

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICE
Office of Archives and History
Department of Cultural Resources

NATIONAL REGISTER OF HISTORIC PLACES

Carolina Coach Garage and Shop

Raleigh, Wake County, WA4968, Listed 8/27/2009
Nomination by Circa, Inc.
Photographs by Circa, Inc., April 2008



Façade view



Rear view

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Carolina Coach Garage and Shop
other names/site number _____

2. Location

street & number 510 East Davie Street N/A not for publication
city or town Raleigh N/A vicinity
state North Carolina code NC county Wake code 183 zip code 27601

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:)	_____	_____
_____	_____	_____
_____	_____	_____

Carolina Coach Garage and Shop
Name of Property

Wake, NC
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in count.)

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

Name of related multiple property listing

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

N/A

Number of Contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road related

Current Functions

(Enter categories from instructions)

VACANT

7. Description

Architectural Classification

(Enter categories from instructions)

No style

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof METAL/steel; WOOD/plywood

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Carolina Coach Garage and Shop
Name of Property

Wake, NC
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

c. 1926 - 1939

Significant Dates

c. 1926

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Olivia Raney Local History Library, Raleigh, NC

Carolina Coach Garage and Shop
Name of Property

Wake, NC
County and State

10. Geographical Data

Acreage of Property .50

UTM References

(Place additional UTM references on a continuation sheet.)

1
Zone Easting Northing
2

3
Zone Easting Northing
4

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ellen Turco
organization Circa, Inc. date April 1, 2009
street & number PO Box 28365 telephone 919/834-4757
city or town Raleigh state NC zip code 27611

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Honorable Charles Meeker, City of Raleigh
street & number 222 West Hargett Street telephone 919-996-3050
city or town Raleigh state NC zip code 27601

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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National Park Service**

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Carolina Coach Garage and Shop
Wake County, North Carolina

Carolina Coach Garage and Shop

Section 7:

The 1926 Carolina Coach Garage and Shop building is located at 510 East Davie Street in Raleigh, the Wake County seat. East Davie Street is an east/west corridor in downtown Raleigh's street grid. The Carolina Coach Garage and Shop building is in the center of the south side of the 500 block and faces north. The 500 block of East Davie Street is bounded to the west by South East Street, to the south by East Cabarrus Street, and by Chavis Way on the east side. The surrounding area is urban, with a mix of commercial and residential structures. This particular part of downtown Raleigh has seen its share of urban renewal construction projects. Across East Davie Street from the Carolina Coach Garage and Shop is a complex of ca. 1980 duplex apartments, facing east on Chavis Way is a collection of early 1990s single family detached houses, and on the west side of South East Street is Carleton Place, an 80-unit apartment complex of two-story buildings built in 2007.

Immediately adjacent to Carolina Coach and abutting its east side wall is an altered 1930s brick warehouse (512 East Davie Street). This building was renovated in 1997 and now houses Rex Senior Healthcare. Abutting the west wall is 502 East Davie Street, a ca. 1930s one-story brick commercial building. At the corner of East Davie Street and South East Street is 500 East Davie Street, an altered brick commercial building built around 1950.

The façade of the Carolina Coach Garage and Shop building sits on the parcel's north boundary line. Between the façade and street is a concrete sidewalk. Behind the building is a grassy yard enclosed by a six-foot cyclone fence. This fence marks the approximate location of the north boundary of the East Raleigh-South Park National Register Historic District (NR 1990).

Exterior

The rectangular building measures roughly 90 feet by 140 feet enclosing an interior space of roughly 12,500 square feet. The building is constructed of brick curtain walls laid in a 6/1 bond. The façade's most distinguishing feature is its stepped parapet with five levels stepping down from the center parapet. Original terra cotta coping caps each step and runs along the side and rear parapet walls. The parapet hides a gabled roof pierced by twelve square skylights. The building originally had skylights although the number and placement are not known. The roof rafters and sheathing were replaced in the 1990s so these particular openings date from that time. The roof covering is not visible. The building sits on a poured concrete foundation.

The façade's upper level has four windows arranged symmetrically. Two large thirty-two-light metal windows are in the central bay. The windows include an 8-light hopper sash. Adjacent to each large window is a smaller fixed six-light sash, also of metal. All of the windows have brick header course sills. At the ground level of the façade's east end is a large window opening covered with plywood; west of the window are two modern metal lift garage doors. Both doors are replacements and the western one is somewhat wider and taller than the center bay to the east. Between the two garage bays is a light fixture with a metal shade attached to the building by a metal hook arm.

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West of the garage doors is a three-part opening containing a metal replacement door topped by a tall transom and a large window opening currently covered with plywood. A third covered window opening, similar in size to the one at the façade's east end, is at the west end of the façade. As on the upper level, all lower-level window openings rest on sills of brick headers. The exact configuration of the original door and window openings is not known. There is evidence in the brickwork that some changes have been made. The garage door openings appear to have been widened. Wood window sashes survive in the two west openings suggesting that the arrangement of this half of the building is unaltered. Inset slightly from the façade's west end is a copper gutter topped by a scupper.

The roofline of the rear elevation has a gabled form. Like the front parapet is it also capped with terra cotta coping. A square chimneystack rises approximately three-quarters of the way down the parapet's west slope. The upper-level fenestration corresponds to that of the front elevation with two smaller six-light metal windows flanking two thirty-two-light, metal windows with hoppers. At ground level between the two west windows is a low, brick shed projection, approximately four feet in height, and covered with a metal roof. Slightly off-center west of the gable peak is a large glazed lift garage door sheathed with sheet metal. On either side of the door is a pair of metal windows with hoppers. Each window has fifteen lights. At the rear elevation's southeast corner is a door opening that has been partially infilled with concrete block. Set into the blocks is a pair of double metal doors hung on strap hinges. On the east wall in the southeast corner are four fifteen-light metal windows. The brick wall of the adjacent building at 512 East Davie Street now blocks these windows. They can be viewed from the interior. These windows are the only fenestration on either of the side elevations.

Interior

The interior is a rectangular space of roughly 12,500 square feet, unbroken by interior walls. The roof's apex rises roughly thirty feet above the floor. The structure is made up of metal supports and roof trusses. Each long wall has seven steel I-beam posts infilled with 6/1 bond brick curtain walls. The façade and rear elevation walls are built of structural brick and lack the I-beam supports of the side walls. The side walls are surmounted by a steel I-beam header. Atop the header are a series of triangulated prefabricated trusses that support the roof. The current roof (ca. 1990s) is not the original one and consists of two-by-four rafters sheathed with plywood. Twelve square skylights, six on either side of the roof ridge, light the interior. The roof is rotten and failing at the northwest corner, perhaps due to a failure of the drainage system below the side parapet.

The floor of the building is made up of roughly ten-feet by ten-feet squares of poured concrete. The foundation is not visible, with the exception of an approximately thirty-feet long section of a concrete foundation wall that runs from the northeast corner down the east wall. Centered in the rear wall in front of the garage door is a sloped vehicle access ramp. Adjacent to the building's west wall is a roughly twenty-by-twenty feet pit, approximately three-feet deep. The pit is delineated by a metal pipe rail that runs along its north and south sides. On the floor of the pit are four trapezoidal concrete piers. Two square drains are cut into the concrete floor; one is located near the building's southwest corner and a second is in the northeast corner. The exact use of the pit is not known.

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In the building's northwest interior corner are a band of three deteriorated 6/6 double-hung wood window sashes under a wooden header. These windows are not visible from the exterior due to the plywood covering. A small remnant of plaster between this band of windows and the next window bay to the east suggests this area may have been partitioned at one time. Sanborn maps identify this corner as a storage area and a 1927 newspaper article states that the building had storage, offices and locker room in addition to the repair area. Also visible from the interior is a four-light wood transom visible over the front pedestrian entry door. As for the remaining window openings on the façade wall, it is impossible to tell the type of sash that was or is present because it is either missing or covered from both the interior and exterior. It is interesting to note that the other fenestration bays of the façade have steel headers, rather than the wood one at the northwest corner.

Integrity

Despite recent neglect, Carolina Coach Garage and Shop retains a good degree of original materials including its form, metal frame and roof truss system, brickwork, and both wood and metal windows. Its character defining interior space is an expansive unsupported work area which is still present.

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Statement of Significance

Nationally, bus travel was a prevalent mode of long distance transportation from the 1920s through the close of World War II. The Carolina Coach Company was incorporated in Raleigh in 1926 and was the only intercity service provider in Raleigh until 1936. The company remained in business until 2008. The building meets National Register Criterion A for its local association with the intercity passenger bus system. The building is one of Raleigh's two surviving historic buildings associated with intercity busing. Though deteriorated in places, its overall condition is good and it retains a high degree of integrity of form, plan and materials. The building's period of significance is ca. 1926 through 1939, the years the building was occupied by the Carolina Coach Company and prior to the company's move to a larger maintenance facility complex on South Blount Street. Utilitarian in both form and finish, it retains its large, open interior space, a feature common to the very few automotive storage and repair structures from the first half of the twentieth century still standing in Raleigh.

History and Local Transportation Context

Rail lines were built across North Carolina beginning in the 1830s to carry freight to distant markets. Some railroads also offered limited passenger service. With the exception of overland travel by horse and carriage, rail was the only means of long distance transportation for individuals from the mid-nineteenth through the early twentieth century. The decline of the railroads began with the proliferation of the gasoline powered engine and the mass-production of Henry Ford's Model T in 1908. In 1916, 472,000 Model T automobiles were sold nationally. A basic model could be purchased for three-hundred-and-sixty dollars (www.wikipedia.org/HenryFord, accessed 25 March 2009). By 1927 almost one-half million cars, trucks, buses and motorcycles were registered in the state (Powell 477). In 1927 Governor Angus W. McLean implemented a series of bonds to improve and extend the state's road network (Powell 476). These publicly funded improvements allowed intercity and interstate bus service to become a viable business.

Raleigh's first public transportation was a system of mule drawn carriages operated by the Raleigh Street Railway beginning in 1886. In 1891 Raleigh Electric Company installed the city's first electric streetcar system. In its early days streetcars provided service in the area immediately around the Capitol. Carolina Power and Light (CP & L) acquired the Raleigh Electric Company in 1910, and by the early 1920s had extended the system to include the city's early subdivisions such as Cameron Park to the west, the Idlewild neighborhood to the east, and the city's northern suburbs of Roanoke Park, Vanguard Park, and Hayes Barton. The streetcar was an important factor in the development of the city's early suburbs as the lines enabled homeowners to live and work in different parts of the city. However, the electric streetcar was never revenue producing for CP & L; the service was essentially a public relations tool to promote the company's residential and commercial electrical service. Streetcars were phased out in 1933 when the system was replaced by a gasoline-powered bus system operated by both the city and CP & L. Unlike the streetcars, buses were not limited by tracks and electrical lines. New routes were added

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and old ones extended. Fares on the new nineteen passenger coaches were five-cents ("New City Buses"). Ridership remained strong until the 1950s, when the popularity of private vehicles reduced transit ridership nationally. However, Raleigh provides a city-wide bus system to this day.

Privately owned intercity and interstate bus companies also played an important role in Raleigh's transportation history. Bus service was crucial in the middle years of the twentieth century as private car ownership was increasing but not yet prevalent and air travel was still beyond the means of many Americans. Bus and train service were the only options for many people in need of long distance transportation. Bus transportation was big business in North Carolina, with eighty-five passenger lines carrying 2.5 million passengers in 1927 ("State Bus Lines"). The Carolina Coach Company was the only long-distance bus transportation provider in Raleigh until the arrival of its primary competitor, the Greyhound Line, in 1936. Nationally, bus travel peaked during World War II. Although it remained a vibrant industry in subsequent years, the war's end marked the beginning of a slow decline and fierce competition among carriers. In order to counteract decreasing ridership in the post-war years, companies expanded their offerings to include sightseeing excursions and pleasure travel. Despite this effort, the decline continued throughout the second half of the twentieth century, marked by the consolidation of terminals and schedules, and ultimately carriers.

The Carolina Coach Company was incorporated in Raleigh in November 1925 as an independent passenger carrier (*Raleigh Times*, 21 Nov. 1925; "New Station"). The building at 510 East Davie Street was completed in 1926 at a cost of \$100,000 and served as the company's garage, repair shop and headquarters from 1926 to 1939, when the company built a larger facility several blocks south on South Blount Street ("Safe Driving"). According to a 1926 newspaper article, the shop could accommodate "30 large coaches" and "fifty men." From the shop Carolina Coach's distinctive cream and crimson buses traveled to the city's passenger stations, the Union Bus Station at the southeast corner of Martin and McDowell streets (demolished), or a second station in the 200 Block of West Morgan Street (demolished).

Carolina Coach was North Carolina's first intercity carrier to be successful on a large scale. In the earliest years under the leadership of company President R. C. Hoffman, Carolina Coach offered service from Raleigh to Charlotte, Fayetteville and Norfolk, Virginia. Service to Chapel Hill, Durham, Greensboro, Fayetteville, Wilson and Rocky Mount was soon added. Hoffman expanded the company to include interstate service to Virginia, Maryland, Delaware and Pennsylvania. By the 1940s Carolina Coach was the nation's largest regional bus company ("Trailways Head"). The company's success was due in part to its participation in an umbrella group of smaller regional carriers, the Trailways bus network founded in 1936. By acting under the Trailways banner, smaller carriers could transport passengers interstate and pool resources for sales, advertising and scheduling. The names Carolina Coach and Carolina Trailways became interchangeable. In 1949 six regional Trailways carriers

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established the "Dixieland Route," a 1,500 mile leg from Raleigh to Dallas, allowing regional carriers to provide a cross-country route (www.trailways.com/history.asp, accessed 5 December 2008).

Carolina Coach's most viable competitor was Greyhound Bus Lines, whose centralized model of ownership differed from that of the Trailways network. Greyhound service arrived in Raleigh in 1932. Their arrival set up a competition over passengers and bus station space—a competition that continued for decades. The State Utilities Commission tightly controlled construction of public bus depots and newspaper accounts of the day describe the struggle between the two carriers for use of a limited number of stations.

In 1939 Carolina Coach moved from its East Davie street location to a new and much larger facility on South Blount Street. The new facility concentrated all of the company's resources within a multi-building complex encompassing one city block. It included repair and storage garages, a passenger depot, and a two-story office building. The size of the complex is a testament to the company's growth in the late 1930s.

Carolina Trailways was purchased by the nation's largest bus line, Dallas-based Greyhound Lines, in 2008, completing a process that was begun in the late 1980s with Greyhound's purchase of the Trailways Corporation. The Carolina Trailways station on Blount Street was closed and activities consolidated at the West Jones Street Greyhound station, bringing to a close Carolina Coach's seventy-year presence in the capital city.

The utilitarian form of the Carolina Coach Garage and Shop reflects its primary function as a bus maintenance facility. The large, open interior is unimpeded by columns or other structural supports, and is perfectly suited for maneuvering motor coaches. The unobstructed floor space was made possible by the roof structure comprised of a series of triangular roof trusses. The clear span truss system and the voluminous, open, floor plan are the building's main character-defining features. The truss' function is to span distances and support heavy roof loads, eliminating the need for floor-to-ceiling supports. With the growth of the industrial economy around the turn of the twentieth century, prefabricated wood and metal trusses became widespread in American building (Ochshorn www.people.cornell.edu). Trusses could be quickly produced, easily transported, and assembled on site and were a modern choice for factories, warehouses and other industrial buildings requiring unobstructed floor space. They were a common design element in buildings associated with transportation functions.

Local buildings comparable to Carolina Coach are limited as it is one of four historic automotive garages that remain in Raleigh. In the group that survives and is offered as comparison below, only two retain the open floor plan representative of the type. Carolina Coach is also one of only two structures in Raleigh that speak specifically to the important role of intercity busing. The other is Carolina Coach's 1939 facility on South Blount Street. Both the ca. 1925 Union Bus Station at 131 West Martin Street and the ca. 1940 bus station in the 200 Block of West Morgan Street have been demolished. Two passenger bus stations remain in Raleigh (the

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Greyhound Station at 314 West Jones Street and the 1981 former Trailways Station at 311 New Bern Avenue, now a United States Post Office). Neither is more than fifty years of age.

Three automotive transportation buildings in Raleigh provide appropriate context, especially when extended to include structurally similar retail buildings, in which to consider the integrity and significance of Carolina Coach. The buildings are the CP & L Garage at 116 North West Street, the 1939 Carolina Coach Company Shops complex at 1501 North Blount Street, and the former Sanders Ford Dealership at 210 East Davie Street.

The CP & L Garage was built in 1925 (survey file). The Art Deco building spans the depth of a city block between North West and Harrington streets. The building takes advantage of the ground slope, transitioning from one-story on the east end to two stories on the west end. Curtain walls of red brick are broken by vertical piers with glazed lozenges and concrete capstones. Between each set of piers are large multi-pane metal widows. The upper level was originally a large open space with small, partitioned offices at the east and west ends. Like Carolina Coach, the interior expanse was enabled by a roof system of steel trusses set on brick support piers. This upper level garaged CP & L's fleet of automobiles and buses. The lower level was used as a repair shop. Cline Design, an architectural firm, currently occupies the upper level. The original open-plan interior has been somewhat altered by the need for a modern office environment. Half-height office cubicles line the perimeter and a double-height walled "box" running parallel with the ridgeline houses bathrooms, a kitchen, enclosed conference rooms, and offices.

Just three blocks west of Carolina Coach on East Davie Street is the former Sanders Ford Dealership built around 1925. The company advertised itself as "one of the South's largest dealers" of Ford motorcars. The building was owned by the family from the time of construction through the mid-1980s ("Moore Square, 7.9; Wake County tax records). The Sanders' also owned the Carolina Coach Garage and Shop and used it for overflow storage and repair from 1950 through 1975. The dealership building is a contributing resource in the Moore Square National Register District (1983). The two-story, rectangular, gabled building is built of brick laid in a 5:1 bond pattern. Its windows are metal sashes with brick header arches and sills. In the mid-1980s the building was converted to a visual arts center and the original open-plan interior was divided into smaller exhibition galleries and artist studios. The concrete floor, metal roof trusses and wood rafters were left exposed.

In 1939 Carolina Coach moved its facility from 510 East Davie Street several blocks south to a new and larger facility in the 1200 block of South Blount Street. This complex of brick repair garages and company offices was occupied in November of 1939 ("Carolina Coach Emphasizes Safe Driving"). The buildings were expanded and the complex continued to evolve until the 1990s. It was abandoned in 2008. The one-block parcel is currently for sale and its future uncertain. Approximately twenty service bays are housed in three buildings arranged around a large central courtyard. The size of the complex reflected the company's success and the need to service an

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increasingly large fleet of coaches. Unlike the East Davie Street facility where coaches entered the building from a primary garage bay and were maneuvered within the building, buses at the new facility were driven headlong into one of multiple bays for servicing. In-and-out garage bays eliminated the need for an open floor plan and the truss roof system. The shallow-pitched roofs are supported by floor-to-ceiling steel I-beams surmounted by I-beam rafters. The roof is sheathed with corrugated metal pierced by skylights. Additional light is admitted by large metal casement windows.

The Carolina Coach Garage and Shop compares favorably with these three truss-roofed transportation facilities described above. This simple and functional building retains a high degree of architectural integrity and its condition, despite some deterioration of wood elements, is good overall. Exterior alterations include changes to door and window openings, which is not uncommon in transportation garage and repair facility buildings as vehicles grew larger over time and access points were necessarily expanded. It retains its system of metal trusses and its interior volume is unobstructed as the building continued to be used for vehicular storage after Carolina Coach's departure in 1939. Raleigh City Directories list the Carolina Coach building as vacant between 1939 and 1944. The next occupant was the City of Raleigh, which used the building as a vehicle maintenance shop between the years 1945 and 1949. The 1950 city directory lists the Sanders Motor Company at the location. The building served as a sales showroom and repair facility for Ford cars and trucks from 1950 through 1975. The Raleigh Rescue Mission rented the building as a warehouse from 1975 to 1995. The building was purchased by J.W. Stone in the early 1980s. Mr. Stone used the building to warehouse unknown goods until the City of Raleigh purchased the property, as well as the adjacent ones, around 2001 with plans to sell the block of buildings to a developer for an adaptive reuse.

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“State Bus Lines Attain Rank of Big Business.” *News and Observer* [Raleigh] 11 November 1929.

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**United States Department of the Interior
National Park Service**

**National Register of Historic Places
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Carolina Coach Garage and Shop
Wake County, North Carolina

Verbal Boundary Description

The boundary of the Carolina Coach Garage and Shop is marked in a heavy, black line on the accompanying Wake County GIS map drawn to a scale of 1" = 136'. The tax parcel is a total of .83 acres; however, the portion being nominated includes only the building and the open land between the building's rear wall and the east parcel boundary. The nominated parcel contains approximately .60 acres.

Boundary Justification

The National Register boundary includes the land and building historically associated with the Carolina Coach Company. The building is not connected to the adjacent ones by interior doorways. Despite abutting sidewalls, the adjacent buildings are separate and distinct and are not included in this nomination.

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National Park Service**

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Carolina Coach Garage and Shop
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Photographs:

- 1) Façade/north elevation
- 2) Façade second story detail
- 3) Rear/south elevation
- 4) Rear elevation first story window detail
- 5) Rear elevation second story window detail
- 6) Interior
- 7) Truss system
- 8) Remaining wood sash on front elevation
- 9) Entry ramp at rear of building