard-clad freight depot by 1907, shortly before work was begun that same year on the Spanish Mission style passenger depot. This was one of two freight depots, and the only surviving one, erected by the company in conjunction with construction of the passenger depot. The functional eight-bay building, has a gable roof with wide overhangs supported by triangular brackets. These overhangs form pent roofs in the gable ends; a round, louvered ventilator is centered in each gable end. Loading docks extend the length of the north and south elevations. All but two of the loading bays are boarded over with plywood. The building functioned as a freight depot for many years; since about 1970 it has served as the retail "cash & carry" outlet for the nearby Thomas & Howard Company (#21). (SM; interview with C. H. Wentz February 6, 1986).

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates c. 1905 - c. 1931 **Builder Architect** Milburn, Frank P; various & unknown

Statement of Significance (in one paragraph)

The Salisbury Railroad Corridor District is comprised of twenty-three architecturally and historically significant early twentieth century buildings and one site, a cemetery established in the mid-eighteenth century, all located along the railroad tracks at the center of town. Salisbury, located at the crossroads of two major eighteenth century roads through North Carolina, had long been a center of transportation when the railroad arrived in 1855. The railroad stimulated the town's economy and industry and was important in Salisbury's history well into the twentieth century. The district's structures, anchored by the impressive 1907 Spanish Mission style Southern Railroad Passenger Depot (NR, 1975) designed by prominent architect, Frank P. Milburn, and by the (former) Yadkin Hotel constructed in 1913 and now in residential use, were originally constructed for warehouse or commercial use and continue in those uses today. The structures are representative of the thriving commercial district which developed around the depot in the late nineteenth and early twentieth centuries. The largely intact buildings are associated with and a vivid reminder of a significant period of prosperity in Salisbury brought about by the railroad.

Criteria Assessment:

- A. Associated with a significant early twentieth century period of growth and prosperity in Salisbury brought about by the railroad. Associated also with a major period of commercial and warehouse construction stimulated by construction of the Salisbury Southern Railroad Passenger Station in 1907.
- C. The structures embody the distinctive characteristics of early twentieth century commercial and warehouse construction including the use of brick and stone as building materials, and such decorative elements as corbelling and quoining. The work of prominent Southern architect Frank P. Milburn (1868-1926) is represented in the design of the Spanish Mission style passenger station, constructed in 1907.

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Salisbury was founded in 1755 as the county seat of Rowan County. During the eighteenth and nineteenth centuries, Salisbury was the major center of trade and politics in western North Carolina. The town was strategically located at the crossroads of the east-west Great Trading Path (an ancient roadway running from present-day Petersburg, Virginia to the Indian settlements in South Carolina and Georgia) and the north-south Great Wagon Road (a heavily used trail from the Shenandoah Valley in Virginia to the piedmont of North Carolina).

Salisbury had long been a center of transportation when the railroad arrived in 1855. The coming of the railroad was instrumental in boosting the town's economy and stimulating industry. The far-reaching economic impact of the railroad was important in Salisbury's history throughout the second half of the nineteenth century and well into the twentieth century.

The decade of the 1850s was one of Salisbury's greatest periods of growth. Between 1850 and 1860 the total population of the town increased from 1,086 to 2,420 making it the fifth largest town in the state. . . . the most important factor contributing to this period of growth was the completion in January, 1855 to the Charlotte-to-Salisbury portion of the North Carolina Railroad.¹

Local historian James Brawley observed that the railroad's arrival caused not only economic changes, but also physical changes in the development of the town, laid out originally in four squares centered by the courthouse.

Before the building of the railroad in 1855 most of Salisbury's inhabitants lived on the east and south sides of town. After the introduction of the steam locomotive. . .this changed. The prevailing winds from the southwest blew smoke and soot into the older part of town, and people began moving to the west and north squares. Prior to the building of the railroad the north and west square were known as the 'retired part of town.'²

Among the early industrial and manufacturing concerns which located to the east and south of the new tracks, was Nathaniel Boyden's agricultural and implement company (destroyed), located adjacent to the tracks on the east side of Kerr Street. The Confederate government leased the machine works; established an ordnance foundry in March, 1863, and stationed troops there to operate it.

By 1860 the Western North Carolina Railroad was completed from Salisbury to within thirteen miles of Morganton. This rail network was instrumental in making the "main line town" a Civil War supply center, the site of a major Confederate prison, and later a postbellum commercial center. "During the Civil War Salisbury became a Confederate stronghold. Its location along the main east-west railroad line and the western line to Morganton gave it an immediate significance as a staging center for troops on their way to recruiting centers or to the scenes of battle."³ Other troops

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were brought to Salisbury's Wayside Hospital established in July, 1862 at the northwest corner of Lee and Council streets near the depot. This was "one of twelve such establishments set up in the state during the war designed to care for sick and wounded returning from battlefields around Richmond."⁴ During the war, Salisbury was notorious as the site of an overcrowded military prison established in November, 1861 at an abandoned cotton factory. Many Federal troops imprisoned here died from a lack of food and medical care. When Federal forces, under General George H. Stoneman occupied the town on April 12-13, 1865, the prison along with the Confederate foundry and machine shops, extensive depots and sheds of the Central and Western rail line were burned. By the summer of 1865 the rail facilities were "being temporarily fixed up to answer the immediate purposes of the company."⁵

Like many Piedmont North Carolina towns, Salisbury's tobacco and railroad-related industries led the way to economic recovery in the post-Reconstruction era years of the late 1870s and 1880s. By 1870 the Western North Carolina Railroad had established its shops in Salisbury and had become the town's largest single employer.⁶ During the 1880s two tobacco factories were erected, as well as a large tobacco warehouse.⁷ The 1885 Sanborn Map indicates that several warehouses, including Kluttz's Tobacco Warehouse, were located on Kerr Street near the present Frick Building (#17). The local tobacco industry, faced with overwhelming competition from cigarette factories in Durham and Forsyth counties, did not survive into the twentieth century.

On the present Council Street site of the Saleeby Building (#8), stood the Merony Brothers Agricultural Works, a frame complex that included a corn mill, planing mill, machine and wood shop, foundry, and lumber warehouse. Unidentified small frame buildings and a small "storage building" were located on the present site of Salisbury Tire and Auto (#s 3-6), also on Council Street. The antebellum passenger depot stood slightly south of the present depot and the Mt. Vernon Hotel complex (destroyed) was located nearby at the northwest corner of Council Street and the present Depot Street (Depot Street did not exist then).

Another important local industry during the 1880s and 1890s was the distillation and sale of whiskey and other spirits. Brawley wrote that during the 1880s "wet and wicked" Salisbury had six saloons, six distilleries and two wholesale whiskey warehouses.⁸ The 1890 Sanborn Map indicates that a large distillery and grain warehouse were located southeast of the railroad tracks near Council Street, the present site of the R. B. Miller Building (#s 10 and 11).

Around the turn of the century cotton supplanted tobacco as one of the county's major cash crops and several cotton storage and shipping warehouses were constructed next to the rail lines in Salisbury. The September 17, 1895 edition of the Weekly World, a local newspaper, reported that "The cotton warehouse of Boyden and Overman will exceed in storage capacity any building in Salisbury. . . will hold 1,000 bales of cotton." According to the 1896 Sanborn Map, this 120' x 44' structure (destroyed)

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was located on the northwest side of the railroad tracks between Liberty and Kerr streets, the present location of Rouzer Motor Parts (#16). The Boyden and Overman Company erected a second warehouse (#19) between 1907 and 1913 one block north of their original warehouse. This large brick warehouse has a pair of arched openings on its trackside elevation, with similar openings on the opposite end. The austere building's only ornamentation is a recessed panel near the eave of the flat roof with a faint, painted sign for "Boyden and Overman." The 1896 Sanborn Map also indicates another large (unidentified) cotton warehouse was located across the tracks from the depot. In addition to cotton storage facilities, the 1896 North Carolina Business Directory reveals that three cotton mills, capitalized at a total of \$425,000 and a knitting mill capitalized at \$20,000 were located in town.⁹

The growing commerce brought about by the railroads was the most important factor contributing to Salisbury's economic surge during the late nineteenth and early twentieth centuries. The main north-south railline (from Greensboro to Charlotte) passed through Salisbury. Another line extended westward from Salisbury through Asheville to the Tennessee line.¹⁰

During the first decade of the twentieth century, Salisbury's population increased from 6,277 in 1900, to 7,153 in 1910. A 1915 annexation enabled the city to almost double its population between 1910 and 1920 to 13,844, making it the ninth largest city in North Carolina--the last census year in which Salisbury appeared as one of the state's ten largest cities. By the early years of the century, the town was being characterized as a "fine railroad center."¹¹ "No city," declared the Salisbury Evening Post in August, 1905, is "is better located for traffic."

Twenty-two passenger trains pass by, arrive and depart from the city daily. An exclusive postal train also brings mail from New York City within fifteen hours from the time that the racer from the North leaves the metropolis. The Southern's passenger service is good, its patronage enormous. Within five years the revenues have been doubled and July past was the greatest record-maker within the history of the Salisbury station. There is no way to calculate its extensiveness. The wholesale and retail merchantry never was so large, and these dealers keep the station crowded with their wares.¹²

This "enormous patronage" necessitated the construction of a new passenger terminal to replace the deteriorated antebellum depot, and the construction of new freight depots. The Southern Railroad Company commissioned prominent and prolific architect, Frank Pierce Milburn to design the new passenger depot and express office. The contract was let in March, 1907 and construction commenced the next month, carried out by Central Carolina Construction Company of Greensboro. The new depot was located slightly northwest of the old one.

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The impressive and intact Spanish Mission style Salisbury Southern Railway Passenger Depot (NR, #12) is a pivotal structure in the district. Milburn's contribution to North Carolina architecture is documented in an article by Lawrence Wodehouse, "Frank Pierce Milburn (1868-1926), A Major Southern Architect" in The North Carolina Historical Review 50 (Summer 1973), 289-303. Milburn was educated in Kentucky and Arkansas, and studied architecture in Louisville from 1885-1889. He designed 250 major structures, in addition to residential architecture, during his thirty-five year career. Among his early commissions were designs for courthouses in Clay County, Kentucky, and Forsyth County, North Carolina. In 1896 he designed the first steel frame building in North Carolina--the Mecklenburg County Courthouse.

Milburn practiced for a time in Columbia, South Carolina, and then moved to Washington, D.C., in 1902, where he became architect for Southern Railway Company. He designed nineteen railroad stations (among them the Salisbury Depot) during the next fifteen years. In addition, he was responsible for highrise buildings in Washington and courthouses, university halls, and alterations to state capitols throughout the South. In terms of style, Milburn's work paralleled the eclecticism of the New York Beaux Arts stylists and, in a few of his buildings, he captured the spirit of Richardson, Sullivan, and Wright.

Milburn had a major impact on Salisbury during the early twentieth century, designing four of the more impressive buildings of the era. In addition to the depot, these are the Rowan County Courthouse, the Grubb-Wallace Building, and the Empire Hotel. All of these still stand in the Salisbury Historic District (NR).¹³

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Salisbury Railroad Corridor District

Salisbury's new station was completed and opened to the public September 1, 1908. The Charlotte Daily Observer's Salisbury bureau chief approved of the grand new depot and wrote in the August 31, 1908 edition:

After years of rather impatient waiting the city's needs have at last been recognized by the Southern's officials, and, as if to make up for their tardiness, they have spent lavishly to give the city a passenger depot to be proud of, putting over \$120,000 into it.¹⁴

The passenger station had a ticket office, separate waiting rooms for white and black travellers, restrooms and parlors, a mail room, telegraph office, and conductor's room. The freight was handled by a Southern Express Company freight office, also designed by Milburn, which stood just north of the new passenger station. The express office was razed in 1971, but the passenger station is virtually unchanged, if somewhat dilapidated. Southern Railway Company constructed a second freight depot (#23) which survives virtually intact. Located at the northern edge of the district, the one-story frame weatherboard-clad depot was constructed in 1907. The designer of this depot is unknown. Since c. 1970 this functional eight-bay long structure has served as the retail "cash & carry" outlet for the nearby Thomas and Howard Company, wholesale grocers (#21).

The anticipation and then the actuality of the new depots set off a frenzy of construction activity in the surrounding area. Between 1905 and 1913, one hotel and eight warehouses or wholesale business buildings were constructed, and by 1931, four others had been erected. The pivotal and contributing structures of the Salisbury Railroad Corridor Historic District which remain intact and largely unaltered today, are directly associated with and a vivid reminder of a significant period of prosperity in Salisbury brought about the railroad.

The passenger depot and the five-story brick, stone, and steel Yadkin Hotel (#13) are impressive co-anchors of the Corridor District. The hotel was designed by the prominent Charlotte architectural firm of Wheeler & Sterne and constructed by D. M.

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Tucker Company; it was also skillfully expanded in 1922 by the leading local contractor, A. R. Lazenby. The Yadkin Hotel was the last in a long line of distinguished in-town hostelries. A crossroads town, Salisbury was noted for over 200 years for its hospitality to the travelling public. The dominant facility in the eighteenth century was the 1766 Rowan House; for most of the nineteenth century, it was the 1832 Mansion House; and for most of the twentieth, the Yadkin Hotel. When it was completed in 1913, the Yadkin was among the finest hotels in the Carolinas. "It was a center of local pride and for half a century the city's social and cultural elements sought out the Yadkin Hotel for social, civic, political, fraternal, and various other types of meetings and conventions."¹⁵ The hotel managed to stay afloat during the Depression years, enjoyed renewed prosperity during the World War II years, and then declined as the public's preference for automobile travel and motel accommodations grew. Rail travel suffered also, and both the passenger station and the Yadkin were closed in the early 1970s. The Yadkin gained a new life when it was adaptively rehabilitated in 1980-1981 as housing for the elderly.

A number of warehouses and wholesale produce and meat dealers located in buildings near the railroad tracks. These include the 1908 Saleeby Building (#8) at 310 East Council Street, a large one and two-story brick building which housed a variety of meat and produce dealers. According to the 1913 and 1924 Sanborn Maps, the building housed the Saleeby Distributing Company, wholesale produce dealers, as well as the Peeler Grain Provision Company, Swift and Company Meats, Owen Wholesale Produce Company, and the Coca-Cola Bottling Company which was later replaced by "machinery storage." Other food manufacturers and distributors were located in the group of four attached buildings constructed in 1922 and 1931 and located across the street at 303-315 East Council Street (#3-6). These included the Chapin-Sacks Corporation, which manufactured "The Velvet Kind of Ice Cream", unidentified "wholesale meat packers"; and the Peeler Company, wholesale grocers. The Thomas and Howard Company, wholesale grocers, opened a branch office in Salisbury c. 1932 and are still located today in a large, two-story brick building (#21) constructed c. 1910 by the Emerson-Brandingham Company as a farm machinery warehouse. The Overman Farm Machinery Company was also located here for a time prior to the Thomas and Howard Company. Located across the tracks from the passenger depot, the R. B. Miller Company (#s 10 and 11), wholesale fruit and vegetable dealers, was established in the early 1930s. The building was constructed c. 1907 and first used to manufacture Mint-Cola syrup before that company constructed the Cheerwine Building a short distance south at 322 East Council Street (#7).

The Cheerwine/Carolina Beverage Corporation Building is one of the most architecturally distinguished of the district's commercial buildings; it features a two-part arrangement accented by stone-coped triangular false parapets. The yellow brick main elevation is further ornamented by granite quoins and a molded stone cornice. The building was constructed in 1913-1914 by Leo Wallace who leased it to the Mint-Cola Company, a soft drink manufacturer. Renamed "Cheerwine", the popular beverage achieved a wide market in the southeast. The bottling plant is now located in a larger facility in Salisbury and the Council Street building is used for storage and as a paint shop for the company trucks.

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Three of the district's buildings were originally constructed as warehouses and continue in that use today. The one-story brick structure (#2) with a curved elevation accommodating the adjacent curved railroad siding, located at the rear of 303-315 East Council, was constructed c. 1925 and originally used as a warehouse for "banana sales"; it was later used for lime/cement storage. The Fisher-Thompson Hardware Company (#18), a narrow, one-story brick warehouse with stepped brick parapet, was erected in 1925 by T. C. Fisher and used to store hardware, roofing and nails. In 1981 it was purchased by Rouzer Motor Parts (#16) to store bulk oil and anti-freeze. The Boyden-Overman Company Cotton Warehouse (#19) was constructed c. 1910 on the northwest side of the tracks between Kerr and Cemetery streets. This plain one-story brick warehouse was the second cotton warehouse constructed by Archibald Henderson Boyden and Edwin R. Overman. The first frame warehouse was built about 1895 and located one block south. Both Boyden and Overman were members of old, well-established Salisbury families which boasted several prominent attorneys, politicians and merchants among their members. Archibald Henderson Boyden was the grandson of Archibald Henderson (1768-1822), a noted lawyer, member of the North Carolina General Assembly and Congressional representative from 1799 to 1830; he was the son of Nathaniel Boyden, foundry owner, lawyer, North Carolina Supreme Court Judge, member of the General Assembly, and Congressional representative. In addition to being successful cotton broker and wholesale grocer (see #17), Archibald Henderson Boyden was the Director of Salisbury's Chamber of Commerce and served as the city's Mayor from 1900-1908. Edwin R. Overman, a member of one of the State's oldest families, was a descendent of Major James Smith, Justice over the Court of Pleas and Quarter Sessions under George III, Revolutionary War hero, member of the Halifax Provincial Congress, and a member of Congress in 1777. Overman's father William moved to Salisbury in 1835 and had mercantile, manufacturing and agricultural interests. Edwin Overman's brother, Lee Slater Overman (1854-1930) was a lawyer and a powerful and influential five-term United States Senator (1900-1930).¹⁶

The Frick Building, 230 East Kerr Street (#17), predates the passenger station by a couple of years. This one-story building with twin projecting gable fronts flanking a recessed receiving bay was built c. 1905 by Overman & Company, wholesale and retail grocers and dealers in "buggies, hardware and machinery."¹⁷ About 1907 the Frick Company, a Pennsylvania firm which manufactured threshing machines, steam engines and saw mill parts opened a branch office in this building. Frick Company closed the branch office c. 1960, but manager Dewey Walls purchased the business, retained the Frick name, and continued marketing saw mill parts here. In 1981 the Frick Company went out of business and the current owner Ed Gupton, Walls' son-in-law, changed the business' name to Saw Mill and Machinery Service; this saw mill parts distributorship continues in operation there today. (It is interesting to note that the 1949 Rouzer Motor Parts Building (#16) was constructed by H. A. Rouzer who came to Salisbury c. 1907 with the Frick Company. Rouzer was also one of the original incorporators of the Mint-Cola Company. Today Rouzer Motor Parts is operated by his sons, Wade and Allen.

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The park-like Old Lutheran Cemetery (#20) stands in marked contrast to the railroad-related commercial and manufacturing enterprises which surround it. In her volume of reminiscences entitled This Was Home, local historian Hope Summerell Chamberlain wrote of the cemetery as it appeared in the 1880s:

Where there were Germans there were Lutherans. The first church ever built in Salisbury, only twelve years or so after the town was named, was Lutheran. It was no longer standing when I knew 'The Old Lutheran Graveyard' as a lovely place in a dreary part of town. This had a high brick wall, shutting out the cindery disorder of the railroad yards outside, but within, all was mossy marbles, brick-laid paths, trees, grace and peacefulness.¹⁸

Although the cemetery is very significant in Salisbury's history as the site of the town's first church and public burying ground (both 1768), and in North Carolina as the site of the state's first Lutheran Church, it cannot be considered as contributing to the history of Railroad Corridor Historic District. For the purposes of this nomination, the Old Lutheran Cemetery is considered a non-contributing element.

At present there is an active and sustained interest in historic preservation in Salisbury. Of particular significance are the effective work of the Historic Salisbury Foundation, the development of a local historic zoning ordinance and the appointment of a Historic District Commission in 1975, one of the state's first such commissions. In addition to a number of properties individually listed in the National Register of Historic Places, six historic districts are listed, representing a wealth of historically and architecturally significant residential, commercial, industrial and public architecture. The nomination of the Salisbury Railroad Corridor Historic District, the city's seventh district, was sponsored by the Historic District Commission and funded by the City of Salisbury. National Register recognition of the Corridor District will serve as an economic development tool in the revitalization of Southern Railroad Passenger Station and the significant, related surrounding warehouses and commercial structures.

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FOOTNOTES

¹Robert Topkins and Mary Alice Dixon Hinson, "National Register Nomination for the Salisbury Historic District," Salisbury, Rowan County. Entered in the National Register of Historic Places November 12, 1975. Hereinafter cited as "NR, Salisbury District."

²James S. Brawley, Rowan County: A Brief History (Raleigh: North Carolina Department of Cultural Resources, Division of Archives and History, 1974), p. 64.

³NR, Salisbury District.

⁴Brawley, p. 104.

⁵Salisbury Daily Union Banner, July 18, 1865.

⁶NR, Salisbury District.

⁷Brawley, p. 106.

⁸Brawley, p. 117.

⁹NR, Salisbury District.

¹⁰NR, Salisbury District.

¹¹Robert Tompkins and Mary Alice Dixon Hinson, "National Register Nomination for the Salisbury Southern Railroad Passenger Depot" Salisbury, Rowan County. Entered in the National Register of Historic Places June, 1975. Hereinafter cited as NR, Depot.

¹²"Railway Facilities," Salisbury Evening Post, August, 1905.

¹³NR, Depot. In addition to the Southern Railway Passenger Depot, Milburn designed three other significant buildings in Salisbury. They are the Rowan County Courthouse, the Grubb-Wallace Building, and the (former) Empire Hotel; these buildings are located in the Salisbury Historic District.

¹⁴"Salisbury's New Station," Charlotte Daily Observer, August 31, 1908.

¹⁵Jerry Cross, abstract of historical significance essay for National Register Nomination for the Yadkin Hotel, August, 1981 (nomination not submitted). Located in files of Survey and Planning Branch, Division of Archives and History, Raleigh.

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¹⁶Brawley, p. 331-333; Jethro Rumble, A History of Rowan County (Salisbury: J. J. Bruner, 1881), pp. 214-218.

¹⁷Record of Incorporation, January 22, 1902, Rowan County Courthouse.

¹⁸Hope Summerall Chamberlain, This Was Home (Chapel Hill: The University of North Carolina Press, 1938), p. 5.

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Geographical Data

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The boundaries of the Salisbury Railroad Corridor District have been drawn to include all those properties which contribute historically and/or architecturally to the significance of the district and to exclude residential and later commercial development and most parking lots. It includes portions of East Council, Liberty, Kerr, Cemetery, Franklin, Lee and Depot streets. The district generally extends along the west side of the Southern Railway Company's railroad tracks, except for a group of buildings located east of the tracks on the north and south sides of East Council Street. Most of the buildings are adjacent to the main rail lines, which lie approximately north-south, or to various rail sidings.

Commencing at the northeast corner of Council and Lee streets, the district boundary line extends north to its intersection with Liberty Street. The line then extends east to its intersection with Depot Street where it turns north and runs along the western edge of Depot Street to the side property line of the building at 316 Depot Street (#14). The line extends west along this side property line to its intersection with the rail siding located along the rear of the building. The line then extends north along the rail siding to Cemetery Street. The boundary line then turns west to follow the wall of the Old Lutheran Cemetery (#20) along Cemetery Street, and then north along Lee Street. The line then runs west along the north side of Franklin Street to follow the side property line of the Thomas and Howard Building (#21). The line then turns north and extends along the rear property line of the Thomas and Howard Building. The line turns east, runs along the railroad siding and extends to its intersection with the main rail lines which parallel the trackside elevation of the Old Freight Depot (#23) to include that building. The district boundary line then runs south along the west side of the tracks to a point approximately mid-way along the trackside elevation of the Passenger Depot (#12) where it turns east to cross the tracks and runs along the side property line of the R. B. Miller Building (#s 10 and 11). The line then turns and runs south to follow the east side property line of the Cheerwine Building (#7) to include that building. The line then runs west a short distance along the north side of East Council Street, then crosses the street to run along the side property line of the buildings located at 303-315 East Council Street (#s 3-6). The line then extends west to follow the rear property lines of the warehouse (#2) located at the rear of 303-315 East Council Street, and the (former) livery stable (#1) to an intersection with the railroad tracks. The line then runs north along the tracks to the north side of East Council Street where it turns west and runs to the point of origin.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreeage of nominated property approximately 22

Quadrangle name Salisbury

Quadrangle scale 1:24,000

UTM References

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Zone Easting Northing

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Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Patricia S. Dickinson, Consultant

organization N/A

date June 30, 1986

street & number Rt. 2, Box 1034

telephone (919) 732-5439

city or town Hillsborough

state North Carolina 27278

12. State Historic Preservation Officer Certification

he evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-565), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature William J. Phipps

title State Historic Preservation Officer

date March 19, 1987

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration