

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historical name Depot Historic District
other names/site number Warehouse District, Westside Area

2. Location

street & number bounded by W. Hargett, S. McDowell, S. Dawson, W. Cabarrus,
and streets

N/A not for publication

city or town Raleigh vicinity N/A
state North Carolina code NC county Wake code 183 zip code 27602

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 forth 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.)

Jeffrey Crow SHPO 7/1/02
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:

entered in the National Register

USDI/NPS Registration Form

Depot Historic District

Wake County, North Carolina

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):

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

- building(s)
X district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

Number of contributing resources previously listed in the National Register N/A

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

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:

- COMMERCE/TRADE: warehouse
specialty store
restaurant
TRANSPORTATION:RAIL-RELATED
LANDSCAPE: park

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Current Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE: warehouse
 : specialty store
 : restaurant

TRANSPORTATION:RAIL-RELATED

LANDSCAPE: park

DOMESTIC: multiple dwelling

COMMERCE/TRADE: business

COMMERCE/TRADE: professional

7. Description

Architectural Classification (Enter categories from instructions)

Other: vernacular commercial, Art Deco, Art Moderne

Materials (Enter categories from instructions)

foundation brick
roof asphalt
walls brick
other slate
 concrete
 metal
 granite

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

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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)

- Industry
- Commerce
- Transportation
- Community Planning and Development
- Architecture

Period of Significance 1880s-c. 1952

Significant Dates 1891, 1925

Significant Person (Complete if Criterion B is marked above) N/A
Cultural Affiliation N/A

Architect/Builder Milburn, Heister & Co. (architects); Fitzhugh Ricks (contractor)

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

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9. Major Bibliographical References
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(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

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 Other
Name of repository: _____

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10. Geographical Data
=====

Acreage of Property approximately 21 acres

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	17	712760	3961780	3	17	713270	3961920
2	17	713000	3961940	4	17	713040	3961480
5	17	712760	3961490				

 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 M. Ruth Little
organization Longleaf Historic Resources date March 2002
street & number 2709 Bedford Avenue telephone 919-836-9731
city or town Raleigh state NC zip code 27607

=====
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 _____
street & number _____ telephone _____

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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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National Park Service

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Depot Historic District
Wake County, North Carolina

Section 7: Description

Raleigh's Depot Historic District, located east and north of the Norfolk and Southern railroad tracks in the southwest corner of the original 1792 town plan, contains approximately four blocks of brick commercial and industrial buildings dating from the 1880s to the early 1950s. Located two blocks west of Fayetteville Street, Raleigh's main commercial street, the district forms a transition between the high-rise office buildings and institutional buildings of the central business district and the residential area to the west. The district includes **Nash Square** (#34), the southwest square in Raleigh's original 1792 city plan, also known as Nash Park in the early part of the century. It and Moore Square, the southeast square, are the only ones of the original four which are still parks. Nash Square's formal Beaux-Arts-style walkways and gates, its large oak trees and verdant masses of shrubs and flowers contrast strongly with the stark industrialism of the rest of the district, whose buildings abut the street, leaving little open space for landscaping.

Railroad buildings and structures impart a dominant transportation character to the district. An eight-track wide band of railroad tracks are in the southwest corner of the district. The Southern Railway Passenger Station (now Amtrak) (#2) and the Freight Depot (#11) sit on opposite sides of these tracks. At the north edge of the district, the former "Grand Union" station (#12) fronts Nash Square. Between are blocks of warehouses, factories, and commercial buildings, interspersed by vacant parcels used as parking lots for downtown workers. Buildings, ranging from one to three-stories in height, are generally of load-bearing brick construction, with flat roofs, and utilitarian industrial or commercial design, with loading doors, small windows (the earliest with segmental-arch openings), and modest decorative brick details.

Thirty-five buildings stand in the Depot Historic District, twenty-seven of which retain architectural integrity and contribute to the character of the district, as does Nash Square (historic site), and one contributing structure, a ca. 1920 crane at Southern Railway Freight Depot. Contributing buildings were built during the period of significance, which extends from the 1880s to 1952. Of the eight noncontributing buildings, two were constructed after 1952. Six historic buildings have major character-altering changes that render them noncontributing. The former Raleigh Cotton Oil Mill & Fertilizer building (#21) at 322-324 S. Harrington St. was built about 1885, but its historic character has been compromised by mid-to-late twentieth century additions and remodelings. The ca. 1950 tire warehouse (#20) at 320 S. Harrington St. lost integrity when it was substantially remodeled ca. 1986. The former *Raleigh Times* office (#24), 211 W. Martin St., lost integrity when its front section was remodeled about 1970, and Union Station (#12) has been significantly altered. The ca. 1980 statue of Josephus Daniels in Nash Square is a non-contributing object.

The district retains integrity of location, setting, workmanship, feeling, and association from its period of significance from the 1880s to 1952 when it was Raleigh's transportation and industrial hub.

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All of the buildings date from the 1910s to the early 1950s with the exception of the Raleigh Cotton Oil and Fertilizer Company buildings, the earliest of which date to the 1880s, and two 1970s office buildings. The boundaries of the district were drawn to include as many as possible of the historic warehouses and railroad-related buildings in this section of Raleigh. Warehouses to the north and south of the district were constructed in the late 1950s. Buildings east of S. Dawson Street are generally commercial in character; a number are tire warehouses. West of the district is residential development. Historical feeling and association are enhanced by the railroad sidings beside a number of buildings and the granite paving blocks, laid at the turn of the century, in the yard of the Southern Railway Freight Depot. Due to minor ongoing alterations, some buildings exhibit compromised integrity of design and materials but they retain overall massing and sufficient character to be contributing. For example, the Raleigh Cotton Oil & Fertilizer Company warehouse, 310-314 S. Harrington Street, has segmental-arched windows infilled with brick and some added garage doors, but retains its decorative brick headers and parapet gable ends.

Inventory List

Note: The following inventory list is arranged alphabetically by street name, north side first, then south side; west side first, then east side. Construction dates are derived from the following primary and secondary sources. The primary sources are the 1884, 1888, 1896, 1903, 1909, and 1914 Sanborn Maps [SM], Raleigh City Directories [CDs], and interviews. The major secondary source is the survey files compiled by Helen Ross during the 1989-1990 comprehensive historical survey of Raleigh [Ross]. All buildings are categorized as C (contributing) or NC (noncontributing) based on the following criteria. Any building built after the end of the period of significance, in 1952, is noncontributing due to its age (NC-age). Buildings built before 1952 that have lost their architectural integrity because of substantial additions and/or alterations incompatible with their historic pre-1952 character are categorized as noncontributing because of these changes (NC-alt.). The buildings are named for their original or early tenants, and not for their current tenants.

W. Cabarrus Street, North Side

1C	312-316 W. Cabarrus St.	Schafer & Son Beer Distributors	c. 1949	Large 1-story flat-roofed brick commercial building, four bays wide, with two glass storefronts, one original garage bay, and an office bay. Built ca. 1949 for Schafer and Son beer distributors. [1947, 1950 CDs]
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2C	320 W. Cabarrus St.	Southern Railway Station	c. 1949	Colonial Revival style 1 1/2-story passenger station with central side-gabled block, brick veneer, Doric portico, 9/9 and 6/6 sash windows, flanking wings, and slate roof shingles. Ca. 2000 the rear flat-roofed porch was replaced by a contemporary glassed area. Built ca. 1949 as the Southern Railway passenger station. Currently operates as the Amtrak Station. To the rear is a long ca. 1949 platform covered by flat wooden roof supported on metal posts. It was free-standing until the rear glassed addition was constructed. N&O 11-30-48]
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Commerce Place, West Side

3C	24 Commerce Place	Progressive Litho Company	c. 1941	Small 1-story concrete block and brick flat-roofed building with red and yellow brick veneer door and window surrounds on facade, concrete Art Deco parapet blocks. The façade garage bay is original. In 1942 Progressive Lithography Co. operated in this building. By 1950 J.B. Hunt & Sons Parts was here. [1942, 1950 CDs]
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W. Davie Street, North Side

4C	320 W. Davie St.	J.G. Ball Wholesale Grocers Warehouse	c. 1930	Built for Ball Wholesale Grocers; the front door and flanking windows of the 1-story brick warehouse have been replaced with smaller openings, but overall integrity is intact. Front corbel cornice remains in place. [1930 CD, 1949 SM]
5C	328 W. Davie St.	Armour & Co. Warehouse	c. 1940	Built for Armour & Co. wholesale meat suppliers, this intact 1-story flat-roofed brick warehouse has modest Art Deco details such as the decorative concrete blocks in the parapet. Openings consist of pairs of original 6/1 sash windows and an original garage bay on the façade. A loading dock with bracketed wooden canopy faces a spur track along

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the west side. [Ross]

- | | | | | |
|----|----------------------------------|---|----------------------------------|---|
| 6C | 330 W.
Davie St. | Red Band
Company
Warehouse | c. 1935 | Built for Red Band flour company as a warehouse, this 1-story flat-roofed brick warehouse has industrial metal windows and is basically unaltered. Early warehouse addition at rear has replacement doors and windows. [Ross] |
| 7C | 406, 408,
410 W.
Davie St. | Raleigh Cotton
Oil & Fertilizer
Bldg. | c. 1885,
c. 1903,
ca. 1910 | 2-story brick flat-roofed building built c. 1885 for press room and lint room of cotton seed plant. Segmental-arched windows are infilled. Early 20th c. two-story facade additions of brick and frame. [Ross] |

W. Davie Street, South Side

- | | | | | |
|--------------|---------------------|---|---------|---|
| 8C | 319 W.
Davie St. | Phillips
Roofing Co.
Office/Wareh
ouse | c. 1952 | 1-story concrete block building set back from street, with brick veneer facade and metal sash windows. Built c. 1952 as office and warehouse of Phillips Roofing Co. [1951, 1953 CD] |
| 9NC-
alt. | 321 W.
Davie St. | Electric Motor
& Repair Co.
Warehouse | c. 1952 | 2-story concrete block building. Apparently built c. 1952 as a warehouse for the Electric Motor & Repair Co., whose office was at 418-422 S. Dawson St. The 3-bay façade contains a wide garage bay and a variety of door and window openings added at different times. Fiberglass and metal sheathing and a metal awning have been added to different elevations in the later 20 th century and compromise its historical appearance. [1951, 1952 CD] |

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|-------------------------|---------------------|---|----------|--|
| 10C | 323 W.
Davie St. | Tip Top Foods
Inc.
Office/Wareho
use | c. 1951 | 1-story concrete block flat-roofed garage with brick veneer four-bay façade containing a garage bay and two wood display windows flanking a wood door.. Built c. 1951 as office and warehouse of Tip Top Foods, a grocery wholesaler. [1951 CD] |
| 11C | 327 W.
Davie St. | Southern
Railway
Freight Depot | c. 1912 | Well-preserved 1-story brick freight depot, consisting of front office area with segmental-arched windows with granite trim, brick pilasters and arched entrance with fanlight and sidelights; rear warehouse area containing 15 bays, each with arched double wooden doors. A shallow gable roof covers the entire building. A row of small wood awning windows on all four elevations illuminates the upper area of the building. A shed roof on wooden brackets shelters a platform along the west elevation. East façade has metal sheathing and steel roll-up doors. A loading platform with flat-roofed canopy extends from the south side as well. A rail spur extends along the east elevation. Built and occupied by Southern Railway. Now owned by Norfolk and Southern Railroad. [Ross] |
| 11aC
(struct
ure) | | Southern
Railway Crane | ca. 1920 | Steel crane, approximately 25-ft. wide, located in west side yard of freight depot. The structure stands on tall poured concrete bases, with steel posts supporting a trestle with a pulley apparatus. |

S. Dawson Street, West Side

- | | | | | |
|---------------|----------------------|---------------|-----------------------------|--|
| 12NC-
alt. | 224 S.
Dawson St. | Union Station | 1891, ca.
1950,
1980s | Monumental building retains its form, a 2-story block with recessed 2-story wings, all covered with hipped slate roofs, but has lost all other original architectural features. The original Romanesque Revival-style tower and entrance were removed about 1950. A 1-story flat-roofed 7-bay brick addition was added to the rear, probably at this time. A 1980s remodeling left the brick veneer walls but removed the arched entrances and all windows |
|---------------|----------------------|---------------|-----------------------------|--|

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and substituted smaller openings. The bracketed roof overhangs have also been removed. Served as passenger station for all of Raleigh's railroads until 1950, when it was sold and remodeled by a private business. [N & O 11-30-48; Murray, *From Raleigh's Past*]

- | | | | | |
|-----|--------------------------|----------------------------------|---------|--|
| 13C | 416 S.
Dawson St. | Dr. Pepper
Bottling Plant | c. 1935 | 2-story, 3-bay-wide yellow brick Art Moderne style building with clustered brick pilasters flanking the south bay of the façade, and wide metal window bands. A low 1-story wing with two garage doors is recessed from the street on the north side. Built as Dr. Pepper Plant & operated as such until 1972. [Ross, Miller interview] |
| 14C | 418-422 S.
Dawson St. | Electric Motor
& Repair Co. | c. 1935 | 1 and 2-story brick building with horizontal bands of metal casements and a metal flat-roofed canopy. [Ross] |
| 15C | 424 S.
Dawson St. | Building | c. 1945 | 1-story brick flat-roofed building with retail space with plate glass windows. In the 1990s a Nouveau Art Deco facade was added to the plain brick façade when the building became "West Side" furnishings, but it retains overall integrity. [1949 SM] |
| 16C | 426 S.
Dawson St. | Refrigeration
Sales & Service | c. 1945 | 2-story brick flat-roofed building with 1st floor glass storefront for retail space and metal casement windows in upper facade. [1945 CD] |
| 17C | 428-430 S.
Dawson St. | Pete & Mike
Grill | c. 1949 | 1-story brick flat-roofed corner building with 2 retail units. Corner diagonal entrance contains a double metal door, with flanking large display windows. The storefront at #428 consists of a metal door flanked by large display windows as well. Built as the "Pete & Mike Grill" when the Southern Railway Depot was built at the other end of the block. [1947, 1949 CD] |

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S. Dawson Street, East Side

18C	417 S. Dawson St.	Allen Forge Bldg.	1925	1-story brick shop building built for Allen Forge Welding and Machine Company by contractor Fitzhugh Ricks. Allen Forge Co. , which operated here until 1950s, began as a blacksmith shop and became a machine shop. The building retains original wooden garage door in the center facade, some 6/6 wooden sashes, and metal industrial sash. The low hipped roof features two wooden monitors that are reproductions of the originals. Rehabilitated in 1990s as architects' office.[Ross, Eichenberger interview]
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S. Harrington Street, West Side

19C	310-314 S. Harrington St.	Raleigh Cotton Oil & Fertilizer Co. Warehouse	c. 1914	1-story gabled brick warehouse with parapet ends and infilled segmental-arched windows. Garage doors and windows on east elevation are later additions. Built as a warehouse for the Raleigh Cotton Oil & Fertilizer Co. Earliest intact warehouse in district. [1909, 1914 SM, Ross]
20NC- alt.	320 S. Harrington St.	Warehouse	c. 1930, c. 1986	Frame and metal 1-story warehouse built between two brick warehouses ca. 1930. The building actually encloses the tiny gabled brick office of c. 1885 fertilizer warehouse of Raleigh Cotton Oil & Fertilizer Co., with ornamental cornice brickwork. The façade metal casement windows and door opening with fanlight are early fabric. The building was occupied by many tenants during the 1930s and 1940s, including the WPA Commodity Distribution District Warehouse in 1936. Cozart Antiques, which has occupied since late 1970s, stuccoed the façade and added a French entrance door about 1986. [Ross, 1930, 1936, 1940 CDs, Cozart interview]

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21NC- alt.	322-324 S. Harrington St.	Raleigh Cotton Oil & Fertilizer Co. Warehouse (Sperry Bldg.)	c. 1885, c. 1940, 1986	Originally a 1-story gabled brick building with round-arched windows that served as the guano mixing and storage house for Raleigh Cotton Oil & Fertilizer Company. This was raised to 2-stories in mid-20th c., then gutted and remodeled in 1986. 324, now known as Sperry Building, contains offices. 322 contains Cozart Antiques. [Ross, interview]
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W. Martin Street, South Side

22C	201 W. Martin St.	Firestone Tire and Rubber Co.	c. 1928	Art Moderne 1-story yellow brick tire garage/sales building with a showroom and two facade garage bays. The elevation on S. McDowell St. is equally stylish. Both elevations have pilasters with geometric concrete ornamental caps that project above the eaves, and bronze plate glass windows with transoms. Midway the McDowell St. elevation is a recessed loading bay, with utilitarian metal casement windows in the south section of the elevation. Built for Firestone Tire and Rubber Co., this is first building in area with a front parking setback. [Ross]
23NC- age	205 W. Martin St.	McMillan, Smith & Plyler Law Office	1970s	1-story flat-roofed brick building of utilitarian design.
24NC- alt.	211 W. Martin St.	Raleigh Times Building	1920, c. 1970	2-story flat-roofed brick building. Ca. 1970 alterations, including stuccoing of brick and addition of facade of aluminum and glass curtain wall construction, has eradicated its original appearance. Built as offices for <i>Raleigh Times</i> , the afternoon daily newspaper. [1925 CD]
25NC- age	215 W. Martin St.	Office Building	1970s	1-story flat-roofed brick building of utilitarian design.

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|-----|--------------------------|---|---------|--|
| 26C | 217 W.
Martin St. | Atkins Cafe &
Hotel | c. 1920 | 3-story brick restaurant/hotel building with brick veneer facade, 1/1 sash windows with concrete trim. The small hotel was built as the Atkins, and later known as the Carolina and the Hollywood. [1920-1935 CDs] |
| 27C | 301-305 W.
Martin St. | Warren's
Restaurant
Building | 1950 | 2-story modestly-styled Art Moderne brick building with rounded entrance corner. Large display windows flank the entrance on the 1st story, and narrower windows flank the rounded corner window band on the 2 nd story. At the east end of the Martin Street façade are two separate glass storefronts. Windows replaced in 1983. Operated as Warren's Restaurant from 1950 to 1960s. Joe's Mom's Place restaurant has operated here since 1983. [1949-1950 CDs] HagerSmith Design, PA office upstairs since 1983. |
| 28C | 307-309 W.
Martin St. | McRae Co.,
Inc. and U.S.
Tire Co. | c. 1926 | Intact Craftsman style 2-story brick building built for sales and storage for McRae notions company and the U.S. Tire Co. Retains two original storefronts with an original garage bay in #307 and continuous 1/1 sash windows with transoms on upper facade. [1915-1927 CDs; 1925 Raleigh Tax List] |
| 29C | 311-313 W.
Martin St. | Dunn Bros.
Building | c. 1916 | Intact 2-story brick flat-roofed building with 1 st floor sales offices, storage on second floor. Retains 2 original storefronts, continuous 1/1 wood sash windows, decorative brick parapet roof cornices and granite trim. The side elevation on Commerce St. contains segmental-arched windows with original wooden sash downstairs and replacement sash upstairs. Built for Dunn Bros. wholesale grocery, which operated here until at least 1927. Steve Schuster and Tom Sayre remodeled the upper floor of 313 as residential space in the 1980s, and have their office, Clearscapes, PA, in 311. [1915-1927 CDs] |

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|-------------|--------------------------|--|---------------------------|---|
| 30C | 321 W.
Martin St. | Westinghouse
Electric Supply
Co. | c. 1940 | Two-story flat-roofed 7-bay brick building with quoined corners, replacement metal windows. Built for Westinghouse Electric Supply Co. as one of the largest distribution centers for electricity in the state. [Ross] |
| 31C | 325 W.
Martin St. | Carey Phillip
Co. | c. 1940 | 2-story flat-roofed 4-bay brick building with quoined corners, replacement metal windows. Of identical design and built at the same time as 321 Martin St., this was the Carey Phillip Co. roofing materials supply in 1941. [Ross] |
| 32C | 327-329 W.
Martin St. | Electric Motor
& Repair Co. | c. 1930,
1935 | 1-story brick flat-roofed building with two original wooden and plate glass storefronts with transoms. No. 327 built first for the Electric Motor and Repair Co.; 329 added a few years later. Boyette's Automotive Parts and Machine Shop has operated here for many years. [Ross] |
| 33NC
alt | - 409 W.
Martin St. | Brogden
Produce Co.
Warehouse | Late
1910s,
c. 1927 | Gabled brick 2-story building built for Allen Forge & Welding Co. in late 1910s; enlarged for Brogden Produce Co. about 1927 by adding a flat-roofed addition to front and sides with modest classical revival detailing. The ca. 1927 storefront was enclosed and stuccoed and bricked over in 1972 by long-time occupant Cal-Tone Paints. The west elevation contains a loading dock with loading bays. The east elevation contains metal sash windows.[Ross] |

S. McDowell Street, West Side

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|----------------|--|---------------|--|
| 34C | bounded by Nash Square
McDowell,
Martin,
Dawson, &
Hargett sts | 1792,
1940 | City Square laid out in geometric design of circular and radiating concrete walkways, with brick entrance walls, by City of Raleigh. The park is formally landscaped with areas of grass, ground covers, beds of annuals, shrubs, and large and small deciduous trees. Concrete benches are situated along the walkways. Cast-iron lamps illuminate the park. One of two of the original four squares that remain parks. Current design created 1939-1940 by civil engineer Arnold Peterson and constructed with WPA funds. [Maps in Raleigh City Planning file on Nash Square; Murray memo] |
| NC
(object) | Statue of
Josephus
Daniels | ca. 1980 | Lifesize bronze status of Josephus Daniels (1862-1948), founder of the <i>Raleigh News and Observer</i> newspaper and its owner and editor from 1894-1948. Statue stands on granite pedestal, facing east toward the <i>N&O</i> office building on S. McDowell St. |

S. West Street, East Side

- | | | | | |
|-----|--------------------|--|-----------------------|---|
| 35C | 319 S. West
St. | Raleigh Cotton
Oil Seed House
(Cozart
Furniture
Factory) | Ca. 1914,
ca. 1930 | Large gable-roofed 1-story brick building with parapet end walls that was the ca. 1914 seed house of the Cotton Oil Mill and Fertilizer Co. Attached to the west side, with a street address of 319 S. West St., is a 2-story frame ca. 1940 addition with original corrugated metal siding and a gabled roof. The south wall of structure is remaining north wall of another factory building that burned. Southern School Supply Co., Inc. was the tenant at 319 S. West St. during the 1930s, and may have built the frame section. The entire structure has been used as the Cozart Furniture Factory in recent years. [1914 Sanborn Map, 1930, 1940 CDs, Cozart interview] |
|-----|--------------------|--|-----------------------|---|

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Section 8: Statement of Significance

The Depot Historic District, a four-block area located two blocks west of Raleigh's central business district, was the city's railroad and warehouse distribution hub from the 1850s to the 1950s. Because Raleigh's 1854 Central Depot has been demolished, the district retains historical and architectural character from the date of its earliest buildings, the 1880s, to ca. 1952. Nash Square, at the district's northeast corner, one of only two original 1792 town squares that remains open as a park, is an urban oasis with a distinguished 1940 formal WPA landscape design. The urban character of the district has been shaped by the railroad. The 1891 former Grand Union Station (224 S. Dawson St.) faces Nash Square. The circa 1912 former Southern Railway Freight Depot (327 W. Davie St.) and the 1949 Southern Railway (Amtrak) Passenger Station stand on opposite sides of the tracks on the site of the Central Depot at the southwest corner of the district. As Raleigh grew in the late nineteenth and first half of the twentieth centuries, factories, warehouses, wholesale houses, restaurants and hotels replaced the houses that had been built along the gridded streets in the district in the late 1800s. The earliest surviving buildings are the late nineteenth century and early twentieth century brick structures of the Raleigh Cotton Oil and Fertilizer Company. Spur tracks extended to one-story brick warehouses along W. Martin Street, such as the ca. 1916 Dunn Bros. wholesale grocery building (311-313 W. Martin Street), the ca. 1926 McRae Co. and U. S. Tire Co. Building (307-309 W. Martin Street), and the late 1920s Brogden Produce Company (409 W. Martin Street). The first two are distinguished two-story brick buildings with retail stores and upstairs warehouses. Brogden Produce is a gabled two-story brick warehouse that was enlarged on the front and sides. Spur tracks also extended to the one-story brick warehouses of Ball Wholesale Grocers, Armour & Co. meat suppliers, and Red Band flour company along W. Davie Street, all built in the 1930s. One of the last warehouses built was the ca. 1950 Schafer & Son Beer Distributors building (312-16 W. Cabarrus Street). Other significant buildings are the small three-story brick Atkins Hotel (217 W. Martin Street), built about 1920, and two restaurants, the 1950 Warren's (301-303 W. Martin Street) and the 1949 Pete & Mike's (424-430 S. Dawson Street), brick buildings that occupy pivotal sites along busy S. Dawson Street.

The Depot Historic District is eligible for the National Register under Criterion C for the local architectural significance of its industrial, commercial, and railroad-related architecture dating from the 1880s to 1952. Among the distinctive features are covered loading docks, utilitarian windows, decorative brick parapet cornices, and modest stylistic elements from the Romanesque Revival to the Art Moderne. The district also has local community planning significance for the 1940 WPA design of Nash Square.

The Depot District also qualifies for the National Register under Criterion A for its significance to Raleigh's industry, transportation, and commerce as the city's wholesale distribution center from the 1880s to ca. 1952. Because of its proximity to the railroad tracks that skirted the west side of Raleigh, this district contains the only significant collection of railroad, factory, warehouse and related buildings in Raleigh during the heyday of railroad transportation. The other three quadrants of the

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original town of Raleigh developed in a largely residential character. The Depot Historic District declined in the 1950s, when rail traffic began to be superseded by truck traffic along the highway system and warehouses moved to suburban locations that were serviced by highways. The period immediately after 1952 is not of exceptional significance. At the beginning of the twenty-first century, the area is being revived with adaptive uses in its historic buildings, including art galleries, offices, apartments, and restaurants.

Historical Background

The capital city of Raleigh was laid out in 1792 as a square, with Capitol Square at its center and an urban park centered in each quadrant. The commercial district slowly developed along Fayetteville Street, between the two southern quadrants. In 1854 the North Carolina Railroad skirted the southwest corner of town on its way to the west. A frame depot was built in the intersection of W. Cabarrus and S. Harrington streets, where it functioned as Raleigh's central station until the late 1800s. Single family dwellings lined Nash Square, W. Martin, W. Davie, W. Cabarrus, S. Dawson and S. Harrington streets. Industrial and wholesale facilities slowly displaced the dwellings in the blocks near the depot, although as late as the 1910s the district was still largely residential. During the next thirty-five years the houses were demolished, warehouses and commercial buildings went up, and the district largely reached its present appearance by World War II. The Sanborn Map record of the district's development contains a gap between 1914 and the 1960s, therefore most of the development history has been researched in city directories and newspaper articles.

At the northeast corner of the district is Nash Square, the southwest square of Raleigh's original 1792 city plan, which was intended to function as an open space. During most of the nineteenth century the four-acre park was used for a variety of functions, including a public school, a military camp ground, and a plant nursery. In the early twentieth century it was developed as a formal park. A 1929 map of the square indicates that a symmetrical landscape design had been created, featuring walkways extending from the corners and intersecting in the middle, with a circular walkway around the center point. Oaks, maples, elms, magnolias, walnuts and cedars had been planted throughout the park, and small beds of flowers, roses, and cotton were arranged throughout the lower two-thirds of the area. In the center, at the intersection of the walkways stood some type of structure, perhaps a pergola.¹ The formal design, which followed the precepts of Beaux Arts planning in its use of a hierarchy of major and minor axes and cross-axes, often laid out on the diagonal, must have been created in the late 1910s or 1920s, perhaps as a result of Charles Robinson's 1913 city plan for Raleigh. In 1939 Arnold Peterson, a civil engineer and former superintendent of the North Carolina State College grounds, redesigned the square. A set of maps dated from November 1939 to June 1940 show his design, which was built in 1940 using WPA funds almost exactly according to the

¹1929 Map, Raleigh City Planning Department file on Nash Square.

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plans, with a few variations.² Peterson kept the existing Beaux-Arts plan, but elaborated it by installing planting beds at the corners, enclosed by low curvilinear brick walls framing the park entrances. The brick entrance walls, as they now stand, are lower than in Peterson's plans and do not have built-in seating as in the plans. Walkways begin on each side of the corner, joining behind the planting beds into a single diagonal walkway. Peterson retained some trees, removed some, and added new ones. He consolidated the planting beds into curvilinear clumps of shrubbery along the walkways and perimeter. He installed underground drainage, resurfaced the walkways, and added concrete benches.³ Today, more than fifty years later, the design, walls, and many of the trees survive exactly as designed and planted in 1940.

During the 1910s and 1920s Raleigh became a regional wholesale distribution center due to its location. As the Raleigh City Directory explained in 1929, "Raleigh is neither east nor west in North Carolina. It stands at the cross-roads, logically situated to serve economically a wide area, with easy access to the industrial Piedmont section and to the agricultural east."⁴ Three railroad lines—the Southern, the Norfolk and Southern, and the Seaboard Air Line (successor to the old Raleigh & Gaston Railroad)—and U.S. Highway 1 which stretched between New York and Florida—passed through Raleigh.

A daily average of seventy-eight railroad cars filled with goods were received and sent out by the three railroad lines in Raleigh in 1929. At this time Raleigh was home to seventy-six wholesale businesses, many situated along the railroad sidings in the Depot Historic District. These businesses distributed notions, millinery, candy, ice cream, drugs, brick, groceries, automobile tires and accessories, flour, feed, athletic goods, vegetables, cotton and tobacco products, lumber, office supplies, school supplies, contractors' implements, machines, barber supplies, farm implements, meats, oils, optical supplies, paper, paints, plumbing and heating supplies, and road building equipment.⁵ Goods were received and shipped out by rail or truck from the surrounding region and to

²1939-40 maps, Raleigh City Planning Department file on Nash Square; Memorandum from Elizabeth Reid Murray to Cindy Kling, Raleigh Planning Department, May 1986.

³ Ibid.

⁴ *Hill's Raleigh City Directory, 1929*, p. 15.

⁵ Ibid.

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the region. Railroad traffic, both passenger and freight, remained high throughout the 1930s and 1940s. During the district's heyday as Raleigh's distribution center from the 1920s to 1940s, it was filled with trains, trucks and people picking up and delivering goods from the freight depot, bottling plant, and warehouses, and arriving and departing at Union Station.

By the 1950s when trucking lines began to take over freight hauling from the rail lines, the wholesaling industry began to locate warehouses near highways on the outskirts, away from downtown congestion. The factories in the historic district, a vital aspect of Raleigh's development since the mid-nineteenth century, closed; at the same time the railroads reduced service. The district underwent a steady decline as the original building functions disappeared.

During the second half of the twentieth century, downtown Raleigh became a state government office center rather than a commercial and industrial center. During this time the Depot District buildings were occupied by light industrial enterprises such as a T-shirt printing business, automotive repair shops, tire companies, and a printing company. In recent years upscale art and home furnishings stores and graphic design businesses have located here. Traffic flows in a torrent down S. Dawson Street, the main thoroughfare carrying traffic south through downtown Raleigh, and in a smaller stream along W. Cabarrus Street. Inside the district is a peaceful island, penetrated mostly by local traffic. The Depot District serves as an outdoor museum of the forgotten industrial and distribution history of Raleigh.

Four historic building types dominated the district during its period of significance: railroad depots, factories, wholesaling businesses and warehouses, and restaurants and hotels. A fifth type, automotive service stores, is represented by one building. In order to explain the intricate urban evolution of the district, the following historical background and context for the district's significance is presented by property type.

Criterion A: Railroad Transportation in Raleigh: Depots

In 1854 the "Central Depot," a joint station for the new North Carolina Railroad and the existing Raleigh & Gaston Railroad, was built in the intersection of Cabarrus and Harrington streets, with connecting rails linking it to the earlier Raleigh & Gaston depot north of the capitol. Warehouses were built around it. The brick engine house on the same site was converted into the passenger depot in 1867 and used until 1891.⁶ All of these buildings have been demolished. A grand new **Union Station** (#12) rose on the west side of Nash Square in 1891. The Romanesque Revival style building

⁶Murray, *Wake: Capital County*, 262.

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had a multi-level hipped roof with widely overhanging eaves, large round-arched doorways, and a massive square tower with a steep spire (and perhaps a clock).⁷ It held a large main waiting room and a separate "Negro waiting room." In the late 1910s, Norfolk and Southern Railroad relocated its passenger traffic to Union Station from its ca. 1918 depot at 518 W. Jones Street (presently 518 West Restaurant), relegating the Jones Street facility to freight only. By 1948 the Seaboard Air Line had left Union Station and built their own station off Halifax Street north of downtown (presently Logan Trading Company). Norfolk and Southern Railroad had abandoned its passenger service and no longer used Union Station. About 1949 Southern Railroad built a new passenger station at 320 W. Cabarrus Street near the site of the old Central Depot. The new **Southern Railway Station (#2)**, designed by the Washington D. C. offices of the railroad line, featured a one-and-one-half story gabled block flanked by smaller wings, with Flemish bond brick, slate roof tiles, and windows with small lights.⁸ The Southern Colonial Revival style expressed Southern Railway's corporate identity. Union Station was closed, sold in 1950, and remodeled for business use.⁹ It was renovated as an office building, known as Union Square, in the 1980s.

About 1912 a new freight warehouse, the **Southern Railway Freight Depot (#11)**, was built beside the old Central Depot at 327 W. Davie Street. The one-story brick building, stretching fifteen storage bays to the south, replaced a wooden cotton platform and numerous smaller storage buildings which stood in the railroad yard. With arched windows, granite trim and a classical style entrance, the freight depot is a handsome building. Granite paving stones still extend out to the tracks, and a steel crane still stands in the yard. Although the freight depot is now owned by Norfolk Southern Railroad, it has been leased to a private occupant for a number of years. The only Raleigh depots today located outside of the district are the above-mentioned Seaboard Air Line Station built about 1946 off Halifax Street, and the Norfolk and Southern Freight and Passenger Depot at 518 W. Jones Street.

**Criterion A: Transportation/Distribution Hub of Raleigh:
Industrial and Commercial Development**

As a result of the concentration of depots in the southwest quadrant of Raleigh, factories, wholesale houses, and warehouses were built around the depots beginning in the 1880s. The former **Raleigh Cotton Oil & Fertilizer Company**, one of the largest factories in Raleigh in the late nineteenth century, was built in the block just north of the old Central Depot about 1885 and operated until about 1920. Four brick factory buildings remain in this block. The two-story buildings at 406-

⁷Murray, *From Raleigh's Past*.

⁸ "Southern Plans New Raleigh Depot," *The News and Observer*, Nov. 30, 1948, p. 16.

⁹Murray, *From Raleigh's Past*.

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410 W. Davie Street (#7) and 322-324 S. Harrington Street (#21), dating from the 1880s, have been substantially remodeled, but the warehouse at 310-314 S. Harrington Street (#19), built about 1914, is the most intact example of brick warehouse construction of the early twentieth century period in the Depot Historic District. The one-story building has parapet end walls and segmental-arched windows infilled with brick. The seed house (#35), a one-story brick building built about 1914, stands in the middle of the block between Harrington and West streets.

Two buildings of the Allen Forge & Welding Company, which began as a blacksmith shop and later became a machine shop, stand in the district. The 1910s blacksmith shop (Brogden Produce Co. Warehouse #33) stands at 409 W. Martin Street. When the company built a new building at 417 S. Dawson Street (Allen Forge Building #18) in 1925, the old shop was enlarged for Brogden Produce Company, a wholesale grocery. The fourth factory remaining in the district is the ca. 1935 **Dr. Pepper Plant** (#13), 416 S. Dawson Street, near the freight depot. The yellow brick building has an Art Moderne facade with streamlined brick pilasters, large plate glass display windows, and an extensive factory space to the rear. It operated until 1972 when the Coca-Cola Bottling Company bought it and closed it. Since then it has been a tire and auto parts store.¹⁰

Approximately a dozen historic warehouses and wholesale houses stand in the district. In the 300 block of W. Martin Street are two wholesale houses containing sales offices on the first floor and warehouse spaces on the second floor. When they were built, their plate-glass street level windows looked across to the Union Depot, while their upper story opened at grade in the rear onto a rail siding. About 1916, brothers Nathaniel A. and Robert W. Dunn, who had been operating the Dunn Bros. wholesale grocery at 307 S. Wilmington Street, purchased the lot at 311-313 W. Martin Street where a residence stood and constructed the **Dunn Bros. Building** (#29) with two stores, of solid brick construction with decorative brick pilasters and stepped brick cornices. Robert Dunn was apparently a full-time grocery wholesaler, but Nathaniel was also president of the Biblical Recorder Publishing Company. When the wholesale grocery moved into the left side, number 311, it changed its name to Dunn, Marsh & Thompson, Inc. wholesale grocers. The Siler Bros. Company, merchandise brokers, occupied the right side, number 313. By 1922 the Sensation Flour Company, another wholesale grocery, had moved into number 313, but Dunn & Thompson remained in number 311 at least through 1927.¹¹ About 1926 a similar building, **McRae Co. and U.S. Tire Co. Building** (#28) went up next door at 307-309 W. Martin Street, replacing a residence. It may have been built by the Dunn brothers as well, since they owned this lot in 1925.¹² Its first occupants were the McRae

¹⁰Interview with John Miller, owner, August 23, 1996.

¹¹Raleigh City Directories, 1915-1927; Wake County Tax Lists, 1925; City of Raleigh: Dunn Bros. paid taxes on 311-313 W. Martin St.

¹²Wake County Tax Lists, City of Raleigh, 1925, Dunn Bros. paid taxes on 305-7-9 W. Martin St.

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Company, which sold notions, and the U.S. Tire Company. 307-309 W. Martin Street is similarly styled but has continuous rows of windows on the upper story.

From the 1910s to the 1950s, residences throughout the district were demolished and warehouses built. Unlike the wholesale houses, the warehouses were simple brick and concrete block buildings whose only function was for storage—including feed, meat, flour, groceries, fruit, and beer—with a small office space usually in a front corner. One of the most intact warehouse rows faces the freight depot in the 300 block of W. Davie Street: the **J.G. Ball Wholesale Grocers warehouse (#4)** at 320 W. Davie Street, **Armour & Co. wholesale meat suppliers (#5)** at 328 W. Davie Street, and **Red Band Flour Company warehouse (#6)** at 330 W. Davie Street. All three were built in the 1930s. Jesse Griffin Ball established the J. G. Ball Wholesale Grocers business, said to be the first wholesale grocery in Raleigh, in 1898. Within a few years it had become one of the leading such businesses in the state.¹³ One block south, the ca. 1950 **Schafer & Son Beer Distributors warehouse (#1)** 312-316 W. Cabarrus Street, was one of the last warehouses built in the district.

In an area where draymen, train travelers, jobbers, salesmen and others from out-of-town passed through daily, lodging and eating houses were aspects of the district's commerce. A number of hotels and restaurants were built in this section, and two historic restaurants and one historic hotel/café survive in the Depot Historic District. The southwest corner of Dawson and Martin streets, across from Union Depot, has held restaurants since about 1920. Through the 1920s two frame restaurants, the Sanitary Cafe for white patrons at 301 W. Martin Street and the Baltimore Cafe for colored patrons at 305 W. Martin Street, stood side by side here. In 1950 **Warren's Restaurant**, which had operated the old Sanitary Cafe for many years, built a new brick restaurant with a streamlined rounded entrance corner and Art Moderne styling on the site. In 1949, when the new Southern Railway Passenger Station was built on W. Cabarrus Street, **Pete & Mike's Grill (#17)** was built at the corner of Dawson and Cabarrus streets. This building, 428-430 S. Dawson Street, has a corner entrance like Warren's Restaurant, and a more conservative brick veneer facade. It would have been a convenient restaurant for travelers arriving and departing at the new Southern Railway Station.

All but one of the hotels in the district are gone. Behind 307-309 W. Martin Street stood a frame hotel, known as the Mansion House in the late 1800s and as the Waldorf Hotel in the early 1900s. This disappeared sometime after 1914. The Park Hotel, later the Hotel Raleigh, was a grand five-story Queen Anne style brick edifice built in 1893 across Nash Square from the old Union Station. In 1912 it was converted to apartments, and by the 1960s it had become a hotel again, known as the

¹³Amis, *Historical Raleigh*, 180.

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Park Central.¹⁴ It was demolished in the 1970s. One small hotel, the former **Atkins Cafe** (later known as the Carolina Cafe and Hotel and still later as the Hollywood Hotel and Cafe) (#26), faces Nash Square at 217 W. Martin Street. It was built about 1920 beside the Cooper Brothers Monument Company, a mortuary monument firm that has now disappeared. This narrow three-story brick building always had a restaurant on the first floor (as it has today) with rooms on the two upper floors. Nick Saparilas, hosteller of 217 W. Martin Street in the 1930s, was apparently part of a community of Greek immigrant restauraners who lived downtown.¹⁵

By 1910 automobile sales and service businesses began to appear in downtown Raleigh. There was no automotive district; stores were scattered along E. Morgan, S. Blount, E. Davie, W. Davie and Fayetteville streets. Early automotive sales and service buildings were large barn-like structures that resembled livery stables; none of these survive in the district. The U. S. Tire Company was the first occupant of 309 W. Martin Street, a wholesale house built about 1926. **Firestone Tire and Rubber Company Store** (#22), built ca. 1928 at the corner of W. Martin and S. McDowell streets on Nash Square, is the first building in the district to be set back from the street to allow space for parking, thus heralding the future suburban pattern of commercial development in Raleigh. The yellow brick building with Art Moderne styling, featuring numerous projecting brick piers with concrete trim and large areas of plate glass, is both a retail and installation facility, with a showroom, two garage bays, and a front parking area.

Criterion C: Architectural and Landscape Design

The Depot Historic District contains building types of local significance to Raleigh's transportation, commercial and industrial history. Buildings in the district are generally of one- and two-story load-bearing masonry. The late nineteenth and early twentieth century factory buildings have gabled roofs, heavy timber interior framing, round- and segmental-arched window openings, and decorative cornice brickwork. Buildings built from the 1910s to the 1950s have flat roofs, wood and metal casement windows, and minimal decorative trim. Retail and service buildings generally exhibit more stylish architecture than the wholesale houses and warehouses. The three examples of Art Moderne style in the district are a tire store, a restaurant, and a soft drink bottling plant. They feature such modest Art Moderne features as yellow brick veneer, clusters of brick pilasters, and a rounded corner containing a band of windows. One example of the Colonial Revival style—the

¹⁴Waugh, *North Carolina's Capital, Raleigh*.

¹⁵Raleigh City Directories, 1919-20 through 1935. Note that 217 W. Martin St. was 215 W. Martin St. during the 1920s.

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domestically-scaled Southern Passenger Station—was built about 1949.

A succession of railroad depots—the 1891 Union Station, the 1912 Southern Freight Station, and the 1949 Southern Passenger Station—represent sixty years of railroad service to Raleigh. Union Station, set on Nash Square at the edge of the Central Business District, shares the urban monumentality of railroad depots in big cities at the turn of the century. In no other city in the state does a passenger depot occupy such a setting on the corner of a square. Unfortunately, remodelings of Union Depot about 1950 and in the 1980s have lessened its architectural monumentality.

The Southern Railway Freight Depot, which survives basically intact, is a distinguished example of its type. Although a utilitarian building, the facade's classical detailing and granite trim indicates a concern with aesthetics on the part of the railway company. The long vista of storage bays along the loading dock, with their original segmental-arched wooden doors sheltered by the original wooden awning, is a reminder of the early twentieth century commercial vitality of Raleigh.

Finally, Southern's 1949 passenger station, on the site of the original 1854 North Carolina Railroad Depot, away from the center of town, symbolizes the diminished role of the railroads in the life of the city. By 1950, buses rivaled trains for passenger traffic, and the station's diminutive, almost residential Colonial style is perhaps more typical of a bus station than a railroad station.

Warehouses, even those over fifty years old, generally lack style and decoration, yet grouped together into a district they represent the city's backbone. Their distinctive characteristics include one-story construction; a loading dock, often covered by a bracketed shed roof, along the side toward the railroad track or street; a garage bay on the facade; a door and window in the corner where the office is located; and modest decorative trim such as patterned brickwork in the cornice of the parapet roof. A series of substantially intact wholesale buildings, including the Dunn Bros. Building at 311-313 W. Martin Street, ca. 1916, a wholesale house with a decorative brick cornice, segmental-arched windows and intact storefronts; 320, 328 and 330 W. Davie Street, food warehouses of the 1930s; and 312-316 W. Cabarrus Street, a late 1940s beer warehouse; give a physical reality to Raleigh's distribution history.

As one of the two surviving squares in Raleigh's urban plan, Nash Square has local significance in both community planning and development and in landscape design. The formal landscape plan which originated by 1929 and was refined in 1939 is the oldest and loveliest landscape design in an urban park in Raleigh. It is one of several parks projects funded by various WPA-era agencies in Raleigh, including the construction of Chavis Park for African Americans in 1937. The Raleigh Rose Garden beside the Raleigh Little Theatre, a 1940 WPA project, was completed in 1948.

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Section 10: Boundaries

Verbal Boundary Description

The historic district boundaries are indicated by a heavy black line on the attached base map, prepared by the Raleigh Planning Department at a scale of $\frac{3}{4}$ inch = 100 feet.

Boundary Justification

The historic district boundaries encompass the densest concentration of historic buildings that retain integrity. Boundaries follow legal parcel lines. Buildings to the north of the district were built in the late 1950s and are not included because they were built after the end of the period of significance, in 1952. The west half of the 200 block of W. Martin Street, facing Nash Square, is not included because the buildings are generally of late twentieth century construction. Along the east side of S. Dawson Street from the district, buildings are generally of late twentieth century construction date, with the exception of the ca. 1925 Allen Forge Building at 417 S. Dawson Street, which is included.

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Photographs:

The following information pertains to all photographs:

Photographer: M. Ruth Little

Date: September 2001

Location of negatives: North Carolina Historic Preservation Office, Raleigh

- A. View of Southern Railway Freight Depot and freight yard, looking north toward W. Davie St.
- B. 300 block S. Harrington St., west side, looking northwest
- C. Southern Railway Freight Depot, rear view, looking northwest
- D. View of Nash Square, looking east
- E. Union Depot, looking northwest.
- F. Warren's Restaurant, 301-305 W. Martin St., looking southwest.
- G. 307-313 W. Martin St., looking southwest.
- H. 300 block W. Davie St., looking east.
- I. Non-contributing building, 321 W. Davie St., looking southeast.
- J. 400 block S. Dawson St., west side, looking northwest.
- K. Firestone Tire and Rubber Co., 201 W. Martin St., looking southwest.
- L. Southern Railway Passenger Station, looking east.

