

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 any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional 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 Salisbury Railroad Corridor Historic District Boundary Expansion and Additional Documentation

other names/site number N/A

2. Location

street & number 300 & 400 Blocks of North Lee Street not for publication N/A

city or town Salisbury vicinity N/A

state North Carolina code NC county Rowan code 159 zip code 28144

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Jeffrey A. Crow SHPO 3/13/03
Signature of certifying official Date

North Carolina Department of Cultural Resources
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 commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

Signature of the Keeper

Date of Action

 entered in the National Register
 See continuation sheet.

 determined eligible for the
National Register

 See continuation sheet.
 determined not eligible for the
National Register

 removed from the National Register

 other (explain): _____

5. Classification

<p>Ownership of Property (Check as many boxes as apply)</p> <p><input checked="" type="checkbox"/> private <input type="checkbox"/> public-local <input type="checkbox"/> public-State <input type="checkbox"/> public-Federal</p>	<p>Category of Property (Check only one box)</p> <p><input type="checkbox"/> building(s) <input checked="" type="checkbox"/> district <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object</p>	<p>Number of Resources within Property (Do not include previously listed resources in the count)</p> <table border="0"> <tr> <td style="text-align: center;">Contributing</td> <td style="text-align: center;">Noncontributing</td> <td></td> </tr> <tr> <td style="text-align: center;"><u>14</u></td> <td style="text-align: center;"><u>1</u></td> <td>buildings</td> </tr> <tr> <td style="text-align: center;"><u>0</u></td> <td style="text-align: center;"><u>0</u></td> <td>sites</td> </tr> <tr> <td style="text-align: center;"><u>0</u></td> <td style="text-align: center;"><u>0</u></td> <td>structures</td> </tr> <tr> <td style="text-align: center;"><u>0</u></td> <td style="text-align: center;"><u>0</u></td> <td>objects</td> </tr> <tr> <td style="text-align: center;"><u>14</u></td> <td style="text-align: center;"><u>1</u></td> <td>Total</td> </tr> </table>	Contributing	Noncontributing		<u>14</u>	<u>1</u>	buildings	<u>0</u>	<u>0</u>	sites	<u>0</u>	<u>0</u>	structures	<u>0</u>	<u>0</u>	objects	<u>14</u>	<u>1</u>	Total
Contributing	Noncontributing																			
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<u>0</u>	<u>0</u>	objects																		
<u>14</u>	<u>1</u>	Total																		

<p>Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)</p> <p style="text-align: center;"><u>N/A</u></p>	<p>Number of contributing resources previously listed in the National Register</p> <p style="text-align: center;"><u>18</u></p>
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6. Function or Use

Historic Functions
(Enter categories from instructions)

Cat: Commerce/Warehouse Sub: _____
Commerce/Restaurant _____
Commerce/Specialty Store _____

Current Functions
(Enter categories from instructions)

Cat: Commerce/Warehouse Sub: _____
Commerce/Specialty Store _____
Religion/Religious Facility _____
Landscape/Parking Lot _____
Vacant _____

7. Description

Architectural Classification (Enter categories from instructions)

No Style
Commercial Style

Materials (Enter categories from instructions)

foundation Brick
 roof Asphalt
 walls Brick
Concrete
 other Stone
Wood

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

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.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

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)

Architecture _____

Commerce _____

Period of Significance

1920-1951 _____

Significant Dates

1920 _____

Significant Person

(Complete if Criterion B is marked above)

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: City of Salisbury, North Carolina

10. Geographical Data

Acreage of Property 3.3 Acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>17</u>	<u>548370</u>	<u>3947150</u>	3	_____	_____
2	___	_____	_____	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 Aaron H. Arnett, AICP Urban Planner
organization Arnett Muldrow & Associates date May, 2002
street & number 1931 North Pleasantburg Drive telephone 864-268-2081
city or town Greenville state SC zip code 29609

12. 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 the SHPO or FPO.)

name Multiple Owners
street & number _____ telephone _____
city or town _____ state _____ zip code _____

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 listings. 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 the 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 Project (1024-0018), Washington, DC 20503.

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Salisbury Railroad Corridor Historic District
Boundary Expansion and Additional
Documentation
Rowan, North Carolina

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Salisbury Railroad Corridor Historic District Boundary Expansion

Description

The original Salisbury Railroad Corridor Historic District was designated in 1987 and included twenty-three buildings and one site, the Old Lutheran Cemetery. Of the twenty-three buildings, eight were listed as pivotal, ten as contributing, three non-contributing, and two as intrusive. If using current classifications, this would equate to eighteen contributing and five non-contributing buildings. The cemetery was listed as a non-contributing site. The district is located adjacent to the northeastern quadrant of the downtown area and includes all or part of eight city blocks centered around the main Southern Railroad line passing through the heart of Salisbury.

The centerpiece of the district is the 1907 Salisbury Passenger Depot which was individually listed on the National Register in 1975. The remainder of the district primarily includes late nineteenth and early twentieth-century warehouse buildings constructed during the peak of the growth of the railroad industry. While there have been a few changes and a couple of unfortunate demolitions in the district, the Salisbury Railroad District exists as one of the most historically intact of the City's ten National Register historic districts.

There have been a few changes to the district beginning with the demolition of the contributing power station at the north end of the passenger depot (#12a on the original nomination) as well as the intrusive storage building/gasoline pump on the south side of Lee at Franklin Street adjacent to the Old Freight Depot (#22 on the original nomination). The most unfortunate of changes, however, would be the demolition of the pivotal two-story brick portion of the Thomas and Howard Company warehouse building at 602-604 North Lee Street (#21 on the original nomination). After the demolition of this highly detailed brick warehouse building, the only remaining portion was the c. 1955, one-story simple brick addition at the northwest corner of North Lee and Franklin streets. This plain building has recently been rehabilitated including the removal of the bricks in the majority of the bricked-in windows, the installation of segmental-arched windows with metal casings, and the construction of a modern entryway on the northern façade. With the demolition of the main building and modern elements added, the remaining building should be classified as non-contributing.

The expansion area to the Salisbury Railroad Corridor Historic District includes the ten buildings built 1920-1951 fronting the east side of North Lee Street, one building facing East Liberty Street and one vacant lot. Of the eleven total buildings in the expansion area, ten are contributing and one is non-contributing (201 East Liberty Street, #24). Each of the buildings within the expansion area were originally constructed and historically used as warehouses to accommodate trade brought about by the Southern Railway. While various uses have come

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and gone, the majority of these buildings are used to this day as either warehouses or service uses.

The original boundary followed the centerline of an old railroad spur branching off from the main line to serve the rear loading dock areas of the expansion buildings. The inclusion of these eleven buildings creates a consistent boundary line that comprises all historic warehouse and railroad related buildings in the 200 to 600 blocks of North Lee between Lee to the west and the Southern Railway to the east. There is a clear and distinct division between these industrial buildings built around the railroad and the primarily commercial uses and buildings on the opposite side of Lee Street, closer to the downtown core. This serves as the historic extent of the development of railroad-related warehouses, most likely due to their proximity to the main rail line (less than a block from the main line but adjacent to the spur).

The buildings in the expansion area were built primarily in two eras. The majority of the buildings were constructed between 1920 and 1931 including numbers 24-26, 28, and 33. Difficult economic times brought on by the Great Depression did not completely inhibit growth in the area as two warehouses were built between 1931 and 1935, numbers 26 and 27. The remainder of the buildings (30-32 and 34-35) were constructed immediately after World War II through 1951. All buildings meet the fifty-year age criterion in that none were constructed after 1951.

All buildings are built of brick with the exception of 429 North Lee (#35) which is made of concrete block. All buildings fronting on North Lee Street have white-painted facades and remain unpainted in the rear. All have flat roofs and wood sash or metal casement windows. Only the building located at 201 East Liberty (#24) was significantly altered now being faced in stucco. Secondary materials include stone, concrete block, and metal. Each of the buildings is one-story except for 201 East Liberty (#24) and 305 North Lee (#25), which are two stories. The overall pattern of development is typical of historic commercial and industrial areas in that most buildings are built to the front property line. 321-323 and 429 North Lee are set back from the street. All buildings abut each other and share common walls. While the uses within the expansion area have changed over the years, the eleven buildings have consistently been used for industrial and service related businesses.

The architectural styles of the expansion buildings are typical of turn-of-the-century and World War II-era utilitarian warehouse design. While most of the buildings are simple and functional, each does have a certain level of detail such as variations in brick patterns, fenestration, brick corbelling, and parapet walls. These buildings are excellent examples of how industrial buildings built in the first half of the twentieth century incorporate design schemes where form

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follows the functional use of the building. Many of the buildings still retain the loading platforms on their rear façades. In fact, the spur tracks for the railroad still exist in the 400 block.

The highest level of detail exists on the building located at 329 North Lee Street (#28). With its original sixteen-light windows, quadruple-segments separated by decorative brickwork above the fenestration including crenellations in the parapet, it is elegant in its simplicity. Many of the other buildings have simple detail in their brickwork including the brick panels of 321-323 North Lee (#27), the stepped parapet wall of 405-407 (#30), and the slight corbelling of the eave of 305 North Lee (#25).

Three buildings from the original district are now contributing due to their age. 316 Depot (#14) was constructed in 1950 and 327-330 (#16) was built in 1949. The building at 322 Depot (#15) was incorrectly listed as being built c. 1950. Rowan County tax records indicate that it was built in 1932 while city directories first show a use in 1938.

Inventory List

The inventory below includes all properties within the Salisbury Railroad Corridor Historic District expansion area. Individual properties are listed from north to south – first on Lee Street and then on Depot Street.

The information presented below was gathered from a number of sources and noted with the following codes:

- SM** – Sanborn Maps
- CD** – City Directories
- RC** – Rowan County Tax Records
- NRR** – National Register Inventory data for the Salisbury Railroad Corridor Historic District
- GK** – Interviews with Glenn Ketner, Jr.
- L&L** – Citywide Architectural Survey completed in 2001 by L & L Associates
- LHD** – Report to State Historic Preservation Office on Downtown Local Historic District

Other resources are located in the bibliography section of the Nomination Form.

Properties are listed as contributing or non-contributing. **Contributing** resources are those which add to the historic significance of the district, are at least fifty years of age, and retain their historic integrity. **Non-contributing** resources include those that are either less than fifty years of age or have been altered to the degree that they have lost all historic integrity.

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24. 201 East Liberty Street

1920

Non-contributing building

This two story, three-bay wide warehouse building at the northeast corner of North Long and East Liberty is one of the earliest built buildings in the boundary expansion area. Constructed in brick, the building is now covered in stucco. Sanborn maps and city directories indicate that the building housed the Salisbury Coca-Cola Bottling Company from its construction until 1938. The front portion (on East Liberty) had a concrete floor and was used for bottling on the first floor and storage on the second. The rear portion (fronting on North Lee and listed as 303 N. Lee) had a dirt floor and was used as storage. By 1938, the building housed Trexler Transmission and, in 1946, it was used for tire-recapping, vulcanizing and storage as well as for the sale of used automobiles. In 1968, the building was listed as Haden's Tire Service. Now Accel Discount Tire, the building has been owned and operated by Mickle Tire Company since 1976.

Three additions appear on the building. The first is a small one-story building attached to the main building and facing East Liberty Street. On the 1922 Sanborn, this building appears to be a small garage and is listed simply as "auto". The second addition shows up on the 1931 Sanborn as a one-story addition to the rear of 303 North Lee. This addition no longer survives and was replaced by the one-story garage building constructed in 1950. The third addition is a one-story brick service building was built c. 1950 and attached to the original 1920s structure. This building faces East Liberty Street and is at the corner of East Liberty and Depot Streets. Although the building meets the fifty-year standard, it does not contribute to the industrial/warehouse character of the remainder of the district. There appears to be an even more modern addition built to the rear of the service garage.

Unfortunately, this building has been significantly altered and shows no evidence of its original appearance. The line of nine windows on the second floor fronting on North Lee may be original, but the building was eventually faced in stucco and a plain modern storefront with large display windows and a central recessed entry way were added to the side facing Liberty. Similarly, the small one-story addition is covered in stucco, and a wall now replaces the original garage opening facing Liberty. (SM, CD, RC, LHD, L&L).

25. 305 North Lee Street

c. 1922

Contributing building

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In 1922, the Salisbury Warehouse Corporation erected this two-story brick building. Although most of the original windows have been bricked-in, this simple, six-bayed warehouse building retains much of its original appearance. It has a large garage door opening facing Lee that is not original. While most of the buildings in the district have tile or stone coping, this particular building has a corbelled brick cornice on three sides. It contains a form of Flemish-bond brickwork on the façade with six-to-one common bond on the sides and rear (L&L).

Like the front, the rear of the building is six bays wide with windows bricked-in. There remains a concrete loading area on brick piers on the rear facing the location of the railroad spur tracks. This loading dock retains its original doorway and contains double doors constructed of wood panels with 12-light windows. A similar entry way on the southern end of the rear has been bricked-in and the loading dock removed.

The interior of the building is an open area with large wooden columns supporting the wooden tongue-and-groove second floor. A steel fire door separates the two-story 305 building from the one-story 311 North Lee building (#26). A wooden staircase ascends to the second floor and opens up to a similar open warehouse space.

The building, constructed in 1922, first appears on the 1931 Sanborn map and is listed as a Wholesale Grocery warehouse. In 1933, the building was sold by the Salisbury Warehouse Corporation to the P. N. Peacock family. It was used by Simpson-Peacock Wholesale Grocers through 1955 when it was purchased by Rickman Manufacturing Company who used it to manufacture underwear. Rickman Manufacturing Co. sold it to Rowan Investment Corporation in 1991. The building is currently vacant. (SM, CD, L&L, GK, RC, LHD)

26. 311 North Lee Street
c. 1931
Contributing building

This simple, one-story brick building was constructed adjacent to 305 North Lee (#25) and is separated from its neighbor by a steel fire door. The original six-bay wide building had three loading bays and three windows. All but one of the garage doors have been bricked-in. This particular warehouse is entirely utilitarian and has little detail other than fenestration and the tile cornice coping. The rear of the building is quite similar to the front with three bays and bricked-in windows and doors. Unlike its neighbors, there is no evidence of a rear loading platform adjacent to the spur tracks. The front of the building is

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painted white while the rear is natural brick. The brick pattern is five-to-one common bond and it has a composite roof.

Listed as 309-317 North Lee Street on the Sanborn map, this warehouse has been in common ownership and use to that of 305 North Lee. It was used as Simpson-Peacock grocery warehouse until 1955 when it became Rickman Manufacturing Corporation. The large, one story building is entirely open with wooden columns supporting its roof. There still remains an intricate wiring network exposed in the buildings ceiling with several rows where multiple power outlets descend from the ceiling to locations of former sewing stations. It was purchased from the underwear manufacturer in 1991 by Rowan Investment Corporation. It is currently vacant. (RC, SM, GK, CD, L&L)

27. 321-323 North Lee Street
c. 1935
Contributing building

321-323 North Lee is a six-bay brick building set back from the street approximately ten feet. The one-story warehouse shares a common wall with its neighbors at 311 and 329 North Lee. The left bay has a central, double-door entry way flanked by sixteen light windows on either side. The right bay is identical except that there is a small doorway to the right of the primary entryway. This doorway, apparently original, has small double doors and a transom window. The doors open out to a loading platform that is raised approximately three feet from the street level. There are concrete steps on either end of the loading platform. This building's details include paneled brick, tile cornice coping, and a metal awning extending out over the loading dock.

The rear of this building is very similar to the front with its two identical loading bays consisting of a central entryway flanked on either side by sixteen-light windows. There is evidence that a raised loading platform existed across the back facing the railroad spur but has since been removed. The brick work on this building is six-to-one common bond.

The Sanborn map describes the entire building as being one-story with a composite roof with the two sections separated by an interior masonry wall connected by a doorway. The interior wall is not a fire wall.

323 is listed in the 1935 city directory as the Staf-O-Life Feed Company and continued to have this use through 1968. The 1946 Sanborn map indicates that the entire building was used for wholesale feed, fertilizer and oils. 321 was first listed in the city directories in 1938 as Rowan FCX Service (Farmer's Cooperative Exchange) and continued in this use

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until 1949 when the FCX moved to 429-431 North Lee Street. After FCX, 321 North Lee housed the Integrity Supply Company who sold wholesale plumbing fixtures. It changed uses once again in 1957 as the underwear manufacturing company, Rickman, expanded into the building. At this point, Rickman occupied three buildings included 305-307, 309-317, and 321-323. (SM, CD, L&L)

28. 325-329 North Lee Street

c. 1922

Contributing building

This one-story brick building exists as a detailed, however modest, warehouse. Rowan County tax records list the building as being built in 1922 but it does not show up on Sanborn maps until 1931. It has ten bays of which six are original with their two sixteen-light windows and one door each. The only change from the original would be the replacement of the windows and door on the southernmost bay (325). The building has decorative paneled brickwork in the upper portion of the façade and includes five crenellations in the parapet that separate each bay and cap either end of the façade. The simple cornice is brick and the façade's brickwork is a six-to-one common bond pattern.

The side of the building adjacent to East Kerr Street has a stepped parapet wall leading to the rear of the building and the railroad spur. There are three small six-light windows in the side that appear original as well as a loading bay area. The rear of the building is almost identical to the front with eight sixteen-light windows and four doors opening up to a raised concrete loading platform on brick piers. The first fifteen feet or so of rear loading platform adjacent to the railroad spur is missing.

There is a frame partition on the interior of the building separating 325 from the remainder of the building. This partition is also indicated on the 1931 and 1946 Sanborns. Both of these Sanborns show that the warehouse was used as a grain, feed, and fertilizer warehouse (325), and as a brokerage warehouse (327-329). In 1928, the building was listed as the Williams Brokerage Company. From 1935-1935, it was the Peeler-Miller Company Food Products Brokers, and simply Miller Brokerage from 1942 to 1949. A portion of the building was used by National Carbide Corporation in 1949. Rouzer Motor Parts occupied the building from 1951-1955. It has seen various other uses including a furniture warehouse, a distributing company, and general storage. It is currently vacant.

The building was purchased in 1922 by the Rowan Creamery Company, a local dairy, who owned the property until 1931. In 1931, the property changed hands again to the Peeler

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family. Peeler apparently died in 1955 and it wasn't until 1965 until the Peeler estate gave up ownership to Al Hartman. In 1974, the Al Hartman estate sold the property to Rowan Investment Corporation, the current owner. (GK, SM, CD, LHD)

29. 400 Block of North Lee Street
Vacant Lot

30. 405-407 North Lee Street
c. 1942
Contributing building

This is a one-story, two-bay warehouse with two large garage door openings. The garage door closest to Kerr Street has been framed-in and includes a small door opening. The other bay still retains the garage opening and includes a small door under a plate glass window extending to the top of the garage bay. Unlike the warehouses in the 300 block of North Lee, this building is not painted and retains its original red brick. The building has a small, stepped parapet wall with tile cornice coping.

The side wall steps down towards the rear of the building and is faced in brick for the front portion and concrete block for the remaining portion. The concrete block is painted red. There are two original widows on the rear third of the side wall with metal casings and 27 small panes. The two-bay rear façade is constructed of concrete block and contains two door openings flanked on either side by the same 27-paned windows as the side. The original loading platform facing the railroad spur has been removed.

The 1946 Sanborn map indicates that the two sections of the building are separated on the interior by a frame partition wall. The building was first listed in City directories in 1942 and was used as a Cheerwine Bottling Company warehouse at 405 and Dr. Pepper Bottling Company warehouse at 407. While Dr. Pepper occupied its portion through 1955, Cheerwine was housed in the building until 1947 when it was listed as Thorton Distributing. 405 included a number of other uses through the years including auto service, metal molding distributors, and the Federal Yeast Corporation. Cheerwine returned to the 407 portion in 1960 and remained through 1962. From 1968 through 1976, both portions of the building were the quilting department of the R. W. Normans Company, a locally prominent household furnishings manufacturer. 405 is currently the Greater End Time Harvest World Outreach Center and 407 is Hatcher Custom Woodworking. (SM, CD, GK, L&L, RC)

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31. 415 North Lee Street

c. 1951

Contributing building

This one-story, eleven-bay-wide, warehouse is faced in red brick with two large garage doors at either end. The middle portion of the front façade contains two double-door entryways flanked on either side by eighteen-light windows. The wooden-paneled double doors are apparently original. Like most of the building within these two blocks, this warehouse also has a tile cornice coping. The rear façade is constructed out of concrete block and has two identical sections with a central, double wooden-paneled door entry way with the eighteen-light windows on either side. There is evidence of a loading platform which no longer exists.

The property was owned by the City of Salisbury and was vacant until 1945 when it was purchased by the Peeler family who constructed the building. Its construction date is shown as 1951 in the Rowan County tax records. In 1965, Peeler sold the property to the R. W. Norman Company who used it as a print shop, woodworking, and quilting. Rowan Investment Corporation, the current owners, purchased the building from the Norman family.

This large, open warehouse building was used primarily by Sloop Distributing Company (later Rowan Distributing-wholesale beer) from 1953 through 1966 and later as the R. W. Norman quilting department. The building is currently used as a warehouse to store and refinish antique furniture. (GK, 1945 plat map, SM, CD, L&L, RC)

32. 417 North Lee Street

1946

Contributing building

This small, one-story, three-bay-wide red brick building was constructed in 1946 and is quite different in its façade treatment than the other warehouses in the district. It has a central doorway with small display windows flanked on either side by large display windows. Each window and door has a transom window above. The building has brick paneling in the upper façade and tile cornice coping. It is adjacent to an alley leading to the railroad spur and the Southern Railway. The side façade steps back towards the rear of the property.

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The building is first listed in city directories in 1949 and was used by Builder's Supply Company from 1949 until 1968. From 1970 through 1976, it was used as Barnhardt's Appliance Sales and Service. (RC, CD, L&L)

33. 421 North Lee Street

1924

Contributing building

Eight bays wide, this one-story white brick warehouse has brick paneling on the upper façade of each section. The first section (to the south adjacent to the alley) has a large garage door and boarded-up window. The middle section has a central doorway flanked by a window on each side (now bricked-in). The northern section has two doorways and a bricked-in window. The three doors are covered by a central, metal awning. The building has a stone cap along its cornice. A 1950's era photograph indicates that relatively little has changed except that the building had a large wooden door flanked by two large display windows (bricked-in at the time). This larger door and adjacent window were replaced by two smaller doors. The brick is laid in a six-to-one common bond pattern.

The alley side of the building has a stepped wall leading towards the rear of the building and six small window openings (now bricked-in). The rear of the warehouse has three identical loading areas with a central, double-door entry way with a window on each side of the doorways. The original concrete loading platform supported by brick piers still exists along the railroad tracks. The rear façade is angled as it follows the railroad spur tracks from the center of the block at an angle towards the main line. The 1946 Sanborn indicates the building has a frame partition and a composite roof.

The first tenant was Simpson-Peacock Wholesale grocers who occupied the building through 1928. It was later used for Salisbury Junk and Salvage. From 1949 through 1955 it was used by Excel Grocery Company and Ketner's Inc., a wholesale grocer operation for Ketner Super Markets. The building had also been used as offices for the Rowan Investment Company Real Estate (1960-1973), Ketner Center Inc. offices (1966-1973), State Department of Agriculture Food Warehouse (1962-1968), and Industrial Products Inc./Simmons Insulation (1976). In 1973, a portion of the building served as the law offices of Glenn Ketner Jr., now located in the 100 block of East Kerr Street. It was purchased by Glenn Ketner Sr. (Rowan Investment Company) in 1941 from Simpson-Peacock. The building is still owned by Rowan Investment Company. (SM, CD, GK, L&L, RC, Ketner Photographs)

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34. 425 North Lee Street

1951

Contributing building

This simple, one-story, six-bay-wide brick warehouse was built in 1951 by Glenn Ketner for \$36,000. The plain building has an interesting bowstring truss roof which enabled the building to have a large, unobstructed space. The warehouse was originally built for Ketner's Supermarkets warehouse.

A 1950's era photograph indicates that this building is completely original with its two large garage doors at the southern portion of the front façade, small central doorway, and the three eighteen-light windows. The copper downspouts on the gutter are also original. The building has tile cornice coping a five-to-one common bond brick. The rear façade of the building is equally as simple with its large garage door opening, three small eighteen-pane windows, and single entryway. This rear façade is angled as it follows the railroad spur tracks from the center of the block at an angle towards the main line. The original concrete loading platform still exists and is supported by brick piers. An older photograph (date unknown) shows a Norfolk and Western box car at the loading platform. This photo indicates that the rear façade is original.

The building's primary use was as a warehouse for the Excel Grocery Company and Ketner Super Markets. It was also used from 1966 through 1973 as the State Department of Agriculture Food Warehouse. (GK, SM, CD, Ketner Photographs, L&L)

35. 429 North Lee Street

c. 1946

Contributing building

The one-story, two-bay-wide concrete block is recessed from the street with a large loading area as its front yard. The front of the building and half of its side (facing the cemetery) has a covered loading dock supported by wood and metal columns. The front has a large, double-door entry way and window as well as a tall parapet wall. The rear of the building is very plain and simple with two large loading bay doors and a concrete loading platform. It is apparent from the rear of the building that the ceiling slopes down from the south side of the building to the north.

The building was used from 1949 through 1977 as the Farmer's Cooperative Exchange Farm and Garden Supply store. This property was sold by the Salisbury Warehouse Corporation to W. A. Roseman in 1924 who apparently built a building here (there is a

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one-story brick building on this site in the 1931 and 1946 Sanborn maps.) The Sanborn maps show a much smaller building built out to North Lee Street. The existing building was constructed between 1946 and 1949. The property was purchased by Rowan FCX from the Roseman heirs in 1946. FCX sold the property to the Rowan Investment Corporation in 1978. The property is currently used as a warehouse. (GK, SM, RC, CD, L&L).

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The following information represents an update to the existing National Register historic district listing. The numbers correspond to those on the original form. Because the original form provided little information on these resources, description and historical data are provided here.

12a Formerly Power Station

This building has been demolished.

301 Depot Street

c. 1931

Contributing building

This two-story brick building is incorrectly listed as part of #14 in the original National Register historic district listing.

The two-story, 3-bay-wide building has an central entryway and two display windows on the first floor and two windows on the upper floor. All but the upper left window have been bricked-in. The upper façade has been pierced with a small doorway and has a metal staircase that leads to the street level. The current entry to the antique store is on the southern side where the building has a covered, terra-cotta tiled shed-roof over the first floor entryway and supported by wooden columns. The upper façade has four six-over-six double-hung windows. The brick is laid in six-to-one common bond and the building has a tile cornice coping.

The building was built in 1930 as a retail store. It was used as Blackwelder's Barbeque restaurant from 1935 until 1955. In 1960, it was Happy's Drive-In and from 1966-1968, it was listed as the Elk's lodge #1548. It was listed as Wayne C. Simmons office until 1980. It is currently an antique store. (CD, NRR).

14. 316 Depot Street

c. 1950

Contributing building

This one-story brick building has large, plate glass display windows on either side of a central doorway. Both the windows and door have transom windows above. The building is six-to-one common bond and has a garage door on the left side of the front façade. The building was a electronics establishment in 1955 and the Southeastern Radio Supply

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Company from 1957 through 1980. In 1987 when the original district was listed, the property was used as Smitty's Janitorial supply. (CD, NRR)

- 15. 322 Depot Street**
c. 1938
Contributing building

This building still retains its garage door loading area and large, double 24-light windows with sidelights. Its brick is laid in a six-to-one bond and it has a tile cornice coping similar to most of the warehouses in the district.

Contrary to the original listing, the building appears to have been constructed around 1938 when it first appears on the city directories as Statesville Flour Mills and Salisbury Brokerage Company general merchandise. It retained this use through 1953. The use was listed as Dickerson Labor Company in 1957 and Fesperman Notions in 1960. At the time of original listing, it was Davis Warehouse #2. (NRR, CD)

- 16. 327-330 Depot Street**
1949
Contributing building

Originally built as Rouzer Motor Parts, this building continues in that use today. It still retains its original configuration and design with the possible exception of the reflective glass windows in the main entry portion of the building. The six-bay-wide front façade has two distinct sections including two entryways flanked by large windows. The section to the left has large, twenty-light windows and a recessed, double-door entryway with transom windows. The front and rear of the building both have a false, stepped parapet while the side façade facing Kerr Street has a series of five brick pilasters as detail. There are eight small window openings in the side façade. The rear portion of the side apparently has a double-door replacement entryway where a garage door used to be. (NRR, CD)

- 21. Thomas and Howard Company Warehouse Addition**
604 North Lee Street
c. 1955
Non-contributing building

The large, two-story brick building with elaborate parapet and corbelled eaves has been demolished leaving only the c. 1955 utilitarian warehouse addition at the corner of East

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Franklin and North Lee Streets. This building has recently been rehabilitated including some modern elements. It is now non-contributing simply because of the loss of the main warehouse building. (NRR)

22. Formerly Storage Building/ Gasoline Pump

600 block of North Lee Street
c. 1950
Vacant lot

This intrusive storage building has since been demolished and is now a vacant lot. (NRR)

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Summary

This boundary expansion to the Salisbury Railroad Corridor Historic District adds two blocks of warehouses, whose period of significance is ca. 1920-1951, to the district. The boundary expansion extends the west boundary of the district to North Lee Street, thereby including two blocks of warehouses built along a spur track constructed in 1920. There are eleven total buildings in this area including ten located on the east side of the 300 and 400 blocks of North Lee Street and one at 201 East Liberty Street. With the district expanded, North Lee Street now creates a consistent boundary line with a clear and distinct division between the railroad warehouse district and the commercial core of downtown. The expansion area has commercial significance under Criterion A as the representation of the last chapter of the growth of the railroad warehousing and commerce in Salisbury. The buildings, largely associated with bottling companies and wholesale grocery uses, were constructed as a direct result of the 1920 agreement between the railroad and the Salisbury Warehouse Corporation to construct a spur line to the main rail line. In 1951, construction of the last building in the area coincided with the wider use of trucking as a means to transport goods and with the corresponding decline of the railroad. The expansion area also has architectural significance under Criterion C with its buildings illustrating the building types, characteristics, and methods of construction of warehouse and commercial architecture during the 1920-1951 period.

The additional documentation for the Salisbury Railroad Corridor Historic District extends the period of significance from 1931 to 1951. Therefore, three noncontributing buildings are now reevaluated as contributing. These are a commercial building at 316 Depot Street, built ca. 1950; a warehouse at 322 Depot Street, built ca. 1938, and the Rouzer Motor Parts building, 327-330 Depot Street, built in 1949. These three buildings continue to meet Criterion A for commercial significance and Criterion C for architectural significance. The additional documentation also details the demolition of the main warehouse building of the Thomas and Howard Company, 604 North Lee Street, of a storage building in the 600 block of North Lee Street adjacent to the railroad tracks, and of a power station beside the railroad station.

Historic Background and Context

The railroad played a key, if not primary, role in the ongoing development of Salisbury. Completed in 1855, the railroad created a demand for commerce and industry and sparked a population boom within the city. When the nearby Spencer Shops were begun in 1896 as a locomotive service facility for the Southern Railway, the area became a major trade hub in the region and state. This, along with thriving industries such as cotton and tobacco, created an increased demand for additional warehouse and commercial space in the region. The Salisbury Railroad Corridor District was already thriving by the time the oldest existing building (the

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Boyden and Overman Warehouse) was constructed in 1905. The 1896 Sanborn shows a number of buildings in the area including a cotton plant, hotel, and distillery. All of these older uses were replaced with newer buildings including the Salisbury Passenger Depot erected in 1907-1908. By the early 1920s, the majority of the district was developed with various warehouses, the depot, and the Yadkin Hotel.

According to the 1896 Sanborn map, the area comprising the expansion portion of the district was mostly vacant. By 1902, this area had developed as housing for local blacks (including the west side of the 300 block of Depot Street). The 1907 and 1913 Sanborn maps show that the area was still used for single-family homes.

The first warehouse building was built in the expansion area by 1920 (#24) and was used as the Salisbury Coca-Cola Bottling Company. Shortly thereafter, an agreement was made between the railroad and the Salisbury Warehouse Corporation, owners of most of the property in the area, to construct a spur track from the main rail line (interview with Glenn Ketner). This side track began around Cemetery Street, cut through the block bounded by Cemetery, North Lee, and Kerr Streets, and continued through to a terminus within the 300 block between North Lee and Depot. This project immediately spurred the second era of development of the Salisbury Railroad Corridor district (1922-1951). The tracks are defunct today, but still exist in the 400 block area. The spur line became the rear property line of all of the parcels fronting on Lee Street.

Shortly after the construction of the spur track, other warehouses began to replace the single-family homes, beginning in 1922 with the two buildings at 305-307 (#25) and 325-329 North Lee (#28). 421 North Lee (#33) followed in 1924. Each of these warehouses is quite typical of the early twentieth century commercial warehouse buildings with their utilitarian form and simple design including tile and stone copings, brick panel detailing, and sometimes corbelled brickwork. Similar buildings were built at 311 North Lee Street (#26) in 1931, and 321-323 (#27) in 1935. Each building constructed along the spur track had a concrete loading dock on its rear façade supported by brick piers. Many of these loading docks still exist today.

A number of the warehouses were built as soft drink bottling plants and warehouses. The earliest building in the expansion area is the Salisbury Coca Cola Bottling Company, 201 East Liberty Street, built in 1920. It continued in this use for almost twenty years until 1938. The building at 405-407 North Lee Street (#30) was built in 1942 and originally housed the Dr. Pepper Bottling Company and Cheerwine Bottling Company warehouses. Cheerwine was founded locally and actually began its operations in the R. B. Miller warehouse (#10 & 11 of the original district). The main bottling operation moved shortly to a new building constructed in 1913 at 322 East Council Street (#7 of the original district). The company was successful in its

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early years expanding its market and used 405 North Lee Street as additional warehouse space. Cheerwine is still bottled in Salisbury and is a successful cola product throughout the southeast.

The dominant historic function of the buildings in the boundary expansion is as wholesale grocery warehouses. By 1958, there were twenty-three food product enterprises among the big industries of Salisbury. Simpson-Peacock Wholesale Grocery operated warehouses at both 421 North Lee (#33) in 1924 through 1926, and 305 North Lee (#25) from 1938 through 1955. From 1935 through 1949, Peeler-Miller Food Products Brokers used the warehouse at 325-329 North Lee Street (#28). However, it was the Excel Grocer Company Warehouse and Ketner's Inc. that eventually made a mark on the history and economy of Salisbury. The buildings associated with Food Lion and its predecessors include the warehouse at 421 North Lee built in 1924 and used as Excel and Ketner's warehouse from 1949-1955 (and the Excel warehouse at 425 North Lee built in 1951.)

Excel Grocer Company and Ketner Super Markets were very important to two of the most successful grocery operations in the country. George Robert Ketner moved his family to Salisbury in 1932 and opened up a butcher shop at 501 North Main Street. Ketner was a sharp businessman and quickly provided a full line of groceries at his shop. The business expanded rapidly until it had five stores in Salisbury and one in Kannapolis by 1931. George Ketner died abruptly in 1932 but not before he taught his sons good business acumen and the essentials of the grocery business. Ketner died without a will and the estate was forced to sell the six Ketner Cash and Carry grocery stores. Glenn Ketner, one of George's sons, was able to purchase the store in nearby Kannapolis. Ralph, one of the younger sons, eventually worked for his older brother Glenn.

Like his father, Glenn was a hard working businessman and expected nothing less from his younger brother. Because of their dedication, Ketner Super Markets, as it was called then, became a successful operation and Glenn Ketner purchased the warehouse at 421 North Lee (#33) from Simpson-Peacock in 1941. After the war, Glenn formed Excel Grocery Warehouse Company to supply seven retail stores. Ralph Ketner was put in charge of Excel. Business continued to grow until Excel built a new warehouse in 1951 at 425 North Lee (#34). The building was constructed for a mere \$36,000 and includes an interesting bowstring truss ceiling creating an unobstructed open area in the interior of the building.

By 1955, there were 10 Ketner's Super Markets when Glenn decided to merge with a similar sized chain of Piggly Wiggly stores out of Raleigh. The merged company was 25 stores strong and was quickly sold by Glenn to the Winn-Dixie Company. At this point, the two Excel wholesale warehouses in the district ceased operations and the Ketner family leased the

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buildings to a number of tenants. Young Ralph continued to work for Winn-Dixie as head buyer until 1957 until he founded the Food-Town grocery store. While Glenn Ketner signed a non-compete agreement with Winn-Dixie, he provided property at the Ketner Center at the intersection of West Innes Street and Statesville Avenue for Food-Town store #1. The business knowledge that Ralph learned from his father along with the experience he gained working with his brother proved to be invaluable as the new company quickly expanded and eventually became Food Lion, one of the largest supermarket chains in the country. Food Lion is currently owned by Delhaize Group and has over 1,200 stores in 11 Southeastern and Middle Atlantic States.

The period from 1929 to 1951, the construction date of the last warehouse to be built in the district, proved to be a somewhat unpredictable time period. The railroad industry, caught by surprise by the stock market crash and the Great Depression, saw an almost 50% drop in revenues from 1929 to 1932. This resulted in hard times for the industry, town, and region. Because it was a rail town, Salisbury became crowded during the depression with unemployed railroad workers. Of course, this did not prevent the construction of an additional warehouse in the district in 1931, 311 North Lee (#26). The height of the economic collapse occurred in 1933 and the shaky economy began to turn around. Several other warehouses were constructed in the district until the last one in 1951. The Salisbury Railroad District had been effectively developed and generally included portions of eight blocks between Innes Street to the South, the railroad tracks to the North, Lee Street to the West, and Long Street to the East. The lack of developable property immediately adjacent to the railroad tracks as well as a shift in methods of transporting goods resulted in the end of expansion of the Salisbury Railroad Corridor District.

Commerce and Architecture Context

The expanded Salisbury Railroad Corridor Historic District represents a cohesive, architecturally and historically significant district of early to mid-twentieth century commercial and warehouse buildings. From the elaborate Spanish Mission style passenger dept to the utilitarian warehouses, the growth in commerce brought on by the railroad industry resulted in this collection of significant buildings. The district ceased to expand after 1951 because of post-war expansion of the trucking industry located along highways. The Salisbury Railroad Corridor Historic District is the most intact of all historic districts in Salisbury.

The expansion area has commercial significance under Criterion A as the representation of the last chapter of the growth of the railroad warehouse and commerce industry in Salisbury. Salisbury's location along a historic trading route, the nearby Spencer Shops repair facility, and the existence of the railroad made the city a hub for commerce and retail trade. The buildings in the expansion area reflect the nature of this growing commerce and industry in their layout,

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overall design, and function. Their brick and concrete block construction, with heavy timber and light wooden interior frameworks, parapet walls, and simple decorative brick detailing, are similar to the contributing warehouses in the original district, such as the Boyden and Overman Cotton Warehouse (#19), built in 1905, the R. B. Miller Building (#10 & 11) in 1910 and 1930, and the wholesale grocery warehouse (#2) in 1925.

Many of the buildings have housed industries with deep ties to Salisbury, the region, and even the nation. For instance, during World War II 405-407 North Lee Street (#30) was a warehouse for the Cheerwine Bottling Company, a prominent southeastern soft drink company that still exists in Salisbury today. Many of the warehouses were built or used to store wholesale groceries. 305 North Lee Street was built in 1922 as a wholesale grocery warehouse. 325-329 North Lee Street, built about 1922, was the Peeler-Miller Company Food Products Brokers, later Miller Brokerage, in the 1930s and 1940s. 425 North Lee Street was built in 1951 for the Excel Grocery Company and Ketner Super Markets, the predecessor of the national Food Lion grocery chain. The warehouse at 421 North Lee Street, built in 1924, was originally Simpson-Peacock Wholesale Grocers, and from 1949 to 1955 was used by the Excel Grocery Company and Ketner's Inc.

The expansion area also has architectural significance under Criterion C with its buildings illustrating the building types, characteristics, and methods of construction of warehouse and commercial architecture during the period between 1920-1951.

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Sanborn Maps: 1896, 1902, 1907, 1913, 1922, 1931, 1946

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Verbal Boundary Description

Please refer to the solid black line on the attached GIS-generated historic district map which is at the 1 inch equals 200 feet scale.

Boundary Justification

The buildings included in the Salisbury Railroad Corridor Historic District Boundary Expansion are the only intact industrial buildings adjacent to the historic district. With these two blocks of industrial buildings being included, the boundary on North Lee Street now constitutes a clear and distinct division between the railroad warehouse district and the commercial core of downtown. This serves as the historic extent of the development of railroad-related warehouses, most likely due to their proximity to the main rail line. The boundary line is based on current property lines.

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Photographs

Photographs by Aaron Arnett, Urban Planner, Arnett Muldrow & Associates, Greenville, SC, taken March 26, 2002. Negatives stored at North Carolina HPO.

- A. 300 block of North Lee Street, view north
- B. 330 Depot Street – front (east) elevation
- C. 415 North Lee Street – front (west) elevation
- D. 429 North Lee Street – side (north) elevation
- E. 400 block of North Lee Street, view north
- F. 425 North Lee Street – front (west) elevation
- G. 325-329 North Lee Street – front (west) elevation

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Salisbury, N.C. December 2002

 Original National Register District

 Boundary Expansion

 Railroad

C Contributing Building or Site

NC Non-contributing Building or Site

V Vacant Lot



