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United States Department of the Interior  
National Park Service



### National Register of Historic Places Registration Form

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

#### 1. Name of Property

historic name Lexington Industrial Historic District

other names/site number N/A

#### 2. Location

street & number Roughly bounded by East First and South Salisbury streets, the North Carolina Railroad corridor, and Wennonah Cotton Mill village's west lot lines **N/A not for publication**

city or town Lexington **N/A vicinity**

state North Carolina code NC county Davidson code 057 zip code 27292

#### 3. State/Federal Agency Certification

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

Kevin Cherry, SHPO  
Signature of certifying official/Title

3/19/19  
Date

North Carolina Department of Natural and 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 certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

#### 4. National Park Service Certification

I hereby certify that the property is:

- 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): \_\_\_\_\_

[Signature]  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

5-15-2019

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in count.)

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
54	2	buildings
0	1	sites
3	3	structures
0	0	objects
57	6	Total

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

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

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

INDUSTRY: Manufacturing Facility

INDUSTRY: Industrial Storage

DOMESTIC: Single Dwelling

TRANSPORTATION: Rail-related

COMMERCE/TRADE: Business

**Current Functions**

(Enter categories from instructions)

INDUSTRY: Manufacturing Facility

INDUSTRY: Industrial Storage

DOMESTIC: Single Dwelling

COMMERCE/TRADE: Business

VACANT: Not in use

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Other: Heavy-timber construction

Other: Steel-framed, load-bearing-brick-wall construction

Classical Revival

Other: One-story mill house

**Materials**

(Enter categories from instructions)

foundation BRICK

walls BRICK

CONCRETE

METAL

roof ASPHALT

RUBBER

other SYNTHETICS: Vinyl

**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.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or 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

Industry

**Period of Significance**

1887-1969

**Significant Dates**

N/A

**Significant Person**

(Complete if Criterion B is marked)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Craver, Leonard H., architect

Voorhees, Louis F., and Eccles D. Everhart, architects

**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: Davidson County Historical Museum

Davidson County Public Library, Lexington branch

Lexington Industrial Historic District  
Name of Property

Davidson County, NC  
County and State

## 10. Geographical Data

**Acreage of Property** 41.96 acres

### UTM References

(Place additional UTM references on a continuation sheet.)

See Latitude/Longitude coordinates continuation sheet.

1	<u>          </u>	<u>          </u>	<u>          </u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>

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 Heather Fearnbach  
organization Fearnbach History Services, Inc. date 1/10/2018  
street & number 3334 Nottingham Road telephone 336-765-2661  
city or town Winston-Salem state NC zip code 27104

## Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

### Maps

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

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

### Photographs

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

### Additional items

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

## Property Owner

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

name Mayor Newell Clark, City of Lexington (see full owner list addendum)  
street & number 28 West Center Street telephone 336-243-2489  
city or town Lexington state NC zip code 27292

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

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

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# National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Lexington Industrial Historic District  
Davidson County, NC

## Section 7. Narrative Description

### Summary Paragraph

The Lexington Industrial Historic District contains a sizable, intact, and cohesive collection of late-nineteenth to mid-twentieth-century industrial buildings, a municipal utilities office, a freight depot, mill worker housing, and the adjacent North Carolina Railroad corridor, which links the district's resources. The industrial complexes comprise a series of freestanding and interconnected one- to three-story brick, concrete, and steel manufacturing and storage buildings erected between 1887 and 1980 to facilitate textile, furniture, clothing, hosiery, and candy production. Businesses including Dixie Furniture Company - Lexington Furniture Industries, Eureka Trouser Company, Lexington Shirt Corporation - Manhattan Shirt Company, Mountcastle Knitting Company, North Carolina Candy Company, Shoaf-Sink Hosiery Mill Company, Sicheloff Manufacturing Company, and Wennonah Cotton Mills constructed and operated these complexes. For the most part, the industrial buildings exhibit a functional aesthetic in their form, massing, and open plans. Late-nineteenth- and early-twentieth-century edifices feature "slow-burn" masonry construction, characterized by load-bearing brick walls, exposed heavy-timber framing, thick plank floors, large operable windows and transoms, and metal fire doors. The 1887 Wennonah Cotton Mill No. 1 is the most distinctive, characterized by decorative masonry including a corbelled cornice, pilasters, and quoins. As the twentieth century progressed, mill and factory designers specified steel and reinforced-concrete columns, posts, and beams; brick and concrete walls; bands of steel-frame multipane windows and roof monitors; steel truss roof systems; and corrugated metal and asbestos siding. The district also includes the ca. 1923 Lexington City Light and Water Office, which manifests classical features, and the 1930 Lexington Southern Railway Freight Depot, a stylish albeit standard company freight station design. West of the Wennonah Cotton Mills complex, twenty-four one-story, frame, late-nineteenth-century, company-owned dwellings housed employees. The district's fifty-three primary and ten secondary resources collectively possess integrity of location, setting, feeling, association, design, materials, and workmanship.

### Resource List (in inventory order)

City of Lexington Light and Water Office, ca. 1923, 201 East First Avenue, contributing building

City of Lexington Light and Water Warehouse, 1950, 201 East First Avenue, contributing building

City of Lexington Garage and Repair Shop Ruin, between 1929 and 1948, 201 East First Avenue,  
noncontributing structure

Sicheloff Manufacturing Company, 1915, between 1923 and 1929, 1939, between 1946 and 1948, and  
1954, 200 East Second Avenue, contributing building

Eureka Trouser Company, 1906, 210 East Second Avenue, contributing building

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- Siceloff Manufacturing Company Warehouse, 1956, 120 South Railroad Street, contributing building  
Southern Railway Freight Depot, 1930, 129 South Railroad Street, contributing building  
North Carolina Railroad Tracks, 1855, contributing structure  
Lexington Shirt Corporation – Manhattan Shirt Company, 1933, 1950s, 205 East Second Avenue,  
contributing building  
Dixie Furniture Company - Lexington Furniture Industries  
Building No. 24-1, Warehouse, 1967, 600 South Salisbury Street, contributing building  
Building No. 25-3, Warehouse, 1953, 601 South Salisbury Street, contributing building  
Building Nos. 25-1, 25-2, 25-4, Warehouses, 1958, 1967, 1972, 601 South Salisbury Street,  
contributing building  
Building No. 25-5, Warehouse, 1960, 601 South Salisbury Street, contributing building  
Building Nos. 25-6, 25-7, 25-8, Warehouses and Garages, 1962, 1969, 1980, 599 South  
Railroad Street, contributing building  
Building Nos. 25-9 and 25-10, Warehouses and Kilns, 1962, 1966 with additions, 599 South  
Railroad Street, contributing building  
Building No. 25-11, Warehouse, 1953, 401 South Railroad Street, contributing building  
Building Nos. 25-12 to 25-16 and 25-28, Ruins of Warehouses and Furniture Finishing and  
Shipping Buildings, 1904-1980, South Railroad Street, noncontributing site  
North Carolina Railroad Tunnel, between 1923 and 1929, connects Railroad and Elk Streets,  
contributing structure  
Mountcastle Knitting Company - Dixie Furniture Company Factory, Showroom, Offices, and  
Warehouse (Dixie Furniture Company Buildings No. 25-17, 25-18, 25-19), 1928, 1950, 1957,  
1962, 313 South Railroad Street, contributing building  
Carport, late-twentieth century, noncontributing structure  
Shoaf-Sink Hosiery Mill Company - Dixie Furniture Company Building Nos. 25-21, 25-23 to 25-26,  
1923, between 1923 and 1929, between 1929 and 1948, between 1949 and 1955, 204 East  
Third Avenue, contributing building  
North Carolina Candy Company – Dixie Furniture Company Building No. 25-27 A, B, and C, 1919,  
between 1923 and 1928, 1928, 204 East Third Avenue, contributing building  
Wenonah Cotton Mills, 800 South Salisbury Street  
Mill No. 1, 1887, between 1948 and 1956, 1960s, late twentieth century, contributing building  
Mill No. 2, 1893, 1900, mid- to late-twentieth century, contributing building  
Smokestack, 1893, contributing structure  
Office, 1887, between 1929 and 1948, between 1948 and 1956, noncontributing building  
Warehouse/Stock Room, between 1902 and 1907, between 1929 and 1948, between 1948  
and 1956, contributing building  
Cotton warehouse and opening room, 1896, 1898, between 1929 and 1948, between 1948 and  
1956, contributing building

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- Cotton Warehouse, between 1929 and 1948, contributing building
- Cotton Storage Building, 1887, contributing building
- Mill Houses, ca. 1886-1896, South Salisbury Street and Wenco Drive
  - 927 South Salisbury Street, contributing building
    - Shed, 927-929 South Salisbury Street, 936-938 Wenco Drive, early twentieth century, contributing building
  - 929 South Salisbury Street, contributing building
    - (Shared shed counted with 927 South Salisbury Street)
  - 931 South Salisbury Street, contributing building
    - Shed, 931-933 South Salisbury Street, 940-942 Wenco Drive, early twentieth century, contributing building
  - 933 South Salisbury Street, contributing building
    - (Shared shed counted with 931 South Salisbury Street)
  - 935 South Salisbury Street, contributing building
    - Shed, 935-937 South Salisbury Street, 946-948 Wenco Drive, early twentieth century, contributing building
  - 937 South Salisbury Street, contributing building
    - (Shared shed counted with 935 South Salisbury Street)
  - 939 South Salisbury Street, contributing building
    - Carport, late twentieth century, noncontributing structure
  - 953 South Salisbury Street, contributing building
  - 936 Wenco Drive, contributing building
    - (Shared shed counted with 927 South Salisbury Street)
  - 938 Wenco Drive, contributing building
    - (Shared shed counted with 927 South Salisbury Street)
  - 940 Wenco Drive, contributing building
    - (Shared shed counted with 931 South Salisbury Street)
  - 942 Wenco Drive, contributing building
    - (Shared shed counted with 931 South Salisbury Street)
  - 946 Wenco Drive, contributing building
    - (Shared shed counted with 935 South Salisbury Street)
  - 948 Wenco Drive, contributing building
    - (Shared shed counted with 935 South Salisbury Street)
  - 950 Wenco Drive, contributing building
    - Shed, 950 Wenco Drive, early twentieth century, contributing building
  - 958 Wenco Drive, noncontributing building
  - 937 Wenco Drive, contributing building
    - Shed, 937 Wenco Drive, early twentieth century, contributing building

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- 939 Wenco Drive, contributing building  
Shed, 939-943 Wenco Drive, early twentieth century, contributing building
- 943 Wenco Drive, contributing building  
(Shared shed counted with 939 Wenco Drive)
- 945 Wenco Drive, contributing building  
Shed, 945-947 Wenco Drive, early twentieth century, contributing building
- 947 Wenco Drive, contributing building  
(Shared shed counted with 945 Wenco Drive)
- 949 Wenco Drive, contributing building  
Shed, 949-951 Wenco Drive, early twentieth century, contributing building
- 951 Wenco Drive, contributing building  
(Shared shed counted with 949 Wenco Drive)
- 953 Wenco Drive, contributing building

## Setting

Lexington, North Carolina, population 18,655, has functioned as Davidson County's seat since 1824. The central Piedmont community, situated in the Yadkin River basin, experienced significant growth following the North Carolina Railroad's 1855 completion of a line through the county.<sup>1</sup> The railroad corridor's location parallel to Main Street, the city's principal commercial thoroughfare, influenced road and building arrangement and spurred contiguous development in what became the town's industrial center. Central Lexington's street grid is rotated approximately thirty degrees from true cardinal direction alignment. However, this document is written as though Main and Salisbury Streets and the railroad tracks have true east-west alignment.

The Lexington Industrial Historic District encompasses portions of ten blocks between South Salisbury Street and the railroad corridor one block to the south. Municipal asphalt-paved two-lane roads serve the area. South Railroad Street runs east-west through the district's east half, while numbered avenues have north-south orientation. East First Avenue is the east boundary. The double railroad track's south ballast line serves as the south boundary. Wenonah Cotton Mill village's west lot lines, which are west of East Ninth Avenue, function as the west boundary. Two-thirds of the mill houses flank Wenco Drive, a narrow U-shaped asphalt-paved road with South Salisbury Street egress. The remainder front South Salisbury Street. Concrete municipal sidewalks and paved and gravel parking areas and access drives are located throughout the district. Street parking is limited.

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<sup>1</sup> M. Jewell Sink and Mary Green Matthews, *Pathfinders Past and Present: A History of Davidson County, North Carolina* (High Point: Hall Printing Company, 1972), 78, 83.



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Most industrial buildings have nominal setbacks in order to maximize lot utilization. The gently rolling topography allows for day-lit basements. Landscaping is minimal, and was historically even sparser. Grass has been planted in some areas that once served as parking lots. The entrance to Dixie Furniture Company's 1957/1962 showrooms and offices fronting Salisbury Street was the most extensively landscaped site during the period of significance. An expansive grass lawn, long brick walkway, brick terrace, brick steps, and planting beds with low brick retaining walls remain. In the mill village, most South Salisbury Street residences have deep front lawns, while Wenco Drive dwellings are situated very close to the road. Homeowners have added a variety of deciduous and evergreen trees and shrubs.

Late-nineteenth to late-twentieth-century commercial, industrial, governmental, residential, and religious buildings fill the neighboring area. Adjacent properties that differ in character, lack integrity, or were erected after the period of significance were excluded from the district. Most are commercial and industrial, but five altered ca. 1900 dwellings stand between Dixie Furniture Company - Lexington Furniture Industries and Wenonah Cotton Mills and at the mill village's west end. The former Hoover Furniture Company office, plant, and warehouses south of the ca. 1900 houses were also excluded due to extensive modifications. A large tract south of the railroad corridor contains a portion of the former Elk Furniture Company complex, much of which was destroyed by a 2009 fire. The surviving portion does not retain sufficient integrity for National Register listing. Mid-to-late twentieth century warehouses, commercial, and institutional buildings occupy other parcels abutting the railroad corridor's south side.

## Inventory List

The inventory list begins with resources in the district's northeast quadrant and moves south and west. Functionally related properties such as the expansive Dixie Furniture Company - Lexington Furniture Industries plant are collectively enumerated. In that case, the description starts at the complex's west end and moves east in order to correspond with the company's building numbering system. Each historic property is assigned a name, where possible, based on the initial and/or long-term use. Actual or approximate completion dates and the dates of any major alterations or additions follow the property name. Occupancy information and construction and alteration dates are based on deeds, historic documents, city directories, photographs, newspaper articles, Sanborn Company maps (issued in 1885, 1890, 1896, 1902, 1907, 1913, 1923, 1929, and 1948), Davidson County property record cards, interviews with local informants, and architectural style. Lexington's first city directory was published in 1916. Primary source repositories include the Davidson County Historical Museum and the Genealogy and History Room at the Davidson County Public Library's Lexington branch.

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The district's period of significance begins with Wenonah Cotton Mill No. 1's 1887 completion and ends in 1969. Each resource is designated as contributing or noncontributing to the district's historic significance and integrity. The evaluations are based on age and degree of alteration. Buildings constructed in or before 1969 are considered to be contributing if they retain architectural and historic integrity from the period of significance. Contributing resources must possess integrity of location, design, setting, materials, workmanship, feeling, and association. Noncontributing buildings post-date 1969 or were built before 1969 and have been heavily altered, therefore losing their integrity.

In the following inventory list, complex headings are in bold and italicized. Principal resource headings are in bold and underlined. Subheadings for interconnected buildings are in bold. Building dates reflect the year of construction completion.

## *City of Lexington Complex*

The approximately 0.65-acre tax parcel at the district's northeast corner includes an office, warehouse, prefabricated, gable-roofed, metal storage shed, and three walls of a one-story garage and repair shop.<sup>2</sup> The shed is not separately enumerated due to its small size.

### **City of Lexington Light and Water Office, ca. 1923, 201 East First Avenue, contributing building**

The tall-one-story-on-basement, classically inspired, flat-roofed, brick office building's north elevation fronts South Pugh Street. Masons created a banded effect on the first story by recessing every fifth course. The walls are otherwise executed in six-to-one common bond with a corbelled cornice and slightly projecting stretcher and header courses capping the flat parapet. Replacement mid-twentieth-century two-over-two-horizontal aluminum-frame windows have been installed in the window openings. The replacement sash are shorter than the original sash, requiring brick infill beneath the cast-stone lintels. All original window openings have cast-stone sills. A cast-stone water table with canted upper edges wraps around the building.

The four-bay north elevation encompasses an entrance in the second bay from the east end, two windows flanking the door, and a shorter paired window in the west bay. The west opening's header-course brick sill, brick infill beneath the window, and break in the water table indicate that it originally contained a double-leaf door. The mid-twentieth-century single-leaf wood door to the east has a four-panel base and two upper panes. A corrugated aluminum canopy shelters the entrance as well as a landing with brick and concrete steps. At the north elevation's center and near the east elevation's north end, short horizontal window openings with multipane wood sash illuminate the basement.

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<sup>2</sup> Sanborn Map Company, "Lexington, N.C.," March 1948, Sheet 6.

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Four window openings pierce each of the east and west elevations. The west windows are not readily visible from the exterior due to the warehouse's proximity. The three-bay south elevation comprises single windows flanking a central double-leaf wood door with a two-horizontal-panel base and four-pane upper sections. An aluminum canopy surmounts the door. Concrete steps lead to a concrete landing with a metal pipe railing that spans two-thirds of the building's width.

Mid-twentieth-century interior updates include faux-wood paneling, vinyl-composition floor tile, commercial grade carpeting, Celotex ceiling tile, and rectangular fluorescent light installation. The offices flanking the central corridor have single-leaf doors with three lower raised panels and three upper horizontal panes. A reception room is at the building's northeast corner, adjacent to the primary entrance. A straight run of wood steps with a wood handrail rises to the windowless mezzanine, which is finished in the same manner as the first story.

## **City of Lexington Light and Water Warehouse, 1950, 201 East First Avenue, contributing building**

The one-story flat-roofed brick warehouse's façade abuts the office on Pugh Street, but the east elevation is slightly angled to create a light well between the buildings. Although the walls are executed in oversized red brick laid in running bond, the façade is painted white to blend with the office. Two rectangular steel-frame multi-pane windows pierce the north elevation's east section. The other elevations are blind. A brick and concrete platform and concrete steps provide access to the loading dock's multi-panel roll-up wood garage door and a single-leaf steel door near the south elevation's west end. Slender round steel posts support the flat-roofed wood canopy above the platform. Terra cotta coping tops the parapet, which steps down twice to the south.

The warehouse interior is predominantly open, but plywood-sheathed frame partition walls were added to create a storage room and workroom at the building's northwest corner and a locker room at the northeast corner. The floors are unfinished concrete. Plywood panels most of the ceiling with the exception of the locker room, which has Celotex ceiling tiles. A small mid-twentieth-century heating stove and window air conditioning units provide some climate control.

## **City of Lexington Garage and Repair Shop Ruin, between 1929 and 1948, 201 East First Avenue, noncontributing structure**

The one-story city garage and repair shop fronting South Railroad Street originally had an L-shaped footprint, with a long north wing extending along the parking lot's west edge toward the warehouse. Three blind common-bond red brick walls remain. The walls comprise five stretcher courses followed

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by a course of alternating headers and random-width stretchers. Terra-cotta coping caps the flat parapet. A small section of flat roof remains above what was an office at the building's east end.<sup>3</sup>

## **Siceloff Manufacturing Company, 1915, between 1923 and 1929, 1939, between 1946 and 1948, and 1954, 200 East Second Avenue, contributing building**

The two-story-on-basement, brick, seven-bay-wide and thirteen-bay-long 1915 building fronts South Pugh Street. The almost full-length gabled roof monitor that illuminated the interior has been removed. A two-story, brick, seven-bay long addition erected between 1923 and 1929 expanded the plant to the south. Contractor O. Arthur Thomason oversaw the construction of the slightly broader, two-story-on-basement, brick, six-bay-wide and eight-bay-long 1939 addition that extends to South Railroad Street. Between 1946 and 1948, a two-story-on-basement, brick, seventeen-bay-wide by seven-bay-long addition designed by Lexington architect Leonard H. Craver was built on the 1915 plant's west side, filling the block's northwest section bounded by South Pugh Street and East Second Avenue. In 1954, a final addition extended the 1946-1948 building to the south and wrapped around the west elevations of the 1923-1929 and 1939 additions. The expansions provided manufacturing, storage, shipping, and office space.<sup>4</sup> The following description begins with the 1915 factory and moves south and west in a clockwise manner.

The 1915 factory was executed in five-to-one common bond with a stepped north parapet comprised of a tall flat central section and sloped flanking shoulders, all now capped with metal coping. The north elevation's angle follows South Pugh Street's alignment. Although the fenestration has been altered, original openings are readily apparent. All seven first-story openings have been infilled with pressed red running-bond brick. The westernmost bay originally contained a single-leaf door, while the wider fourth bay was likely a double-leaf door. Mid-twentieth-century six-horizontal-pane steel-frame sash have been installed in all seven second-story window openings, replacing original multi-pane wood sash. The windows have cast-stone sills. Segmental-arched double-header-course lintels surmount openings with the exception of the former central entrance, which has a segmental-arched triple-header-course lintel. The 1915 building's east elevation is overgrown with heavy vegetation, but it appears that all windows have been replaced with mid-twentieth-century six-horizontal-pane steel-frame sash.

The 1923-1929 addition's east elevation comprises seven segmental-arched first-story window openings with mid-twentieth-century eight-pane steel-frame sash with central four-pane hoppers.

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<sup>3</sup> Sanborn Map, March 1948, Sheet 6.

<sup>4</sup> Sanborn Maps, December 1923, Sheet 5, June 1929 and March 1948, Sheet 6; "Siceloff Manufacturing Co. Building \$25,000 Addition," *Dispatch*, May 15, 1939, p. 1; "Siceloff Plant, 45-Years Old, Is Enlarged Again," *Dispatch*, August 24, 1954; Vikki Broughton, "Craver Leaves His Mark," *Dispatch*, January 16, 1990, pp. 1, 8.

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Portions of two segmental-arched basement windows are visible; the remainder of the basement wall is obscured by the metal shed. Three rectangular second-story openings contain wider paired sash of the same configuration. The northernmost bay is a single matching window.

Large twenty-four-pane steel sash with central eight-pane hoppers, seven on each level, pierce the 57-by-110-foot 1939 addition's east elevation. Most are in good condition, but the panes in the middle of three first-story sash have been replaced with louvered aluminum vents. The northernmost openings have been infilled with brick. The basement windows are the same type, but are partially below grade.

The 1939 addition's six-bay south elevation fronts South Railroad Street. Twenty-pane steel sash with central six-pane hoppers fill the upper floors. The smaller basement window openings have been infilled with brick. All openings retain slightly projecting header-course sills. Terra-cotta coping caps the stepped parapet.

The south elevation of the five-bay-wide 1954 two-story-on-basement addition to the west also has intact first- and second-story sash and brick-enclosed basement window openings. The upper floors each encompass twenty-four-pane steel sash with central eight-pane hoppers in the west three bays and narrower, rectangular, more closely spaced ten-pane sash with four-pane hoppers in the east two bays. The basement had three short rectangular windows and one large window. A recessed double-leaf steel door with four-pane upper sections provides basement access. Terra-cotta coping tops the flat parapet.

The west elevation of the L-shaped 1954 addition's east section retains twenty-four-pane steel sash with central eight-pane hoppers, eight on the first story and ten on the second story. Short basement window openings have been infilled with brick. An elevator tower rises in the third bay from the north end. The addition then extends west, where a three bay-wide section of its south elevation encompasses three paired ten-pane second-story sash with four-pane hoppers and three first-story loading docks with corrugated-metal roll-up doors. The east dock is significantly longer, covering the lower two bays of the adjacent wall.

The intersecting wedge-shaped west portion of the 1954 addition has four windows on its east elevation: two paired ten-pane sash with four-pane hoppers in the north bay and two single matching sash in the south bay. The south elevation comprises five paired ten-pane second-story sash with four-pane hoppers and five small six-pane second-story sash with four-pane hoppers. The grade slope to the east allowed for three progressively taller basement windows. The addition's west elevation is a single narrow blind wall fronting East Second Avenue. The red brick is slightly lighter in color than that of the 1946-1948 addition to the north.

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The 1946-1948 addition is executed in five-to-one-common bond with slightly projecting header-course window sills and a terra-cotta-coping-topped flat west parapet. Although the west and north elevations' second-story sash are intact, first-story window openings are enclosed with light red brick. Twenty-pane steel sash with four-pane hoppers fill the seven-bay west elevation's three central window openings, while the outer openings contain narrower, rectangular, more closely spaced ten-pane sash with four-pane hoppers. A flat-roofed metal canopy surmounts the single-leaf steel door in the first-story's northernmost bay. The north elevation retains seventeen second-story twenty-pane steel sash with four-pane hoppers.

## **Eureka Trouser Company, 1906, 210 East Second Avenue, contributing building**

The two-story-on-basement, flat-roofed, rectangular, five-bay-wide by thirteen-bay long factory faces west toward East Second Avenue. The west parapet is flat, but the north and south elevations step down four times as the site grade gradually slopes to the east. Metal coping caps the parapets.

The walls are executed in six-to-one common bond variegated brick with a corbelled cornice. Decorative masonry on the five-bay west elevation includes a sawtooth soldier course beneath the cornice and segmental-arched double-header-course window lintels and triple-header-course door lintels. A tall double-leaf six-panel door and plywood-enclosed four-pane transom fill the central bay and a matching single-leaf door and plywood-enclosed three-pane transom are to the north. The three first-story and five second-story window openings are enclosed with plywood, as are the openings on the other three elevations.

The south elevation's second story retains thirteen window openings with double-header-course lintels and slightly projecting sills. The windows in the fifth and sixth bays from the first story's west end were removed at an unknown date to create a large loading bay secured with a sliding corrugated metal door that hangs from a wall-mounted metal track. Above the loading dock, a truncated, paneled, late-twentieth-century door was installed in the sixth bay's window opening, which remains its original size.

On each of the east elevation's first and second stories, five windows illuminate the interior. The sloping grade allows for a partial basement beneath the building's east section. The central basement entrance is accessed from a concrete-lined well without a stair. The flanking window openings are partially below grade and have been infilled with concrete block.

Eleven window bays are intact on each floor of the north elevation. A long rectangular opening cut into the second bay and a portion of the third bay from the east end have been infilled with concrete block. The segmental-arched basement window opening in the second bay and the surviving west half

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of the window openings in the third bay have been enclosed with red brick. A square brick heating stove chimney rises just east of the easternmost windows.

The open-plan building is characterized by an exposed structural system comprising painted brick walls, square wood posts, substantial wood beams, beadboard ceilings, hardwood floors, and wood roof decking. Two wide bays demarcated by a central row of posts allowed for flexible equipment arrangement on each floor. Short segments of heavy timbers with chamfered ends top the posts, distributing the structural load. In the first floor's southwest corner, a small office and a storage room with unpainted-gypsum-board-sheathed frame walls flank a straight run of wood steps with wood railings. An early-twentieth-century freight elevator adjacent to the south elevation east of the stair also provides second-story access. Roof leaks resulted in significant damage to the second-story ceiling boards. A smooth gypsum board now covers the ceiling's west half. Linear fluorescent lights, single light bulbs, and sprinkler system pipes drop from the ceilings. Surface-mounted metal conduit houses electrical wiring.

## **Siceloff Manufacturing Company Warehouse, 1956, 120 South Railroad Street, contributing building**

This flat-roofed rectangular building is angled on its parcel at the corner of East Second Avenue and South Railroad Street, with the façade (south elevation) fronting South Railroad Street. The grade slopes to the east. Concrete pavement fills the lot's triangular corner, facilitating access to the two-level office block and the one-story warehouse that extends from its east elevation. Red-brick veneer sheathes the south and west elevations, while the east and north elevations are concrete block. Asbestos shingles cover the office's east elevation above the warehouse roof.

On the office's south elevation, a flat-roofed canopy shelters two single-leaf wood doors and two square plate-glass windows. The white metal canopy roof matches the coping topping the deep eaves on both building sections. The warehouse's south elevation contains a multi-panel roll-up wood garage door at the west end and three eighteen-pane steel-frame windows with slightly projecting header-course sills. Two matching windows pierce the east elevation. The warehouse's north elevation is blind. The office has two small first-story windows on its north elevation and four twelve-pane steel-frame windows on its west elevation.

The open office is characterized by painted concrete-block exterior walls, Celotex ceiling tiles, and commercial grade carpeting. A central slender steel post supports the upper-level storage room's floor system. Vertical-knotty-pine-board-sheathed frame partition walls enclose a small northeast corner restroom and separate the office and warehouse. Single-leaf hollow-core wood doors permit egress between the spaces. A straight run of wood steps with an open wood railing rises from the door

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opening at the wall's south end to the upper level. The open storage room has unpainted concrete-block exterior walls, wood floor boards and roof decking, and exposed wood beams and partition wall framing. Diagonal boards cover the partition wall's warehouse side.

The open warehouse also has an exposed structural system with painted concrete-block walls, an unfinished concrete floor, and a central row of slender steel posts that support wood beams and roof decking. Concrete-block walls enclose a small northwest corner utility room. The utility room and stair are situated on a concrete platform that is one step above the warehouse floor level.

## **Southern Railway Freight Depot, 1930, 129 South Railroad Street, contributing building**

The long, rectangular, one-story, gable-roofed freight depot stands in the North Carolina Railroad Company's right-of-way north of the railroad tracks. Running bond red-brick walls rise above the cast-stone foundation. Tall cast-stone lintels and sills with stepped outer edges frame the office windows at the building's east end. Cast-stone coping caps the stepped east parapet's narrow flat center and sloping shoulders. The parapet edges project beyond the wall plane. Concrete tiles that emulate terra cotta sheathe the roof.

The three-bay east elevation comprises a central entrance and two flanking windows, all of which are enclosed with painted plywood. Paired nine-over-one wood sash remain in both window openings. The entrance comprises a single-leaf wood replacement door with a glazed upper section, three-pane sidelights, and a three-part rectangular transom. Cast-stone steps with cast-stone kneewalls rise to the entrance. A round louvered wood vent in a double-header-course-bordered opening pierces the gable.

Multipane sash fill the twelve-bay north elevation's three eastern bays. The first and third bays contain paired nine-over-one wood sash, while the central window opening is shorter. All but the westernmost window have been boarded up. Nine loading docks with corrugated-metal roll-up replacement doors and concrete lintels facilitated product transfer. A heavy timber bumper supported by concrete buttresses protects the concrete foundation. A deep steel-frame canopy continues the roof slope to shelter the docks.

The two-bay west elevation's north loading dock has a corrugated-metal roll-up replacement door. The south opening has been enclosed with painted plywood and a single-leaf steel door accessed by open wood steps with a wood railing. The twelve-bay south elevation encompasses two large window openings at its east end, both of which contain paired nine-over-one wood sash enclosed with painted plywood. The remainder of the wall encompasses ten steel-frame loading docks with corrugated-metal roll-up replacement doors and multi-pane clerestory windows.



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Slender steel beams and trusses support the roof system of the open-plan warehouse, which has brick walls, concrete roof decking, and an unfinished concrete floor. Brick partition walls separate the warehouse from the administrative area to the east. In the formerly open file room at the warehouse's northeast corner, the City of Lexington's public buildings department constructed two restrooms with dropped-acoustical-tile ceilings and fiberglass-reinforced-plastic-panel wall sheathing. The restrooms flank a narrow corridor with smooth gypsum-board walls and hollow-core wood doors. The file room's residual narrow east section functions as a corridor and storage room.

A reception room occupies most of the depot's east end. The main entrance is on the east elevation, while two doors on the west wall allow access to the warehouse and file room. A corner office and two restrooms span the north elevation. Although plaster walls and ceilings have suffered some water damage, interior finishes are substantially intact. Flat-board door and window surrounds with molded outer edges and vertical-board wainscoting framed by flat baseboards and chair rails are in good condition. Vertical boards also sheathe the long customer service counter south of the office. The concrete floor is unfinished. A water fountain remains at the room's southwest corner and a National Radiator Corporation furnace projects from the west wall's center. The restrooms retain white porcelain fixtures. Original six-horizontal-panel wood doors, narrower at the restroom entrances, remain throughout the administrative area.

## **North Carolina Railroad Tracks, 1855, contributing structure**

The railroad corridor encompasses the tracks and flanking right-of-way to the north. The south ballast line of the double railroad track serves as the district's south boundary with the exception of a southward extension to include the tunnel beneath the track connecting to Elk Street.

## **Vacant lot (gravel parking lot), south of 205 East Second Avenue**

## **Lexington Shirt Corporation – Manhattan Shirt Company, 1933, 1950s, 205 East Second Avenue, contributing building**

The long, rectangular, flat-roofed, two-story-on-basement factory spans the block between East Second and East Third Avenues, with the primary façade facing east toward East Second Avenue. The five-bay-wide and nine-bay-long 1933 east section's brick walls are executed in six-to-one common bond and distinguished by a cast-stone-capped stepped east parapet. The nine-bay-long 1950s west addition has five-to-one common bond brick-veneered concrete block walls capped with terra-cotta coping.<sup>5</sup> The following description begins with the east elevation and moves clockwise around the building.

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<sup>5</sup> Sanborn Map, Sheet 6, March 1948.

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The east elevation's central bay once contained the 1933 building's primary entrance: a double-leaf door with a glass block transom. The transom remains, but the door opening and two tall, narrow window openings flanking it have been infilled with brick. A soldier-course band spans the three former openings' width six courses above them. A single-leaf replacement door has been installed just south of the original entrance. The central bay's second story encompasses a standard-sized window flanked by two narrow openings, all with header-course sills flush with the wall plane.

The remaining four bays have a paneled effect, created by slightly recessing the brick around paired sash. Two corbelled courses cap each bay. All window openings originally had slightly projecting header-course sills. The south four first-story windows—twelve-pane steel sash with central six-pane hoppers—are intact. The north four first-story windows have been replaced with a shorter twelve-pane sash and the lower portion of each window opening enclosed with brick. Plywood covers the intact second-story twelve-pane sash.

The 1933 building's nine-bay south elevation originally encompassed eight first-story and nine second-story windows. The second-story retains eight paired sixteen-pane steel sash with central eight-pane hoppers and a matching single window in the westernmost bay. Two identical paired sash pierce the first story's east two bays. However, loading docks with corrugated-metal roll-up doors have been added in the next six bays. The westernmost bay contains an original double-leaf metal-panel door. Each bay is slightly recessed, creating a pilaster-like effect. The square brick smokestack at the building's southwest corner serves the basement furnace. A square brick elevator penthouse rises above the roof.

The 1950s nine-bay west addition is more austere. On the south elevation, nine twenty-pane steel sash with central four-pane hoppers illuminated each floor. The second-story sash are intact, albeit missing some glass. Particle board covers the first-story sash, all of which remain. All openings have slightly projecting header-course sills.

The west wall is blind. A deep flat metal canopy shelters the double-leaf metal door and brick-and-concrete loading platform at the elevation's center. A straight run of wood steps leads to a wood landing adjacent to the single-leaf steel door in the wall's north bay.

The original fenestration of the 1950s addition's north elevation is readily apparent despite modifications. On the first story, plywood-enclosed windows remain in the first, second, and fourth bays from the west end. The six loading bays have corrugated-metal roll-up doors. The door opening in the seventh bay from the west end is wider than the others and may be original. The second story contains five window openings, all of which have been infilled with brick but are discernable due to

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the projecting brick sills. Steel steps with a metal railing lead to the single-leaf steel door in the second bay from the west end.

The 1933 building's north elevation has experienced similar changes, but maintains its original rhythm of slightly recessed bays. Although the eleven second-story window openings have been infilled with brick, projecting brick sills remain. Openings in the first story's east two bays have also been enclosed. The third and fourth bays have been partially enclosed around smaller windows. The second bay from the west end contains brick infill and a single-leaf two-panel wood door. Corrugated-metal roll-up doors secure six loading bays.

Both stories originally had predominantly open plans. However, smooth-gypsum-board-sheathed frame walls now enclose self-storage units throughout most of the first floor. Second-floor and basement access is through a narrow room in the second bay from the west end of the 1933 building's north elevation. The poured-concrete floor is unfinished and the wood second-story floor system visible. Beadboard covers the frame stairwell and freight elevator walls at the room's southwest corner. Two-panel wood doors secure the stairwell entrances. The freight elevator is north of the stairs.

The open-plan second floor is characterized by an exposed structural system comprising painted brick 1933 walls, painted concrete-block 1950s walls, steel posts and beams, hardwood floors, and wood roof decking. Long rows of posts divide the manufacturing areas into three wide bays that accommodated sewing machines and other equipment. A portion of the 1933 building's west wall south of the stairs was removed to facilitate access to the 1950s addition. A recently erected smooth-gypsum-board-clad wall with two door openings now fills the space. Two restrooms with beadboard wall sheathing, white porcelain fixtures, and wood stall partitions and doors line the west elevation north of the freight elevator. Plywood panels and beadboard enclose two offices at the 1933 building's northeast corner. A straight run of steel steps adjacent to the central office leads to the first floor. Beadboard covers the frame stairwell walls and the low railing that secures the opening. Roof leaks have resulted in some damage to floors and roof decking. Linear fluorescent lights, sprinkler system pipes, and ventilation equipment hangs from the ceilings. Surface-mounted metal conduit houses electrical wiring.

Wood steps and railings lead to the partial basement at the 1933 building's west end which comprises two utility rooms with poured-concrete floors and an exposed first-story wood floor system. A large boiler remains in a pit at the west room's center. The original metal-clad single-leaf door on the west wall opens into a small vestibule at the base of a straight run of concrete steps that once allowed exterior basement access. The door features substantial metal strap hinges and a long, vertical, metal locking bar.

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## ***Dixie Furniture Company - Lexington Furniture Industries, 204 East Third Avenue, 600 and 601 South Salisbury Street, 313, 401, and 599 South Railroad Street***

Lexington Furniture Industries referred to buildings in the downtown plant by number as delineated in the following inventory list. Interconnected buildings are indicated. Principal resource headings are bold and underlined. Subheadings for interconnected buildings are in bold. Building dates reflect the year of initial construction and addition completion. The description starts at the complex's west end and moves east in order to correspond with the company's numbering system.

### **Building No. 24-1, 1967, Warehouse, 600 South Salisbury Street, contributing building**

This flat-roofed, two-story 24,389 square-foot warehouse stands at East Sixth Avenue and South Salisbury Street's northwest corner. The structural system encompasses brick walls, a poured concrete foundation, and steel posts, beams, and trusses. The windowless redbrick five-to-one common bond walls comprise five stretcher courses followed by an alternating stretcher and header course. A single-leaf steel door provides ground-level access near the south elevation's center. Formed-concrete steps with a metal-pipe railing rise to the entrance. The small projecting flat-roofed brick utility closet east of the entrance has a double-leaf steel door. A straight run of steel steps leads to the single-leaf steel upper-level door above them. Metal siding encloses the wide upper-level service door opening at the south elevation's east end. Three rectangular louvered metal vents pierce the wall's lower section. A corrugated-metal roll-up door pierces the east wall's center. At the west elevation's south end, brick steps with metal-pipe railings rise to a single-leaf steel door. Two truck loading docks to the west have corrugated-metal roll-up doors. Three rectangular louvered metal vents and aluminum downspouts punctuate the blind north elevation.

### **Building No. 25-3, Warehouse, 1953, 601 South Salisbury Street, contributing building**

This long, rectangular, low-gable-roofed, one-story, 41,500-square-foot warehouse extends east from Building No. 25-2 (1967) along the railroad right-of-way. Horizontal drop wood siding sheathes the south elevation, while the east and north elevations are running bond redbrick. The structural system consists of a poured concrete foundation and dimensional lumber posts, beams, rafters, and roof decking. Steel rafters and trusses support the shed-roofed canopy above the concrete loading platform that extends along most of the south elevation. Sliding metal doors and single-leaf steel doors allow egress. At the loading platform's east end, corrugated-metal south and east walls create an enclosed loading area. A corrugated-metal roll-up door pierces the south wall. The east wall contains a large opening at the end of a concrete ramp. The warehouse's east elevation encompasses six truck loading docks with sliding metal doors and a single-leaf steel door in the north bay. A corrugated-metal-roofed steel-frame shed canopy shelters the docks. The north elevation is blind. A small, narrow, one-story,

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flat-roofed, brick room projects from the northeast corner. To the west, three flat-roofed brick utility rooms with single- and double-leaf steel doors extend from the north wall. A metal shed canopy shelters the single-leaf steel entrance near the wall's center. Further west, a wide door provides access to the ramp leading to Building No. 25-2's upper level.

## **Building Nos. 25-1, 25-2, and 25-4, Warehouses, 1958, 1967, 1972, 601 South Salisbury Street, contributing building**

This interconnected warehouse complex erected in phases between 1958 and 1972 fills the northwest section of the block bounded by East Sixth and Seventh Avenues, South Salisbury Street, and the railroad right-of-way. Building No. 25-3, though now functionally connected to this complex, is counted separately as it was freestanding when constructed in 1953. It was later linked by Building No. 25-2 (1967) to Building Nos. 25-4 (1958) and 25-1 (1972).

### **Building No. 25-4, 1958**

This low-gable-roofed, two-story, 36,000-square-foot warehouse stands between Building Nos. 25-1 and 25-2 to the west and Building No. 25-5 (1960) to the east. Building No. 25-4 and the west warehouses have interior connectivity, but Building No. 25-5 is freestanding. The structural system encompasses brick walls, a poured concrete foundation, and steel posts, beams, and trusses. The windowless redbrick north elevation fronts South Salisbury Street. The lower level is executed in eight-to-one common bond, while the upper level is running bond. A single-leaf steel door provides ground-level access near the wall's center. A straight run of steel steps leads to the single-leaf steel upper-level door above it. Metal shed canopies surmount both doors. Two rectangular louvered metal vents pierce the north wall's lower section east and west of the entrances.

On the south elevation, two sliding metal doors—one at the west end and the other near the center—facilitate access to the lower level. A curved concrete and brick ramp leads to the west door. A flat-roofed utility closet with single-leaf steel door projects from the wall between the two loading bays. Above the closet, a double straight run of steel steps rises to a single-leaf steel upper-level door sheltered by a metal shed canopy.

### **Building No. 25-1, 1972**

This flat-roofed, two-story, 13,000-square-foot warehouse stands at East Seventh Avenue and South Salisbury Street's southeast corner west of Building No. 25-4 (1958) and north of Building No. 25-2 (1967). The structural system encompasses brick walls, a poured concrete foundation, and steel posts, beams, and trusses. The windowless redbrick five-to-one common bond walls comprise five stretcher

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courses followed by an alternating stretcher and header course. A single-leaf steel door provides ground-level access near the north elevation's west end. A straight run of steel steps leads to the single-leaf steel upper-level door above it. Three rectangular louvered metal vents pierce the wall's lower section. The building's northwest corner is canted to allow greater visibility at the intersection. The blind west elevation is punctuated by aluminum downspouts that drain the gutter mounted at the flat parapet's upper edge. The west wall intersects and is identical to Building No. 25-2's west elevation. A tall brick parapet that rises above the roof indicates the location of Building No. 25-2's north end.

## **Building No. 25-2, 1967**

This flat-roofed, two-story, 58,000-square-foot, L-shaped warehouse occupies the area between Building No. 25-1 to the north and the railroad right-of-way to the south. Portions of its east elevation abut Building Nos. 25-3 (1953) and 25-4 (1958). The structural system encompasses brick walls, a poured concrete foundation, and steel posts, beams, and trusses. The windowless redbrick five-to-one common bond walls comprise five stretcher courses followed by an alternating stretcher and header course. Aluminum downspouts drain the gutter mounted at the flat parapet's upper edge on the west elevation. Two sliding metal doors secure loading docks on the blind south elevation. A flat-roofed metal canopy supported by round metal posts shelters the east dock's brick and concrete loading platform. The blind east wall rises above Building No. 25-3, which extends to the east. The north section of the east elevation contains three sliding metal doors. At the west end of the paved drive that bisects the block, a tall, wide opening and a shorter opening to the south provide lower-level access. A long, flat-roofed, corrugated-metal-sheathed ramp corridor rises to the east elevation's upper-level along Building No. 25-3's north elevation and the short blind north wall of Building No. 25-2's south leg. Steel posts and beams support the poured concrete ramp. A sliding metal door secures the upper-level opening.

## **Building No. 25-5, Warehouse, 1960, 601 South Salisbury Street, contributing building**

This flat-roofed, two-story, 68,500-square-foot warehouse stands a few feet east of Building No. 25-4 at East Sixth Avenue and South Salisbury Street's southwest corner. The structural envelope comprises original corrugated-metal-panel siding, a poured-concrete floor, a brick foundation, and steel posts, beams, and trusses. The windowless north elevation fronts South Salisbury Street. A single-leaf steel door provides ground-level access east of the wall's center. To the west, a straight run of steel steps leads to the single-leaf steel upper-level door. Metal shed canopies surmount both doors. Six rectangular louvered metal vents pierce the wall: three at the first-story level and three just below the roof coping. The west elevation is blind.

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The site grade slopes down to the east, resulting in a progressively taller six-to-one common bond brick foundation on the east and south elevations. A flat-roofed, one-story, brick loading dock with corrugated-metal roll-up garage doors on its east and south elevations projects from the windowless east elevation's center. The south elevation contains two loading bays with sliding metal doors. A flat-roofed metal canopy supported by round metal posts shelters the west dock's brick and concrete loading platform. A flat-roofed metal-panel-sided utility closet with a double-leaf steel door extends from the south elevation between the two loading bays. A straight run of steel steps rises above the closet to a single-leaf steel upper-level door surmounted by a metal shed canopy.

## **Building Nos. 25-6, 25-7, and 25-8, Warehouse and Garages, 1962, 1969, 1980, 599 South Railroad Street, contributing building**

The interconnected Building Nos. 25-6 to 25-10 complex is inventoried as two resources because Building Nos. 25-6 and Building No. 25-10 were freestanding when constructed in 1962. They are now linked by a series of additions: Building No. 25-9 (1966), Building No. 25-8 (1969), and Building No. 25-7 (1980).

### **Building No. 25-6, Warehouse, 1962**

This flat-roofed, two-story, 66,500-square-foot warehouse at East Sixth Avenue and South Salisbury Street's southwest corner connects to Building Nos. 25-7 (1980) and 25-8 (1969) to the east. The structural envelope comprises brick walls, a poured concrete foundation, and steel posts, beams, and trusses. The windowless redbrick five-to-one common bond walls are executed with five stretcher courses followed by an alternating stretcher and header course. The north elevation fronts South Salisbury Street. A single-leaf steel door provides ground-level access east of the wall's center. To the west, a straight run of steel steps leads to the single-leaf steel upper-level door. Metal shed canopies surmount both doors. Six rectangular louvered metal vents pierce the wall: three at the first-story level and three near the roof.

A long, flat-roofed, corrugated-metal-sheathed ramp corridor to the upper level rises from south to north along the blind west elevation. Steel posts and beams support the poured concrete ramp. The south elevation contains two loading bays with sliding metal doors. A flat-roofed metal canopy supported by round metal posts shelters the east dock's brick and concrete loading platform. A concrete ramp leads to the platform's west side. West of the west loading door, a straight run of steel steps provides access to a single-leaf steel upper-level door. Late-twentieth-century corrugated-metal panels sheathe the wall's upper section. The upper portion of the windowless brick east elevation is exposed above the adjacent building roofs.

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The warehouse stored finished products. Most of the interior remains open to serve as a hard-cider production facility. A large metal walk-in cooler has been installed near the southwest entrance. Gypsum-board-sheathed frame walls enclose the cider tasting room and restrooms in the building's northeast corner.

## **Building No. 25-7, Garage, 1980**

This flat-roofed, one-story, 12,500-square-foot garage stands between Building No. 25-8 (1969) to the south, Building No. 25-6 (1962) to the west, South Salisbury Street to the north, and Building No. 25-9 (1966) to the east. The garage is wider than Building No. 25-8. The windowless redbrick five-to-one common bond north wall comprises five stretcher courses followed by an alternating stretcher and header course. Regularly placed aluminum downspouts drain aluminum gutters. The south elevation is completely open to facilitate vehicle access. Steel posts, beams, and trusses allow for two wide interior bays. The garage has a concrete floor.

## **Building No. 25-8, Garage, 1969**

This small, flat-roofed, one-story, 3,000-square-foot, two-bay garage extends from Building No. 25-6's southeast corner. The structural envelope consists of brick walls, a poured concrete foundation, and steel trusses. The windowless redbrick five-to-one common bond walls comprise five stretcher courses followed by an alternating stretcher and header course. A header course spans the south elevation two courses above the corrugated-metal roll-up garage doors. A single-leaf steel door is east of the garage bays. The east and north elevations are blind. The north wall abuts Building No. 25-7. A concrete accessibility ramp with a metal-pipe railing leads to the single-leaf metal door on the east elevation. Four white-finished aluminum downspouts serve matching gutters.

## **Building Nos. 25-9 and 25-10, Warehouses and Kilns, 1962, 1966 with additions prior to 1980, 599 South Railroad Street, contributing building**

### **Building No. 25-10, Warehouse and kilns, 1962**

This low-gable-roofed, two-story, 20,500-square-foot building was constructed in two phases executed within a short time frame. Redbrick exterior walls were laid in five-to-one common bond. The intersection of the two sections is clearly discernible on the concrete-coping-capped windowless north elevation. The west section's parapet steps down to the west above two single-leaf steel doors and a louvered square metal vent. The narrower east section has a lower flat parapet. The long east elevation fills the block between South Salisbury and Railroad streets. Firewalls rise above the roof and two brick pilasters buttress the south section. Seven single-leaf steel doors pierce the wall at



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regular intervals. Most of the east elevation is blind, but four square six-pane steel-frame sash with central two-paneoppers illuminate the second room from the north end, which was a kiln with concrete block interior walls. The tall metal sliding door between the two window bays facilitated wood movement.

A small, one-story, flat-roofed, brick room projects from the east section's windowless south elevation. The west section's south wall is also blind, but encompasses a wide full-height door opening at its east end. A low-gable-roofed canopy with a steel post, beam, and truss structural system covers the driveway between this door and Building No. 25-11 to the south. A one-story, flat-roofed, single-bay brick room extends from the west end. A shed-roofed metal canopy surmounts the single-leaf entrance on the room's south elevation. Another single-leaf steel door pierces the west elevation.

The east section's interior contains a series of large one-bay wide rooms secured by enormous metal sliding doors in the wall that divides the east and west sections. The two-bay-wide west section is open with the exception of a small brick-walled room at its northwest corner. The west wall includes a large full-height opening near its north end that allows access to Building No. 25-9. Steel posts, beams, and trusses allow for wide interior bays. The building has a concrete floor.

## **Building No. 25-9, Wood processing, 1966 with additions prior to 1980**

This flat-roofed, one-story, 17,000-square-foot edifice spans the distance between Building No. 25-7 to the west and Building No. 25-10 to the east. Building No. 25-9 appears to have been erected in three phases. Although specific construction dates of each phase are unknown, the building likely achieved its current configuration by the early 1970s. Each section's blank redbrick five-to-one common bond north wall is executed in the same manner—five stretcher courses followed by an alternating stretcher and header course—but the wall plane is staggered. The east section is flush with Building No. 25-10, while the central and west sections separated by a full-height brick pilaster, have progressively deeper setbacks. The east section's south elevation is completely open to aid vehicle access. An open, tall-one-story brick room projects from the central section's south wall. The west section's south elevation is blind. Steel posts, beams, and trusses allow for wide interior bays. The building has a concrete floor. Large full-height openings in partition walls facilitate egress between sections. A wide, tall, double-leaf door on the west section's west elevation opens into the adjacent garage.

## **Building No. 25-11, Warehouse, 1953, 401 South Railroad Street, contributing building**

This warehouse is the sole surviving element of an interconnected six-building complex erected in stages from 1904 until 1953 and destroyed in two December 19, 2017 fires. The complex filled the area between South Railroad Street and the railroad right-of-way from halfway between East Third and

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East Fourth Avenues to halfway between East Fifth and East Sixth Avenues. Building No. 25-16 stood on the west side of the two-lane road that leads to a narrow concrete tunnel beneath the railroad tracks. Elevated passages connected the upper levels of Building No. 25-16 and Building No. 25-28 (1980) on the road's east side.

Building No. 25-11, a long, rectangular, flat-roofed, two-story, 20,000-square-foot wood parts warehouse stands south of Building 25-10. The warehouse fronts the service drive that extends west from South Railroad Street at the East Fifth Avenue intersection. The structural system encompasses redbrick six-to-one common bond brick walls, a poured concrete foundation, and steel posts, beams, and rafters. Terra-cotta coping caps the flat parapet. Soldier-course lintels that are wider than the window openings and slightly projecting header-course sills frame rectangular, horizontal, twelve-pane steel sash with operable four-pane hoppers. Seven such windows initially pierced the north elevation's first story and eight the second story, but two first-story and one second-story window openings have been infilled with brick. A louvered square metal vent has been installed in the east enclosed first-story opening. A single-leaf steel door added in the late-twentieth-century provides first-floor access near the wall's center. Immediately west, a straight run of steel steps with a metal-pipe railing and a steel landing leads to an original single-leaf steel second-story door with a four-pane upper section. The landing's west end rests on the flat concrete roof of a one-story brick utility closet with a double-leaf steel door on its north elevation. To the east, a one-story, flat-roofed, brick mechanical room with a wide door opening on its north elevation and a small two-horizontal-pane sash on each of the east and west elevations projects from the fourth bay from the east end. Above the mechanical room, a low-gable-roofed canopy with a steel post, beam, and truss structural system covers the driveway between the warehouse and Building No. 25-10 to the north. A freestanding chain-link gate secures the driveway entrance.

The west elevation contains a rectangular, horizontal, twelve-pane steel sash with an operable four-pane hopper in the second story's north bay. The brick-enclosed window opening in the south bay likely contained an identical sash. Sliding metal doors secure the wide loading dock at the second floor's center and a smaller dock and a single-leaf door in the first floor's south bay. The corrugated metal canopy that extends across the south bay's second story terminates at the central door.

The blind south and east elevations survived the December 17, 2017 fires in stable condition. The south elevation's west section abutted one-story Building No. 25-12 (1952) and its east section one-story Building No. 25-13 (1950). Two-story Building No. 25-14 A (1950) stood to the east. The adjacent buildings sustained heavy damage.

Steel posts, beams, and trusses allow for two wide interior bays in the single, open, first-story room. Two large door openings on the south wall facilitated egress into Building No. 25-12. Three brick

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steps lead to the single-leaf exterior door near the west elevation's south end. The concrete floor is unfinished. Goose and the Monkey Brew House leased the building from the City of Lexington in 2017 with the intention of rehabilitating it to serve as a tasting room.

## **Building Nos. 25-12 to 25-16 and 25-28, Ruins of Warehouses and Furniture Finishing and Shipping Buildings, 1904-1980, South Railroad Street, noncontributing site**

This site encompasses the ruins of buildings that filled the area between South Railroad Street and the railroad right-of-way from halfway between East Third and East Fourth Avenues to halfway between East Fifth and Sixth Avenues. The complex was heavily damaged in two December 19, 2017 fires. Some brick walls remained, but most roofs collapsed. Demolition commenced in November 2018.

## **Mountcastle Knitting Company - Dixie Furniture Company Factory, Showroom, Offices, and Warehouse (Dixie Furniture Company Buildings No. 25-17, 25-18, 25-19), 1928, 1950, 1957, 1962, 313 South Railroad Street, contributing building**

### **Building No. 25-18, Factory, Showroom, Offices, and Warehouse, 1928, 1957**

The two-story-on-basement, flat-roofed, rectangular, five-by-twelve bay 1928 factory faces south toward South Railroad Street. The walls are executed in variegated red brick laid in six-to-one common bond. Terra-cotta coping caps the stepped south parapet. Original tall, paired, twenty-one-pane, steel-frame sash with two central six-pane hoppers illuminate the first floor. Shorter second-story window openings contain paired eighteen-pane steel-frame sash with two six-pane hoppers. The window openings are filled with brick on the interior. Slightly projecting window sills comprise a stretcher course above a header course. Plywood encloses all four basement windows. A central double-leaf door allows basement access. The one-story-on-basement 1928 washing room that extends to the west has a blind second story added by Dixie Furniture Company, perhaps in 1957. The two tall, paired, multi-pane, steel-frame, basement sash on the south elevation are boarded up.

A narrow alley separates the east elevation from the corrugated-metal-clad 1950 warehouse (Building No. 25-19) to the east. An elevated corrugated-metal sheathed walkway has connected the two buildings at the first-story level since the warehouse's construction. The first- and second-story sash on Building No. 25-18's east elevation are identical to those on its south elevation. Vegetation and Building No. 25-19's close proximity make it difficult to discern original fenestration, but it appears that twelve windows illuminated each floor. Twelve-pane steel-frame sash with central six-pane hoppers light the basement. A single-leaf door in the northernmost bay provides basement access.

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Much of the original building's west elevation is covered by the full-height 1928/ca. 1957 wing that extends from its south section. Three single-leaf steel doors on the west elevation facilitate basement access. The original door and window openings have been enclosed with brick. The upper stories of the wing's west and north elevations are blind.

A two-story brick addition projects from the north section of the main block's west elevation. Above the addition, original tall, paired, eighteen-pane, steel-frame sash with two central six-pane hoppers illuminate the first floor. A two-story brick entrance and stair tower spans the distance between the addition and the adjacent one-story brick Building No. 25-17.

The Modernist redbrick 1957 Dixie Furniture Company addition faces north, featuring a slightly pitched roof and a full-height steel-frame curtain wall fabricated by Overly Manufacturing Company that provides a clear view of the dramatic open staircase in the foyer.<sup>6</sup> A flat steel canopy supported by I-beams shelters the double-leaf aluminum-frame door in the entrance vestibule that projects from the façade's center. The building's deep setback from South Salisbury Street allows for an expansive grass lawn, long brick walkway, brick terrace, brick steps, and planting beds with low brick retaining walls. The curtain wall's lower portion has been enclosed with plywood. The glass in the upper section is damaged and much of the roof is missing.

Water infiltration has resulted in such extensive water damage that the interior is not accessible. Views into the 1957 foyer and basement are possible from the hyphen west of the foyer that connects the 1957 and 1962 buildings. In the hyphen's northeast corner, a straight, open, Modernist staircase with thick wood treads, slender metal balusters, and a wood handrail rises to the double-leaf hollow-core wood foyer door. A shorter straight run of steps with a matching railing at the room's southeast corner leads to the double-leaf basement utility room entrance. A double-leaf multipane door at the west wall's center opens to a corridor in the 1962 addition. Two single-leaf restroom doors and an open passage entrance are located on the south elevation. Celotex tiles sheathe the ceiling, which is at two-story height. Gypsum board covers the west, north, and south walls and large wood panels clad the south wall.

Voorhees and Everhart's design for the 1957 addition features a fully exposed steel post-and-beam structure and an open staircase as central design elements. In lieu of a traditional railing, slender steel rods extend from ground level to the second-story ceiling, flanking thick wood stair treads and the mezzanine landing. A glass railing with a wood handrail secures the second-story foyer overlook. Light-colored wood panels sheath the south wall. The wide board roof decking also has a natural finish.

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<sup>6</sup> "Overline Tilt-A-Front," *Progressive Architecture*, March 1958.

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## **Building No. 25-17, Office, showrooms, 1962**

This one-story, flat-roofed, 11,500-square-foot edifice stands west of Building No. 25-18. At the façade's east end, a hyphen with a patterned brick north wall spans the distance between the two buildings. The hyphen's south wall abuts the two-story brick entrance and stair tower that extends from Building No. 25-18's west elevation. The primary entrance—a plate-glass door, transom, and sidelights surmounted by a flat-roofed metal canopy—is to the west near the center of the windowless redbrick five-to-one common bond north wall. A slightly projecting header-course caps the flat parapet. A low brick retaining wall borders the planting beds that extend across the façade. The single small window on the west elevation has been enclosed with plywood, as has a single window of comparable size on the south elevation. Concrete steps with a metal-pipe railing provide access to the single-leaf steel door near the west elevation's center. Slender square steel posts support the concrete canopy above the rear entrance.

The building contains private offices as well as cubicles enclosed with fixed partial-height gypsum-board walls. Finishes include simple wood baseboards, crown molding, and window and door surrounds; hollow-core wood doors; commercial-grade carpeting; and dropped acoustical-tile ceilings with fluorescent light panels, recessed round lights, and HVAC vents. Sprinkler system heads hang below the ceilings. Roof leaks have resulted in mold and mildew infestation.

## **Building No. 25-19, Office, Warehouse, 1950**

This one-story-on-basement, rectangular, 29,500-square-foot, windowless building stands at East Fourth Avenue and South Railroad Street's northwest corner. A low-pitched gable roof rises above the building's central section, while the narrower north and south sections have flat roofs. Corrugated asbestos panels sheathe the steel frame above a running bond redbrick-veneered foundation. The site grade slopes down to the southeast. A two-level asphalt-paved parking lot with a tall brick retaining wall spans the distance between the north elevation, which contains two primary entrances, and South Salisbury Street. The east entrance is accessible from the northeast lot, while the west entrance is at a higher elevation adjacent to the northwest lot. Slender square steel posts support the concrete entrance canopies. Concrete and brick steps with metal-pipe railings lead to both entrances. A concrete and brick ramp with metal-pipe railings also provides access to the plate-glass-enclosed west vestibule.

Near the east elevation's south end, a double-leaf wood door with a steel shed canopy is slightly below sidewalk grade. Three large window openings at the wall's center have been modified. Although the north and south openings have been partially enclosed with brick, the upper sections of multipane steel sash remain exposed. Asbestos panels cover the central opening. A steel fire escape rises between the central and north windows to a single-leaf steel door in the wall's upper section. A louvered metal

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vent pierces the low front gable. Three small brick-filled basement window openings have soldier course lintels.

A single-leaf steel door, likely added in the late-twentieth century, pierces the south elevation near its west end. To the east, a brick and concrete ramp provides access to a service bay sheltered by a metal-roofed shed canopy. The sliding metal door contains a single-leaf entrance. Two rectangular bricked-up basement window openings near the south elevation's east end have soldier course lintels.

The main and basement levels each have a predominantly open plan that allowed for flexible cubicle arrangement. Private offices and conference and storage rooms are located on the perimeter. Finishes comprise gypsum-board-sheathed walls, rubber baseboards, simple wood door surrounds, hollow-core wood doors, and dropped acoustical-tile ceilings with fluorescent light panels and HVAC vents. Commercial-grade carpeting is installed throughout the main floor and vinyl-composition tile in the basement. Wood paneling covers the walls of the corridor leading west to Building No. 25-18. Brick walls, an unfinished concrete floor, and an exposed steel structural system characterize the storage rooms at the basement's southeast corner. Sprinkler heads hang from the ceiling-mounted system.

## **Carport, late-twentieth century, noncontributing structure**

The rectangular four-bay carport situated in close proximity to the north entrances has a flat metal roof supported by square metal posts and a poured concrete foundation and floor. Corrugated-asbestos panels enclose the east elevation.

**Shoaf-Sink Hosiery Mill Company - Dixie Furniture Company, Building No. 25-23 (Shoaf-Sink Hosiery Mill, 1923), No. 25-21 (addition between 1923 and 1929), Building No. 25-25 (erected between 1929 and 1948), Building No. 25-26 (erected between 1949 and 1955), 204 East Third Avenue, contributing building**

## **Building No. 25-23 (Shoaf-Sink Hosiery Mill, 1923), No. 25-21 (addition between 1923 and 1929)**

The two-story, flat-roofed, rectangular, 1923 brick factory (Building No. 25-23) has a north-south orientation fronting South Railroad Street. The building is five bays wide. Ten south bays are exposed on the east and west elevations, but additions obscure the remaining bays to the north. The variegated red brick walls are executed in six-to-one common bond. Terra-cotta coping caps the flat north and south parapets. Four first-story and five second-story south elevation window openings have been infilled with brick. On the second floor, a louvered metal vent has been installed in a portion of the central opening and metal panels cover the west bay. The west opening was the entrance to an elevated metal breezeway that connected to the building to the south on South Railroad Street's

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opposite side. A central single-leaf door allows first-floor access. First-story east elevation window openings are also enclosed with brick, but ten large, thirty-six-pane steel-frame sash with central eight-pane hoppers remain on the second story. Round metal ventilation ductwork extend through the second, third, and eighth windows from the east wall's south end. A metal vent hood has been added in the fourth window. The west elevation's condition is similar, with bricked-in first-story window openings and nine second-story sash pierced by round metal ventilation ducts. A single-leaf steel door has been installed in the tenth bay from the west wall's south end, at its intersection with the one-story, flat-roofed, rectangular, six-by-seven-bay 1921-1929 addition (Building No. 25-21).

The upper sections of Building No. 25-21's walls are blind on all three elevations. On the south elevation, all but one window opening have been enclosed with brick or covered with small additions. The surviving multipane steel sash is similar to those in the factory. A one-story concrete-block mechanical room with metal louvered vents projects from the south wall near its east end. A corrugated-metal-sheathed catwalk extends diagonally from the mechanical room's roof to the ninth second-story window opening on the factory's west wall. A tall, narrow, one-story, running-bond redbrick, mid-twentieth-century mechanical room abuts the concrete-block mechanical room's west elevation. A single-leaf steel door pierces the brick mechanical room's west elevation.

Brick fills the five window openings on the addition's west elevation beneath a terra-cotta-coping-topped flat parapet. Four retain their original shape, but the opening in third bay from the north end was increased in height. A slightly projecting string course functions as a continuous window sill. The three west openings on the north elevation are also enclosed, but portions of four multipane steel sash remain in the east openings. A one-story, shed-roofed, corrugated-metal-sheathed, mid-twentieth-century addition covers the lower sections of the four bays and extends across the north section of the 1923 factory's west wall.

On the 1923 factory's north elevation, three of the four first-story and all five second-story window openings have been infilled with brick. A large, thirty-six-pane steel-frame sash with a central eight-pane hopper remains in the second bay from the first-story's east end. A flat-roofed, one-story, running-bond redbrick, mid-twentieth-century entrance vestibule projects from the first-story's central bay. A double-leaf steel door allows access. A header-course lintel spans the original door opening, the upper portion of which is enclosed with brick.

The open-plan interior is characterized by an exposed structural system encompassing painted brick walls, wood and steel posts and beams, hardwood floors, and wood roof decking. Long rows of posts delineate wide bays that contained conveyor belts, spray-painting booths, and other furniture finishing equipment. A portion of the north section of Building No. 25-23's west wall was removed to facilitate access to Building No. 25-21. Large door openings in the opposite (east) wall permit egress to

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Building No. 25-26. A straight run of open wood steps with a wood railing rises along Building No. 25-23's north elevation to the storage loft. Building No. 25-21's storage mezzanine is accessible from a steep double run of wood steps at the addition's center. Pendant lights, sprinkler system pipes, and ventilation equipment hangs from the ceilings throughout the building. Surface-mounted metal conduit houses electrical wiring. Roof leaks have resulted in floor and roof decking damage, most of which is minimal. However, portions of Building No. 25-21's floor and roof systems adjacent to the south elevation have collapsed.

At Building No. 25-23's southeast corner, a small plywood enclosure secures the entrance to the straight run of wood steps with a wood railing that leads to the partial basement. The large open room at the building's south end has poured-concrete floors and painted brick walls. Short segments of heavy timbers with chamfered ends top heavy-timber posts that support heavy-timber beams and the first-floor system. Two wide openings on the north elevation allow access to the crawl space, which contains matching shorter posts. A boiler remains the crawl space's southwest corner adjacent to a double-leaf five-horizontal panel door. A similar door pierces the basement's south wall.

## **Building No. 25-25, Finishing, between 1949 and 1955**

This long, rectangular, one-story, flat-roofed, 4,500-square-foot addition extends from Building No. 25-26's north elevation.<sup>7</sup> A narrow alley separates the addition from Building No. 25-23 to the west. Terra-cotta coping caps running bond redbrick walls. Five rectangular, horizontal window openings with projecting header-course sills on the north elevation are filled with glass block. One matching opening at the north elevation's east end and two on the east elevation have been covered with plywood. A flat-roofed brick vestibule with a single-leaf entrance projects from the north elevation near its east end. To the west, a flat-roofed metal canopy shelters a double-leaf paneled door. Wood siding sheathes the west elevation.

Wide door openings at the east and west ends of Building No. 25-26's north wall facilitate access to Building No. 25-25's single long open room. Steel posts, beams, and trusses create two wide bays. The concrete floor is unfinished. A short straight run of steps leads to the northeast corner restroom with pale-green square-ceramic-tile-sheathed walls and white porcelain fixtures.

## **Building No. 25-26, Finishing, Office, between 1929 and 1948, mid-twentieth-century (post-1955) addition**

The tall-one-story, rectangular, 12,500-square-foot, brick Building No. 25-26 is flanked by two slightly shorter one-story flat-roofed brick additions: Building No. 25-25 and a post-1955 hyphen that connects

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<sup>7</sup> The addition is not illustrated on the March 1948 Sanborn map, but appears in a circa 1955 photograph.



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it to Building No. 25-27.<sup>8</sup> Building No. 25-26's low bow-truss roof is screened by a stepped east parapet topped with terra-cotta coping. A tall roof-mounted aluminum flagpole rises above the parapet's center. A single-leaf steel door has been installed in the central entrance on the east elevation. Brick fills the four flanking tall, rectangular window openings. The upper portions of the brick north and south walls extend above the addition roofs.

To the south, the windowless mid-twentieth-century hyphen's redbrick east wall is executed in five-to-one common bond comprising five stretcher courses followed by an alternating stretcher and header course. A square metal louvered vent pierces the wall's center. Terra-cotta coping caps the parapet. A single-leaf steel door in the hyphen's brick west wall provides courtyard access.

Building 25-26's open interior features an exposed structural system consisting of painted brick walls; steel posts, beams, and trusses; hardwood floors; and wood roof decking. Long rows of posts divide the main room into four wide bays that accommodated equipment such as the spray painting booth that remains at the southeast corner. A conveyor belt system manufactured by Palmer-Bee Corporation is mounted on steel beams. A portion of the west wall was removed to facilitate access to Building 25-23. Wide door openings at the north wall's north and south ends lead to Building 25-25. Linear fluorescent lights, sprinkler system pipes, and ventilation equipment hangs from the ceilings. Surface-mounted metal conduit houses electrical wiring. Roof leaks have damaged roof decking and floors.

Near the east end of Building 25-26's south wall, a short straight run of steps leads to the hyphen. The long open room has painted brick walls and an unfinished concrete floor. Steel trusses and wide board roof decking support the flat roof. Plywood walls at the east end enclose a storage room lined with wood shelves as well as stairs to Building 25-27's basement. A wide single-leaf steel door on the south wall also permits Building 25-27 egress.

### **North Carolina Candy Company – Dixie Furniture Company Building No. 25-27 A, B, and C, 1919, between 1923 and 1928, 1928, 204 East Third Avenue, contributing building**

The North Carolina Candy Company complex attained its current configuration following an early October 1928 fire. The two-story main block, which fronts South Railroad Street, was erected soon after the company's 1919 founding. The variegated brick walls are laid in six-to-one common bond with tall stepped terra-cotta-coping-caped north and south parapets. A full-length roof monitor with multipane steel sash was added when the building was repaired and enlarged in 1928. The nine-bay-wide south elevation retains two-header-course, segmental-arched, second-story window openings with slightly projecting sills. Twelve-pane steel-frame sash with central six-pane hoppers have been installed in seven window openings, possibly in 1928. The third and fourth openings from the east end

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<sup>8</sup> The addition is first shown on the March 1948 Sanborn map, Sheet 6.

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have been enclosed with brick, as have all of the ground-floor window openings. A sliding metal door secures the service entrance that has been cut into the ground floor's second and third bays from the wall's west end.

A two-story, three-bay-wide, brick wing projects from the south end of the main block's west elevation. The first story, erected ca. 1919, is executed in five-to-one common bond. The upper walls, constructed in 1928, are running bond. The south elevation's two rectangular east first-story windows have been infilled with brick. The large west display window is covered with plywood. The second story contains two nine-pane steel-frame sash with six-pane upper hoppers in the west and central bays and a twelve-pane, steel-frame, east sash with a central six-pane hopper. The west elevation is blind. The north elevation encompasses a single-leaf metal-clad door in the east bay and two nine-pane steel-frame sash with upper six-pane hoppers on each story.

North of the 1919/1928 wing, on the main block's west elevation, five twelve-pane steel-frame sash with central six-pane hoppers remain in the second story's central bays. A metal loading dock door fills two first-story bays beneath them. South of the loading dock, a flat steel canopy shelters a single-leaf steel door with a four-pane upper section in the central bay. A short straight run of steel steps with metal-pipe railings leads to the entrance. South of the door, two nine-pane steel-frame sash with upper six-pane hoppers are intact. North of the loading dock, the one-story brick post-1955 hyphen's southwest leg extends across the north four first-story bays of the 1919 building's west elevation. The four second-story window openings above the addition have been enclosed with brick.

The upper portion of the brick 1919 stepped-parapet north wall is visible above the hyphen roof. Three of the nine twelve-pane steel-frame sash with central six-pane hoppers on the north elevation have been removed. A single-leaf steel door has been installed in second opening from the east end to permit access to the roof of the addition between Buildings 25-26 and 25-27.

A corrugated-metal-panel wall encloses the courtyard between North Carolina Candy Company and the Dixie Furniture Company complex of which it was a part to the west and north.

Most of the one-story addition that extends from the main block's east elevation appears on the 1923 Sanborn map. The north bay was constructed in 1928. Masons executed the walls in brighter red brick than that of the main block. The soldier course cornice comprises alternating projecting and flush bricks. Terra-cotta coping caps the flat parapet. The building's southeast corner is angled to the intersection it faces. A replacement single-leaf wood door, transom, and surround have been installed in the entrance. A door and window opening on the south elevation and two window openings near the east elevation's south end have been enclosed with brick but retain soldier-course lintels. Replacement wood-frame sash with a louvered metal vent in the upper section fill the third bay. A large double-leaf

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steel service door has been added to the north. The northernmost bay (in the 1928 addition) contains a double-leaf steel door with a glazed upper section. The one-story post-1955 hyphen extends from the 1928 addition's north wall.

The primary entrance at the east elevation's south end opens into a long room that has a lower floor level than the addition at its north end and the main block to the west. Wood steps with wood railings thus provide access to those areas, while concrete steps with metal-pipe railings lead to the basement. A plywood railing secures a portion of the wide opening in the north wall. The brick walls are painted and the concrete floor unfinished. A central row of round posts spanned by steel I-beams reinforces the wood beams and wide board decking that support the flat roof. Water leaks have resulted in some wood deterioration.

The main block and one-room north addition have hardwood floors and painted brick walls. The addition served primarily as a loading dock. A wide opening in the west wall provides a direct route from the main block to the exterior double-leaf steel door on the east elevation. The addition's wood beam and decking roof system has suffered extensive damage at its east end.

Steel bow trusses carry the load of the main block's full-length roof monitor. By spanning the building's entire width, the trusses allow for a completely open interior. Wood beams and wide board decking support the roof. The monitor walls comprise bands of ten-pane tempered-glass steel sash operated with a chain and pulley system. Partial-height plywood walls, shelving, and cabinets have been added in the main block's large open room. The small plywood office enclosure adjacent to the south elevation has a mezzanine accessed by a straight run of wood steps with a wood railing. A matching railing secures the mezzanine edge. A single-leaf door in the second bay from the west elevation's south end leads to the two-room southwest wing, which has a hardwood floor and exposed wood framing and diagonal-board wall sheathing. Linear fluorescent lights and sprinkler system pipes hang from the ceilings. Surface-mounted metal conduit houses electrical wiring.

A narrow stair at the east addition's northwest corner leads to the north addition's single basement room. A wide opening in the west wall provides access to the main block's large basement room. Both areas have poured-concrete floors and painted brick walls. Heavy-timber posts, some capped with short heavy-timber segments with chamfered ends, and heavy-timber beams support the first-floor system. Slender steel posts and I-beams provide supplementary reinforcement. Plywood shelving and cabinets line some walls. Frame vertical-board-sheathed walls enclose two small offices at the main block's southeast corner. Plywood panels cover the walls of the small southwest corner office. The basement also contains a mechanical room and a restroom with pale-green square-ceramic-tile wainscoting and white porcelain fixtures.

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## **North Carolina Railroad Tunnel, between 1924 and 1929, contributing structure**

This approximately twenty-foot-wide one-lane tunnel under the railroad facilitates connectivity between Railroad Street to the north and Elk Street to the south. The steel-reinforced formed-concrete structure has a segmental-arched opening. Formed-concrete abutments with slightly projecting square caps extend north and south of the double railroad track's ballast line, ameliorating the change in grade. The tunnel first appears on the June 1929 Sanborn map, indicating that it was erected between 1924 and 1929.

## ***Wenonah Cotton Mills, 1887 with additions through the late-twentieth century, 800 South Salisbury Street***

Much of the Wenonah Cotton Mills complex is intact. The 10.45-acre tax parcel encompasses seven buildings and one structure enumerated in the following inventory list. Mill No. 1's original rear wing; four small, one-story, freestanding, ca. 1923-1948 storage buildings west of Mill No. 1; and a few auxiliary buildings in the complex's southeast quadrant were demolished as the complex evolved. The railroad spur line that served the plant has been removed.

## **Mill No. 1, 1887, between 1948 and 1956, 1960s, late twentieth century, contributing building**

This long, rectangular, two-story, flat-roofed building's five-bay-wide and thirty-bay-long original section, completed in spring 1887, has a north-south alignment. The mill is characterized by distinctive masonry including a corbelled cornice, pilasters flanking each bay, and quoins. A denticulated projecting header course caps the segmental-arched window openings, all of which have been enclosed with brick but retain slightly projecting sills.

Two original three-stage entrance and stair towers rise on the east elevation at its center and near the north end. The cast-stone tower cornices become progressively more elaborate as they rise. A simple projecting cornice caps the first stage, modillions embellish the second story cornice, and a denticulated course tops the third stage beneath its modillion cornice. Cast-stone quoins ornament the lower two stories and recessed-panel pilasters flank the third stage. Each tower features window openings with segmental-arched, corbelled hoods and slightly projecting sills.

The north tower has paired windows on the lower stages' north and south elevations and single windows on all three sides of the second and third stages. The central tower treatment was the same with the exception of its east elevation, which features paired second- and third-stage openings. Aluminum-frame, single-pane, tinted-glass, fixed sash have been installed in most openings. The north tower's south first-stage window openings are boarded-up. The one-story brick addition at the

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mill's northeast corner, constructed between 1948 and 1956, encapsulates the north tower's north first-stage elevation. The central tower's lower stage is similarly obscured. A small, one-story, shed-roofed, mid-twentieth-century addition with a single-leaf steel door on its east elevation extends from the south elevation and a shed-roofed addition (described below) from the north elevation. The tower doors have also been replaced. The north tower's entrance comprises a single-leaf, aluminum-frame, glazed door, sidelights, and transom. The central tower has a single-leaf steel door surrounded by brick infill.<sup>9</sup>

A series of additions projects from the east wall. Between 1948 and 1956, an elevated enclosed walkway spanned the mills at the second-story level, intersecting Mill No. 1's east wall in the tenth bay from the north end and Mill No. 2's west wall in the third bay from the north end. The walkway and the originally open area beneath it were sheathed with corrugated-metal siding in the late twentieth century. The hyphen's north elevation is blind. The south elevation contains four loading docks with corrugated-metal roll-up doors. The hyphen has a corrugated-metal roof and a concrete-block foundation.

A matching one-story shed-roofed walkway addition connects the hyphen's southwest corner to the stair tower at the east elevation's center. South of the tower's south shed addition, a two-story, brick, shed-roofed, two-bay-wide and two-bay-deep, 1960s restroom addition and a tall one-story late-twentieth-century corrugated-metal-clad addition obscure the facade. A concrete ramp with metal pipe railings wraps around the metal-clad addition's south elevation and terminates at the square brick 1960s elevator shaft in the second bay from the main block's southeast corner. A single-leaf steel door has been installed in a former window opening just north of the elevator shaft.

The original one-story brick picker room at the main block's south end is one-bay wide and four bays long. A square smokestack with recessed-brick-panel walls rises at the picker room's southeast corner. The segmental-arched window openings, one on the east elevation and three on the south elevation, have been filled with brick. A corbelled lintel tops the single-leaf replacement door in the south elevation's west bay. A shed-roofed, aluminum-sided, frame, late-twentieth-century addition projects from the main block's second story above the picker room roof. A boarded-up door on the east elevation allowed roof access.

The mill's original rear wing, which contained a two-story boiler room with a tapered square brick smokestack, a one-story engine room, storage rooms, and a one-story brick dye house, has been demolished. The L-shaped wing extended west from the mill's south end and turned to the north.

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<sup>9</sup> The north tower was originally even more ornate, culminating in flat-roofed fourth stage with three arched windows on each elevation and a corbelled cornice. The fourth stage was demolished between 1919 and 1923. The central tower's tall mansard roof with arched dormers may have been removed at the same time.

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Between 1948 and 1956, a two-story brick addition was erected across the mill's west elevation. The addition's south section filled the space between the main block and the rear wing. The addition's tall rectangular window openings have been infilled with brick. It appears that there were twenty-nine second-story windows. The original rear wing covered much of the first story.

The 1948-1856 addition's three-bay north elevation has a stepped terra-cotta-capped parapet. A single-leaf steel door has been added in the first story's east bay beneath a small rectangular brick-filled window opening. Two first-story window openings to the west and three second-story openings have also been enclosed with brick. Slightly projected brick sills and lintels frame each opening.

The main block's five-bay north elevation has a blind first story with a wide central entrance with a denticulated corbelled cornice. A double-leaf steel door has been installed in the opening and the transom covered with plywood. Five window openings pierce the second story. A corrugated-metal roll-up door has been installed in the second bay from the west end.

## *Interior*

The mill's open plan and interior finishes original to each construction phase are substantially intact. The 1887 building is characterized by an exposed structural system comprising painted brick walls, chamfered square wood posts, substantial wood beams, wood roof decking, and hardwood floors. The 1950s addition's construction involved the removal of the doors, window sash, and the brick beneath each window on the mill's west elevation, opening widths and lintels were retained. In a few cases, portions of walls between mill sections have been removed, leaving open spaces.

Long rows of posts divide the 1897 manufacturing area into two wide bays that accommodated sizable machinery. Short segments of heavy timbers with chamfered ends top the posts, distributing the load of the structural beams and wide roof decking boards above. On the second-story, a few wood posts have been removed and steel posts and beams added to provide structural support. The floor system comprises three-inch-thick plank decking, a diagonal-board middle layer, and a hardwood top layer. At a few entrances, galvanized-sheet-metal-clad, solid-core-wood doors, known as kalamein doors, slide on steel tracks and are held open by weighted pulleys. The 1950s addition has a steel I-beam-and-post structural system and a concrete floor. Roll-up metal doors secure loading docks on the south elevation.

Fluorescent lights and sprinkler system pipes drop from the ceilings. Surface-mounted metal conduit houses electrical wiring. The west entrance tower's first story is the most altered space. Gypsum board sheathes the walls, plywood covers the floors, and the dropped acoustical-tile ceiling contains recessed lighting.

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A 1960s freight elevator and two original stair towers containing wood steps with vertical-board railings provide second-story access. Large water tanks that supplied the mill's sprinkler system topped each stair tower. A supplementary wide steel stair was installed near the main block's north end.

## **Mill No. 2, 1893, 1900, mid- to late-twentieth century, contributing building**

This two-story, flat-roofed, brick building's original section, completed in early 1893, has an east-west alignment perpendicular to Mill No. 1. Although both mills feature decorative masonry, Mill No. 2 is more simply executed, lacking embellishments such as quoins, elaborately corbelled cornice, and denticulated window openings. Brick pilasters flank bays of segmental-arched window openings with double-header-course flush lintels capped with double-header-course corbelled hoods. The brick-enclosed openings retain slightly projecting cast-stone sills. Two corbelled courses of denticulated headers top each bay. The following description begins with the main block's north elevation and moves counterclockwise around the building and its additions.

Late-twentieth-century corrugated-metal siding sheathes the upper half of the north wall's west section. Beneath the siding, metal louvered vents have been installed in two of eleven brick-filled first-story window openings. An original flat-roofed three-stage entrance and stair tower rises just west of the north elevation's center. A round-arched cast-stone keystone lintel surmounts the single-leaf steel replacement door on the tower's north elevation. An early-twenty-first-century treated-wood loading dock with a metal shed roof supported by square posts extends north from the door across two-thirds of the west elevation of the two-story brick addition erected between 1956 and 1984. The tower's segmental-arched paired window openings are framed by double-header-course flush lintels capped with double-header-course corbelled hoods and slightly projecting cast-stone sills. Two corbelled courses of denticulated headers top each bay. Window openings with replacement single-pane tinted-glass sash remain on the north and west elevations' upper two stages and the east elevation's third stage, but the others are obscured by additions. A small, one-story, shed-roofed, mid-twentieth-century addition with a single-leaf steel door on its north wall projects from the tower's west elevation.

East of the central entrance tower, a ca. 1956-1984 addition north of the main block fills the space between the tower and the ca. 1929-1948 addition north of the 1900 addition. A double-leaf steel door pierces the ca. 1956-1984 addition's west elevation near its north end. Two second-story window openings and a tall first-story door opening have been filled with brick. A square louvered metal vent has been installed in the south window opening. Corrugated-metal siding covers the addition's north

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elevation, where a large sign reading “T. I. Industries: Wennonah Industrial Park” is mounted on the wall.

A one-story, six-bay-wide by twelve-bay long, six-to-one common-bond brick addition was erected north of Mill No. 2’s east addition between 1948 and 1956. The large rectangular window openings on its east and west elevations have been enclosed with brick but retain cast-stone sills. A corrugated-metal-shed-roofed, concrete-block, late-twentieth-century loading dock addition with a corrugated metal roll-up door projects from the west elevation’s north section. The concrete-block dock replaced an original shed-roofed dock at the same location.

Terra-cotta coping caps the blind north wall’s tall flat parapet. The parapet edges project beyond the wall plane. A loading dock with a corrugated metal roll-up door has been installed in the east elevation’s northernmost bay. A similar asphalt-shingle-roofed concrete-block shed addition containing two loading docks spans the east elevation’s south three bays.

The terra-cotta-coping-capped flat-parapet north wall of the ca. 1929-1948 addition north of the 1900 addition rises above the ca. 1948-1956 addition’s roof. The parapet edges project beyond the wall plane. Although the window openings on the 1900 and ca. 1929-1948 additions’ east and north elevations have been enclosed with brick, cast-stone sills remain. Corrugated-metal siding sheathes the east walls’ upper sections. Beneath the 1900 addition’s cast-stone water table, double-header-course segmental arches surmount brick-filled basement window openings. A single-leaf steel door and a corrugated metal roll-up door have been installed in the south two basement bays. A “T. I. Industries: Committed to Quality and Service” sign is mounted on the siding near the east wall’s north end. Steel steps with a steel railing rise to a second-story entrance on the addition’s east elevation. A loading dock with a corrugated metal roll-up door has been installed in the main block’s southernmost bay.

The original wing containing the interconnected two-story boiler room and three-story engine room is at the main block’s southeast corner. Although most window openings have been enclosed with brick, the boiler room’s header-course-brick sills and the engine room’s cast-stone sills are intact. Glass block fills the third-story window openings on the engine room’s south elevation. The shed-roofed late-twentieth-century concrete-block addition spanning the engine room’s south elevation contains two loading docks and a storage area accessed through a single-leaf steel door east of the docks. Double-hung vinyl replacement sash have been installed in two small rectangular window openings east of the door. A metal canopy shelters the loading docks on the engine room’s west elevation. To the northwest, a large two-story brick manufacturing addition was erected ca. 1958-1984 on the east section of Mill No. 2’s south wall. The restroom tower to the west has a shed-roofed addition on its



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west elevation. West of the tower, the south elevation windows are infilled with brick. A single-leaf steel door has been added in the westernmost bay.

## **Smokestack, 1893, contributing structure**

The freestanding 110-foot-tall tapered square brick smokestack laid in five-to-one common bond stands east of the original boiler room in Mill No. 2's southeast wing.

## **Office, 1887, between 1929 and 1948, between 1948 and 1956, noncontributing building**

The multi-phase, brick, two-story office stands northeast of Mill No. 1 and northwest of Mill No. 2 adjacent to South Salisbury Street. The building's central two-story flat-roofed section, erected concurrently with Mill No. 1, appears on the 1896 Sanborn map. Segmental-arched, corbelled hoods and slightly projecting sills ornament the window openings. A series of one-story additions erected during the twentieth century's first half wrap around the south and east elevations. A two-story brick addition expanded the building to the north between 1948 and 1956, with a new corner entrance fronting South Salisbury Street. All windows have been replaced with aluminum-frame, single-pane, tinted-glass, fixed sash. The following description begins with the west elevation and moves counterclockwise.

The west elevation comprises, from north to south, a 1950s addition, the five-bay-wide 1896 section, and a two-bay-wide south 1929-1948 addition. The 1950s addition is described later in the narrative. The 1896 building retains two original corbelled segmental-arched south window openings. The west three openings have been altered to create two rectangular windows in the first and third openings from the north end and a single-leaf entrance with a glazed aluminum-frame door accessed by an L-shaped wood accessibility ramp with a wood railing. The upper story is sheathed in corrugated metal.

A one-story, two-bay-wide and seven-bay-long addition erected between 1929 and 1948 extends from the original building's south elevation. This addition, which replaced a one-story frame porch, is characterized by a flat west parapet and window openings with double-header-course segmental-arched lintels and projecting header-course sills. The west elevation contains a single-leaf, aluminum-frame, glazed door sheltered by a late-twentieth-century bracketed gabled hood and a window to the south. Concrete steps and a concrete landing with a metal-pipe handrail lead to the entrance. The addition's west three bays have a flat roof, while a low hip roof covers the remaining four. The fourth and fifth bays from the south elevation's west end are recessed.

A series of one-story, brick, flat-roofed mid-twentieth-century additions project from the east elevations of the late-nineteenth and early-twentieth-century office sections. It appears that the

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additions may have been erected in three phases—a long, rectangular, two-bay-wide west block constructed between and 1929 and 1948, and two 1950s two-bay-long by one-bay-wide east rooms. Terra-cotta coping caps the flat parapet. Four rectangular windows with slightly projecting sills pierce the south wall. The east elevation's south two bays each contain one matching window. That section's blind north elevation is concrete block. The inset two bays to the north comprise a single-leaf aluminum-frame glazed door and a window surmounted by a metal shed canopy on its east elevation. Concrete steps and a concrete landing with metal-pipe handrails provide access to the entrance. The brick north elevation is blind. The two-bay hyphen to the north has a deeper setback flush with the wall plane of the adjacent 1950s addition. The hyphen contains a single-leaf steel door, accessed by steel steps, and a window. Above the additions, three corbelled segmental-arched window openings remain on the 1896 building's second story.

The first-story of the two-story, brick, 1950s addition's east elevation encompasses a central, single-leaf steel door three replacement windows covered with dark screens. A straight run of steel steps lead to the single-leaf second-story entrance. The primary entrance in the angled northwest corner bay contains a replacement double-leaf, aluminum-frame, glazed door, sidelights, and transom. The flanking aluminum-frame plate-glass windows on the north and west elevations are original. All other window openings on those elevations have been enclosed with brick and the upper sections of each wall sheathed with corrugated metal beneath a projecting, tall, corrugated-metal cornice. A matching pent canopy extends from the top of the parapet to shelter the entrance.

## **Warehouse/Stock Room, between 1902 and 1907, between 1929 and 1948, between 1948 and 1956, contributing building**

This one-story, brick, front-gable-roofed warehouse with a one-story, frame, gable-roofed, two-phase, west stock room addition stands north of Mill No. 1. The warehouse's five-to-one common bond walls have been painted. At the east elevation's center, an eight-pane transom surmounts a double-leaf door with a paneled base and four-pane upper sections. A window opening with a segmental-arched double-header-course lintel pierces the north elevation near its east end. The window has been enclosed with plywood, as have two smaller, high window openings on the south elevation. A single-leaf door in the south elevation's west section facilitates access. A tall stepped parapet rises at the building's west end, which serves as a fire wall between the warehouse and the very long, rectangular stock room that extends to the west, almost to Wenco Drive. The stock room was constructed in two phases, attaining its current size by 1956. The now windowless addition has a corrugated metal roof and wall sheathing and a brick foundation. Prior to the metal wall sheathing installation, which may have occurred in conjunction with other 1960s improvements to the complex, small, square, high windows pierced the north and south elevations. The original sheathing appears to have been painted

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weatherboards, but historic photograph resolution is insufficient to definitely determine the material. The stock room parallels South Salisbury Street, while the warehouse angles slightly to the south.

## **Cotton warehouse and opening room, 1896, 1898, between 1929 and 1948, between 1948 and 1956, contributing building**

This building is situated east of Mill No. 1 and southwest of Mill No 2. The one-story painted brick edifice comprises a three-part cotton warehouse with an opening room at its south end. Firewalls distinguished by buttressed upper sections and parapets with terra-cotta coping separate the building sections. The warehouse's two north sections, executed in six-to-one common bond, are taller than its south section and the opening room. The 1902 Sanborn map illustrates a three-section warehouse at this location. It appears to have been erected in two phases, as contractor W. A. Watson finished constructing a "packing house" on the site in November 1896 and another cotton house was completed in November 1898.<sup>10</sup> The south section and the opening room have running-bond brick walls and are the same height and depth as the earlier building that stood on the site. Sanborn maps and historic photographs indicate that the opening room was erected between 1929 and 1948.

Sliding replacement doors secure all four entrances on the east elevation. The south warehouse door is single-leaf, while the others are large service doors. A concrete platform and ramps extending from the east elevation facilitated loading. The north elevation is blind. The two large west elevation door openings that provided access to the north two warehouse sections have been infilled with concrete block. Openings on the south warehouse's west elevation have been infilled with brick. The opening room's west section comprises five large window openings with slightly projecting sills on the west wall and four on the south wall, all of which are enclosed with brick. Terra-cotta coping caps the flat west parapet. The opening room's east section, which appears to have been added between 1948 and 1956, is blind.

## **Cotton Warehouse, between 1929 and 1948, contributing building**

This one-story, flat-roofed, brick, windowless, two-room warehouse stands south of the three cotton warehouses and the opening room. It was likely constructed at the same time as the opening room. The utilitarian structure includes steel I-beams that support wide-board roof decking and an unfinished concrete floor. Terra-cotta coping caps the flat parapet. The east elevation is blind. Sliding metal doors originally secured all of the entrances. The door on the west elevation and the two east doors on the north and south elevations are intact. A double-leaf plywood door now hangs in the north elevation's west opening, while the door opening on the south elevation of the same room has been enclosed with plywood. A solid brick wall separates the rooms. A concrete ramp provides access to

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<sup>10</sup> *Dispatch*, November 4, 1896, p. 3; *Gaffney Ledger*, November 24, 1898, p. 1.

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the west entrance. A concrete loading platform and ramp extend from the north elevation's east two entrances. The railroad spur line that ran east-west between this warehouse and the opening room has been removed.

## **Cotton Storage Building, 1887, contributing building**

This one-story, brick, flat-roofed cotton storage building erected contemporaneously with Mill No. 1 is south of the mill adjacent to the former railroad spur line corridor. The five-to-one common bond walls have been painted. Aluminum sheathing protects the flat east and west parapets. The upper section of the segmental-arched entrance on the east elevation has been infilled with brick and the lower section widened to allow for the installation of a corrugated-metal roll-up service door. The walls are otherwise blind.

## ***Wenonah Cotton Mills Village, 927-953 South Salisbury Street, 936-958 Wenco Drive***

Twenty-four modest late-nineteenth-century houses stand west of Wenonah Cotton Mill on what was initially part of the plant's twenty-three-acre tract. The one-story, side-gable-roofed, frame dwellings are positioned near the street and close to one another, resulting in a harmonious rhythm of form, massing, and materials. The houses were originally sheathed with weatherboards, rested on brick piers, and had standing-seam-metal roofs. All are now rental properties and have been altered with vinyl siding, concrete block foundations, asphalt-shingle roofs, and square porch post and dimensional lumber railing construction. The original porch post and window sash configurations are unknown. Six-over-six double-hung wood sash illuminate a few dwellings, but vinyl one-over-one double-hung sash predominate. Some single-leaf wood front doors with paneled bases and six-pane upper sections remain. These doors and the six-over-six double-hung wood sash were likely installed in conjunction with the village's ca. 1948-1950 update. Small louvered rectangular attic vents pierce the gables. Foundations are either continuous concrete block or brick piers with concrete-block infill. Despite these modifications, the dwellings collectively retain integrity of feeling, association, and location.

Wenonah Cotton Mills erected two types of houses in this portion of its village. Type A dwellings were originally one-story, side-gable-roofed, and one-bay-deep with almost full-width hip-roofed porches. The small rectangular buildings were initially without ells, but rear additions were constructed between March 1948 and October 1950.<sup>11</sup> The currently asymmetrical façade fenestration—an offset central door and two windows in the outer bays—may indicate that the dwellings originally had two rooms, each accessed by a front door. This was a typical arrangement in mill villages, as mill employees were charged rent by the room. Type B houses have larger footprints,

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<sup>11</sup> Sanborn Map, Sheet 20, March 1948; N. R. Kinney and Son, "Map of Property Belonging to Wenonah Cotton Mills Co."

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original rear shed rooms, more steeply pitched side-gable roofs, single-bay hip-roofed porches, and symmetrical three-bay facades with a central door and two flanking windows.

All houses have compact front and back yards and narrow side yards. Frame and metal sheds are located in rear yards. The early-twentieth-century outbuildings—small, side-gable-roofed, frame sheds with two single-leaf doors, sometimes grouped together at the façade's center and sometimes at the façade's outer edges—are situated at the end of unpaved driveways between houses in order to be shared by contiguous tenants. Two sheds between South Salisbury Street and Wenco Drive also have two rear doors, facilitating utilization by four households. The sheds were originally weatherboarded with standing-seam metal roofs and vertical-board doors, but all now have vinyl, aluminum, or Masonite siding and some have replacement standing-seam metal roofs. The sheds rest on concrete block foundations. Wood and chain-link fences separate some rear yards. The sheds' construction date is unknown. They are not shown on historic maps and documentary photographs have not been located.

The following inventory delineates variations within the above-described typology.

## *South Salisbury Street, South Side*

### **Mill House, ca. 1886-1896, 927 South Salisbury Street, contributing building**

Type A with a rear shed addition, wide vinyl siding, a concrete block foundation, six-over-six double-hung wood sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and wood steps at its east end. A straight wood accessibility ramp leads to the rear entrance.

### **Shed, 927-929 South Salisbury Street, 936-938 Wenco Drive, early twentieth century, contributing building**

Standing-seam metal roof, wide aluminum siding, doors at the façade's outer edges.

### **Mill House, ca. 1886-1896, 929 South Salisbury Street, contributing building**

Type A with a rear shed addition, vinyl German siding, a concrete block foundation, six-over-six double-hung wood sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and wood steps at its west end. (Shared shed counted with 927 South Salisbury Street)

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## **Mill House, ca. 1886-1896, 931 South Salisbury Street, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and wood steps at its center. A stepped concrete sidewalk with metal railings provides access from the driveway.

## **Shed, 931-933 South Salisbury Street, 940-942 Wenco Drive, early twentieth century, contributing building**

Standing-seam metal roof, narrow vinyl siding, doors at the façade's outer edges.

## **Mill House, ca. 1886-1896, 933 South Salisbury Street, contributing building**

Type A with shed and gable-roofed rear additions, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, a wide-wood-slat railing, and wood steps at its west end. The late twentieth-century wood rear deck has a canted railing and built-in bench seating. (Shared shed counted with 931 South Salisbury Street)

## **Mill House, ca. 1886-1896, 935 South Salisbury Street, contributing building**

Type B with wide vinyl siding, a concrete block foundation, one-over-one double-hung vinyl sash, and a single-leaf 1960s front door. The hip-roofed front porch with square dimensional lumber porch posts, balusters, and handrails has wood steps at its east end.

## **Shed, 935-937 South Salisbury Street, 946-948 Wenco Drive, early twentieth century, contributing building**

Standing-seam metal roof, wide aluminum siding, doors at the façade's outer edges.

## **Mill House, ca. 1886-1896, 937 South Salisbury Street, contributing building**

Type B with vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash and a single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, a dimensional lumber railing, and wood steps at its west end. A straight wood accessibility ramp leads to the rear entrance. (Shared shed counted with 935 South Salisbury Street)

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## **Mill House, ca. 1886-1896, 939 South Salisbury Street, contributing building**

Type B with replacement stained-wood siding, a concrete block foundation, six-over-six double-hung wood sash, and a single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing covered with wood lattice, and a vertical-board gate and steps at its east end.

### **Carport, late twentieth century, noncontributing structure**

Slender metal posts support the low gable metal roof.

## **Mill House, ca. 1886-1896, 953 South Salisbury Street, contributing building**

Between June 1929 and March 1948, 953 South Salisbury Street was moved to what had previously been a vacant area west of 939 South Salisbury Street. At that time, 953 South Salisbury Street and 958 Wenco Drive occupied a single parcel west of the other mill houses. Based upon 953 South Salisbury Street's late-nineteenth-century appearance, it was likely relocated from elsewhere on the company's property.<sup>12</sup>

The one-story dwelling is characterized by a triple-A roof with deep cornice returns, concrete block foundation, an almost full-width hip-roofed porch supported by square wood posts, and a central replacement front door flanked by a single west window and paired east sash. The one-over-one double-hung vinyl sash have snap-in muntins to simulate six-over-six sash. A replacement 5-V crimp metal roof, vinyl German siding, and scalloped vinyl gable shingles have been installed. The hip-roofed porch on the gabled rear ell's west elevation has been enclosed.

### ***Wenco Drive, North Side***

## **Mill House, ca. 1886-1896, 936 Wenco Drive, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and formed-concrete steps leading to the entrance. (Shared shed counted with 927 South Salisbury Street)

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<sup>12</sup> Ibid.; Sanborn Map, Sheet 4, February 1902; Sheet 5, July 1907; Sheet 10, March 1913; Sheet 15, December 1923; Sheet 20, June 1929; and Sheet 20, March 1948; N. R. Kinney and Son, "Map of Property Belonging to Wenonah Cotton Mills Co."

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## **Mill House, ca. 1886-1896, 938 Wenco Drive, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and an L-shaped wood accessibility ramp leading to the entrance. (Shared shed counted with 927 South Salisbury Street)

## **Mill House, ca. 1886-1896, 940 Wenco Drive, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, six-over-six double-hung wood sash with some replacement one-over-one double-hung vinyl sash on the side elevations, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, a wide-wood-slat railing, and formed-concrete steps leading to the entrance. (Shared shed counted with 931 South Salisbury Street)

## **Mill House, ca. 1886-1896, 942 Wenco Drive, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and formed-concrete steps leading to the entrance. (Shared shed counted with 931 South Salisbury Street)

## **Mill House, ca. 1886-1896, 946 Wenco Drive, contributing building**

Type B with vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash and a single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and formed-concrete steps at its west end. (Shared shed counted with 935 South Salisbury Street)

## **Mill House, ca. 1886-1896, 948 Wenco Drive, contributing building**

Type B with vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash and a single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and formed-concrete steps at its center. (Shared shed counted with 935 South Salisbury Street)



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## **Mill House, ca. 1886-1896, 950 Wenco Drive, contributing building**

Type B with vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash and a single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, a wide-wood-slat railing, and formed-concrete steps at its center.

### **Shed, 950 Wenco Drive, early twentieth century, contributing building**

This Masonite-sided shed may have been moved to this location, as it has a north-south orientation rather than the typical east-west alignment. Two Masonite-sided single-leaf vertical-board doors are at the façade's center and an addition has been constructed at the north end.

## **Mill House, ca. 1886-1896, 958 Wenco Drive, noncontributing building**

Type A with a rear shed addition, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf paneled front door. The single bay hip-roofed front porch has mid-twentieth-century metal porch post that rest on a full-width concrete floor with formed-concrete steps at its center.

### ***Wenco Drive, South Side***

## **Mill House, ca. 1886-1896, 937 Wenco Drive, contributing building**

Type A with a gabled rear addition, wide vinyl siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, a dimensional lumber railing, and central formed-concrete steps. A square brick flue rises at the center of the addition's west elevation.

### **Shed, 937 Wenco Drive, early twentieth century, contributing building**

Small shed with Masonite siding, a standing-seam metal roof, and a single door at the façade's center.

## **Mill House, ca. 1886-1896, 939 Wenco Drive, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and formed-concrete steps at its east end.

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**Shed, 939-943 Wenco Drive, early twentieth century, contributing building**  
Standing-seam metal roof, Masonite siding, doors at the façade's center.

**Mill House, ca. 1886-1896, 943 Wenco Drive, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, six-over-six double-hung wood sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and central formed-concrete steps. (Shared shed counted with 939 Wenco Drive)

**Mill House, ca. 1886-1896, 945 Wenco Drive, contributing building**

Type A with a gabled rear addition, vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash, and an offset single-leaf wood front door with a paneled base and a six-pane upper section. The hip-roofed front porch has square porch posts, a dimensional lumber railing, and formed-concrete steps at its center.

**Shed, 945-947 Wenco Drive, early twentieth century, contributing building**  
Standing-seam metal roof, vinyl siding, doors at the façade's outer edges.

**Mill House, ca. 1886-1896, 947 Wenco Drive, contributing building**

Type B with vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash and a single-leaf paneled front door. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and formed-concrete steps at its center. (Shared shed counted with 945 Wenco Drive)

**Mill House, ca. 1886-1896, 949 Wenco Drive, contributing building**

Type B with vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash and a single-leaf paneled front door. The hip-roofed front porch has square porch posts, an angled dimensional lumber railing, and formed-concrete steps at its center.

**Shed, 949-951 Wenco Drive, early twentieth century, contributing building**  
Standing-seam metal roof, Masonite siding, doors at the façade's outer edges.

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## **Mill House, ca. 1886-1896, 951 Wenco Drive, contributing building**

Type B with vinyl German siding, a concrete block foundation, one-over-one double-hung vinyl sash and a single-leaf paneled front door. The shed-roofed front porch has square porch posts, a dimensional lumber railing, and formed-concrete steps at its center. (Shared shed counted with 949 Wenco Drive)

## **Mill House, ca. 1886-1896, 953 Wenco Drive, contributing building**

Type A with a rear shed addition, narrow vinyl siding, a concrete block foundation, one-over-one double-hung vinyl sash with snap-in muntins that simulate six-over-six sash, and an offset single-leaf paneled front door. The hip-roofed front porch has square porch posts and central formed-concrete steps.

## **Integrity Statement**

The Lexington Industrial Historic District contains fifty-three primary resources, all but three of which possess the requisite age and architectural and historical integrity to contribute to its significance. The late-nineteenth-century employee houses erected by Wannonah Cotton Mill retain harmonious form, massing, and arrangement despite modifications such as additions, vinyl siding, and replacement window and porch elements. Although industrial buildings were enlarged and windows enclosed to meet changing needs and facilitate HVAC system installation, individual resources retain key features. The block bounded by South Railroad Street and East Third and Fourth Avenues contained eight buildings, some with multiple construction phases, when the City of Lexington acquired the former Dixie Furniture Company - Lexington Furniture Industries property in 2007. The city's revitalization effort, driven by a passenger depot's anticipated construction, has required selective demolition since that time. Moreover, two December 19, 2017 fires heavily damaged Building No. 25-28 (1980) as well as the ruinous interconnected Building Nos. 25-12 to 25-16 (1904-1952) complex that parallels the railroad. Demolition of these resources commenced in November 2018. Vacant lots and buildings that do not contribute to the district's historic character due to age or loss of integrity were excluded from the district whenever possible. The resulting boundaries encompass a concentrated collection of architecturally and historically significant buildings linked by the railroad corridor that possess the requisite integrity of location, design, setting, materials, workmanship, feeling, and association to qualify for National Register listing.

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## Statement of Significance

The locally significant Lexington Industrial Historic District is eligible for National Register of Historic Places listing under Criterion A for industry and Criterion C for architecture. The district contains the city's most intact and cohesive collection of late-nineteenth to mid-twentieth-century industrial buildings, as well as associated resources including a freight depot, municipal utilities office, mill worker housing, and the adjacent North Carolina Railroad corridor, which links the properties. Lexington's manufacturing concerns sought sites in close proximity to the railroad tracks and freight depot to enable efficient and economical raw material delivery and finished goods shipping. The city upgraded utilities and infrastructure to serve numerous complexes of freestanding and interconnected one- to three-story brick, concrete, and steel manufacturing and storage buildings erected between 1887 and 1980 to facilitate textile, furniture, clothing, hosiery, and candy production. Businesses including Dixie Furniture Company - Lexington Furniture Industries, Eureka Trouser Company, Lexington Shirt Corporation - Manhattan Shirt Company, Mountcastle Knitting Company, North Carolina Candy Company, Shoaf-Sink Hosiery Mill Company, Sicheloff Manufacturing Company, and Wannonah Cotton Mills constructed and operated these complexes, fueling Lexington's economy and population growth. Most Lexington residents worked at furniture and textile manufacturing industries or in auxiliary service enterprises and many lived within walking distance of factories. Wannonah Cotton Mill erected houses adjacent to the plant for the concern's burgeoning workforce. Although building density has diminished since Dixie Furniture Company - Lexington Furniture Industries ceased downtown production in 2003, the area's overall industrial character remains consistent.

The assemblage of late-nineteenth to mid-twentieth-century industrial buildings is also architecturally important. Most are austere, exhibiting a functional aesthetic in their form, massing, and open plans. Late-nineteenth- and early-twentieth-century edifices feature "slow-burn" masonry construction, characterized by load-bearing brick walls, exposed heavy-timber framing, thick plank floors, large operable windows and transoms, and metal fire doors. The 1887 Wannonah Cotton Mill No. 1 is the most distinctive, characterized by decorative masonry including a corbelled cornice, pilasters, and quoins. As the twentieth century progressed, mill and factory designers specified the use of durable and cost-effective materials such as steel and reinforced-concrete columns, posts, and beams; brick and concrete walls; bands of steel-frame multipane windows and roof monitors; steel-truss roof systems; and corrugated metal and asbestos siding. Resources such as the ca. 1923 Lexington City Light and Water Office, which manifests classical features, and the 1930 Lexington Southern Railway Freight Depot, a stylish albeit standard company freight station design, are the only surviving early-twentieth-century buildings of their type in Lexington. West of Wannonah Cotton Mill, twenty-four of the company's one-story, frame, late-nineteenth-century employee dwellings are among the city's earliest extant worker housing. The period of significance begins with Wannonah Cotton Mill No. 1's 1887

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completion and ends in 1969. Although the area's industrial function and plant expansion and improvements continued after 1969, that period is not of exceptional significance.

## General Historical Background and Industrial Context

*Resources within the industrial district are bolded at their first appearance in the narrative. Individual property histories follow the overview.*

Early settlers were awarded land grants in the mid-1700s in the vicinity of what would become Lexington, but the first reference to the town does not appear in Rowan County deeds until 1790, when Michael Beard divided approximately thirty acres of his land into four quadrants bisected by Main Street and cross streets and began to sell small parcels. According to local tradition, the settlement was named Lexington soon after the April 19, 1775, Battle of Lexington, Massachusetts. The community had a post office by 1800, and the federal census of 1810, the first to list the town's population independently of the county, enumerated eighty-three residents.<sup>13</sup>

Davidson County was created from a portion of Rowan County in 1822; Lexington became the county seat in 1824 and was incorporated in 1827. Lexington Manufacturing Company, a steam-powered cotton mill constructed in 1839, was the town's first large-scale industrial enterprise. After the mill burned in 1844, development was slow until a North Carolina Railroad line traversed Davidson County in 1855, connecting the eastern and western parts of the state and providing the impetus for commercial farming and the development of textile and furniture industries.<sup>14</sup>

Anticipation of the railroad's arrival prompted Lexington's first building boom, which culminated in a new courthouse's 1858 completion. The commercial district extended from the courthouse along Main Street by 1885, when the first Sanborn maps were produced for the area. Industrial buildings including Finch and Company's grist mill, J. W. McCrary's furniture plant, C. A. Hunt and Company's tobacco factory, Lexington Tobacco Manufacturing Company's factory and warehouse, J. W. Earnhardt's cotton gin, Wheeler Brothers and Company's spoke factory, and B. Nooe Jr.'s spoke factory were located close to the center of town and the railroad corridor two blocks south of Main Street. John D. and Thomas J. Grimes constructed a four-story, frame, steam-powered flour mill one block north of Main Street in 1879, and soon expanded into a four-story brick addition. William E. Holt established **Wenonah Cotton Mills** in 1886, sparking development south of Main Street. M. H. Pinnix, who served as the mayor of Lexington from 1886 to 1888, reported that more streets were graded and

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<sup>13</sup> Sink and Matthews, *Pathfinders*, 71-75; Laura A. W. Phillips, "Uptown Lexington Historic District," National Register of Historic Places Nomination, 1996, Section 8, page 35.

<sup>14</sup> Sink and Matthews, *Pathfinders*, 78; Catherine W. Bishir and Michael T. Southern, *A Guide to the Historic Architecture of Piedmont North Carolina* (Chapel Hill: UNC Press, 2003), 406.

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sidewalks laid in 1888 than ever before. William A. Watson and D. K. Cecil moved their brick-making machine from Concord to Lexington in 1890, facilitating the manufacture of stronger, more durable, and smoother building brick at a most opportune time, as merchants, tradesmen, industrialists, bankers, doctors, and lawyers erected businesses, offices, and homes in the county seat.<sup>15</sup>

The influx of laborers for new businesses resulted in Lexington's population more than doubling—from 626 to 1440—between 1890 and 1900. The increase fueled a need for additional housing, and dwellings for the both the elite and working classes were built adjacent to the central commercial district. Wenonah Cotton Mills boosted production capacity by erecting a second manufacturing building in early 1893 and modest homes in close proximity to its plant to accommodate growing numbers of employees. Amenities such as telephone and electric service were available to Lexington residents by 1897.<sup>16</sup>

Lexington was poised for growth and expansion as the twentieth century dawned. In 1906, *The Dispatch* proclaimed that Davidson County was “the center of Piedmont North Carolina, Section of Golden Promise, A Land Where Progress Reigns.”<sup>17</sup> Two years later, the North Carolina Division of the Travelers Protective Association touted Lexington's thriving economy, declaring that the community:

presents in a nutshell the story of the new South. In less than a decade it has developed from a straggling village to a splendid modern town, bustling with activity, throbbing with new-found energy, accomplishing each day more than the old town did in twelve months [...] About one and one-half millions are invested in manufacturing; the output is valued at about three millions; fifteen hundred workmen find employment [...] Industrially, educationally, socially, Lexington is an ideal town.<sup>18</sup>

By 1911, the Winston-Salem Southbound and the Southern Railway passed through Lexington, connecting the growing town to markets throughout the eastern United States. The Lexington Board of Trade made a concerted effort to bring farmers downtown to shop when they delivered and received goods at the freight depots on either side of town. Civic leaders placed a high value on maintaining the attractive appearance of their community, organizing a clean-up week in 1912 complete with cash prizes. City Council appropriated funds for street naming and numbering the same year, and erected

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<sup>15</sup> Sanborn Map, June 1885, Sheets 1 and 2; Sink and Matthews, *Pathfinders*, 83-84, 90-93; Paul Baker Touart, *Building the Backcountry: An Architectural History of Davidson County, North Carolina* (Lexington: The Davidson County Historical Association, 1987), 31.

<sup>16</sup> Sink and Matthews, *Pathfinders*, 90-93; Sanborn Map, Sheet 4, March 1896.

<sup>17</sup> Sink and Matthews, *Pathfinders*, 93.

<sup>18</sup> North Carolina Division of the Travelers Protective Association, *Commercial History of the State of North Carolina*, 1908.

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signposts throughout town. A series of ordinances addressed noise and air pollution issues by restricting the length of factory whistle blasts to less than one minute and motorcycle speed in town to less than fifteen miles per hour, and requiring that hog pens be constructed at least two hundred feet away from any business or residence.<sup>19</sup>

Infrastructure and utility improvements were necessary as the community grew and manufacturing increased. Reliable electric service was imperative for industrial production. By 1907, a municipal pumping station, electric power plant, ice factory, and a 120,000-gallon reservoir stood near a railroad spur line just north of the Southern Railway freight depot. The complex remained at that location through 1922.<sup>20</sup> In April 1922, the city sold \$350,000-worth of bonds to finance a new pumping station, sewer system, and street paving. By December 1923 the municipality had erected a one-and-one-half-story brick building containing the **Light and Water Department offices** and an electric transformer at 201 East First Avenue, a half-block north of the depot at the industrial area's east end.<sup>21</sup>

Most Lexington residents worked at furniture and textile manufacturing industries or in auxiliary service enterprises. Dixie Furniture, Eureka Trouser, Hoover Chair, North Carolina Candy, Sicheloff Manufacturing, Shoaf-Sink Hosiery Mill, Star Milling, Valley Tie and Lumber, Davidson County Creamery, Dacotah Cotton Mills, Nokomis Cotton Mills, Erlanger Cotton Mills, Lexington Ice and Coal, Peerless Mattress, Lexington Coca Cola Bottling, Lee Veneer, Lexington Chair, Industrial Manufacturing, Lexington Mirror, and Southern Upholstery are just some of the concerns that began operating in Lexington between 1900 and 1920. Owners and employees lived close to the downtown commercial and industrial area, and with the exception of a few pockets of mill housing, were scattered throughout burgeoning subdivisions. The rapid population surge during the twentieth century's first two decades—from 1,440 residents in 1900 to 5,254 in 1920—fueled a second building boom and a great diversification of available goods and services.<sup>22</sup>

Businesses such as **Dixie Furniture Company** epitomize the community's success. Established in January 1901, the concern quickly overcame challenges including an April 24, 1904, fire that decimated the factory and its lumber yard. The company erected two frame manufacturing buildings

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<sup>19</sup> Sink and Matthews, *Pathfinders*, 96-97.

<sup>20</sup> "Lexington is Busy," *Dispatch*, May 16, 1906, p. 1; "Public Utilities Trouble," *CO*, September 30, 1907, p. 4; Sanborn Map, March 1913, Sheet 4.

<sup>21</sup> "Charlotte Firm Given Contract for Power Plant," *Dispatch*, April 20, 1922, p. 1; "Water and Sewer Construction is Making Progress," *Dispatch*, July 27, 1922, p. 1; Sanborn Map, December 1923, Sheet 5.

<sup>22</sup> Sink, *Davidson County: Economic and Social*, 36-42; *Miller's Lexington City Directory*, 1925; Howard M. Brunzman, Chief, Population and Housing Division, *United States Census of Population: 1950, Number of Inhabitants, North Carolina* (Washington, D. C.: Government Printing Office, 1951), 33-9.

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and resumed operations in September, soon introducing a new line of oak bedroom furniture.<sup>23</sup> By the 1920s, Chicago and New York sales offices marketed Dixie Furniture Company's oak, walnut, and mahogany bedroom lines. The plant's labor force grew from approximately 90 employees in 1922 to 125 workers in 1925.<sup>24</sup>

**Eureka Trouser Company** also experienced rapid growth. Soon after its 1902 incorporation, the concern equipped an existing factory and hired twenty-nine young women to fabricate medium-grade pants.<sup>25</sup> By 1904, the company employed eight salesmen and around eighty operatives who generated an average of 450 pairs of trousers daily.<sup>26</sup> In October 1906, the operation occupied a newly constructed two-story factory at 210 East Second Avenue.<sup>27</sup> David Simeon Siceloff, who had served as a salesman, bookkeeper, and stenographer for Eureka Trouser Company purchased the business in 1909. His employees initially produced overalls and work pants and shirts in the former Eureka Trouser Company factory. He subsequently organized **Siceloff Manufacturing Company** and erected a plant northwest of the original factory in 1915. By 1924, eighty employees annually generated clothing valued at approximately \$300,000.<sup>28</sup>

Hoover Chair Company elected to move to Lexington after its Thomasville plant burned in a 1918 fire. In April 1919, the concern purchased Dixie Furniture Company's Factory No. 2, which then encompassed two two-story frame buildings on East Seventh Avenue's west side just north of a railroad spur line. The workforce grew to ninety employees by September 1922. As the 1920s progressed, president G. M. Hoover and secretary-treasurer C. M. Hoover led the drive to become a nationally successful purveyor of oak, walnut, and mahogany dining room chairs and bedroom furniture.<sup>29</sup>

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<sup>23</sup> *Daily Truth Index*, Salisbury, January 10, 1901, p. 1; "Dixie Furniture Factory Falls," *Dispatch*, October 23, 1901, p. 3; "Lexington has \$90,000 fire," *Wilmington Messenger*, April 26, 1904, p. 3; "Dixie Furniture Company," *Dispatch*, February 14, 1906, p. 4; Leonard, *Centennial History of Davidson County*, 328, 331.

<sup>24</sup> "Dixie Furniture Company," *Dispatch*, September 4, 1922, p. 4; Sink, *Davidson County: Economic and Social*, 38.

<sup>25</sup> *NO*, December 7, 1902, p. 5; "Eureka Trouser Company," *WSJ*, December 12, 1902, p. 3; "New Industry in Lexington," *Morning Post*, January 9, 1903, p. 5; *NO*, January 28, 1903, p. 3; "In Full Blast," *Dispatch*, January 28, 1903, p. 1.

<sup>26</sup> *Wilmington Morning Star*, August 27, 1904, p. 3; *CO*, August 27, 1905, p. 11.

<sup>27</sup> "Eureka to Have New Plant," *Dispatch*, February 7, 1906, p. 1; "Eureka Trouser Company," *Dispatch*, February 14, 1906, p. 5; *CO*, February 8, 1906, p. 8; *Dispatch*, May 2, 1906, p. 5; *Charlotte News*, October 2, 1906, p. 3; *Raleigh Christian Advocate*, September 12, 1907, p. 11.

<sup>28</sup> "The Eureka Trouser Company to Reorganize," *Evening Chronicle*, September 22, 1909, p. 2; *Dispatch*, June 2, 1909, p. 4, and March 23, 1910, p. 5; "Siceloff Manufacturing Company," *Dispatch*, May 5, 1921, Section 4, p. 7; "Siceloff Manufacturing Company," *Dispatch*, September 4, 1922, p. 3; Sink, *Davidson County: Economic and Social*, 45.

<sup>29</sup> Sanborn Maps, July 1907, Sheet 1; March 1913, Sheet 9; December 1923, Sheet 14; "New Furniture Concern Locates at Lexington," *Salisbury Evening Post*, April 1, 1919, p. 2; *Greensboro Daily News*, My 21, 1919, p. 9; "The Hoover Chair Company," *Twin City Sentinel*, July 15, 1921, p. 12; "Hoover Chair Company," *Dispatch*, September 4, 1922, p. 14.



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Although Lexington's populace grew from 5,254 in 1920 to 9,652 in 1930, the October 1929 stock market crash and ensuing Great Depression slowed the community's economic growth.<sup>30</sup> Little new construction took place, particularly in the downtown area, and many small businesses did not survive. Most Lexington factories and mills remained open, although wages were reduced. New Deal agencies provided jobs for some residents during this period. Projects funded by the North Carolina Emergency Relief Administration in Lexington from 1932 to 1935 include repairing city streets; constructing sidewalks, privies, and sewer lines; mattress making; canning; repairing books; cutting wood and distributing commodities.<sup>31</sup> The Civilian Conservation Corps (CCC) housed and employed several hundred men in a Soil Conservation Service research and demonstration station.<sup>32</sup>

Entrepreneurs had limited resources to invest in new concerns. However, some nascent businesses survived the economic downturn. **Mountcastle Knitting Company**, established by George W. Mountcastle and Holland E. Shoaf in 1928, erected a two-story brick factory at 313 South Railroad Street that year. The children's hosiery manufacturer employed one hundred workers by 1930 and continued to expand during the 1930s.<sup>33</sup>

Charles Melvin Peeler and Zeb Vance Dillon formed **Lexington Shirt Corporation** in 1929 and hired sixteen employees to produce men's dress shirts in a one-story brick factory southwest of downtown. The company constructed a 16,000-square-foot, fire-resistant plant at 205 East Second Avenue in 1933 and commenced manufacturing at the new location in January 1934. The workforce grew from one hundred employees in 1934 to between 125 and 150 employees in 1938.<sup>34</sup>

Lexington residents benefited from the construction of a new freight depot after an early 1930 fire destroyed the existing depot. Southern Railway commissioned Hickory-based Elliot Construction Company to erect a substantial brick **freight station** just east of the earlier site. Work began in mid-May and the depot was placed into service on August 29, 1930, providing much needed increased freight handling capacity for manufacturers and other concerns.<sup>35</sup>

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<sup>30</sup> Sink and Mathews, *Pathfinders*, 103.

<sup>31</sup> *Ibid.*, 102-103; J. S. Kirk, Walter A. Cutter and Thomas W. Morse, eds., *Emergency Relief in North Carolina: A Record of the Development and Activities of the North Carolina Emergency Relief Administration, 1932-1935* (Raleigh: North Carolina Emergency Relief Administration, 1936), 472.

<sup>32</sup> E. E. Witherspoon, "Lexington: City of Real Diversification," *The State*, June 5, 1937.

<sup>33</sup> "Mountcastle Knitting Mill in Operation," *Dispatch*, November 15, 1928, pp. 1, 3; *Davison's Textile Blue Book*, 1930, 688.

<sup>34</sup> "Lexington Coca-Cola Bottling Co.," *Dispatch*, May 5, 1921, Section 2, p. 6; "Lexington Shirt Corporation Progressing," *Dispatch*, February 5, 1934, p. 8; U. S. Census, Population Schedules, 1930, 1940; Sanborn Maps, December 1923, Sheet 5; June 1929, Sheet 18; June 1929 and March 1948, Sheet 6; North Carolina Department of Conservation and Development, *Industrial Directory and Reference Book of North Carolina*, 342; *Daily Times-News*, September 27, 1939, p. 9b.

<sup>35</sup> "New Station of Southern Here Placed in Use," *Dispatch*, September 1, 1930, pp. 1, 4.

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Industrial production and freight commerce escalated as the economy began to recover from the Great Depression in the late 1930s, but Lexington's population grew only slightly, numbering 10,550 in 1940. Nearly seven thousand Davidson County residents served in World War II, and those left behind were occupied with the war effort in a variety of ways, from filling vacant positions in local manufacturing plants to participating in bond drives and other volunteer efforts.<sup>36</sup> As building materials were in short supply, few were erected during the early 1940s. The situation improved after World War II ended. Manhattan Shirt Company assumed the former Lexington Shirt Corporation plant's operation in 1947 and soon erected a sizable addition.

In February 1947, *The State* magazine declared that Lexington was "The Hub of the Piedmont... Where opportunity presents itself to the Industrialist, Agriculturalist and Homemaker," and, among other promotional materials, included photos of the bustling downtown and impeccably maintained houses on West Second Avenue. Active civic organizations, the construction of new schools and Memorial Hospital, updates to city utilities, and modernized industrial plants were all touted as reasons to move to Lexington.<sup>37</sup> This type of boosterism, coupled with a post-war population influx, resulted in 28.6 percent growth to 13,571 residents by 1950.<sup>38</sup>

Lexington's industrial expansion continued in the 1950s. Wenonah Cotton Mills enlarged its complex, employing four hundred workers by 1955, many of whom lived in close proximity to the mill in sixty-nine company-owned houses, twenty-four of which are encompassed within the Lexington Industrial Historic District.<sup>39</sup> Sicheloff Manufacturing Company bolstered the community's economy as it expanded operations nationwide during the 1950s. The concern enlarged its Lexington plant to 250,000 square feet in 1954, employing five hundred operatives at that location as well as approximately 150 laborers at a 40,000-square-foot Starke, Florida plant acquired in 1951. Around 1954, the concern erected a Los Angeles, California warehouse. Staff at the marketing office at the Empire State Building in Manhattan and thirty salesmen promoted the company's products including Big-Dad men's pants and shirts; Lil-Dad boys' dungarees, overalls, and pants; Jolly Jeans for women and girls; and Happy Jim dungarees and overalls, Cowhide western jeans, and Silver Springs sports shirts for men and boys.<sup>40</sup>

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<sup>36</sup> Brunzman, *United States Census of Population: 1950, Number of Inhabitants, North Carolina*, 33-9; Jim Daniel, "A Band of Families: Learning about Davidsonians on the Home Front in WWII," *Davidson County Focus*, Fall 2005, 7-11.

<sup>37</sup> "A Real up-and-Coming City," *The State*, February 22, 1947, 19-35.

<sup>38</sup> Brunzman, *United States Census of Population: 1950, Number of Inhabitants, North Carolina*, 33-9.

<sup>39</sup> *Davison's Textile Blue Book*, 1955, 262.

<sup>40</sup> "Sicheloff Manufacturing Company, Inc.," *E.S.C. Quarterly*, Summer-Fall 1954, pp. 87.

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Dixie Furniture Company remained one of Lexington's leading industrial concerns as the twentieth century progressed, employing twelve hundred people in 1972. Link-Taylor, Young-Hinkle, and Henry Link operated plants on Brown Street and Cotton Grove Road that together had a fourteen-hundred-worker labor force.<sup>41</sup> By 1986, Lexington Furniture Industries, which then owned ten plants in Lexington and one in Asheboro, was the nation's tenth-largest furniture producer according to *Furniture Today*. The following year, Taylor, Michigan-based Masco Corporation acquired Lexington Furniture Industries. Masco maintained manufacturing operations at the downtown Lexington plant until 2003 and still utilizes a portion of the complex for furniture storage.<sup>42</sup>

Lexington Furniture Industries conveyed its downtown property to the City of Lexington on May 15, 2007.<sup>43</sup> The area's revitalization gained momentum with Durham-based Bull City Ciderworks' 2016 conversion of a former Dixie Furniture Company warehouse to serve as a hard cider production facility and tasting room. Breeden Insurance Amphitheater's 2017 construction provided a public performance venue. Tragically, two December 19, 2017 fires heavily damaged Dixie Furniture Company Building No. 25-28 (1980) as well as the ruinous interconnected Building Nos. 25-12 to 25-16 (1904-1952) complex that parallels the railroad. Demolition of these resources commenced in November 2018. Despite these losses, a significant portion of the Dixie Furniture Company - Lexington Furniture Industries complex is intact. A new passenger depot will occupy a portion of the fire-damaged site.

## Lexington Industrial Historic District Property Histories (in alphabetical order)

### *City of Lexington Light and Water Office, 201 East First Avenue*

Waterbury, Connecticut investor F. W. Siebert and Lexington entrepreneurs W. G. Perry, J. B. Smith, G. W. Mountcastle, J. M. Riley, and R. L. Burkhead incorporated Lexington Water and Light Company on June 17, 1903. The charter stated that the concern would erect and operate water, electric, and telephone systems including an electric railway and power plant, and sell ice and electric lighting fixtures and appliances. Work soon commenced under Siebert's direction. Lexington commissioners granted the franchise with the understanding that the town would have the ability to purchase the utilities.<sup>44</sup> This transpired within only a few years after the private company experienced construction

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<sup>41</sup> Sink and Matthews, *Pathfinders*, 282.

<sup>42</sup> Vickie Broughton, "Dixie Building New Plant," *Dispatch*, June 13, 1986, p. 1; Vickie Broughton, "Dixie At 50," *Dispatch*, November 13, 1986, p. 13; Vickie Broughton, "Dixie Sale Reflects an Industry Trend," *Dispatch*, July 29, 1987, p. 1; Powell Slaughter, "Lexington to close former Dixie plant," *Furniture Today*, August 25, 2003.

<sup>43</sup> Davidson County Deed Book 1787, p. 510.

<sup>44</sup> "Lexington Water and Light," *News and Observer* (hereafter abbreviated *NO*), June 18, 1903, p. 4; "The Franchise is Granted," *Dispatch*, June 17, 1903, p. 1; *Dispatch*, August 19, 1903, p. 5; "To Install Water-Works," *Charlotte Observer* (hereafter abbreviated *CO*), December 31, 1903, p. 2; Sanborn Map, July 1, 1907, Sheet 1.

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and management difficulties. The town assumed ownership and continued expanding the systems, which proved to be financially and logistically challenging. By 1907, a municipal pumping station, electric power plant, ice factory, and a 120,000-gallon reservoir stood near a railroad spur line just north of the Southern Railway freight depot. The complex remained at that location through 1922.<sup>45</sup>

In April of that year, the city sold \$350,000-worth of bonds to finance a new pumping station, sewer system, and street paving. Charlotte contractors Tucker and Laxton began erecting the pumping station on Abbotts Creek approximately four miles northeast of downtown in May. Meyers Construction Company built sewer lines utilizing clay pipe from the Pomona Terra Cotta Company plant in Greensboro. Both projects were to be completed by November. Newspaper coverage does not mention additional municipal endeavors being funded as part of that bond package.<sup>46</sup> However, Sanborn Fire Insurance Company's December 1923 map illustrates that by then the city had erected a one-story brick building containing the Light and Water Department offices and an electric transformer at South Pugh Street and East First Avenues' southwest corner. A one-story rectangular warehouse and garage stood west of the office by June 1929. In 1942, the Works Progress Administration facilitated the construction of an addition to the warehouse/garage, making it larger than the office. Davidson County property tax records indicate that this building was replaced with the smaller extant warehouse/garage in 1950. The city moved the utilities department offices to Talbert Boulevard around 2015 but retains the property's ownership.<sup>47</sup>

## ***Dixie Furniture Company - Lexington Furniture Industries, 204 East Third Avenue, 600 and 601 South Salisbury Street, 313, 401, and 599 South Railroad Street***

Soon after incorporating in January 1901, Dixie Furniture Company, headed by president E. J. Buchanan, vice president P. J. Leonard, secretary-treasurer W. H. Walker, and superintendent J. W. Crowell, commenced constructing a factory beside the Southern Railway line near the depot. The two-story frame building collapsed in October of that year. The plant was immediately reconstructed and expanded with a twenty-by-thirty-foot addition. On April 24, 1904, a fire decimated the factory, its lumber yard, the city's electric light plant, four residences, and two Southern Railway Company cars. Within ninety days, Dixie Furniture Company erected a larger complex on South Railroad Street's south side at its junction with East Fourth Avenue that comprised two frame buildings connected by

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<sup>45</sup> "Lexington is Busy," *Dispatch*, May 16, 1906, p. 1; "Public Utilities Trouble," *CO*, September 30, 1907, p. 4; Sanborn Map, March 1913, Sheet 4.

<sup>46</sup> "Charlotte Firm Given Contract for Power Plant," *Dispatch*, April 20, 1922, p. 1; "Water Plant Site Bought; Work Begins This Week," *Dispatch*, April 24, 1922, p. 6; "Work is Moving Along Smoothly on Water Plant," *Dispatch*, June 15, 1922, p. 1; "Water and Sewer Construction is Making Progress," *Dispatch*, July 27, 1922, p. 1.

<sup>47</sup> Sanborn Map, December 1923, Sheet 5; June 1929 and March 1948, Sheet 6; "Projects in Davidson Aid To Many Citizens," *High Point Enterprise* (hereafter abbreviated *HPE*), June 18, 1942, p. B-10.

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loading platforms and a pedestrian bridge. The plant resumed operations in September and soon introduced a new line of oak bedroom furniture.<sup>48</sup>

In 1907, the east building contained a first-floor shipping department, a second-story stock room, and a third-floor varnishing room. In the west building's basement and on the first floor, employees utilized wood-working machinery to generate furniture components assembled in the second floor cabinet shop. A long, narrow brick drying kiln extended from the west elevation.<sup>49</sup>

In December 1912, Dixie Furniture Company purchased the vacant American Furniture Company plant, two two-story frame buildings on East Seventh Avenue's west side just north of a railroad spur line. The factory layout and function was comparable at both sites. The East Seventh Avenue plant, managed by M. H. Conrad, was called Factory No. 2. In 1914, the company enlarged Factory No. 1's east building with a three-story, fifty-foot-long addition to its east end. Factory No. 1's configuration remained the same in 1923. However, the concern had consolidated its operation to the East Fourth Avenue site after selling Factory No. 2 to Hoover Chair Company in April 1919. Other than the construction of a one-story office east of the east building, Factory No. 1's footprint was unchanged in 1929.<sup>50</sup>

E. J. Buchanan remained Dixie Furniture Company's president during the 1920s, P. J. Leonard served as vice president, and F. W. Sparger secretary-treasurer. M. H. Conrad oversaw the fabrication of oak, walnut, and mahogany bedroom furniture designed to appeal to the middle-class consumer. Chicago and New York sales offices marketed the lines internationally. The plant's labor force grew from approximately 90 employees in 1922 to 125 workers in 1925.<sup>51</sup>

After a brief 1930s merger with Elk Furniture Company, banker Henry Talmadge Link reincorporated Dixie Furniture Company as an independent entity in 1936. Within two years, the company's labor force grew from approximately 90 to 175 workers. The physical plant also expanded with an addition to the east building's east end prior to 1940. After Link witnessed how Detroit automobile manufacturers benefited from assembly line production, the concern in 1940 installed conveyor belts to speed furniture movement through the factory. In February 1940, Hulin Lumber Company of

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<sup>48</sup> *Daily Truth Index* (Salisbury), January 10, 1901, p. 1; "Dixie Furniture Factory Falls," *Dispatch*, October 23, 1901, p. 3; "Lexington has \$90,000 fire," *Wilmington Messenger*, April 26, 1904, p. 3; "Dixie Furniture Company," *Dispatch*, February 14, 1906, p. 4; Jacob Calvin Leonard, *Centennial History of Davidson County, North Carolina* (Raleigh: Edwards & Broughton Company, 1927), 328, 331.

<sup>49</sup> Sanborn Map, July 1907, Sheet 4.

<sup>50</sup> Sanborn Maps, July 1907, Sheets 1 and 9; December 1923, Sheet 14; June 1929 and March 1948, Sheet 12; *Dispatch*, December 11, 1912, p. 1; "Prosperity Smiles on Lexington," *Charlotte News*, January 1, 1914, p. 11; "New Furniture Concern Locates at Lexington," *Salisbury Evening Post*, April 1, 1919, p. 2.

<sup>51</sup> "Dixie Furniture Company," *Dispatch*, September 4, 1922, p. 4; Sink, *Davidson County: Economic and Social*, 38.

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Lexington began constructing the three-story-on-basement, 24-by-120-foot addition that extended the finishing, packing, and shipping department at the plant's east end.<sup>52</sup>

Henry Link recruited his nephew, Wake Forest University alumnus Julius Smith Young, to assist with the business in 1939. Young, who had labored in the plant during summers while in high school, learned how every factory and administrative department functioned prior to completing a four-year United States Navy posting during World War II. He became vice president of sales upon his return in 1946 and Dixie Furniture Company's president in 1957. Young worked with other company leaders including Henry Link's son-in-law, University of Chapel Hill graduate and World War II veteran Edgar Bruce Hinkle, to create subsidiary corporations Link-Taylor in 1950, Young-Hinkle in 1962, and Henry Link in 1964. Both Young and Hinkle served as officers of each company and were active in myriad community and industry organizations.<sup>53</sup>

From 1948 through 1983, the conglomerate erected, expanded, and updated twenty-five warehouse, office, woodworking, and finishing buildings within a nine-block downtown area in order to accommodate its exponential growth. In many cases, the concern repurposed existing industrial buildings constructed by other manufacturers. Most new buildings were utilitarian, but High Point architects Louis F. Voorhees and Eccles D. Everhart's firm designed the striking Modernist Dixie Furniture Company office and showroom addition at the former Mountcastle Knitting Company factory's north end. Some older structures were demolished and replaced as they became obsolete or unsafe. On March 25, 1964, a fire destroyed a portion of the finishing department that was in the process of being vacated. Equipment damage was minimal, as most had been moved to a new adjacent brick building.<sup>54</sup>

Dixie Furniture Company remained one of Lexington's leading industrial concerns as the twentieth century progressed, employing twelve hundred people in 1972. Link-Taylor, Young-Hinkle, and Henry Link operated plants on Brown Street and Cotton Grove Road that together had a fourteen-hundred-worker labor force.<sup>55</sup> The four corporations, subsequently reorganized as Lexington Furniture Industries, continued expanding to satellite locations, purchasing thirty-one acres at Prospect and South Main Streets in 1983 and erecting two factories on the property. In June 1986, Dixie Furniture

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<sup>52</sup> Sanborn Map, June 1929 and March 1948, Sheet 12; North Carolina Department of Conservation and Development, *Industrial Directory and Reference Book of North Carolina*, 342; "Dixie to Enlarge Plant and Increase Its Output," *Dispatch*, February 1, 1940, p. 1; Vickie Broughton Hodges, "Dixie founder named to Furniture Hall of Fame," *Dispatch*, October 16, 1998, p. 3B.

<sup>53</sup> Hinkle married Henry Etta Link on August 9, 1941. Marriage records; Robert Marks, "J. Smith Young," *HPE*, October 19, 1969, p. 5a; Vickie Broughton Hodges, "Furniture Executive Bruce Hinkle dies at age 74," *Dispatch*, February 8, 1993, pp. 1 and 11; Vickie Broughton Hodges, "Furniture legend Smith Young dies," *Dispatch*, May 26, 2001, pp. 1 and 12.

<sup>54</sup> Marvin Burts, "Spectacular Lexington Fire Levels Dixie Furniture Finishing Facility," *HPE*, March 26, 1964, p. D5.

<sup>55</sup> Sink and Matthews, *Pathfinders*, 282.

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Company broke ground for an adjacent 125,000-square-foot plant intended to house upholstered furniture production for Henry Link's Wicker World Collection, which had previously been manufactured in the former Siceloff Manufacturing Company plant at 200 East Second Avenue. Lexington Furniture Industries, which then operated ten plants in Lexington and one in Asheboro, was the nation's tenth-largest furniture producer in 1986 according to *Furniture Today*. The following year, Taylor, Michigan-based Masco Corporation acquired Lexington Furniture Industries. Masco maintained manufacturing operations at the downtown Lexington plant until 2003 and still utilizes a portion of the complex for furniture storage.<sup>56</sup>

Lexington Furniture Industries conveyed its downtown property to the City of Lexington on May 15, 2007.<sup>57</sup> The company continues to utilize Building Nos. 25-1 to 25-5 as warehouses. The Durham-based Bull City Ciderworks, founded in 2013 by Ryan Bogard and John Clowney, leased Building 26-6 from the city in June 2015. Hard cider fermentation commenced on March 3, 2016. Other rehabilitation projects are underway and some buildings have been demolished in conjunction with redevelopment plans. The city removed three structures—Building No. 25-20 (1983), Building No. 25-22 (1923-1929, 1964), and Building No. 25-24 (1969) in 2014-2015 to allow for the Breeden Insurance Amphitheater's 2017 construction. Two December 19, 2017 fires heavily damaged Building No. 25-28 (1980) as well as the ruinous interconnected Building Nos. 25-12 to 25-16 (1904-1952) complex that parallels the railroad. Demolition of these resources commenced in November 2018. A new passenger depot will occupy the site of Building No. 25-28.<sup>58</sup> Despite these changes, a significant portion of the Dixie Furniture Company - Lexington Furniture Industries complex is intact.

## *Eureka Trouser Company, 210 East Second Avenue*

Soon after incorporating on December 6, 1902, Eureka Trouser Company ordered machinery to equip an existing factory. The concern's secretary and treasurer, *Roxboro Courier* editor and publisher J. W. Noell, moved from Roxboro to Lexington to oversee the plant. Ms. Brooks, formerly of Durham, was engaged to supervise the twenty-nine young women who began work on January 27, 1903, with the goal of fabricating one thousand pairs of medium-grade pants each month.<sup>59</sup> By 1904, the company

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<sup>56</sup> Vickie Broughton, "Dixie Building New Plant," *Dispatch*, June 13, 1986, p. 1; Vickie Broughton, "Dixie At 50," *Dispatch*, November 13, 1986, p. 13; Vickie Broughton, "Dixie Sale Reflects an Industry Trend," *Dispatch*, July 29, 1987, p. 1; Powell Slaughter, "Lexington to close former Dixie plant," *Furniture Today*, August 25, 2003.

<sup>57</sup> Davidson County Deed Book 1787, p. 510.

<sup>58</sup> The demolition of Building No. 25-28 was approved in February 2017 at the conclusion of environmental review for the multi-modal transportation station undertaken by the city, Federal Railroad Administration, United States Department of Transportation, and the North Carolina State Historic Preservation Office.

<sup>59</sup> *NO*, December 7, 1902, p. 5; "Eureka Trouser Company," *Winston-Salem Journal* (hereafter abbreviated *WSJ*), December 12, 1902, p. 3; "New Industry in Lexington," *Morning Post*, January 9, 1903, p. 5; *NO*, January 28, 1903, p. 3; "In Full Blast," *Dispatch*, January 28, 1903, p. 1.

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employed eight salesmen and around eighty operatives who generated an average of 450 pairs of trousers daily. Twenty new sewing machines were installed in August 1905.<sup>60</sup> Production had escalated to six hundred pairs of pants and overalls per day by February 1906, when the company commissioned contractors T. S. Eanes and J. W. Tussey to erect an approximately \$6,000 factory on a Depot Street lot that contained the ruins of Central Manufacturing Company's burned plant. Work on the Eureka Trouser Company factory commenced after the site was cleared in early May. In October, the concern occupied a two-story-on-basement, fifty-by-one-hundred-foot building with the intention of increasing its capacity and employee numbers by a third.<sup>61</sup>

The company experienced financial difficulties in 1909, but its sixty employees maintained production through September. However, bankruptcy soon ensued and David Simeon Siceloff, who had served as a salesman, bookkeeper, and stenographer for Eureka Trouser Company from August 1904 until November 4, 1909, purchased the business. His employees initially produced overalls and work pants and shirts in the former Eureka Trouser Company factory. Siceloff Manufacturing Company erected a plant northwest of the original factory in 1915.<sup>62</sup> By December 1923, Southern Upholstery Company occupied 210 East Second Avenue. The business remained at that location through the 1920s. The building served as a Dixie Furniture Company warehouse by 1937. Printcraft leased the property by 1941 and continued to do so through 1954. The edifice was vacant in 1955, but by 1959 was again being utilized by Siceloff Manufacturing Company.<sup>63</sup> Braxton E. Troublefield, his wife Sarah, and Randy E. Troublefield purchased the building from Dirk and Susan Dixon in 1992 to serve as a warehouse for the Troublefields' appliance repair business.<sup>64</sup>

## ***Hoover Chair Company***

*Although resources associated with this company, located on the railroad's north side between the Dixie Furniture Company - Lexington Furniture Industries and Wennonah Cotton Mills complexes, were excluded from the Lexington Industrial Historic District due to diminished integrity, the following history pertains to the area's industrial development.*

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<sup>60</sup> *Wilmington Morning Star*, August 27, 1904, p. 3; *CO*, August 27, 1905, p. 11.

<sup>61</sup> "Eureka to Have New Plant," *Dispatch*, February 7, 1906, p. 1; "Eureka Trouser Company," *Dispatch*, February 14, 1906, p. 5; *CO*, February 8, 1906, p. 8; *Dispatch*, May 2, 1906, p. 5; *Charlotte News*, October 2, 1906, p. 3; *Raleigh Christian Advocate*, September 12, 1907, p. 11.

<sup>62</sup> "The Eureka Trouser Company to Reorganize," *Evening Chronicle* (Charlotte), September 22, 1909, p. 2; *Dispatch*, June 2, 1909, p. 4, and March 23, 1910, p. 5; "Siceloff Manufacturing Company," *Dispatch*, May 5, 1921, Section 4, p. 7; "Siceloff Manufacturing Company," *Dispatch*, September 4, 1922, p. 3;

<sup>63</sup> Sanborn Map, June 1929 and March 1948, Sheet 6; *Baldwin's Lexington City Directory*, 1937, 208; *Miller's Lexington City Directories*, 1941, 287; 1953, 371; 1955, 385; 1959, 440.

<sup>64</sup> Davidson County Deed Book 636, p. 97; Plat Book 4, p. 102; Deed Book 839, p. 71.



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Thomasville entrepreneurs Charles Moses Hoover (1867-1946) and George Marshall Hoover (1871-1943) established several businesses prior to Hoover Chair Company. In late spring 1899, the brothers expanded Hoover Lumber Company's operation at a Fairmont saw mill to a newly erected Thomasville factory that produced building materials such as windows, doors, and blinds. The Hoovers and other investors incorporated Queen Chair Company in May 1903 and constructed a factory, warehouse, and two drying kilns adjacent to the Hoover Lumber Company plant in Thomasville. By February 1906, a finishing room had been added to the complex and fifty Queen Chair Company employees manufactured around two hundred chairs daily. Fifteen salesmen marketed a variety of chair styles ranging in cost from \$1.50 to \$4.50.<sup>65</sup>

The firm's production increased through the early 1910s. However, Queen Chair Company initiated bankruptcy proceedings five days after losing \$10,000-worth of inventory in a February 3, 1914 warehouse fire. The concern reorganized as Hoover Chair Company, chartered in January 1915.<sup>66</sup> The business remained at the same location until a March 4, 1918 fire destroyed the factory, drying kilns, approximately 100,000 feet of stacked lumber, and two neighboring dwellings occupied by African American laborers. None of the sixty-five workers on duty at the time were injured. The warehouse and office survived. Losses were estimated at \$60,000 to \$75,000.<sup>67</sup>

The concern elected to move to Lexington rather than rebuilding the Thomasville plant. In April 1919, Hoover Chair Company purchased Dixie Furniture Company's Factory No. 2, which then encompassed two two-story frame buildings on East Seventh Avenue's west side just north of a railroad spur line. The east structure housed manufacturing and assembly operations. Two frame drying kilns, a frame engine room, and a brick boiler room extended from its west elevation. The west structure contained the finishing department, an office, and two varnishing rooms. A frame ramp connected the buildings. James Mallard initially managed the Lexington plant. The workforce grew to ninety employees by September 1922.<sup>68</sup>

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<sup>65</sup> "Prosperous Thomasville," *Dispatch*, April 5, 1899, p. 1; *Wilmington Messenger*, May 18, 1899, p. 3; *Dispatch*, May 20, 1903, p. 8; "The Queen Chair Company," *Dispatch*, February 14, 1906, p. 20; death certificates.

<sup>66</sup> "Thomasville Scene of \$10,000 Blaze," *Review*, February 5, 1914, p. 8; "Failure at Thomasville," *Union Republican*, February 12, 1914, p. 7; "A New Corporation for Thomasville," *Davidsonian*, January 8, 1915, p. 1; "Thomasville News," *Review*, January 21, 1915, p. 10.

<sup>67</sup> "Thomasville Visited by a \$60,000 Fire," *HPE*, March 4, 1918, p. 1; "Hoover Chair Company of Thomasville Burns," *Concord Daily Tribune*, March 5, 1918, p. 4; *North Wilkesboro Hustler*, March 12, 1918, p. 3.

<sup>68</sup> Dixie Furniture Company acquired the property, a vacant American Furniture Company plant, in December 1912. Sanborn Maps, July 1907, Sheet 1; March 1913, Sheet 9; December 1923, Sheet 14; "New Furniture Concern Locates at Lexington," *Salisbury Evening Post*, April 1, 1919, p. 2; *Greensboro Daily News*, My 21, 1919, p. 9; "The Hoover Chair Company," *Twin City Sentinel*, July 15, 1921, p. 12; "Hoover Chair Company," *Dispatch*, September 4, 1922, p. 14.

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As the 1920s progressed, president G. M. Hoover and secretary-treasurer C. M. Hoover led the drive to become a nationally successful purveyor of oak, walnut, and mahogany dining room chairs and bedroom furniture. The Hoover brothers resided in Thomasville, where both men were active in politics and civic affairs. At various times, Charles M. Hoover served as the city's mayor, postmaster, and chaired the Davidson County board of commissioners. By 1930, Charles M. Hoover Jr. (1902-1964), then Hoover Chair Company's assistant superintendent, and his wife Nina owned a home in Lexington. The concern suffered a significant loss on March 20, 1933, when the finishing plant and inventory and lumber within were completely consumed in a "spectacular" blaze. Assessors approximated damages at \$80,000 to \$100,000.<sup>69</sup>

G. M. Hoover's forty-five-year career in the woodworking industry ended in 1940, when he retired and conveyed his interest in the company to his brother and nephew. Charles M. Hoover functioned as president and board chairman and Charles M. Hoover Jr. secretary-treasurer. G. M. Hoover died on January 13, 1943. After Charles Sr.'s November 14, 1946 death, Charles Jr. became the concern's president. His younger brother James Boise Hoover (1921-2010), who had attended Emory and Henry College, became vice president after United States Army service during World War II (October 1942-January 1946). Their sister Theresa E. Hoover (1916-2008) was secretary-treasurer. Charles E. Williams assisted James and Theresa with their roles in the concern's management. Theresa worked for the company until her 1950 marriage, after which Charles E. Williams became secretary-treasurer. The management team remained the same and production escalated until Charles Jr.'s 1964 death. However, subsequent financial difficulties resulted in bankruptcy proceedings that required inventory liquidation in 1968.<sup>70</sup>

Burlington House Furniture, Inc., a Burlington Industries division, subsequently purchased the plant. In December 1972, after a fire earlier that year destroyed the manufacturing facility, Carl F. and Lorene M. Benfield and Archie L. and Margaret Hodges acquired the property. They later conveyed the complex to Davidson Electric Wholesale Supply Company, which transferred ownership to Benfield Family LLC in 2006. Lexington residents Nathan E. and Cheryl A. Kuykendall purchased the property from Benfield Family LLC in 2011.<sup>71</sup>

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<sup>69</sup> U. S. Census, population schedule, 1930; "Lexington Chair Company has a \$100,000 Fire," *Statesville Record and Landmark*, March 21, 1933, p. 7. "C. M. Hoover, Sr., Succumbs Today at Thomasville," *Dispatch*, November 14, 1946, p. 1.

<sup>70</sup> "G. M. Hoover Died Yesterday at Thomasville," *Dispatch*, January 14, 1943, p. 1; WWII draft registration card; U.S. Department of Veterans Affairs; Beneficiary Identification Records Locator Subsystem (BIRLS) Death File, Washington, D.C.; *Miller's Lexington City Directories*, 1941, 162; 1947, 181; 1949, 189; 1951, 191; 1961, 219; 1963, 227; "Charles Hoover Jr.," *HPE*, February 7, 1964, p. 5; "Close-Out of All Bankruptcy Furniture," *Daily Independent*, April 5, 1968, p. 15.

<sup>71</sup> Davidson County Deed Book 94, p. 565; Deed Book 101, p. 34; Deed Book 126, p. 21; Deed Book 507, p. 784; Deed Book 1704, p. 941; Deed Book 2017, p. 1201.

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## *Lexington Shirt Corporation – Manhattan Shirt Company, 205 East Second Avenue*

Entrepreneurs Charles Melvin Peeler and Zeb Vance Dillon partnered to establish Lexington Shirt Corporation in 1929. Peeler owned a general store in the Davidson County community of Southmont prior to moving to Lexington. He also incorporated Star Lumber Company in Southmont in January 1920. Peeler speculated in Lexington real estate, with transactions including the 1922 purchase of two large tracts, one from the William Lopp estate, and quickly reselling residential lots.<sup>72</sup>

It is not clear when Peeler and Stokes County native and World War I veteran Zeb Vance Dillon connected. However, it may have been during the Lopp transaction, as Zeb Dillon and Sibyl Lopp, William and Mary Lopp's daughter, had married in December 1919. The Dillons initially resided in Kinston, where Zeb worked as a Delco-Light salesman, but returned in 1921 to Sibyl's hometown. In 1927, although the couple remained in Lexington, Zeb owned and operated Dillon Appliance Store in High Point, offering items such as refrigerators, heaters, and Delco-Light products.<sup>73</sup>

In 1929, Lexington Shirt Corporation's sixteen employees began producing men's dress shirts in a one-story brick factory at 410 Westside Drive southwest of downtown Lexington. On October 11, 1932, Peeler and Dillion acquired a tract east of the city's center bounded by East Second and Third Avenues and South Railroad Street. The lot contained the 1915 Lexington Coca-Cola Bottling Company plant and a 1917 addition that housed the Grimes Ice Cream Company factory. Lexington Shirt Corporation erected a 16,000-square-foot, fire-resistant plant on the site in 1933 and commenced manufacturing at the new location in January 1934. The first floor contained offices, a cutting room, a stock room, and the shipping department. Sewing and finishing occurred on the second floor. Numerous large windows provided ample light and ventilation. Peeler oversaw production, while Dillon managed business affairs. Nine salesmen marketed men's and boys' dress shirts, shorts, and sportswear. The workforce grew from one hundred employees in 1934 to between 125 and 150 employees in 1938.<sup>74</sup>

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<sup>72</sup> "Southmont Items," *Dispatch*, January 28, 1914, p. 8; "Southmont News," *Dispatch*, April 7, 1915, p. 6; "Star Lumber Company Organized at Southmont," *Dispatch*, January 30, 1920, p. 1; "Nearly Hundred Lots Are Sold at Public Auction," *Dispatch*, July 17, 1922, p. 1; *Dispatch*, January 19, 1922, p. 7; and September 18, 1922, p. 4.

<sup>73</sup> *Dispatch*, December 30, 1919, p. 4; and February 10, 1921, p. 1; Ernest H. Miller, *High Point, N. C., City Directory* (Asheville: Miller Press, 1927), 175.

<sup>74</sup> Davidson County Deed Book 119, p. 92; "Lexington Coca-Cola Bottling Co.," *Dispatch*, May 5, 1921, Section 2, p. 6; "Lexington Shirt Corporation Progressing," *Dispatch*, February 5, 1934, p. 8; U. S. Census, Population Schedules, 1930, 1940; Sanborn Maps, December 1923, Sheet 5; June 1929, Sheet 18; June 1929 and March 1948, Sheet 6; North Carolina Department of Conservation and Development, *Industrial Directory and Reference Book of North Carolina*, 342; *Daily Times-News* (Burlington), September 27, 1939, p. 9b.

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Around 1945, Dillon purchased Peeler's interest in Lexington Shirt Corporation. Peeler assumed ownership of the Vestal Corporation, which the two had also established. These new arrangements were short-lived, however, as C. M. Peeler died on May 20, 1946 at the age of fifty-five and Zeb Dillon died on June 27, 1947 at the age of fifty-two. Earlier in 1947, Dillon had leased the East Second Avenue plant to Paterson, New Jersey-based Manhattan Shirt Company.<sup>75</sup>

Manhattan Shirt Company opened its Lexington factory on March 1, 1947, eventually employing approximately 120 workers at the East Second Avenue location under Brooks Hursey's management. In 1953, the concern acquired a seven-acre tract on the Route 29 Bypass and erected an expansive, one-story, air-conditioned, brick, concrete, and steel plant. Placed into service in early 1954, the factory's labor force soon grew to more than two hundred employees who produced tailored men's and women's shirts as well as sports shirts. At seven other plants in Paterson; Americus, Georgia; North Charleston, South Carolina; Salisbury, Maryland; Scranton, Pennsylvania; Kingston, New York, and Middleton, New York, the company manufactured shirts, pajamas, neckwear, beachwear, underwear, and handkerchiefs. The marketing office was in Manhattan.<sup>76</sup>

In 1955, Lexington Manufacturing Company and Lexington Sports Wears, Inc. occupied the East Second Avenue factory, which remained in the Dillon family's ownership. Zeb and Sybil Dillon's son James, known as Jim, headed the companies, which were reorganized as Edgewood Casuals, Inc. by 1961. In 1966, Dillon reported that the 225-worker plant had the capacity to generate approximately 1,250,000 shirts each year. He incorporated Edgewood Apparel in March 1974. That concern closed its Second Avenue plant in August 1993, resulting in a 115-employee layoff.<sup>77</sup>

Lexington-based commercial real estate operator Standell Corporation acquired the property in December 2003 and created self-storage units throughout most of the formerly open-plan first floor. Trinity Independent Baptist Church utilizes rooms at the first-story's east end for worship services. The second story is vacant. Standell Corporation also purchased two vacant lots on the building's north side.<sup>78</sup> The City of Lexington owns the gravel parking lot to the south.

## ***Mountcastle Knitting Company, 313 South Railroad Street***

In 1928, George W. Mountcastle and Holland E. Shoaf partnered to establish Mountcastle Knitting Company and commissioned the construction of the factory's original portion—a two-story-on-

<sup>75</sup> "Zeb V. Dillon, Manufacturer and Civic Leader Here, Dies," *Dispatch*, June 30, 1947, p. 1.

<sup>76</sup> "The Manhattan Shirt Company," *E.S.C. Quarterly*, Summer-Fall 1954, pp. 81-82.

<sup>77</sup> *Miller's Lexington City Directories*, 1955, 385; 1959, 440; 1961, 462; 1963, 491; Marvin Burts, "Good Word for Davidson," *HPE*, April 17, 1966, p. 5; North Carolina Department of the Secretary of State, "Edgewood Apparel, Inc.," <https://www.sosnc.gov/> (accessed August 2017); "Shirt Plant to Close," *Asheville Citizen-Times*, June 12, 1993, p. 10.

<sup>78</sup> Davidson County Deed Book 593, p. 838; Deed Book 1488, p. 1355.

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basement, five-bay-wide brick edifice (Building No. 25-18) fronting South Railroad Street. Mountcastle, born in 1871, was a Jefferson City, Tennessee native who graduated from Carson and Newman College and Eastman Business College prior to moving to Lexington in 1889 to work as a bookkeeper for the Bank of Lexington, organized that year. He became the bank's president in 1893 and incorporated the concern in 1896. Mountcastle was also one of Lexington's leading industrialists, investing in myriad businesses ranging from utilities and insurance to textile and furniture manufacturing, entertainment facilities, and real estate speculation. He married industrialist William E. Holt's granddaughter Louise Holt Hunt and the couple had two sons, Kenneth and Charles, and a daughter Frances. Kenneth graduated from Yale University and began his career in 1922 at Wachovia Bank and Trust Company in Winston-Salem, where he resided with his wife Mae Coan, and their sons, Kenneth Jr. and George. He functioned as Mountcastle Knitting Company's secretary and treasurer prior to becoming its president.<sup>79</sup>

H. E. Shoaf's career included working as a salesman for R. J. Reynolds Tobacco Company prior to 1913, when he assumed the same role with Bailey Brothers. In January 1917, he began overseeing Ford sales at J. E. Foy and Dermot Shemwell's automobile dealership. Shoaf was appointed vice president of First National Bank a few months before it became Lexington Bank and Trust in late 1919. He headed the trust and insurance department and served on the concern's board of directors. However, he resigned the officer position in early 1920 to organize Shoaf-Sink Hosiery Mill Company, incorporated in March of that year.<sup>80</sup> Shoaf's knitting industry expertise benefited Mountcastle Knitting Company.

When the Mountcastle Knitting Company factory commenced operating in 1928, E. J. Crane, formerly of Philadelphia, oversaw workers who utilized 50 Jacquard knitting machines to produce boys' sport socks. In 1930, 100 employees generated children's hosiery on 60 knitting, 17 looping, and 6 sewing machines. New York agents Steele and Williams and J. E. Phipps marketed the company's products. In 1935, equipment quantities had increased to 120 knitting, 30 ribbing, 20 looping, and 15 sewing machines. By 1938, the labor force had grown to between 100 and 125 employees. In 1944, G. W.

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<sup>79</sup> "A Sketch of Lexington," *Dispatch*, October 23, 1889, p. 4; "The Bank of Lexington," *Dispatch*, May 5, 1921, p. 5; *WSJ*, January 18, 1922, p. 3; Wade H. Phillips, "Activities of G. W. Mountcastle Recalled," reprint of 1958 article, *Dispatch*, October 6, 1972.

<sup>80</sup> "Mr. C. E. McCrary Quits the Board," *Dispatch*, December 24, 1913, p. 1; *Dispatch*, January 3, 1913; "Foy and Shemwell," *Dispatch*, February 28, 1917, p. 10; "The First National Bank," *Dispatch*, September 10, 1919, p. 5; "Lexington Bank and Trust Co.," *Dispatch*, December 12, 1919, p. 2; "Big Bank Deal," *Dispatch*, February 24, 1920, p. 1; "The New Hosiery Mill," *Dispatch*, March 23, 1920, p. 1.

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Mountcastle chaired the board while Kenneth served as president, treasurer, and buyer. Superintendent J. N. Jenkins monitored production on 145 knitting, 34 rib, 36 loop, and 8 sewing machines.<sup>81</sup>

In 1953, the concern's employees utilized 150 circular knitting machines to weave children's casual and dress socks. New York factor P. T. Cuthbert and Company marketed brands such as Mountcastle and School Pals. William Clifford Greer, office manager since around 1940, became a general partner in early 1950s. Output remained steady until 1956, when Mountcastle Knitting Company sold the property to Dixie Furniture Company.<sup>82</sup>

In order to use the building as showrooms and offices, Dixie Furniture Company commissioned High Point architects Louis F. Voorhees and Eccles D. Everhart's firm to prepare plans for interior renovations and a striking Modernist addition to the building's north end, which fronted South Salisbury Street. The project was completed just in time for the October 1957 High Point-based furniture market, an international trade show. The complex maintained the same function until around 2003. Lexington Furniture Industries conveyed the property to City of Lexington in May 2007, and it remains vacant.<sup>83</sup>

## *North Carolina Candy Company, 204 East Third Avenue*

Entrepreneurs Edward Frank Ebelein, J. Lee Young, and Carl Owens established North Carolina Candy Company in 1919, commissioning the construction of a factory that commenced producing chocolate and hard candy on July 15<sup>th</sup> of that year. Ebelein, a Baltimore, Maryland native, moved to Lexington from Lynchburg, Virginia, where he had superintended Harris-Woodson Candy Company before establishing his own candy-making business, Ebelein-Robinson Company, around 1913.<sup>84</sup>

The North Carolina Candy Company complex (Building No. 25-27) attained its current configuration following an early October 1928 fire. Local contractor W. Lee Harbin's crew began repairing and enlarging the building on October 10<sup>th</sup> and anticipated completing the work within three weeks.<sup>85</sup> Despite its initial success, the company became insolvent during the Great Depression and suffered bankruptcy. In the early 1930s, a Puerto Rican candy-maker recruited Ebelein to serve oversee

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<sup>81</sup> "Mountcastle Knitting Mill in Operation," *Dispatch*, November 15, 1928, pp. 1, 3; *Davison's Textile Blue Book*, 1930, 688; *Davison's Textile Blue Book*, 1935, 545; North Carolina Department of Conservation and Development, *Industrial Directory and Reference Book of North Carolina*, 345; *Davison's Textile Blue Book*, 1944, 497.

<sup>82</sup> "Mountcastle Knitting Co.," *E.S.C. Quarterly*, Winter-Spring 1953, p. 43; *Davison's Textile Blue Book*, 1955, 534.

<sup>83</sup> "New Look at Dixie....," *Dispatch*, October 16, 1957, p. 8; Davidson County Deed Book 1787, p. 510.

<sup>84</sup> U. S. Census, Population Schedules, 1900-1920; *Lynchburg, Virginia, City Directories*, 1907-1915; "Lexington's New Candy Factory," *Dispatch*, August 13, 1919, p. 1; "New Candy Factory is Started at Lexington," *Greensboro Daily News*, August 13, 1919, p. 7.

<sup>85</sup> "Candy Company Plans for Early Return to Work," *Dispatch*, October 11, 1928, p. 1; Sanborn Map, Sheet 6, June 1929.

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operations. He resided there for a few years, returning to Lexington after North Carolina Candy Company's assets were auctioned during 1933 bankruptcy proceedings. Ebelein then founded Piedmont Candy Company, which he headed until his death on May 13, 1945. His wife Louise and two of their sons, Edward Jr. and Robert subsequently assumed the concern's oversight.<sup>86</sup> Upon Robert's 1987 retirement, he sold the business to a family friend, Doug Reid of Denton, North Carolina. Doug's son Chris Reid has served as chief executive officer since 2012.<sup>87</sup>

Piedmont Candy Company had moved to 104 North Main Street by 1937, selling products including its signature soft peppermint puffs and sticks. A Market Street factory later housed the candy manufacturing operation. Davidson County dairyman George S. Coble acquired the 204 East Third Avenue plant from the Mutual Building and Loan Association in March 1943. His Lexington-based business, Coble Dairy Products, Inc., established in 1934, utilized it as a cold storage warehouse through the 1940s. The concern grew exponentially during that period, expanding production from a Lexington manufacturing plant, a second manufacturing plant in North Wilkesboro, and four milk receiving plants in 1942 to seven manufacturing plants, twenty-one receiving plants, and eleven distribution facilities from Florida to Pennsylvania by 1950. Dixie Furniture Company purchased 204 East Third Avenue for use as a finishing plant in May 1950 and conveyed it to the City of Lexington in 2007.<sup>88</sup>

## *Shoaf-Sink Hosiery Mill Company, 204 East Third Avenue*

In March 1920, Holland E. Shoaf, Irving L. Sink, and other investors incorporated Shoaf-Sink Hosiery Mill Company and leased the R. L. Leonard Building on the courthouse square. The concern began renovating the structure, previously utilized by the Dispatch, and ordered equipment through Scott and Williams, Inc., a Charlotte supplier. The company engaged contractors to erect a two-story, 18-by-30-foot rear addition as well as a one-story, free-standing, 34-by-60-foot dye house. The firm was the first of its type in Lexington. H. E. Shoaf served as the company's president, J. T. Hedrick first vice president, J. V. Moffit second vice president, and I. L. Sink secretary-treasurer.<sup>89</sup>

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<sup>86</sup> Lori K. Tate, "Sweet Spots" in *Our State*, vol. 76, issue 7 (December 2008), 108-114; "E. F. Ebelein Sr. Died Sunday at Local Hospital," *Dispatch*, May 14, 1945, pp. 1, 6; Louise P. Ebelein, March 28, 1953, Davidson County Will Book D2, p. 180.

<sup>87</sup> Crystal Lindell, "Red Bird's The Word: An inside look at the Piedmont Candy Co.," *Candy Industry*, October 21, 2015.

<sup>88</sup> Sanborn Map, Sheet 6, March 1948; Davidson County Deed Book 153, p. 581; Deed Book 188, p. 386; Deed Book 203, p. 301; Jeannie Faris Norris, "George Coble Had a Dream," *The State*, August 1942, pp. 6-7; Antionette Kerr, "More than Milk: The Legend of Coble Dairy," *Davidson County Focus Magazine*, March 8, 2017.

<sup>89</sup> "The New Hosiery Mill," *Dispatch*, March 23, 1920, p. 1; "Hosiery Mill Meeting," *Dispatch*, April 27, 1920, p. 1; "Stockholders Elect Officer for New Mill," *WSJ*, April 29, 1920, p. 9.

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Shoaf-Sink Hosiery Mill Company commenced operations on March 1, 1921 with approximately thirty mostly female workers producing men's and women's mercerized hosiery on twenty-eight machines, but did not achieve full capacity until late May. At that time, production escalated from 120 dozen to 300 dozen pairs of socks each day and the dye house was placed into service.<sup>90</sup> The firm soon added equipment and expanded its line to include silk-blend hosiery. In December 1922, the concern announced plans to erect a 50-by-90-foot brick factory fronting South Railroad Street. The 11,000-square-foot building (Building No. 25-23) significantly increased manufacturing space from the 5,000 square feet that had been available in the Leonard Building. The two-story factory included dye and boarding rooms at its north end and an office adjacent to the east wall. Four hip-roofed monitors and large multipane steel sash provided ample light.<sup>91</sup>

In 1925, L. J. Hill oversaw seventy employees who operated 99 knitting, 26 looping, 4 winding, and 4 sewing machines. By 1927, a seventy-five-person work force ran 101 knitting, 22 looping, and 8 sewing machines, as well as dyeing equipment. A one-story brick shipping and packing room (Building No. 25-21) had been constructed on the factory's west elevation by June 1929. Four one-story buildings occupied the area between the addition and South Railroad Street. A one-story boiler house and a smaller one-story building stood north of the addition. A small one-story chemical house and a one-story box warehouse were north of the factory. Hill remained the plant's supervisor in 1930, by which time equipment quantities had significantly increased, reflecting the addition's construction. Ninety workers utilized 240 knitting, 35 looping, 5 winding, and 10 sewing machines to produce seamless mercerized, silk, and synthetic silk hosiery. In 1935, 125 employees ran 190 knitting, 40 looping, and 14 sewing machines. New York-based Chester H. Roth Company marketed the concern's products. The factory ceased operations by 1944. Dixie Furniture Company, Inc., acquired the complex by December 1948 and used it for paint spraying in conjunction with the finishing process.<sup>92</sup>

## *Siceloff Manufacturing Company, 200 East Second Avenue*

David Simeon Siceloff, a native of Midway in Davidson County, gained experience in the clothing industry by serving as a salesman, bookkeeper, and stenographer for Eureka Trouser Company from August 1904 until November 4, 1909. He then purchased the bankrupt business and reorganized it as Siceloff Manufacturing Company. His employees initially produced overalls and work pants and shirts

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<sup>90</sup> "Shoaf-Sink Hosiery Mill Company," *Twin City Sentinel*, July 15, 1921, p. 12; "Hosiery Factory on Full Capacity Soon," *Dispatch*, May 9, 1921, p. 1.

<sup>91</sup> "Larger Building for Hosiery Mill will be Erected," *Dispatch*, December 21, 1922, p. 1; Sanborn Map, December 1923, Sheet 5; Leonard, *Centennial History of Davidson County*, 316, 319.

<sup>92</sup> *Davison's Textile Blue Book*, 1925, 741; *Davison's Textile Blue Book*, 1930, 688; *Davison's Textile Blue Book*, 1935, 545; *Davison's Textile Blue Book*, 1944, 497; Sanborn Maps, June 1929 and March 1948, Sheet 6.



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in the former Eureka Trouser Company factory at 210 East Second Avenue.<sup>93</sup> The concern subsequently constructed a 1915 plant and a series of additions north and west of the original factory. In 1924, eighty employees generated clothing valued at approximately \$300,000. Siceloff incorporated the business in June 1935 and functioned as its president and treasurer. The board of directors elected his sons E. A. and James L. Siceloff to serve as vice president and secretary, respectively, in 1936. At the time of D. S. Siceloff's death in 1938, the factory employed between 125 and 150 workers. D. S. Siceloff Jr. subsequently assumed his father's role as president and treasurer. His mother and four brothers facilitated the company's operation and served as officers.<sup>94</sup>

Siceloff Manufacturing Company popularized work and play clothes brands such as Big-Dad men's pants and shirts; Lil-Dad boys' dungarees, overalls, and pants; Jolly Jeans for women and girls; and Happy Jim dungarees and overalls, Cowhide western jeans, and Silver Springs sports shirts for men and boys. The company favored North Carolina materials suppliers; purchasing denim from Cone Mills, Erwin Mills, and Dacotah Cotton Mills; thread from Lincolnton and Spindale; and shipping containers from Durham, Greensboro, Jamestown, and Salisbury. Following its 1954 expansion, about five hundred operatives ran the 250,000-square foot Lexington factory. The company also employed approximately 150 laborers at a 40,000-square-foot Starke, Florida plant acquired in 1951. Around 1954, the concern erected a Los Angeles, California warehouse under the auspices of Big-Dad Sales Corporation. Staff at the marketing office in Manhattan at the Empire State Building and thirty salesmen promoted the company's products.<sup>95</sup> Siceloff Manufacturing Company had the capacity to generate 14,000 garments daily at the Lexington plant, which it utilized until ceasing operations at all locations on September 1, 1968. Burlington Industries bought the property in December 1972 to serve as a warehouse for its Burlington House Furniture division.<sup>96</sup> Lexington Furniture Industries subsequently acquired the plant and conveyed it to contractor C. Wayne McDonald in January 2002. High Point-based MMM Holdings, LLC, purchased the complex in 2012.<sup>97</sup>

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<sup>93</sup> Sanborn Map, March 1913, Sheet 4, "Siceloff Manufacturing Company," *Dispatch*, May 5, 1921, Section 4, p. 7; "Siceloff Manufacturing Company," *Dispatch*, September 4, 1922, p. 3; "Siceloff Manufacturing Co. Building \$25,000 Addition," *Dispatch*, May 15, 1939, p. 1.

<sup>94</sup> M. Jewell Sink, *Davidson County: Economic and Social* (Chapel Hill: Department of Rural Socio-Economics, 1925), 45; North Carolina Department of Conservation and Development, *Industrial Directory and Reference Book of North Carolina* (Durham: Christian Printing Company, 1938), 342; "Siceloff Manufacturing Company, Inc.," *E.S.C. Quarterly*, Summer-Fall 1954, pp. 86-88; "The Siceloff Story – A Story of Free Enterprise and Initiative," *Dispatch*, November 11, 1995, p. 6.

<sup>95</sup> "Siceloff Manufacturing Company, Inc.," *E.S.C. Quarterly*, Summer-Fall 1954, pp. 87.

<sup>96</sup> "Burlington Buys Siceloff Plant," *Dispatch*, December 26, 1972, p. 1; Sink and Matthews, *Pathfinders*, 292.

<sup>97</sup> Davidson County Deed Book 1291, p. 918; Deed Book 2084, p. 269.

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## *Siceloff Manufacturing Company Warehouse, 120 South Railroad Street*

The one-story building that was erected south of the Siceloff Manufacturing Company factory between 1913 and 1923 accommodated a series of businesses ranging from a furniture repair shop to Leonard's Lunch, a tin shop, and Siceloff Manufacturing Company storage. That building stood until the current structure was erected in 1956. The existing building, which initially functioned as a Siceloff Manufacturing Company warehouse and later served as a broom factory, occupies the northeast corner of South Railroad Street and East Second Avenue's intersection.<sup>98</sup> R. Leo Leonard purchased the property from Sam and Inez Wilson in February 1947. His heirs conveyed it to Addie Sue Leonard Rollins in 2010.<sup>99</sup>

## *Southern Railway Freight Depot, 129 South Railroad Street*

The North Carolina Railroad line completed through Davidson County in 1855 connected the eastern and western parts of the state and stimulated manufacturing and commercial farming endeavors. Development burgeoned along the line's route and neighboring land garnered higher prices.<sup>100</sup> Utilitarian frame freight and passenger depots such as those erected in Lexington during the nineteenth century were typical. Lexington's stations were in disrepair by February 1901, when Southern Railway superintendent O'Brien announced plans to replace them. Greensboro architect J. R. Morris designed a new freight depot. In November 1901, Southern Railway demolished the obsolete freight depot, indicating that the one-story, frame, rectangular freight station with a wraparound loading platform had been completed. The 1901 freight depot spanned most of the block south of Railroad Street between what was then Depot Street (now Second Avenue) and Third Avenue. A much smaller frame three-room passenger station stood to the east. By 1914, the passenger depot was in such poor condition that Lexington's Board of Aldermen passed a resolution requesting that the State of North Carolina require Southern Railway to replace it. The situation remained unchanged for a few years, but between 1916 and 1923 the company modified the freight station to also serve passengers. By 1929, a passenger station containing an office, white and African American waiting rooms, and a baggage room had been erected to the east.<sup>101</sup>

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<sup>98</sup> Sanborn Map, June 1929 and March 1948, Sheet 6; *Baldwin's Lexington City Directory*, 1937, 208; *Miller's Lexington City Directories*, 1955, 385; 1959, 440; Davidson County property tax records.

<sup>99</sup> Davidson County Deed Book 171, p. 247; Deed Book 1235, p. 205; Deed Book 1962, p. 1922.

<sup>100</sup> Sink and Matthews, 78; *Weekly Standard* (Raleigh), August 25, 1858, p. 4.

<sup>101</sup> *Dispatch*, February 14, 1900, p. 3; "New Depot to be Erected," *Dispatch*, February 13, 1901, p. 3; *Dispatch*, March 6, 1901, p. 3; "Bought the Depot," *Dispatch*, August 7, 1901, p. 3; *Dispatch*, October 30, 1901, p. 3; "Alderman Meet," *Dispatch*, April 22, 1914, p. 1; Sanborn Map, February 1902, Sheet 1; December 1923, Sheet 5; June 1929 and March 1948, Sheet 6.

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After an early 1930 fire destroyed the freight depot, Southern Railway commissioned Hickory-based Elliot Construction Company to erect a substantial brick freight station just east of the earlier site. Work commenced in mid-May and the depot was placed into service on August 29, 1930. The fire-resistant brick, concrete, and steel structure encompasses a ten-bay west warehouse with steel roll-up doors and a reception area, office, file room, and restrooms at the east end. The 120-foot-long open platform that spanned the south elevation facilitated train freight transfer, while trucks loaded directly into the docks on the north elevation. The grass lawn east of the office featured landscaped planting beds. The city improved access by installing concrete-paved sidewalks and resurfacing Railroad Street. The frame building that had temporarily served as a freight station was demolished in September 1930.<sup>102</sup> Although shipping by rail declined dramatically with the rise of truck transport, local industries utilized the depot to ship and receive freight until around 1969. The City of Lexington leased the building from the North Carolina Railroad Company in 2009 and renovated the warehouse to serve as the Lexington Farmer's Market.<sup>103</sup>

## *North Carolina Railroad Tracks*

The North Carolina Railroad completed this line in 1855 and has maintained ownership while leasing operation and equipment rights. The Richmond and Danville Railroad executed a thirty-year agreement with the company in 1871, followed in 1896 by a ninety-nine-year lease with Southern Railway, which had purchased the Richmond and Danville Railroad in 1894. The North Carolina Railroad and the Atlantic and North Carolina Railroad merged in 1989 and the State of North Carolina became the business's sole shareholder in 1998. The next year, Southern Railway's successor firm, Norfolk Southern Corporation, obtained exclusive permission to provide freight and passenger service on the line extending from Charlotte to Morehead City.<sup>104</sup>

## *Wenonah Cotton Mills, 800 South Salisbury Street*

William Edwin Holt (1839-1917) drew from decades of experience in the textile industry as he organized Wenonah Cotton Mills in 1886. Previously, he had collaborated with his father Edwin Holt, brothers James Henry Holt, Lynn Banks Holt, Lawrence Shackelford Holt, and brother-in-law James Nathaniel Williamson to operate Alamance, Carolina, and Glencoe cotton mills in Alamance County. He subsequently invested in myriad other textile manufacturing concerns including Highland Park Mills in Charlotte, as well as endeavors such as Commercial National Bank and the Selwyn Hotel

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<sup>102</sup> "New Station of Southern Here Placed in Use," *Dispatch*, September 1, 1930, pp. 1, 4.

<sup>103</sup> Tammy V. Absher, email correspondence with Heather Fearnbach, January 2018.

<sup>104</sup> Sink and Matthews, *Pathfinders Past and Present*, 78, 83; North Carolina Railroad Company, "A Brief History of the North Carolina Railroad Company," undated early twenty-first century document at <http://www.ncrr.com/about-ncrr/ncrr-history/> (accessed January 2018).

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in Charlotte, the Yadkin Hotel in Salisbury, the Bank of Lexington, and the North Carolina Railway.<sup>105</sup> Holt became aware of potential investment opportunities in Lexington while visiting his uncle Dr. William Rainey Holt's family. He married Dr. Holt's daughter Amelia Lloyd in 1871 and the couple resided in Alamance County prior to moving to Lexington in 1885.<sup>106</sup>

W. E. Holt soon began exploring the possibility of establishing a Lexington cotton mill, capitalizing on the fact that no other such enterprises then operated in Davidson County. Holt's brother-in-law Charles A. Hunt assisted with the plan's implementation. In July 1886, Holt established Wennonah Cotton Mills and selected an approximately twenty-three-acre tract south of downtown upon which to situate the industrial complex and a mill worker village. Contractors including W. A. Watson and D. K. Cecil soon began erecting a two-story brick weaving, carding, and spinning mill on the site. Electrical wiring, carding machines, spinning frames, and looms were installed and the brick walls of the adjacent two-story office and a one-story warehouse finished in December. Wennonah Cotton Mills commenced production in January 1887 with approximately 100 workers utilizing equipment including 3,000 spindles to produce plaid fabrics. Holt announced plans to expand the village and erect a chapel in May 1887.<sup>107</sup>

Strong product demand fueled the company's growth. Employees operated 3,300 spindles and 160 looms by October 1889. At that time, the concern was in the process of erecting a thirty-foot addition to provide more loom space. By 1896, Mill No. 1 included an attached one-story brick picker room at its south end and a rear wing with a two-story boiler room, a tapered square brick smokestack, a one-story engine room, storage rooms, and a one-story brick dye house.<sup>108</sup>

In June 1891, W. E. Holt's only son W. E. Holt Jr. graduated from the University of North Carolina and began working at Wennonah Cotton Mills. Increased production demands soon necessitated the construction of a second two-story-on-basement brick mill of comparable size east of Mill No. 1. Completed in early 1893, Mill No. 2's main block featured a two-story picker room at its west end. A wing comprised of a three-story west section with gearing, engine, and slasher rooms and a one-and-

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<sup>105</sup> "Mills at Haw River," and "Wennonah Mills," *NO Cotton Mill Edition*, November 28, 1895, pp. 27-28; "Col. W. E. Holt Passes Away," *Charlotte News*, May 27, 1917, p. 2; "Colonel W. E. Holt Passes," *Dispatch*, May 30, 1917, p. 1; Bess Beatty, *Alamance: The Holt Family and Industrialization in a North Carolina County, 1837-1900* (Baton Rouge: Louisiana State University Press, 1999), 75, 123-126, 148, 153, 159.

<sup>106</sup> Wennonah Cotton Mills Company, *The Wennonah Story* (Lexington: Wennonah Cotton Mills Company, 1986), 3.

<sup>107</sup> *Ibid.*, 6, 9, 10; *Union Republican*, May 20, 1886, p. 2; *Goldsboro Messenger*, May 30, 1887, p. 8; "Lexington Is Not Slow," *Weekly State Chronicle*, June 9, 1887, p. 1; James R. Young and Marjorie W. Young, *Textile Leaders of the South* (Columbia, S. C.: R. L. Bryan Company, 1963), 101.

<sup>108</sup> "Southern Mill Notes," *Swain County Herald*, August 1, 1889, p. 2; "A Sketch of Lexington," *Dispatch*, October 23, 1889, p. 4; Sanborn Map, Sheet 4, March 1896.

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one-half-story east boiler room extended from the building's southeast corner. A freestanding 110-foot-tall tapered square brick smokestack stood east of the boiler room.<sup>109</sup>

W. E. Holt Jr. and C. A. Hunt managed the two mills, which together housed 8,800 spindles and 380 looms that produced cotton yarn, ticking, plaid, and shirting in 1895. By that time, a one-story brick blacksmith shop stood north of Mill No. 1 and a railroad spur line ran east-west south of the mills. A small rectangular frame cotton waste house stood on the line's south side south of Mill No. 2. Six two-story frame dwellings with front porches and one-story rear ells north and east of Mill No. 2 provided employee housing. The concern soon required additional manufacturing space, as 9,744 spindles packed the two mills in 1897.<sup>110</sup>

In January 1900, W. E. Holt Sr., his daughter Ethel, and W. E. Jr. incorporated Wenonah Cotton Mills. The previous month, sixteen-year-old Lexington native Joseph Vestal Moffit, who would become a company executive, had begun working at the mill as a bookkeeper, cotton weigher, and shipping clerk. The concern began expanding Mill No. 2 with a two-story-on-basement, 75-by-48-foot addition to its east end in April. Contractor D. K. Cecil's crew executed the masonry components and W. L. Harbin's craftsmen undertook the carpentry work. When completed in June, the addition extended slightly farther east than the adjacent boiler room to the south.<sup>111</sup>

The plant configuration remained the same in 1902, with the exception of a one-story, frame, three-part cotton warehouse that had been erected east of Mill No. 1 and southwest of Mill No. 2 in 1896 and 1898. Brick firewalls separated the building sections. Equipment quantities increased by 1904, when W. E. Holt Jr. supervised 360 workers who generated cotton yarn, ticking, and sheeting utilizing 11,700 ring spindles, 453 looms, and 48 cards.<sup>112</sup>

By 1907, a one-story brick cotton warehouse had been constructed north of Mill No. 1. South Salisbury Street was in place, with an alignment that intersected East Ninth Avenue west of the mill chapel and turned at the office to run between the mill operative houses. Also by that time, two large round reservoirs and water tanks at the top of the mills' stair towers supplied the sprinkler system and hose houses. Mill employees frequented a one-story frame general store and attended a one-and-one-

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<sup>109</sup> *The Wenonah Story*, 13; Sanborn Map, Sheet 4, March 1896; Young and Young, *Textile Leaders of the South*, 101.

<sup>110</sup> "Wenonah Mills," *NO*, November 28, 1895, p. 27; Sanborn Map, Sheet 4, March 1896; *Gaffney Ledger*, September 16, 1897, p. 6.

<sup>111</sup> *Gaffney Ledger*, November 24, 1898, p. 1; "New Corporations," *NO*, February 22, 1900, p. 5; "A Three-Story Building," *Dispatch*, March 28, 1900, p. 3; *Dispatch*, June 6, 1900, p. 7; Young and Young, *Textile Leaders of the South*, 101, 143.

<sup>112</sup> Sanborn Map, Sheet 4, February 1902; *Davison Publishing Company. The Blue Book: Textile Directory: United States and Canada. New York: Davison Publishing Company, 1904*, 136.

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half-story frame Methodist Episcopal Church on South Salisbury Street's north side opposite the industrial complex.<sup>113</sup>

In 1910, W. E. Holt Jr. oversaw 400 employees who spun cotton yarn and wove chambray, drill, plaid, and sheeting on 11,856 ring spindles, 426 broad looms, and 38 cards.<sup>114</sup> The following year, Wannonah Cotton Mills reorganized with W. E. Holt Sr. as president, W. E. Holt Jr. vice president and general manager, and J. V. Moffit secretary-treasurer. By March 1913, the concern had erected three rows of one-story frame mill worker houses west of Mill No. 1 and south of the general store. One row fronted Salisbury Street, while the others flanked the parallel Holt Street (now Wenco Drive) to the south. Many of the mill's 250 operatives resided in approximately one hundred recently renovated company-owned houses in 1919. Approximately twenty-five employees had purchased dwellings elsewhere in Lexington. By 1923, Holt Street had a C-shaped configuration, connecting it to South Salisbury Street. That area encompassed twenty-three houses; others flanked South Salisbury Street to the west. The mill chapel had been demolished by that time.<sup>115</sup>

W. E. Holt Jr. became the company's president following his father's May 26, 1917 death. Profits remained high and the industrial complex relatively unchanged through the 1920s. In 1925, approximately 275 employees produced chambray, ticking, plaid, and other fabrics utilizing 5,488 spindles and 214 in Mill No. 1 and 7,488 spindles and 240 looms in Mill No. 2. Between 1923 and 1929, the frame cotton waste house south of the spur line was either enlarged or replaced and a fourth section was added to the cotton warehouse east of Mill No. 1. Sometime between 1929 and 1948, that addition was replaced with a larger opening room and a one-story cotton warehouse was erected to the south on the railroad spur line's opposite side. Mill No. 2 was enlarged with a two-story-on-basement addition to the north elevation of the 1896-1902 addition at the main block's east end. Other improvements during this period include the construction of a large rectangular stock room on the west end of the cotton warehouse north of Mill No. 1 and one-story additions on the office's south elevation.<sup>116</sup>

New equipment installation bolstered plant capacity by 1930, when 250 workers manufactured cotton yarn and chambray, cheviot, check, dress, gingham, plaid, and ticking fabrics on 40 cards, 100 broad looms, 360 narrow looms, and 15,036 spindles under A. L. Pickard's supervision. The company was able to maintain operations through the Great Depression due to a \$100,000 loan from Commercial

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<sup>113</sup> The company installed a fifty-thousand gallon reservoir, fire pump, and hydrants in 1897. *Dispatch*, June 16, 1897, p. 3; *Gaffney Ledger*, September 16, 1897, p. 6; Sanborn Map, Sheet 5, July 1907.

<sup>114</sup> *The Blue Book: Textile Directory*, 1910, 147-148.

<sup>115</sup> *The Wannonah Story*, 25; "Wannonah Cotton Mill Company," *Southern Textile Bulletin*, December 25, 1919, p. 143; Sanborn Map, Sheet 10, March 1913, and Sheet 15, December 1923.

<sup>116</sup> Sink, *Davidson County: Economic and Social*, 39, 44; *The Wannonah Story*, 26, 30; Sanborn Map, Sheet 20, June 1929, and Sheet 20, March 1948.

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Factors Corporation, but reported losses in 1934, 1935, and 1938 and only nominal profits otherwise between 1929 and 1940. In 1935, 350 workers produced chambray, plaid, ticking, upholstery, and work suit cloth. The labor force declined to approximately 225 in 1938.<sup>117</sup>

The concern rebounded by 1941, increasing its staff to 335 and diversifying production to include drapery, seat cover, beach, pique, and suiting fabrics as well as chambray and ticking. W. E. Holt Jr. remained the company's president, J. V. Moffit Sr. its secretary-treasurer and cotton buyer, and E. E. Riddle the mill superintendent. During World War II, Wemnonah Cotton Mills wove ticking used for United States military bedding. In 1944, E. S. Tennent of Spartanburg served as the purchasing agent. J. W. Valentine and Company of New York marketed the cotton and rayon plaid, gingham, stripe, and ticking fabrics that approximately 360 employees generated using 56 cards, 395 broad looms, and 15,660 ring spindles.<sup>118</sup>

The company experienced significant management transitions in the late 1940s and early 1950s. After J. V. Moffit Sr. died on September 21, 1948, his son J. V. Moffit Jr., a Virginia Military Institute graduate who had joined the business in 1930, assumed his role as secretary-treasurer. Moffit Sr. owned half of the company's stock at the time of his death. Following W. E. Holt Jr.'s January 1951 retirement from the presidency, J. V. Moffit Jr. served as the company's president, treasurer, and cotton buyer and E. E. Riddle its vice president and secretary. Riddle, a Clemson University alumnus employed by the firm in 1937, had functioned as its general manager since 1942. W. E. Holt Jr. chaired the board of directors until his death on March 6, 1954.<sup>119</sup>

As the company prospered between 1948 and 1956, it increased manufacturing capability by constructing a two-story brick addition across the Mill No. 1's west elevation and a one-story addition to Mill No. 2's north wing. The stock room received a west addition and the office a two-story north addition. Also, an elevated walkway was erected to facilitate access between the mills' second stories, spanning the distance between Mill No. 1's east elevation and Mill No. 2's west wall.<sup>120</sup>

In 1955, W. C. Twitty of South Carolina supplied the mill with raw materials. Superintendent M. Kirby oversaw four hundred employees who produced cotton and rayon plaids, gingham, suitings, and

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<sup>117</sup> *Davison's Textile Blue Book*, 1930, 314; *The Wemnonah Story*, 31; Young and Young, *Textile Leaders of the South*, 356; North Carolina Department of Conservation and Development, *Industrial Directory and Reference Book of North Carolina*, 345.

<sup>118</sup> *The Wemnonah Story*, 42; *Davison's Textile Blue Book*, 1935, 252, 1941, 246, and 1944, 256.

<sup>119</sup> "J. V. Moffit, Local Textile Manufacturer, Dies at Home," *Dispatch*, September 22, 1948, pp. 1 and 3; "W. E. Holt, 80, Buried Today At Charlotte," *Dispatch*, March 8, 1954, pp. 1 and 3; *The Wemnonah Story*, 44, 46, 54; Sink and Matthews, *Pathfinders*, 290.

<sup>120</sup> *The Wemnonah Story*, 72.

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ticking on 56 cards, 434 broad looms, and 17,172 ring spindles. Many workers lived in 69 mill-owned houses.<sup>121</sup>

The plant's final significant modifications occurred from the late 1950s through the early 1980s. During that time, large two-story brick manufacturing additions were constructed on the east sections of Mill No. 2's north and south walls, filling in areas adjacent to building wings. In the 1960s, a two-story brick restroom addition and a brick elevator shaft were erected on Mill No. 1's east elevation east of the central stair tower.

Dacotah Cotton Mill purchased Wennonah Cotton Mills in December 1973 and operated the businesses as separate entities until selling them to Monroe, Georgia-based Walton Monroe Mills on October 1, 1984. Walton Monroe Mills ceased production at Wennonah Cotton Mills in November and gradually sold equipment. The company donated the property to the City of Lexington in August 1986.<sup>122</sup>

## *Wennonah Cotton Mills Village, 927-953 South Salisbury Street, 936-958 Wenco Drive*

Twenty-four modest late-nineteenth-century houses stand west of Wennonah Cotton Mill on what was initially part of the plant's twenty-three-acre tract. Although their exact construction date is unknown, most or all of the dwellings were erected sometime between late 1886, when the company built its initial employee housing, and March 1896, when a Sanborn map illustrates twenty-one residences with the label "south side dwellings." The map bisects the footprints of the three westernmost residences and coverage terminates at that location. It is possible that other houses had been erected further west by that time.<sup>123</sup>

The dwellings are arranged in three east-west rows on South Salisbury Street's south side. The 1896, 1902, and 1907 Sanborn maps do not include an interior drive, but by March 1913 the north-south portion of what was originally called Holt Street (now Wenco Drive) provided access to the two east rows. The December 1923 map shows two north-south legs intersecting South Salisbury Street east and west of the houses. Between 1941 and 1947, 953 South Salisbury Street was moved to what had previously been a vacant area west of 939 South Salisbury Street. Based upon 953 South Salisbury Street's late-nineteenth-century appearance, it was likely relocated from elsewhere on the company's holdings. Between March 1948 and October 1950, Holt Street was renamed Wenco Drive and its west leg shifted to 939 South Salisbury Street and 950 Wenco Drive's east side. The company's property

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<sup>121</sup> Davison's *Textile Blue Book*, 1955, 262.

<sup>122</sup> *The Wennonah Story*, 60.

<sup>123</sup> Sanborn Map, Sheet 4, March 1896.



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line then ran north-south east of those dwellings. At that time, 953 South Salisbury Street and 958 Wenco Drive occupied a single separate parcel.<sup>124</sup>

It is likely that white Wannonah Cotton Mills employees initially rented all of the houses. This demographic changed by the 1920s. In 1925, the first year that a city directory with street address listings is available, white Wannonah Cotton Mill workers leased three of the seven dwellings at 927 to 939 South Salisbury Street. Occupations of three additional white household heads were not delineated. A white Elk Furniture employee resided in the seventh dwelling. Although there is no Holt Street listing in 1925, the name directory indicates that African American laborers, none of whom worked at Wannonah Cotton Mills, occupied the homes flanking Wenco Drive. This was also the case in 1928.<sup>125</sup>

The trend continued in 1937, when white Wannonah Cotton Mills workers leased all seven South Salisbury Street houses. Holt Street remained African American with the exception of a white household headed by a Duke Power Company employee. Black Wenco Drive residents worked for concerns including Dacotah Cotton Mills, Lexington Ice and Coal, and Dixie Furniture Company.<sup>126</sup> White tenants rented the Salisbury Street homes and African American families leased the Wenco Drive dwellings through the 1970s.<sup>127</sup>

Wannonah Realty Company sold a 3.531-acre tract containing twenty-two houses to Robert C. and Elizabeth H. Baxter on July 10, 1979. That same day, the couple conveyed fifty-percent interest in the property to William G. and Betty A. Baxter. On December 14, 2011, William T. Baxter, representing the William Gene Baxter Trust, transferred the property to Lincolnton-based K & T Group, LLC, which retains ownership.<sup>128</sup> Welcome residents Jerry Woodrow Everhart and his wife Nancy Love Everhart acquired 953 South Salisbury Street from the estate of Ronda Lee Robbins on November 7, 1986. The Robbins family had owned a lot encompassing this dwelling and 958 Wenco Drive since 1926.<sup>129</sup> Jimmy Walton of Lexington purchased 958 Wenco Drive on July 30, 2009.<sup>130</sup>

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<sup>124</sup> Sanborn Map, Sheet 4, March 1896 and February 1902; Sheet 5, July 1907; Sheet 10, March 1913; Sheet 15, December 1923; Sheet 20, June 1929; and Sheet 20, March 1948; N. R. Kinney and Son, "Map of Property Belonging to Wannonah Cotton Mills Co.," October 1950, Davidson County Historical Museum, Lexington, *Miller's Lexington City Directories*, 1941, 285; 1947, 334, 347.

<sup>125</sup> *Miller's Lexington City Directories*, 1925, 1928.

<sup>126</sup> *Baldwin's Lexington City Directory*, 1937.

<sup>127</sup> *Miller's Lexington City Directories*, 1941-1980.

<sup>128</sup> Davidson County Deed Book 2040, p. 470; Deed Book 885, p. 119; Deed Book 573, p. 363.

<sup>129</sup> Davidson County Deed Book 656, p. 646; Deed Book 389, p. 527; Deed Book 143, p. 133; Deed Book 115, p. 300; Deed Book 112, pp. 203 and 381; Deed Book 101, p. 242.

<sup>130</sup> Davidson County Deed Book 1934, p. 1406.

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## Industrial Architecture Context

Many of North Carolina's nineteenth-century textile producers adapted existing frame buildings to serve as their first mills. Such structures, which usually had rough-sawn wood floors and wood-shingle roofs, often resembled large residential or agricultural buildings as they were typically located in rural settings along the rivers and streams that generated their power. Edwin Michael Holt and William A. Carrigan's frame 1837 mill on Alamance Creek was one of the piedmont's earliest sizable textile mills.<sup>131</sup>

In the first purpose-built industrial buildings erected in the United States, engineers and architects strove to accommodate machinery in a manner that allowed for efficient access to power sources as well as maximum utilization of natural light and ventilation. By the mid-nineteenth century, "slow-burn" masonry construction, with load-bearing brick walls, exposed heavy-timber framing, thick plank floors, gabled roofs, large operable multipane sash and transoms, segmental-arched window and door lintels, and metal fire doors predominated.<sup>132</sup>

During the late nineteenth century, steam and electric power availability encouraged factory movement to urban areas in close proximity to railroad lines and sizable potential employee pools. Mill and factory design evolved from a process whereby owners worked with builders who erected edifices based on mutually understood norms to a field dominated by professionally-trained engineers who rendered plans for industrial buildings and supervised their execution. Although the construction of durable, economical structures was the primary objective, variegated, patterned, and corbelled brick and cast-stone accents were employed as an inexpensive means to increase aesthetic interest. Expressed pilasters, stringcourses, water tables, window sills, arched door and window lintels, and exterior stair towers enhanced visual appeal while serving important structural functions.<sup>133</sup>

Standards imposed by machinery manufacturers and insurance companies also guided industrial architecture's evolution during the late nineteenth century. In order to minimize fire risk, stairwells, which could serve as conduits for fire movement between floors, were located in projecting stair towers. Brick interior walls and galvanized-sheet-metal-clad, solid-core-wood doors, known as kalamein doors, separated the mill sections where fires might start or spread rapidly. These heavy doors would automatically close in the case of a fire, as the heat would melt a soft metal link in the

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<sup>131</sup> Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (Oxford: Oxford University Press, 1999), 16-17; Brent D. Glass, *The Textile Industry in North Carolina: A History* (Raleigh: North Carolina Department of Cultural Resources, Division of Archives and History, 1992), 16-17; Laura A. W. Phillips, "Alamance Mill Village Historic District," National Register of Historic Places Nomination, 2007.

<sup>132</sup> Sara E. Wermiel, "Heavy Timber Framing in Late-Nineteenth-Century Commercial and Industrial Buildings," *APT Bulletin: Journal of Preservation Technology*, Volume 35, No. 1, 2004, 56; Bradley, *The Works*, 234.

<sup>133</sup> Bradley, *The Works*, 15-21, 230-234.

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door's counterweight assembly and the door would slide shut on the sloped metal track. As an additional precaution, water reservoirs and elevated water tanks supplied automatic sprinkler systems in many industrial complexes.<sup>134</sup>

During the twentieth century's first decades, architects and engineers continued to plan manufacturing complexes that were similar in appearance to earlier industrial buildings. However, new materials, technology, and forms manifested efficiency, modernity, and economic progress. Mill and factory designers specified steel and reinforced-concrete columns, posts, and beams in conjunction with brick, concrete, terra cotta block, or tile curtain walls that provided structural bracing but did not carry any weight. Bands of steel-frame multipane windows and roof monitors provided workers with abundant light and ventilation. Steel truss roof systems spanned open interiors that accommodated sizable equipment and allowed for flexibility as manufacturing needs changed.<sup>135</sup>

Although structural systems for some late-nineteenth-century industrial buildings included cast-iron or wrought-iron columns or steel posts and beams, high cost greatly limited the materials' use until the early twentieth century. The ability to withstand the weight and vibrations of heavy machinery without failing contributed to the widespread use of structural-steel construction by the 1910s, as did the ease of fabricating framing systems from standard factory-generated parts. Typical elements include I-, T-, H-, and box-shaped beams and posts; round columns; reinforcing plates; and angles, which serve as braces, tension members, struts, or lintels. Steel components could be riveted together, creating strong connections, and tended to be smaller and lighter than heavy-timber or iron framing members. This allowed for wider and taller buildings with more square footage for equipment. The popularity of flat roofs and sizable roof monitors also resulted in structural-steel framing prevalence. In order to reduce oxidation and achieve fire resistance, steel members were coated with intumescent paint; sprayed with a thin mixture of cement, sand, and water called gunite; or encased in concrete.<sup>136</sup>

Concrete construction technology also improved during the early twentieth century. Engineer Claude A. P. Turner patented a structural system comprised of concrete mushroom columns and formed-concrete floors in 1908 after utilizing it in his plans for Minneapolis's 1906 Johnson-Bovey Building. He then designed the first American bridge supported by the columns, which carried Lafayette Avenue over the Soo Line in St. Paul, Minnesota. The technology was often used in mill construction, appearing in North Carolina factories such as those erected in Winston-Salem by R. J. Reynolds Tobacco Company beginning in 1915 and the six-story knitting mill that P. H. Hanes Knitting

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<sup>134</sup> Glass, *Textile Industry*, 38.

<sup>135</sup> Bradley, *The Works*, 144-147.

<sup>136</sup> *Ibid.*

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Company built in 1921.<sup>137</sup>

Albert Kahn was one of only a few American architects who specialized in industrial building design during the early twentieth century. In many of his commissions, traditional load-bearing walls were replaced with curtain walls containing large steel-frame windows and monitor roofs provided illumination and ventilation. His office supplied factory plans to hundreds of American industrialists including automobile manufacturers Packard, Chrysler, Ford, and General Motors, as well as for international clients. At the Packard Motor Car Company Forge Shop (1910) in Detroit, Kahn used a steel structural frame to support a traveling crane mounted to the roof trusses and glass curtain walls to allow for maximum light and air circulation. He minimized the exterior walls' bay articulation by specifying narrow steel columns of about the same size as steel window sashes. Kahn's firm continued to employ bands of steel windows in conjunction with masonry or concrete screens to conceal steel structural framing in edifices such as the Industrial Works (ca. 1915) in Bay City, Michigan. The firm's design for the Dodge Half-Ton Truck Plant in Detroit, completed in 1937, was a much more sophisticated building with tall glazed curtain walls reminiscent of Walter Gropius's Bauhaus School (1926) in Dessau, Germany.<sup>138</sup> Gropius's streamlined design for the 1911 Fagus Factory in Germany, which features steel-frame multipane curtain walls, was also internationally influential.<sup>139</sup>

Modernist architectural principles such as simplicity, efficiency, affordability, and intrinsic material expression were inherently applicable to industrial buildings. Industrial architecture continued to reflect these tenets as the twentieth century progressed. Building materials and labor were in short supply during World War II, but when construction resumed after the war's end, steel and reinforced-concrete industrial edifices with masonry (brick, tile, or concrete) curtain walls predominated. Fire-resistant corrugated metal and asbestos panels were often used as warehouse sheathing. Windows decreased in size and number in the 1960s as central air conditioning became prevalent.

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<sup>137</sup> J. E. Serrine and Company, architects and engineers of many R. J. Reynolds Tobacco Company structures, specified mushroom columns for buildings erected during that period. A. S. Macolmson, "The Mushroom System of Reinforced Concrete Building Construction," *Engineering-Contracting*, September 4, 1907, p. 137; Nannie M. Tilley, *The R. J. Reynolds Tobacco Company* (Chapel Hill: University of North Carolina Press, 1985), 307; *Manufacturers' Record*, August 26, 1915 and October 14, 1915; Anita Scism and Spencer Gung, "R. J. R. Downtown Buildings, 1875-1950: A Historical Perspective," unpublished report prepared for R. J. Reynolds Tobacco Company, March 12, 2002.

<sup>138</sup> "Art: Industrial Architect," *Time*, August 8, 1938; Bradley, *The Works: The Industrial Architecture of the United States*, 248, 248-258.

<sup>139</sup> Gropius, the highly influential founder of the German design school known as the Bauhaus, which operated from 1919 until 1933, taught at Harvard's Graduate School of Design beginning in 1937. Bradley, *The Works*, 250; Henry-Russell Hitchcock Jr. and Philip Johnson, *The International Style: Architecture since 1922* (New York, W. W. Norton & Company, 1932, 20; Henry-Russell Hitchcock Jr., *In the Nature of Materials: The Buildings of Frank Lloyd Wright, 1887-1941* (New York: Da Capo Press, Inc., 1942), 52, 92-93, Figures 99 and 328-338; Historic New England, "Gropius House," <http://www.historicnewengland.org/visit/homes/gropius.htm> (accessed August 2015).

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## Lexington's Industrial Architecture

The Lexington Industrial Historic District contains the city's most sizable, intact, and cohesive collection of industrial buildings erected from the late-nineteenth through the mid-twentieth century. Although other manufacturing plants remain elsewhere in the municipality, most have been altered, were erected within the last fifty years, or are located in outlying areas. Only two Lexington industrial buildings are National Register listed: Grimes Brothers Mill (NR 2002), a ca. 1885 downtown roller mill that is also a local historic landmark, and Erlanger Cotton Mill (NR 2008), which commenced production north of the city in 1913. The Erlanger plant grew from a long, rectangular, brick building with a two-story main mill at the south end, a larger one-story weave shed at the north end, and a two-story picker room in between to a much larger complex as the twentieth century progressed.<sup>140</sup> Many of Lexington's mid- to late-twentieth-century industrial concerns constructed factories and warehouses on open tracts adjacent to highways as truck transport replaced shipping by rail.

The people or firms responsible for designing most of the edifices within the Lexington Industrial Historic District have not been identified, but it is likely that experienced local builders worked with owners to execute many of the utilitarian structures. The largest concerns, such as Dixie Furniture Company, employed engineers who may have rendered building plans. Intact late-nineteenth- and early-twentieth-century edifices feature "slow-burn" masonry construction, characterized by load-bearing brick walls, exposed heavy-timber framing, thick plank floors, large operable windows and transoms, and metal fire doors. Other fire safety features, such as the kalamein doors between manufacturing areas, stair and elevator towers, workshops, and engine, boiler, and equipment rooms, were standard components of industrial architecture.

Wenonah Cotton Mill No. 1 (1887) manifests those elements as well as decorative masonry including a corbelled cornice, pilasters flanking each bay, quoins, and segmental-arched window openings with corbelled hoods and slightly projecting sills. Two original three-stage entrance and stair towers feature cast-stone cornices that become progressively more elaborate as they rise. The original one-story brick picker room at the main block's south end is similarly executed, with segmental-arched window openings, a corbelled lintel, and a square smokestack with recessed-brick-panel walls. The two-story addition erected across the mill's west elevation between 1948 and 1956 is strictly functional, comprising brick walls pierced by tall rectangular window openings.

Wenonah Cotton Mill No. 2's original section, completed in 1893, is more simply executed, lacking embellishments such as quoins, elaborately corbelled cornice, and denticulated window openings. However, brick pilasters flank bays of segmental-arched window openings with double-header-course flush lintels capped with double-header-course corbelled hoods. The brick-enclosed openings retain

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<sup>140</sup> Heather Fearnbach, "Erlanger Mill Village Historic District," National Register of Historic Places Nomination, 2008.

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slightly projecting cast-stone sills. Two corbelled courses of denticulated headers top each bay. The 1900 addition at the main block's east end and the ca. 1929-1948 addition that extends from its north elevation are more utilitarian. The 1887, 1893, and 1900 buildings have exposed structural systems comprising painted brick walls, chamfered square wood posts, substantial wood beams, wood roof decking, and hardwood floors. The mid-twentieth-century additions employed steel post, beam, and truss structural systems.

The 1906 Eureka Trouser Company represents the perpetuation of late-nineteenth-century architectural trends. The variegated brick building is executed in six-to-one common bond. Double- and triple-header-course segmental-arched lintels and slightly projecting sills ornament the west elevation's first-story window and door openings. This treatment continues on the south, east, and north elevations. The structural system, comprising painted brick walls, square wood posts, substantial wood beams, beadboard ceilings, hardwood floors, and wood roof decking, is exposed throughout the open-plan interior.

Buildings erected in the Lexington Historic District as the twentieth century progressed exhibit a functional aesthetic in their form, massing, expressed structural systems, and open plans with fenestration dictated by interior use. Brick and concrete-block walls are cost-effective, durable, fire-resistant, and require little maintenance. Structural systems comprise reinforced-concrete and steel columns, posts, and beams and poured-concrete foundations. These elements supported heavy equipment and minimized vibration. High ceilings and open floor plans accommodated sizable equipment. As buildings and additions completed through the 1950s were not initially air-conditioned, large multipane steel windows provided light and ventilation for manufacturing operatives. Some windows were enclosed with brick in conjunction with air conditioning installation. Warehouses and offices constructed in the 1960s and later had few, if any, windows.

The evolution of Sicheloff Manufacturing Company's East Second Avenue plant reflects these trends. The complex grew from a two-story-on-basement, brick, 1915 factory through a series of additions (1923-1929, 1939, 1946-1948, 1954) to encompass most of a city block. Lexington architect Leonard H. Craver designed the two-story, brick, 1946-1948 addition.<sup>141</sup> All are of fire-resistant steel, concrete, and brick construction and retain multipane steel-frame sash with hoppers, although some window and door openings have been enclosed with brick.

North Carolina Candy Company's 1919 factory, enlarged after a 1928 fire, also expanded significantly from its original footprint. The building functioned as a Coble Dairy Products cold storage facility

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<sup>141</sup> Sanborn Maps, December 1923, Sheet 5, June 1929 and March 1948, Sheet 6; "Sicheloff Manufacturing Co. Building \$25,000 Addition," *Dispatch*, May 15, 1939, p. 1; "Sicheloff Plant, 45-Years Old, Is Enlarged Again," *Dispatch*, August 24, 1954; Vikki Broughton, "Craver Leaves His Mark," *Dispatch*, January 16, 1990, pp. 1, 8.

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during the 1940s and a Dixie Furniture Company finishing plant beginning in 1950. The two-story main block, which fronts South Railroad Street, is the most distinctive section, as it features tall stepped north and south parapets that disguise the full-length roof monitor added in 1928. The variegated brick walls are laid in six-to-one common bond and the parapets capped with terra-cotta coping. The nine-bay-wide south elevation retains two-header-course, segmental-arched, second-story window openings with slightly projecting sills. Twelve-pane steel-frame sash with central six-pane hoppers illuminate the interior. The two-story, three-bay-wide, brick, southwest addition was erected in two phases between 1923 and 1928. Most of the one-story addition that extends from the main block's east elevation appears on the 1923 Sanborn map. The north bay was constructed in 1928. Masons executed the walls in brighter red brick than that of the main block. The soldier course cornice comprises alternating projecting and flush bricks. The building's southeast corner is angled to the intersection it faces.

On the main block's upper level, steel bow trusses carry the roof monitor's load. By spanning the building's entire width, the trusses allow for a completely open interior. Wood beams and wide board decking support the roof. The monitor walls comprise bands of ten-pane tempered-glass steel sash operated with a chain and pulley system. Heavy-timber posts and beams remain in the basement.

Lexington Shirt Corporation – Manhattan Shirt Company's long, rectangular, two-story brick factory spans the block between East Second and East Third Avenues. The five-bay-wide and nine-bay-long 1933 east section is executed in six-to-one common bond and distinguished by a cast-stone-capped stepped east parapet. The nine-bay-long 1950s west addition has five-to-one common bond brick walls.<sup>142</sup> The east elevation's central bay contained the 1933 building's primary entrance: a double-leaf door with a glass block transom. Sixteen-pane steel sash with central eight-pane hoppers remain on the 1933 building's south elevation. The 1950s west addition is more austere. On the south elevation, nine twenty-pane steel sash with central four-pane hoppers illuminated each floor. The open-plan second floor is characterized by an exposed structural system composed of painted brick 1933 walls, painted concrete-block 1950s walls, steel posts and beams, hardwood floors, and wood roof decking.

From 1948 through 1983, Dixie Furniture Company - Lexington Furniture Industries erected, expanded, and updated twenty-five warehouse, office, woodworking, and finishing buildings within a nine-block downtown area in order to accommodate its exponential growth. In many cases, the company repurposed existing industrial buildings constructed by other manufacturers. Most new buildings were utilitarian steel, concrete, and brick open-plan structures, but High Point architects Louis F. Voorhees and Eccles D. Everhart's firm designed the striking Modernist Dixie Furniture Company office and showroom addition at the former Mountcastle Knitting Company factory's north

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<sup>142</sup> Sanborn Map, Sheet 6, March 1948.

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end. The addition features a full-height steel-frame curtain wall fabricated by Overly Manufacturing Company that provides a clear view of the dramatic open staircase in the foyer. Some older buildings were demolished and replaced as they became obsolete or unsafe.<sup>143</sup> Building No. 25-17, erected in 1962 west of the 1957 showroom addition, represents typical office design of the period. The flat-roofed one-story edifice has only a few windows. The building contains private offices as well as cubicles enclosed with fixed partial-height gypsum-board walls.

The company's 1950s and later warehouses were erected in the most cost-effective and fire-resistant manner possible. Most had open plans, brick walls, poured concrete foundations, and steel posts, beams, and trusses. Building No. 25-05, a 1960 warehouse, is clad with corrugated-metal panels. The steel-frame Building No. 25-19, a 1950 office and warehouse, is sheathed with corrugated asbestos panels above a running bond redbrick-veneered foundation. Building No. 25-03, a long, rectangular, low-gable-roofed, 1953 warehouse adjacent to the railroad right-of-way, has horizontal drop wood siding on the south (railroad) elevation, while the east and north elevations are running bond redbrick. The structural system consists of a poured concrete foundation and dimensional lumber posts, beams, rafters, and roof decking. Steel rafters and trusses support the shed-roofed canopy above the concrete loading platform that extends along most of the south elevation.

## Freight Railroad Depot Architecture Context

As railroad companies developed lines during the mid-nineteenth century, rudimentary platforms, open-sided heavy-timber-frame sheds, and small frame buildings accommodated freight and passengers. By the late nineteenth century, prospering railroad concerns began replacing these temporary structures with specialized buildings. Companies employed architects and draftsmen to render station prototypes that could be easily replicated and modified with site-specific details. Utilization of these standardized plans expedited construction and reduced cost.

Civil engineer Walter G. Berg included numerous depot plans and elevations rendered for a wide variety of railroad companies in his 1893 publication *Buildings and Structures of American Railroads*. Efficient function was paramount, but aesthetics were also important. Municipality size dictated depot scale, style, and finish. Despite regional building material variation, the plans were remarkably consistent. Berg delineates four types of depots: flag, combination, local passenger, and terminal passenger. Flag depots were simple platforms or modest buildings in rural communities where travelers and shippers signaled trains to stop by waving a flag. In small towns, combination depots with minimal architectural embellishment accommodated both freight and passenger traffic. These buildings encompassed waiting rooms, offices, restrooms, freight and baggage storage rooms, and

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<sup>143</sup> "Overline Tilt-A-Front," *Progressive Architecture*, March 1958; Marvin Burts, "Spectacular Lexington Fire Levels Dixie Furniture Finishing Facility," *HPE*, March 26, 1964, p. D5.



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loading platforms. In some cases, combination depots included living quarters for station agents and other railroad employees.<sup>144</sup> Densely populated cities contained multiple depots erected by competing rail lines. Freight depots were simply executed, with function dictating form and finish. Regardless of size, stations promoted a railroad company's corporate identity and served as community landmarks.

As the twentieth century progressed, freight depots executed in myriad architectural styles served North Carolina communities. The Seaboard Air Line Railway and Southern Railway companies erected hundreds of modest depots to serve small towns throughout the nation. Early twentieth-century stations—typically one-story, narrow, rectangular, hip- or gable-roofed, brick or frame buildings with deep bracketed eaves and large multipane double-hung windows—resembled late-nineteenth-century depots in form and plan. Most displayed minimal ornamentation, with functionality driving the design. Stylistic influences ranged from Queen Anne to Craftsman. Textured or variegated brick walls and corbelled masonry cornices, belt courses, and water tables heightened aesthetic appeal at nominal expense. Brick veneer afforded a much greater degree of fire resistance than weatherboard siding and lowered long-term maintenance costs.

Freight depots contained scales for weighing shipments and sliding loading dock doors on multiple elevations. Open interiors accommodated baggage and freight handling. As this use did not require finished walls or ceilings, structural systems are typically completely exposed in warehouses. Platforms adjacent to the depot allowed for freight transfer. Offices and reception areas often featured plaster walls, paneled wood door, and wood window and door surrounds, baseboards, chair rails, and wainscoting, as seen in Lexington.

The Southern Railway Freight Depot in Lexington, which is the company's only extant historic Davidson County station, epitomizes the company's functionalist approach to small-town depot design. The fire-resistant brick, concrete, and steel structure encompasses a ten-bay west warehouse with steel roll-up doors and a reception area, office, file room, and restrooms at the east end. The 120-foot-long open platform that spanned the south elevation facilitated train freight transfer, while trucks loaded directly into the docks on the north elevation. The depot retains excellent integrity, with character-defining elements including running bond red-brick walls; a cast-stone foundation, sills, lintels, and coping; and concrete roof tiles that emulate terra cotta. Multi-pane double-hung wood sash illuminated the office section, while steel-frame multipane transoms surmounted loading dock doors on the railroad-facing elevation. Southern Railway's 1929 freight depots in Morganton (630 South Green Street) and Shelby (310 Market Street; Central Shelby Historic District Boundary Increase, NR 2002) display similar features.<sup>145</sup>

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<sup>144</sup> Walter G. Berg, *Buildings and Structures of American Railroads* (New York: John Wiley and Sons, 1893), 246.

<sup>145</sup> Art Peterson, Tony Reevy, and William L. Dowdy, compilers, *A Directory of North Carolina's Railroad Structures, Second Edition* (Raleigh: Old North State Chapter of the National Railroad Historical Society, 2002), 23, 41.

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## North Carolina Mill Village Context

The development of Wennonah and other North Carolina textile mills created not only jobs, but entire communities, as owners constructed small self-sufficient enclaves adjacent to industrial complexes to sustain employees and their families. Mill villages containing homes, schools, recreational buildings, churches, and company stores often boasted sizable populations. Industrialists characterized school and church construction as philanthropy, but the 1910 *Federal Report on Women and Child Wage Earners* dismissed this assertion, stating that such resources were necessary to attract employees and thus a business expense.<sup>146</sup> The Holts, like other mill owners, perpetuated a paternalistic, authoritarian ideology through benevolent acts and hierarchical discipline.<sup>147</sup> Village amenities intended to elevate worker morale also served to produce dependence. Churches and plant supervisors insured stability and order by withdrawing church membership and mill employment from anyone who compromised social norms through drunkenness, disorderly behavior, or criminal activity.

Local carpenters designed and built the earliest North Carolina mill houses, which resembled small vernacular farmhouses. In order to facilitate cost effective construction, rows of identical one-story frame dwellings with front porches and kitchen ells were generally erected in close proximity to the mill. By the end of the nineteenth century standardized mill house plans were available in publications such as textile industry theorist Daniel A. Tompkins' *Cotton Mill - Commercial Features* (1899), which included elevations, floorplans, and detailed specifications for two-, three-, four-, and five-room one-story frame dwellings. As many mill workers brought the habits and accoutrements of their former agriculture-based existence to urban settings, southern mill village design allowed for enough room for small gardens and livestock pens behind company houses. This practice provided families with sustenance in addition to extra income from surplus commodity sales. Tompkins agreed that gardening was "conducive to general contentment among the [mill] operatives," and thus promoted sizable (half-acre) house lots. His work served to codify vernacular practice and to introduce planning and design theory into village construction.<sup>148</sup>

It is not known who rendered the Wennonah mill village's schematic and house plans. However, W. E. Holt was quite familiar with general layout and design principles based upon his family's previous experience. In the Alamance County community of Haw River, for example, the Holts constructed dwellings and boarding houses in close proximity to their mills to accommodate employees. Modest

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<sup>146</sup> Jacquelyn Dowd Hall, James Leloudis, Robert Korstad, Mary Murphy, Lu Ann Jones and Christopher B. Daly, *Like a Family: The Making of the Southern Cotton Mill World* (New York: W.W. Norton and Company, 1987), 114-115; Margaret Crawford, *Building the Workingman's Paradise: The Design of American Company Towns* (London and New York: Verso, 1995), 177, 185-186.

<sup>147</sup> Crawford, 178.

<sup>148</sup> Glass, *Textile Industry*, 18; Brent D. Glass, "South Mill Hills: Design in a 'Public' Place," in *Carolina Dwelling*, ed. Doug Swaim (Raleigh: North Carolina State University, The Student Publication, 1978), 145.

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one-story weatherboarded dwellings similar in form, finish, and plan to those at Wennonah occupied the low-lying area south east of Thomas M. Holt Manufacturing Company, which was known as Sugar Hill, as well as the area northeast of Stone Street and the railroad, which residents called Pine Knot. The earliest houses stood east of Granite Mill. Additional residences, mostly one-story frame but some two-story brick, lined winding streets on the Haw River's west side. Mill workers rented dwellings for one dollar per room a month in 1904, a rate that remained constant through the 1930s. A 1919 *Charlotte Observer* article estimated that the mill village in Haw River included 130 houses of two to eight rooms. When the Holts sold Holt-Granite-Puritan Mills in 1927, some village residents were given the opportunity to purchase houses, and many were subsequently remodeled.<sup>149</sup>

## Lexington Mill Village Context

Wennonah Mill Village is not the only textile mill-associated housing in Lexington, as concerns including Dacotah, Nokomis, and Erlanger Cotton Mills erected similar dwellings.<sup>150</sup> However, the twenty-four Wennonah mill houses within the Lexington Industrial Historic District, erected between 1886 and 1896, are among the community's earliest extant resources of this type. Despite modifications such as vinyl window, vinyl siding, asphalt-shingle roof, and replacement porch element installation, they collectively retain integrity of feeling, association, and location. A few later discontiguous clusters of Wennonah Mill houses also survive. Eight ca. 1910 houses (six on South State Street and two on West Ninth Avenue) are included in the Lexington Residential Historic District (NR 2007). The one-story, three-bay, single-pile, weatherboarded South State Street houses have side-gable roofs, hip-roofed front porches supported by square posts, and rear gabled ells. The Ninth Avenue houses are a bit larger—one-and-one-half-stories—and have shed-roofed rear ells.<sup>151</sup>

The Erlanger Mill Village Historic District (NR 2008) contains Lexington's most sizable and intact collection of company housing. Erlanger Mills was the city's largest and most productive textile manufacturing operation, and the mill village layout and distinctive house design further enhance the district's significance. Although it is not known who prepared the original schematic plan, Charlotte landscape architect Earle S. Draper laid out the crescent-shaped First and Second Rainbow Streets at the north end of Broad and Hames Streets.<sup>152</sup> The mill worker housing falls into two main categories:

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<sup>149</sup> "Many Employees of Holt-Granite Mills Have Been Steadily With Company for Forty Years Past—Fine Co-operation," *CO, Textile Progress Edition*, January 3, 1919; "History of Cone Mills, 1912-1937," Series 5.1, Cone Mills Records, Wilson Library, UNC-Chapel Hill; Haw River Historical Association, "Change at Tabardrey," *The Shuttle*, September 2002.

<sup>150</sup> Sink and Matthews, *Pathfinders Past and Present*, 289-291.

<sup>151</sup> Heather Fearnbach, "Lexington Residential Historic District," National Register of Historic Places Nomination, 2007.

<sup>152</sup> "Erlanger Cotton Mills, Lexington, N. C.," later label in newspaper article reads "Architect's Drawing in 1912," printed in *Lexington, North Carolina* (no publisher, 1914), p. 55; Earle S. Draper, "Study for Village Extension, Erlanger Mills, Lexington, NC," no date, in the UNC-Wilson Library North Carolina Collection Photographic Archives, Lexington,

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simple, basic house types with spare detailing and Craftsman bungalows, some of which are remarkably stylish for a mill village. The more modest dwellings are, for the most part, distributed throughout the earlier sections of the mill village—a roughly eight-block area just north, east, and south of the mill complex that was built out by 1916-17.<sup>153</sup> The distinctive bungalows appear in the next development period (1917-23), when approximately fourteen blocks on Broad, Olympia, First and Second Rainbow, and the south end of Short Streets were laid out. The houses on the north side of Second Rainbow Street, erected between 1923 and 1929, were the last to be constructed. The Graded School's Grammar Department, later attached to Erlanger Baptist Church, and the Kindergarten and Day Nursery, now a heavily altered residence, are the only extant community buildings in the mill village. Two Gothic Revival-style edifices—Union Church and Erlanger Baptist Church—stand at the intersection of Ninth and Hames Streets and continue to function as important religious and social components of the Erlanger community. The district's period of significance begins in 1913 with the construction of the mill complex and first phase of worker housing and continues to 1953, encompassing mill and mill village expansion phases and ending when the Erlanger Mill Company began selling mill houses to individuals.<sup>154</sup>

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Davidson County, Erlanger Mills, Series P1; Heather Fearnbach, "Erlanger Mill Village Historic District," National Register of Historic Places Nomination, 2008.

<sup>153</sup> The Erlanger Mill village is clearly depicted on N. R. Kinney's "Map of Lexington, N. C." in the *1916-17 Lexington City Directory* (Florence, SC: Charles S. Gardiner Directory Publishers, 1917).

<sup>154</sup> Heather Fearnbach, "Erlanger Mill Village Historic District," National Register of Historic Places Nomination, 2008.

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## 10. Geographical Data

### Latitude/Longitude Coordinates

- A. 35.813835/-80.262782
- B. 35.816931/ -80.260388
- C. 35.815831/ -80.258893
- D. 35.816781/ -80.257619
- E. 35.817803/-80.259020
- F. 35.818570/ -80.258120
- G. 35.818239/ -80.257666
- H. 35.820149/ -80.255507
- I. 35.820046/ -80.255377
- J. 35.820755/ -80.254214
- K. 35.820657/ -80.254105
- L. 35.821142/ -80.253129
- M. 35.821208/ -80.235150
- N. 35.821832/ -80.252117
- O. 35.820625/ -80.251505
- P. 35.819374/ -80.256343
- Q. 35.819341/ -80.256399
- R. 35.813238/ -80.262091

### Verbal Boundary Description

The boundaries of the Lexington Industrial Historic District are indicated by the bold line on the enclosed map drawn at a scale of one inch equals 275 feet. The boundaries follow tax parcel lines with only a few exceptions. In the block between East Third and East Fourth Avenues north of South Railroad Street, vacant lots and the 2017 Breeden Insurance Amphitheater were excluded from the district. The north boundary in that block therefore aligns with the north elevations of Building Nos. 25-23 and 25-25. The south ballast line of the double railroad track serves as the district's south boundary with a slight extension south to capture formed-concrete tunnel abutments that extend toward Elk Street.

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Davidson County, NC

## **Boundary Justification**

The boundaries of the approximately 41.96-acre Lexington Industrial Historic District are drawn to encompass the most intact and cohesive concentration of historic industrial buildings in the downtown area, as well as a municipal utilities office, a freight depot, mill worker housing, and the adjacent North Carolina Railroad corridor that links them. All but three primary resources contribute to the district's historic and architectural character. Late-nineteenth to late-twentieth-century commercial, industrial, governmental, residential, and religious buildings fill the neighboring area. Vacant lots and adjacent properties that differ in character, lack integrity, or were erected after the period of significance were excluded from the district.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Photos Page 97

Lexington Industrial Historic District  
Davidson County, NC

## Current Photographs

All photographs by Heather Fearnbach, Fearnbach History Services, Inc., 3334 Nottingham Road, Winston-Salem, NC, in 2017 and 2018. Digital images located at the North Carolina State Historic Preservation Office in Raleigh.



**1. Wenonah Cotton Mill No. 1, 800 South Salisbury Street, looking southwest**

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Photos Page 98

Lexington Industrial Historic District  
Davidson County, NC



2. Wenonah Cotton Mill Houses, 900 block Wenco Drive, looking west (above)
3. Southern Railway Freight Depot, 129 South Railroad Street, looking southwest (below)





United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Photos Page 99

Lexington Industrial Historic District  
Davidson County, NC



4. Sicheloff Manufacturing Company warehouse (foreground), Eureka Trouser Company, and Sicheloff Manufacturing Company plant, 200 block East Second Avenue, looking NE (above)
5. Southern Railway tracks, looking east toward depot (below)



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Photos Page 100

Lexington Industrial Historic District  
Davidson County, NC



6. North Carolina Candy Company 204 East Third Avenue, looking northwest (above)
7. Lexington Shirt Corporation, 205 East Second Avenue, looking northwest (below)





United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Photos Page 101

Lexington Industrial Historic District  
Davidson County, NC



8. Mountcastle Knitting Company, 313 South Railroad Street, looking northwest (above)
9. Dixie Furniture Company - Lexington Furniture Industries Showroom and Offices, 313 South Railroad Street, looking south (below)



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Photos Page 102

Lexington Industrial Historic District  
Davidson County, NC



**10. Dixie Furniture Company - Lexington Furniture Industries, Building Nos. 25-1 to 25-11, 401-601 South Railroad Street, looking west (above)**

**11. Dixie Furniture Company - Lexington Furniture Industries, Building Nos. 25-10 to 25-6, looking southwest (below)**





United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

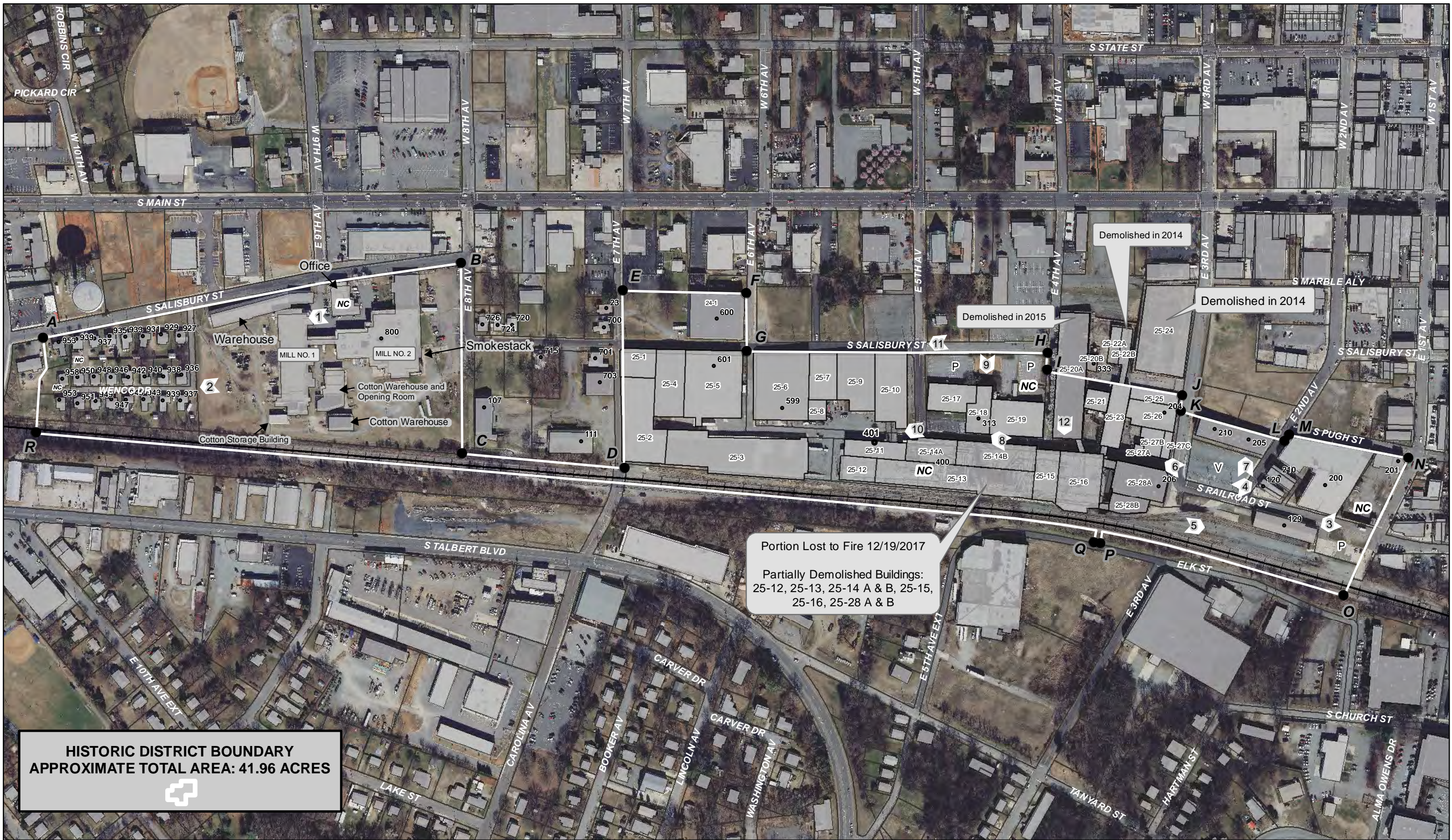
Section number Photos Page 103

Lexington Industrial Historic District  
Davidson County, NC



**12. Dixie Furniture Company - Lexington Furniture Industries, Ruins of Building Nos. 25-14 to 25-16, South Railroad Street, looking south, September 7, 2018  
Demolition commenced in November 2018**





**HISTORIC DISTRICT BOUNDARY**  
**APPROXIMATE TOTAL AREA: 41.96 ACRES**

Portion Lost to Fire 12/19/2017  
 Partially Demolished Buildings:  
 25-12, 25-13, 25-14 A & B, 25-15,  
 25-16, 25-28 A & B

Demolished in 2014

Demolished in 2015

Demolished in 2014



Map Created 12-03-18

# Lexington Industrial Historic District

## Lexington, Davidson County, NC

- TAX PARCEL LINES
- ADDRESS POINTS
- NC NONCONTRIBUTING RESOURCE
- V VACANT LOT
- P PARKING LOT
- PHOTO VIEW







NEWNAH MILLS  
FURNITURE EMPORIUM  
136-236-0233







Farmer's Market

MAY-OCTOBER

ROAD CLOSED  
TO  
THRU TRAFFIC

















TRINITY  
INDEPENDENT  
BAPTIST CHURCH

TRINITY INDEPENDENT  
BAPTIST CHURCH

TRINITY  
INDEPENDENT  
BAPTIST CHURCH





NO SMOKING









501











National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Lexington Industrial Historic District

Multiple Name: \_\_\_\_\_

State & County: NORTH CAROLINA, Davidson

Date Received: 4/3/2019      Date of Pending List: 4/22/2019      Date of 16th Day: 5/7/2019      Date of 45th Day: 5/20/2019      Date of Weekly List: \_\_\_\_\_

Reference number: SG100003927

Nominator: SHPO

Reason For Review: \_\_\_\_\_

X Accept       Return       Reject      5/15/2019 Date

Abstract/Summary Comments: Despite a fire that destroyed a number of buildings (resulting in an odd-looking boundary), this district represents the heart of the community's manufacturing economy. Centered on and taking advantage of nearby train corridor (part of which is located within the boundaries), industrial concerns concentrated in a linear fashion. Included is a remnant of company housing and the district contains good examples of early and mid 20th century industrial design.

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert      Discipline Historian

Telephone (202)354-2275      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



NORTH CAROLINA  
**RAILROAD**  
C O M P A N Y

February 12, 2019

VIA OVERNIGHT MAIL

State Historic Preservation Officer  
Office of Archives and History  
North Carolina Department of Natural and Cultural Resources  
4610 Mail Service Center  
Raleigh NC 27699-4610

RE: Objection by Private Property Owner to Listing on National Register  
Lexington Industrial Historic District and Inapplicability

Dear Preservation Officer:

North Carolina Railroad Company ("NCRR") received a letter dated December 18, 2018 from the North Carolina Department of Natural and Cultural Resources, Office of Archives and History (the "Office") advising that the Office has nominated certain property for listing in the National Register of Historic Places ("National Register"). The State Historic Preservation Officer ("SHPO") refers to the area as the Lexington Industrial Historic District, roughly bounded by East First and South Salisbury Streets, the North Carolina Railroad rail corridor, and Wannonah Cotton Mill village's west lot lines in Lexington, Davidson County, North Carolina. We understand that certain property owned by NCRR is proposed to be included within the area nominated for listing in the National Register, including: the NCRR Railroad Tracks and related NCRR railroad corridor, the NCRR Railroad Tunnel, and the Former Freight Depot, known as "Lexington Southern Railway Freight Depot" building ("Lexington Former Freight Depot"), which is located on property known as Lexington Freight Depot Lot owned by and leased from Norfolk Southern Railway. (The NCRR Railroad Tracks, the NCRR railroad corridor, the NCRR Railroad Tunnel and the Lexington Former Freight Depot building collectively are referred to herein as "Property".) NCRR objects to the listing of the Property on the National Register. The submittal is without NCRR's approval or consent.

The Property is operating railroad property that over time has been maintained and updated or upgraded, and must continue from time to time to be maintained and updated or upgraded, in accordance with applicable federal laws and regulations. Any significant contributions to broad patterns in history that may have been associated with this Property have been modified through the normal course of railroad operations over time, and are no different from any other operating railroads in the state of North Carolina. Further, the Property does not embody any distinctive characteristics of any type, period or method of construction in light of the maintenance, updates, and upgrades that have occurred over time. In particular, the existing railroad tracks have been replaced and updated over the years to accommodate today's freight and passenger rail traffic. Generally, freight trains are much heavier today than in past years and the track structure has been upgraded to provide for safe railroad operations. The tracks (rail, wood ties, ballast) that exist today are not the same tracks that existed 50 or more years ago. The location of the tracks may or may not be on the same location as 50 or more years ago, and are likely to be improved, modified, shifted, and realigned in the future. Additionally, planning for a multimodal passenger rail project involving funding through the Federal Railroad Administration sponsored by NCDOT

2809 Highwoods Blvd., Raleigh, North Carolina 27604-1000  
919 - 954 - 7601 **phone** / 919 - 954 - 7099 **fax**

and other parties currently is underway in this area which will further alter tunnels and track on the Property. Likewise some renovations were performed on the Lexington Former Freight Depot Building in 2009 and the chimney to that building was demolished in 2006. As such, the alterations made to the Property over time have resulted in a loss of any potential historic integrity.

In addition to changes made to the Property over time, such a listing could impede required time-sensitive maintenance or upgrade work and adversely affect transportation by rail in interstate commerce. Nomination of NCRR's railroad tracks (operated and maintained by Norfolk Southern, which includes Amtrak operations), tunnel and surrounding railroad corridor will interfere with the ability of NCRR and its partners to secure federal investment in or approval of rail infrastructure development on that property. NCRR's railroad tracks, tunnel and corridor are critical to the movement of rail freight and passengers throughout North Carolina. Together with Norfolk Southern Railway and the North Carolina Department of Transportation, NCRR often partners on rail projects designed to deliver important public and private benefits. These partnerships often involve the federal government, whether for funding, licenses, permits or other approvals. The inclusion of the NCRR railroad tracks, tunnel and surrounding railroad corridor in the historic district will increase our administrative expenses and regulatory burden and significantly limit the ability of NCRR and its partners to upgrade the NCRR rail lines through Lexington in the future.

It is apparent that downtown Lexington's eligibility for inclusion in the Lexington Industrial Historic District is not dependent upon the inclusion of the NCRR Property in the historic district, and that the downtown blocks can stand on their own as a portion of North Carolina worthy of preservation. Excluding the NCRR Property would achieve the State's goals of preserving both its historic resources and the strength of its rail network. NCRR works closely with the towns and communities along the railroad line when improvements such as passenger rail and economic development enhancements are made. N.C. Gen. Stat. § 136-44.35 states that "programs for railroad revitalization which assure the maintenance of safe, adequate, and efficient rail transportation services and that programs for railway corridor preservation which assure the availability of such corridors in the future are vital to the continued growth and prosperity of the State and serve the public purpose." .

It is in the spirit – to support the legislative intent and to support the towns and communities in North Carolina whose economies rely on railroads – that NCRR wishes to remain agile and able to utilize all resources available, including federal support, without additional regulatory burden and expense. Because nomination of the NCRR Property reduces our agility and may impede or stop needed improvements, including railroad safety improvements under federal law, we respectfully object to the inclusion of the NCRR railroad tracks and corridor, the railroad tunnel and the Lexington Former Depot building (located on the lot owned by Norfolk Southern Railway) in the Lexington Industrial Historic District, and instead request that the Lexington Industrial Historic District be redrawn to exclude NCRR's Property.

Questions regarding this objection can be directed to the undersigned.

Sincerely,

Scott M. Saylor  
President

STATE OF NORTH CAROLINA    )  
  )    To-wit:  
COUNTY OF WAKE                    )

I, Catherine Knudson, a Notary Public of said County, do certify that SCOTT M. SAYLOR, President, who signed the writing above, dated as of Feb 12, 2019, for said North Carolina Railroad Company, has this day in my said county, before me, acknowledged the said writing to be the act and deed of said corporation.

Given under my hand and official seal this 12<sup>th</sup> day of February 2019.

Cather Knud  
\_\_\_\_\_  
Notary Public

My commission expires: 09/11/2022



K & T Group LLC  
766 Alf Hoover Rd  
Lincolnton, NC 28092

February 11, 2019

State Historic Preservation Officer  
Office of Archives and History  
4610 Mail Service Center  
Raleigh, NC 27699

Dear SHPO

K & T Group LLC sends this correspondence in OBJECTION of nomination to National Register, for all properties nominated by Lexington Industrial Historic District. The properties are listed on attached copy that was originally from LIHD.

Sincerely,

A handwritten signature in black ink, appearing to read "William Baxter", with a stylized flourish extending to the right.

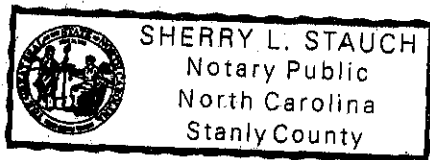
Will Baxter  
K & T Group LLC.

North Carolina

CABARRUS County

I, SHERRY L. STAUCH, a Notary Public for said County and State, do hereby certify that WILLIAM TRAVIS BAXTER and \_\_\_\_\_ personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

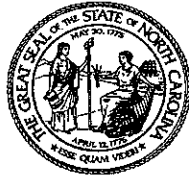
Witness my hand and official seal, this the 12th day of FEBRUARY, 2019.



*Sherry L. Stauch*  
Notary Public

My commission  
expires

9.11.2020



North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

December 18, 2018

K & T Group LLC ET ALS  
766 Alf Hoover Rd.  
Lincolnton, NC 28092

RE: Proposed Lexington Industrial Historic District National Register of Historic Places Nomination,  
Lexington, Davidson County

**Wenonah Cotton Mills Village, South Salisbury St. and Wenco Dr.**

- 927 South Salisbury St., Mill House, Contributing Building
- 929 South Salisbury St., Mill House, Contributing Building
- 931 South Salisbury St., Mill House, Contributing Building
- 933 South Salisbury St., Mill House, Contributing Building
- 935 South Salisbury St., Mill House, Contributing Building
- 937 South Salisbury St., Mill House, Contributing Building
- 939 South Salisbury St., Mill House, Contributing Building
- 939 South Salisbury St., Carport, Noncontributing Structure
- 936 Wenco Dr., Mill House, Contributing Building
- 938 Wenco Dr., Mill House, Contributing Building
- 940 Wenco Dr., Mill House, Contributing Building
- 942 Wenco Dr., Mill House, Contributing Building
- 946 Wenco Dr., Mill House, Contributing Building
- 948 Wenco Dr., Mill House, Contributing Building
- 950 Wenco Dr., Mill House, Contributing Building
- 937 Wenco Dr., Mill House, Contributing Building



- 937 Wenco Dr., Shed, Contributing Building
- 939 Wenco Dr., Mill House, Contributing Building
- 943 Wenco Dr., Mill House, Contributing Building
- 945 Wenco Dr., Mill House, Contributing Building
- 947 Wenco Dr., Mill House, Contributing Building
- 949 Wenco Dr., Mill House, Contributing Building
- 951 Wenco Dr., Mill House, Contributing Building
- 927 South Salisbury St., 929 South Salisbury St., 936 Wenco Dr., and 938 Wenco Dr., Shared Shed, Contributing Building
- 931 South Salisbury St., 933 South Salisbury St., 940 Wenco Dr., and 942 Wenco Dr., Shared Shed, Contributing Building
- 935 South Salisbury St., 937 South Salisbury St., 946 Wenco Dr., and 948 Wenco Dr., Shared Shed, Contributing Building
- 939 Wenco Dr. and 943 Wenco Dr., Shared Shed, Contributing Building
- 945 Wenco Dr. and 947 Wenco Dr., Shared Shed, Contributing Building
- 949 Wenco Dr. and 951 Wenco Dr., Shared Shed, Contributing Building

Dear K & T Group LLC ET ALS,

We are pleased to inform you that the proposed Lexington Industrial Historic District, which includes the above-referenced properties you own, will be considered for nomination to the National Register of Historic Places at the meeting of the North Carolina National Register Advisory Committee (NRAC) on February 14, 2019, in the third-floor conference room of the Archives & History/State Library Building at 109 E. Jones St., Raleigh. The Committee will decide whether to recommend that I sign the nomination and submit it to the U.S. Department of the Interior, National Park Service, for final review and listing in the National Register.

**A public hearing about the National Register of Historic Places and the National Register nomination for the district will be held on Tuesday, January 22, 2019, at 6:00 p.m. in the City Council chambers at City Hall (28 West Center Street, Lexington).** This meeting will be in conjunction with the City of Lexington's Planning Board Meeting and the district public hearing will begin promptly at 6:00 p.m. The City of Lexington is required to hold a public meeting as part of their responsibilities as a Certified Local Government to review and comment on National Register nominations for properties in their jurisdiction. For additional information about the meeting, contact Tammy Absher, Business & Community Development Director (336-248-3900; TVAbsher@LexingtonNC.gov).

The National Register is the nation's official list of historic buildings, districts, archaeological sites, and other resources worthy of preservation. Enclosed is a set of *National Register Fact Sheets* which includes a list of the criteria under which properties are evaluated. More than 3,000 North Carolina properties are now listed in the National Register. Listing in the National Register places no obligation or restriction on a private owner using

February 3, 2019

Sue L. Rollins  
218 Williams Street  
Lexington, NC 27292

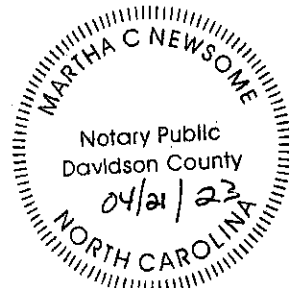
Kevin Cherry  
State Historic Preservation Office  
417 Mail Service Center  
Raleigh, NC 27699-4617

Re: Proposed Lexington Industrial Historic District, National Register of Historic Places,  
Lexington, NC Davidson County

As sole owner of 120 Railroad Street property, (separate from Sicheloff Manufacturing Co,  
Warehouse), I, Sue Leonard Rollins, choose not to have my property listed in the National Register of  
Historic Places (NRAC meeting February 14, 2019)

Owner, Objector

*Sue Leonard Rollins*  
02/06/2019  
Sue L. Rollins



*Martha C Newsome*  
02/06/19



**North Carolina Department of Natural and Cultural Resources**  
**State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

March 19, 2019

Joy Beasley, Keeper of the National Register  
National Park Service  
National Register Program  
1849 C St., NW (Mail Stop 7228)  
Washington, DC 20240

Re: Henry River Mill Village Historic District – Burke County  
Lexington Industrial Historic District – Davidson County  
Oakwood Historic District (Boundary Increase) – Catawba County  
West Chapel Hill Historic District (Boundary Increase) – Orange County

Dear Ms. Beasley:

Enclosed are the nominations for the above-referenced properties to be listed in the National Register of Historic Places. All the nominations are full digital submissions. The enclosed disks each contain the true and correct copy of their above-referenced nomination. The North Carolina State Historic Preservation Office received three notarized owner objections for the Lexington Industrial Historic District (Davidson County, NC) nomination. We included a digitized copy of that correspondence on the disk with the PDF of the Lexington Industrial Historic District nomination.

We trust you will find the nominations to be in order. If you have any questions, please contact our National Register Coordinator, Jenn Brosz, at (919) 814-6587, or [jenn.brosz@ncdcr.gov](mailto:jenn.brosz@ncdcr.gov).

Sincerely,

Dr. Kevin Cherry  
State Historic Preservation Officer

KC/jrb: enclosures