

NATIONAL REGISTER OF HISTORIC PLACES

Randolph Street Historic District

Thomasville, Davidson County, DV0842, Listed 8/28/2012

Nomination by Laura A. W. Phillips

Photographs by Laura A. W. Phillips, October 2011



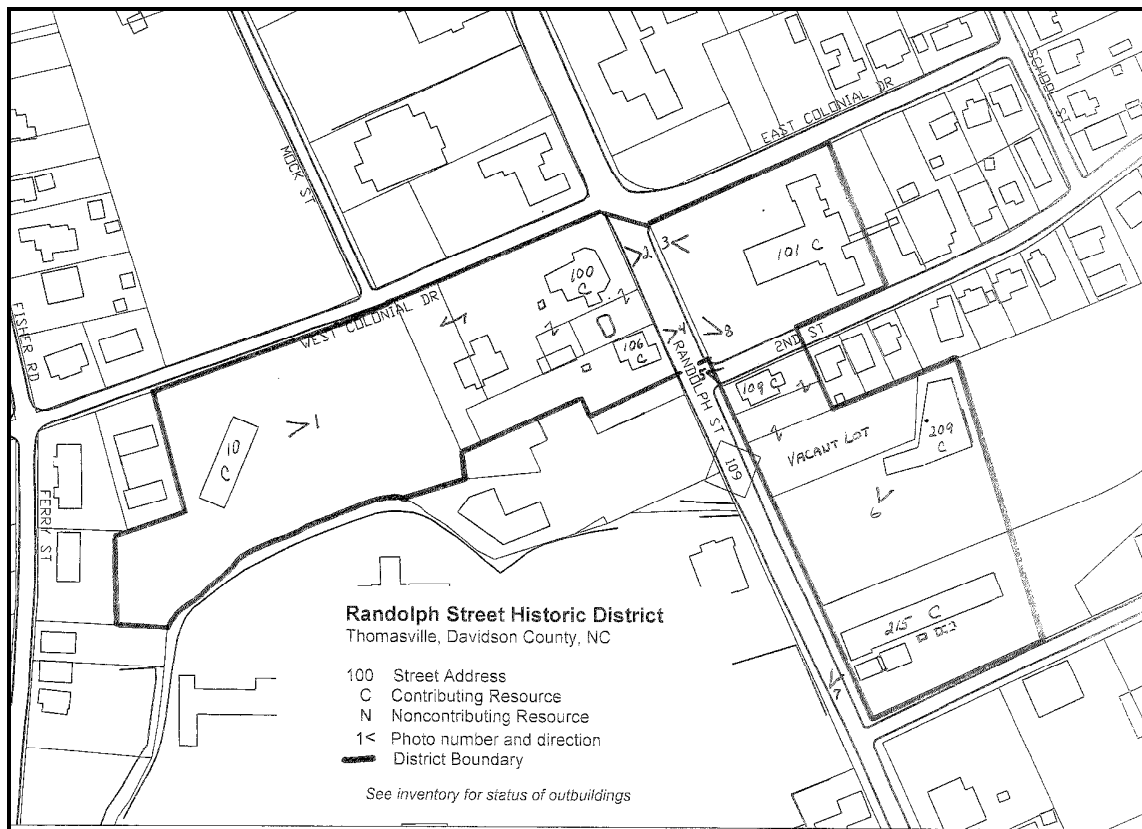
Frank S. Lambeth House, 100 Randolph Street



Carolina and Yadkin River Railroad Depot, 215 Randolph Street



Memorial Methodist Church, 101 Randolph Street



Historic District Map

Randolph Street Historic District
Name of Property

Davidson County, NC
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
<u>10</u>	<u>1</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>10</u>	<u>3</u>	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)

Cat: DOMESTIC Sub: single dwelling
DOMESTIC secondary structure
RELIGION religious facility
INDUSTRY manufacturing facility
INDUSTRY industrial storage
TRANSPORTATION rail-related

Current Functions

(Enter categories from instructions)

Cat: DOMESTIC Sub: single dwelling
DOMESTIC secondary structure
RELIGION religious facility
INDUSTRY manufacturing facility
INDUSTRY industrial storage
COMMERCE specialty store
RECREATION and CULTURE sports facility

7. Description

Architectural Classification (Enter categories from instructions)

- Colonial Revival
- Bungalow/Craftsman
- No Style

Materials (Enter categories from instructions)

- foundation BRICK
- roof METAL
- walls Weatherboard
WOOD
- other WOOD
BRICK

Narrative Description

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

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8. Statement of Significance

Applicable National Register Criteria

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

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

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

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

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

(Enter categories from instructions)

Architecture

Transportation

Period of Significance

ca. 1900-1962

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Helms, Marvin W. – architect

Areas of Significance

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: _____

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10. Geographical Data

Acreage of Property Approx. 14

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

Zone Easting Northing
1 17 582800 3970990
2 17 583190 3971180

Zone Easting Northing
3 17 583300 3970880
4 17 583150 3970800
X 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 Laura A. W. Phillips, Architectural Historian

organization Consultant to City of Thomasville date March 30, 2012

street & number 637 North Spring Street telephone 336-727-1968

city or town Winston-Salem state NC zip code 27101

12. Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

name Multiple owners

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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DESCRIPTION

Architectural Classification, cont'd.

LATE VICTORIAN
LATE 19th and 20th CENTURY REVIVALS
Other: Neo-Gothic

Materials, cont'd.

Foundation: STONE
STUCCO
CONCRETE

Roof: ASPHALT
Slate

Walls: STONE
METAL
ASPHALT
CONCRETE

Other: GLASS
CONCRETE
METAL
STONE
STUCCO

Summary

The Randolph Street Historic District is a small, mixed-use, historic area with seven primary resources. The resources are unusually diverse, including three residential properties, two industrial properties, one church, and one railroad depot. The linear district is located one block south of Thomasville's historic commercial center (Thomasville Downtown Historic District, NR 2005) along Randolph Street with one property on West Colonial Drive. Randolph Street, with the connecting Salem Street to the north, was historically and remains the primary north-south thoroughfare through town. Occupying approximately fourteen acres on parts of three city blocks, the district forms an historic enclave that is distinguished from its surroundings by differences in land use, periods of construction, architectural character, and association. The

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district focuses on a stretch of Randolph Street, with an adjoining property on West Colonial Drive, that retains the interrelated historic mix of prominent houses, church, industries and railroad depot that were characteristic of the street during the first half of the twentieth century. By contrast, north of the district on Randolph Street are more recent churches, public buildings, commercial buildings, and large parking lots. On Randolph Street south of the district are more recent industrial sites and commercial buildings. East of the district are industrial sites and streets with smaller-scale housing, and west of the district is a combination of vacant land where industries once stood and a mix of apartment buildings and houses.

The topography of the district has a slight downhill grade from west to east. Because of the diverse character of the district's buildings, the lot sizes, setbacks, and landscape features vary. The residential section of Randolph Street has sidewalks, trimmed hedges, and the lots have a variety of trees and shrubbery. Houses are set relatively close to the street with outbuildings behind the main house. Memorial Methodist Church is, by far, the district's largest building, but because it is set back on a large lot that stretches from East Colonial Drive to Second Street with an expansive front lawn and trees and shrubbery around the building, it does not overwhelm the smaller surrounding properties. Both the Standard Chair Company Building and the Gray Concrete Pipe Company Machine Shop are set back from the street on large lots – the former with grass and the latter with concrete and gravel – because they are the remaining historic buildings in what were originally industrial complexes. The Carolina and Yadkin Valley Railroad Depot is set close to the street and is surrounded largely by gravel parking areas, although it also had some area of shrubbery and grass due to its current use as a farm and garden shop.

The buildings in the district vary in terms of scale, materials, style, and level of design due to their various uses and dates of construction that span the years from ca. 1900 to 1951. Three of the buildings are one story, three are two-story, and the church is the equivalent of two-three stories. The three houses and the depot are frame, the Standard Chair Company Building is frame with corrugated metal sheathing, the church is stone, and the Gray Concrete Pipe Company Machine Shop is of concrete-block and cinder-block construction. The two industrial buildings are strictly utilitarian without any pretense to style. The design of the depot is simple, but exhibits the widely overhanging braced eaves and projecting bay on one side that are characteristic of the small depots of its early-twentieth-century period. Two of the houses are typical reflections of their periods of construction. The ca. 1900 Hinkle Family House exhibits the L-shape, wraparound porch, and bracketed eaves common to its turn-of-the-century date, and the ca. 1928 Arthur J. Kepley House, with its offset wraparound porch with tapered posts set on brick plinths, is a characteristic bungalow of the 1920s. The 1908 Frank S. Lambeth House is a large and richly detailed Colonial Revival-style dwelling that reflects the economic and social standing of its industrialist owner. Lastly, the sophisticated Neo-Gothic styling of the 1951

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Memorial Methodist Church, with its rich combination of stone exterior and carved wood and stained glass interior exhibits the height of traditional church design from the mid-twentieth century.

The district's buildings were erected during the first half of the twentieth century. The Hinkle Family House is the oldest building, having been constructed ca. 1900. Soon thereafter, the Frank S. Lambeth House was built next door at the north end of the district in 1908. At the south end of the district, the first part of the Carolina and Yadkin River Railroad Depot was constructed in 1913, followed by two additions, in 1926 and 1936. During the 1920s, the Standard Chair Company Building (ca. 1926) and the Arthur J. Kepley House (ca. 1928) were added to the district. In addition, Sanborn maps suggest that the earliest portion – the west end – of the Gray Concrete Pipe Company Machine Shop may have been built by 1923, with later additions having been added by 1938 and ca. 1957. The 1951 Memorial Methodist Church was the last of the district's buildings to be erected.

There were other historic buildings within the district boundaries that do not survive. Several other buildings associated with the Standard Chair Company were erected during the first quarter of the twentieth century, but they were demolished in the 1960s. Gray Concrete Pipe Company's main building on the east side of Randolph Street stood at the front of its lot from ca. 1920 to the mid-1980s. The Gray Family House stood adjacent to the Gray Concrete Pipe Company from probably the 1890s to 2011, when it was demolished.

Despite the losses of the above mentioned buildings beginning in the 1960s, the Randolph Street Historic District retains a high degree of integrity in terms of location, setting, design, materials, workmanship, feeling, and association from its period of significance, ca. 1900 to 1962. Most buildings are in good to excellent condition, and none have been moved. Alterations and additions are few. All seven primary resources contribute to the historic and architectural character of the district. The three non-contributing resources are secondary, and include a garage, a swimming pool, and a commercial shed.

Inventory List

The following inventory list provides information on all properties in the Randolph Street Historic District. Included are each property's historic name, current address, date or approximate date of construction, dates of any alterations or additions, contributing or noncontributing status, and a summary of each property's history and physical character.

Contributing resources are buildings, sites, structures, or objects that add to the historic associations or historic architectural qualities for which the district is significant, were present during the district's period of significance (ca. 1900-1962), relate to the documented significance of the district, and possess historic integrity. Noncontributing resources are buildings, sites,

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structures, or objects that do not add to the district's historic associations or historic architectural qualities for which the district is significant, were not present during the period of significance, do not relate to the documented significance of the district, or due to alterations, additions, or other changes no longer possess historic integrity. Lack of historic integrity occurs when alterations, additions, or the loss of original materials hinder a building from conveying a strong sense of its appearance during the period when it achieved its significance.

The district's resources are listed alphabetically by street name and within each street by ascending numerical order of the property addresses. Property addresses and the contributing or noncontributing status of the district's primary resources are keyed to the accompanying district map. The secondary resources (outbuildings) are listed only within the inventory list.

Inventory entries are based on on-site recording and research conducted by Laura A. W. Phillips during the fall and winter of 2011. Numerous sources were used and are listed in abbreviated form in parentheses within each inventory entry. Full citations are provided in the bibliography. Survey files containing photo proofs, survey data entry forms, maps, and other physical or historical information on the district's properties are maintained at the State Historic Preservation Office in Raleigh.

Standard Chair Company Building

Contributing building

10 West Colonial Drive
Ca. 1926

The Standard Chair Company was organized in 1898 by brothers Frank S. and John W. Lambeth along with E. W. Cates and John Pope. It was the first major furniture factory in a town that became known as the "Chair Town of the South." Operations began in a frame building measuring forty by sixty feet with a workforce of thirteen and a capacity of 200 chairs daily. In 1907, Frank S. Lambeth purchased the earlier Cates and Thompson chair factories and a controlling interest in the Standard Chair Company. His son, Charles F. Lambeth, was named president. Another son, James E. Lambeth, became vice president, and Frank S. Lambeth served as secretary and treasurer of the company. The company grew rapidly, and soon other buildings were added to the complex on West Colonial Drive just west of Randolph Street. By the late 1920s, Standard Chair Company employed over 250 workmen at the factory, while 500 home-based weavers made seat bottoms. The company's capacity at that time was 2,000 chairs a day. By the early 1950s, Standard Chair Company had annual sales in excess of \$1,000,000. By mid-century, in addition to various types of chairs and rockers, the company produced end tables, side tables, telephone benches, and desks that were sold throughout the United States. However, by the 1960s, production at the Standard Chair Company's Colonial Drive site had ceased, and during that decade, all but one of the buildings were demolished (Matthews and Sink, 22-23;

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Alumni Register, 7-8; Thomasville, 17; Centennial and Festival Celebration; William Hinkle Interview, February 1, 2012).

Sanborn maps indicate that the surviving building was erected between 1923 and 1930 to serve as a warehouse. A spur line of the Southern Railway ran alongside the loading dock on the southeast side of the building. Although the building functioned initially, and now, as a warehouse, a member of the Lambeth family claims that during part of its history, the building was a manufacturing facility, producing chair upholstery, school desks, and cigarette display holders (Sanborn Maps, 1923 and 1930; Lambeth Interviews).

The building is set back from and at an angle to the street, with the length running in a northeast-southwest direction, so that it was positioned alongside the railroad spur that ran through the Standard Chair Company complex. The two-story frame structure has a brick foundation, corrugated metal siding, and a shallow, gabled roof with standing-seam metal sheathing and exposed rafter ends. Based on the 1930 Sanborn map, the building always had metal siding. The corrugated metal is attached to horizontal flush boarding. The long rectangular building is four bays by ten bays on the first story and four bays by thirteen or fourteen bays (depending on the side) on the second story. Windows are nine-light single sash, and most are covered with plywood or other sheathing. The northeast end of the building has a single loading door and a modern wood deck with wood steps leading to it. A metal-sheathed pent roof with wood support struts shelters half of the first story. The opposite (southwest) end of the building has no doors. Two loading doors are on the northwest side. Originally, a loading dock ran along the entire southeast side of the building, which paralleled the railroad tracks. The loading dock, itself, is gone, but most of the pent roof that sheltered it survives. It is a continuation of the pent roof on the northeast end of the building and runs two-thirds of the way down the southeast side, broken only by a porch with a higher shed roof and corner posts that shelters one of three loading doors on this side of the building. A raised wooden walkway with railing runs from the porch northeastward to the northeast end of the building. Near the end of the walkway, a pedestrian door opens into the building.

Frank S. Lambeth House
100 Randolph Street
1908

Contributing building

Frank Simmons Lambeth (1857-1928) was born near Thomasville, the son of David Thomas and Caroline Simmons Lambeth. In 1877 he entered Trinity College, but after one year left to pursue a business career. In 1878 Frank married Ella Arnold, and they took up residence in Thomasville, the town his great uncle, John Warrick Thomas, had founded some years earlier. For the next fifteen years, he was associated with his father in the mercantile business, but later

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turned from business to industry. It was in that field that he made his mark. In 1898 Frank Lambeth, together with his brother, John W. Lambeth, F. W. Cates, and John W. Pope, established the Standard Chair Company, the first major furniture factory in Thomasville. In 1907, Frank Lambeth purchased a controlling interest in the company, and thereafter operated it with two of his sons, Charles F. and James E. Lambeth. Frank Lambeth served as secretary and treasurer of Standard Chair Company for many years. In addition, Frank Lambeth, along with his brothers, John W. and Robert L., organized both the Lambeth Furniture Company and the Thomasville Furniture Company. After the three brothers had successfully operated those two companies for some years, Frank Lambeth relinquished his stock in both and concentrated his interests on the Standard Chair Company. Although Lambeth was associated primarily with the furniture industry, he also was a stockholder in the Jewel Cotton Factory and a director of the Amazon Mills. Lambeth was a director of the North Carolina Railroad, and was a prime mover in securing the spur line from the Southern Railway in Thomasville, which extended the reach of the railroad and thus facilitated the success of numerous industries along its tracks. He was the first chairman of the Thomasville School Board, was chairman of the Thomasville Red Cross, served as a member of the Davidson County board of charities and public welfare for many years, was a leading member of the Main Street Methodist Church, where he served as chairman of its board of stewards, and was a Mason and a Rotarian (*Alumni Register*, 5-8; *History of North Carolina*, North Carolina Biography, 186-187; *History of North Carolina*, Family and Personal History, 509).

In 1908, soon after Frank Lambeth gained a controlling interest in the Standard Chair Company, he built one of the largest and most fashionable houses in Thomasville, appropriate to his role as the "Chair King." The architect is not known. The Lambeths named their house "Arlam," which combined parts of her maiden name, Arnold, and Lambeth. The location of the house at the southwest corner of Randolph Street and West Colonial Drive could not have been more convenient for Lambeth – the rear of his house lot adjoined the large factory site of the Standard Chair Company. An early photograph shows that the exterior of this impressive house has changed very little since its construction (*Alumni Register*, 9; *Thomasville*, 51).

The two-and-a-half-story, frame, Colonial Revival-style house has a brick foundation coated with pebbledash, weatherboard siding, and a truncated-hip roof covered with asphalt shingles. The deck formed by the truncated hip is surrounded by a modern metal balustrade. Originally the balustrade was wooden. The roof has overhanging boxed and molded eaves. Four tall, pebbledashed brick chimneys with corbeled caps pierce the roof. One chimney on the south side has been removed (date unknown). Classical dormers with Palladian windows project from the north and south roof slopes. Beneath the projecting eaves of each dormer, as well as the eaves of the primary roof, is a dentiled frieze. Beneath the window of each dormer is a roof deck with a modern metal balustrade. Originally the balustrades were wood. The double-pile house

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has a three bay façade with one-story bays projecting on either side of the central entrance, a two-story bay projecting on each side elevation, and a two-story rear ell. Classical pilasters mark the primary corners of the house. Most windows are one-over-one sash, but there are also several windows with decorative beveled glass and several with stained glass. The elaborate front entrance consists of a double-leaf, beveled-glass door with a beveled-glass "L" in each leaf and wide glass sidelights with beveled-glass transoms, paneled-wood bases, and flanking slender round Tuscan pilasters above slender paneled bases.

A majestic one-story porch carries across the façade and wraps halfway around the two sides. On the south side, it extends to form a stonework porte-cochere. The porch foundation and column bases are rusticated granite. Segmental-arched openings filled with decorative ironwork pierce the foundation between each set of column bases. The porch supports consist of paneled Tuscan posts flanked by fluted Roman Doric columns, all set on stone bases. A turned balustrade connects each set of supports. Like the main roof, the porch roof has a dentiled frieze beneath boxed and molded eaves.

Above the façade's center bay is a slightly projecting bay on the second story that is treated like the side dormers, only larger. Echoing the main entrance, it has a double-leaf, beveled-glass door that opens to a balustraded porch roof deck. Originally wooden, the modern balustrade is metal. One-over-one sash windows flank the deck entrance. Above the deck entrance is a balcony beneath a Palladian window. The balcony is supported by scrolled brackets and has a metal balustrade. Like the other deck balustrades, it was originally wooden.

At the rear of the house, a two-tiered screen porch fits within the "L" formed by the main body of the house and the two-story rear ell. A secondary, one-story service ell projects from the rear (west end) of the two-story ell. There is an open area beneath part of this ell, and a wood deck and stair leads from the one-story ell and screened porch to the ground. Doors and windows open to an above-ground basement.

The exterior's quality of design and materials is continued on the interior, where there is a broad center hall with a tile fireplace near the front and a freestanding stair at the rear. A side hall leads from the porte-cochere to the center hall. Features that characterize the interior include warm-colored woodwork, beamed ceilings, glass-and-wood sliding pocket doors with crossetted surrounds, decorative fireplaces, built-in cabinetry, original light fixtures, and a built-in fire hose.

The setting of the house features large trees and a low, dense hedge along the Randolph Street and West Colonial Drive sides of the property as well as flanking the south side driveway to the porte-cochere. Curved stone walls with stone posts at each end lead from the sidewalk up two steps to the broad, concrete, front walk. The rusticated walls and posts are composed of a combination of cut and rubble granite with grapevine mortar joints. Rusticated granite slabs cap the posts. Those on the bottom posts rise to a center point, while those of the upper posts are flat. Five additional stone steps rise from the front walk to the porch. In the back yard is a round,

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1950s fountain that originally stood where the swimming pool is located now. Several stone slab benches line the rear driveway. Several outbuildings and structures accompany the house on the lot.

After Ella Arnold Lambeth died in 1945, the house remained vacant for several years. In 1950, David R. Hinkle, who lived next door in the Hinkle Family House (106 Randolph Street), purchased the Lambeth home and moved his young family there. David Hinkle's son, William G. Hinkle, now owns and occupies the house, which he restored in 1994 (William Hinkle Interview, October 5, 2011).

Garage

1908; ca. 1960; ca. 1965

Contributing building

Southwest of the house stands a one-story garage with a metal roof and a small cupola vent on the ridge. The original portion of the garage, at the east end, dates from 1908. Its walls have the same pebbledash as that found on the house foundation and chimneys. Two six-over-six sash windows are on the east end; a third is on the rear. The front (north side) has a pair of modern roll-up doors. Around 1960 a concrete-block addition doubled the size of the garage on the west end. It matches the original garage in appearance. Around 1965 a second addition was built to the west end. It is lower than the rest of the garage, set back from the earlier façade line, has a gable roof, and has a pair of roll-up doors on the west end.

Playhouse

Ca. 1957

Contributing building

Behind the house is a small frame playhouse. It has a concrete foundation, German siding, a front-gable roof, a door on the east end, a window on the rear, and a south-side shed with a window on the front and a double-leaf, vertical-board door on the rear.

Garage

Ca. 1955; late 1950s; ca. 1965; ca. 1979; 2004

Noncontributing building

At the rear of the property is a large, multi-part, frame garage that evolved over a period of a half century. The first part, at the east end, was built ca. 1955. It has a concrete foundation, a shed roof, four replacement roll-up garage doors on the south side, and a pedestrian door and window on the east side. In the late 1950s, a low shed-roofed shed was built to the west side of the ca. 1955 garage. It was enclosed around 1979 and now

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has a modern roll-up door on the south side. Also around 1979, a long shed addition was built to the north side of the original part of the garage. It has a garage door and a pedestrian door that face east. In 2004 the entire building was sheathed with vinyl siding.

Swimming Pool 2007

Noncontributing structure

An in-ground swimming pool was installed just south of the porte-cochere. It is surrounded by a concrete deck and a metal fence. Because of dense foliage, the pool is not visible from the street.

Memorial Methodist Church

101 Randolph Street
1951

Marvin W. Helms, architect

Contributing building

Memorial Methodist Church was formed by the merger of two Methodist congregations in Thomasville. The congregation of Main Street Methodist Episcopal Church South began holding Sunday school classes at various locations in 1855. In 1863, that congregation built its first church, a frame building, on land deeded to the Methodists by Thomasville founder John W. Thomas. The congregation grew rapidly, and by 1887 had 307 members. In 1907, the church was enlarged and remodeled. The other congregation, First Methodist Protestant Church, was established in 1902 and moved into its own building in 1907. By 1920, membership in that congregation totaled around 220. In 1923 some members of First Methodist organized a new congregation, Community Methodist Protestant Church, which built a large building on the west side of Randolph Street in the block north of where Memorial Methodist Church was later built. In 1939, three bodies of American Methodism – the Methodist Episcopal Church, the Methodist Episcopal Church South, and the Methodist Protestant Church – united to form the Methodist Church. Soon thereafter, discussions began concerning the merger of Thomasville's Main Street and Community Methodist churches, but the union did not occur until September 1947. The new church, named Memorial Methodist, met in the former Community Methodist Church building, while planning for a larger church building to be constructed on the east side of Randolph Street between East Colonial Drive and Second Avenue (*One Hundred Years of Methodism*, 3-6).

Ground breaking for the new church took place in September 1949, and the cornerstone was laid on March 19, 1950. The church was completed the follow year, and the first service was held on April 15, 1951. On November 7, 1954, the \$750,000 church was dedicated debt free. At

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that time, membership totaled approximately 1,300 (*Memorial Methodist Church; Greensboro Daily News*, October 31, 1954).

Charlotte architect Marvin W. Helms (1883-1960) designed Memorial Methodist Church. Helms studied architecture through apprenticeship and was licensed to practice in North Carolina around 1916. For a number of years, he was associated with prominent Charlotte architect C. C. Hook, but after Hook's death in 1938, he practiced on his own until 1958. In that year, he joined with his grandson, Marvin H. Saline, to form the firm of Helms and Saline. Among his commissions, Helms designed numerous rural Methodist churches that were funded by The Duke Endowment. Gothic design was Helms's specialty, and Memorial Methodist Church was one of his most prominent designs (Huffman and Black). The contractor was R. K. Stuart and Son of High Point (*Memorial Methodist Church*).

The most architecturally impressive church in Thomasville, Memorial Methodist Church is a large, Neo-Gothic structure set back from the street with an expansive front lawn. The church's random-coursed, multi-colored stonework with its large, flat mortar joints matches that used at Duke Chapel in Durham, and the stones came from the same quarry in Hillsborough (*Memorial Methodist Church*). The trim is Indiana limestone and the roof is slate. The tall sanctuary has a parapeted front gable and short, one-story wings on either side of the central vestibule. On the façade, three double-leaf oak doors with glass transoms and Tudor-arched surrounds enter the vestibule, where three other doors enter the center-aisle nave. The nave, with its rhythmic, Tudor, ceiling arches, leads to a raised, divided chancel at the east end. On the sides of the sanctuary, the Gothic-arched, red-and-blue stained-glass windows are separated by slender buttresses. The tops of the side walls are crenellated.

At the north juncture of the sanctuary and the education building, a square tower rises above the church. It features corner buttresses, arched louvered ventilators on each side, and vertical limestone detailing stretching above the ventilators. Rising from the top of the tower is a polygonal copper spire topped by a cross.

At the rear of the church, three-story, hip-roofed wings that house offices and Sunday school rooms extend from the north and south sides of the sanctuary. At each end are slightly projecting wings with east and west parapeted gables. The gabled wing at the north end of the north wing houses Finch Chapel, whose interior is a simplified version of the main sanctuary. A six-bay-wide, one-bay-deep wing extends eastward from the center of the rear of the building.

Several large trees are on the property. On the front lawn near the street is a church sign set in stone like that used for the building, although the sign was installed within the last few years. On the lawn north of Finch Chapel, the bell from the predecessor Main Street Methodist Church is set on a stone base. While that stone is similar in color to the stone used for the church, the cuts and mortar joints are very different. A driveway at the rear of the church extends from East Colonial Drive to Second Avenue. On the east side of the drive is the church's Christian

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Enrichment Center, which was built in 1990 and later enlarged. It is not included within the district boundary.

Hinkle Family House
106 Randolph Street
Ca. 1900

Contributing building

The original owner and actual date of construction of this house are not clear. However, since at least 1914 (William G. Hinkle II believes it was 1912), the house has been owned and occupied by members of the Hinkle family. Architecturally, the house appears to have been built between 1895 and 1905. William Grimes Hinkle (1881-1947) purchased the house at the same time he purchased the roller mill that stood adjacent to the house lot on the south. The house may always have been associated with the adjacent mill. One family tradition claims that Hinkle purchased the house and mill from M. E. Bishop.

Because the history of the house is so closely tied to that of the roller mill, it is useful to know the basics of the mill's history. Writing in 1927, county historian Rev. J. C. Leonard claimed that the Thomasville Roller Mills was built in 1884 by George A. Thompson. However, in February 1892, *The Lexington Dispatch* reported that "G. R. Miller has completed a saw mill on the grounds where the flour mill stood – also has laid foundation for a roller mill," suggesting that Thompson's mill was an earlier mill on the site. Later in 1892, Miller sold what he had built of the new roller mill to J. E. Sumner, who completed the building and operated it as the Eureka Roller Mill. In 1896, Sumner, who was related to the Lambeth family, sold the roller mill to D. T. Lambeth and Sons, and the mill went by that name. In 1899, John W. Lambeth purchased the mill from his father and brothers and named it the Lambeth Roller Mills. In 1905, Lambeth sold the mill to M. E. Bishop, who operated it as the Thomasville Roller Mills until selling the mill and house to W. G. Hinkle. Hinkle renamed the mill the Hinkle Milling Company, and it produced not only flour and corn meal, but also poultry feed and a variety of livestock feed. When the mill closed in 1989 – still in Hinkle family ownership – it was Davidson County's oldest continuous industry. The mill was demolished in 1992 (Leonard, 364; Matthews and Sink, 14-15; *The Thomasville Times*, September 10, 1992; *Greensboro News and Record*, September 28, 1992).

William G. and Etta Everhart Hinkle reared six children in this house: William Ralph, Helen Elizabeth (Gray), David Riley, Mary Ann (Garrett), Frances Etta (Burnhart), and Harold Arthur. Ralph, David, and Harold operated the Hinkle Roller Mill after their father's death. After William Grimes Hinkle died in 1947, his widow, Etta Everhart Hinkle, continued to reside in the family home until her death in 1965. Thereafter, Ann Hinkle Garrett and Helen Hinkle Gray (Mrs. Julius H. Gray) lived in the house until their deaths in 1973 and 2000, respectively

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(*History of North Carolina*, Family and Personal History, 170-171; William Hinkle Interview, October 5, 2011; Thomasville City Directory, 1960-1961, 1970, 1980, 1990).

The Hinkle Family House is a two-story, T-shaped, frame dwelling with a brick foundation, weatherboard siding, and an asphalt-shingled gable roof with front and side gables. Louvered triangular vents are in the gable ends. Two interior chimneys pierce the roof. The cornice is one of the few decorative features of the house exterior, and it reflects the influence of the nineteenth-century Italianate style. The cornice consists of a wide, plain frieze and paired sawn and turned brackets that support the boxed and molded cornice. The house has a three-bay façade, with the south bay projecting beyond the center and north bays. A shallow bay window projects from the first story of the projecting south bay. The 1913 Sanborn map shows that a similar bay window was located on the north end of the house. However, on the Sanborn maps in 1923 and thereafter, no bay window is shown at that location. Windows are two-over-two sash with molded surrounds and caps. The center-bay façade entrance consists of a single-leaf door with oval glass set in wood. Vegetative designs are carved in the wood corners around the glass. Sidelights and a transom surround the door. A single glass-and-wood door on the south side of the house probably originally provided easy access from the house to the roller mill that stood next door. A one-story, hip-roofed porch wraps around the front and south side of the house. It has boxed and molded eaves. Originally the porch was supported by Tuscan columns and had a turned balustrade. It turned the corner at the rear of the south side of the main body of the house and from there continued along the rear of the house and down the south side of the rear ell to an enclosed room. Now the porch ends at the west end of the south side, before turning the rear corner. After 2004, the porch columns were replaced with square classical posts with chamfered edges and the balustrade was removed. The rear ell was originally one-story, but at some point it was raised to one-and-a-half stories.

The house has a shallow front yard and a deep rear yard. It stands immediately south of the swimming pool associated with the Frank S. Lambeth House. The lot has a variety of trees and shrubbery. A concrete walk leads from the rear yard of this house, west of the swimming pool, to the rear yard of the Frank S. Lambeth House.

Playhouse Ca. 1920

Contributing building

Located behind the house, this diminutive building was erected as a playhouse for sisters Helen, Ann, and Frances Hinkle. It has a concrete foundation, German siding, and a metal-sheathed pyramidal roof. A door is on the east side, and a window is on the south side.

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J. Arthur Kepley House

Contributing building

109 Randolph Street
Ca. 1928

Sanborn maps indicate that this house was built between 1923 and 1930. However, because the 1928-1929 City Directory (the earliest of those held in the Thomasville Public Library's collection) does not list this address, the house was probably not completed prior to that time. Between at least 1935 and 1960, J. Arthur Kepley, a cabinetmaker, resided at this address. His wife, Laura Jane Hedrick, died in 1941. Whether Kepley had his own cabinet shop or worked for one of the furniture manufacturers in Thomasville is not known. After his death, the house was purchased by Julius H. Gray, who lived next door at 201 Randolph Street, and was used as rental property (Sanborn Map, 1923, 1930; Thomasville City Directory, 1928-1929, 1935, 1960-1961, 1970; Descendants of Devault Kepley; Elizabeth Ann Hinkle Interview).

The house is a one-story frame bungalow with a brick foundation, German siding, and a front-gable roof covered with asbestos shingles. The roof has overhanging eaves with exposed rafter ends and stepped brackets. Brick interior chimneys rise on the north and south sides of the house, and an exterior chimney rises near the west end of the south side. A gabled bay projects approximately midway on the north side of the house. It has a large central window flanked by six-over-one sash windows. An offset, front-gabled porch carries across the north two-thirds of the façade and wraps around the north side to the projecting side bay. It features tapered wood posts set on brick plinths and a plain balustrade. Concrete steps with flanking brick cheek walls rise to the porch on both the front and north side. The off-center front door is glass with muntins that intersect near each corner. On either side of the front entrance is a twelve-over-one sash window. Windows on the north and south sides of the house are six-over-one, eight-over-one, and twelve-over-one sash. The plain rear of the house has central glass and wood door with a pair of six-over-six sash windows on the north side and a pair of six-over-one sash windows on the south side. Located at the southeast corner of Randolph Street and Second Avenue, the house sits on a rise of land with a concrete-block retaining wall along the Randolph Street sidewalk. A large lawn is on the south side of the house.

Vacant Lot

(formerly 201 Randolph Street)

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Gray Concrete Pipe Company Machine Shop

Contributing building

209 Randolph Street

Ca. 1923; ca. 1935; ca. 1957

Sanborn maps show that the front (west) portion of this building may have been erected by 1923. Between 1930 and 1938 the building was enlarged and included a section for “welding.” Local people relate that the building was the machine shop for the Gray Concrete Pipe Company (Sanborn Map, 1923, 1930, 1938, 1948; Property Tax Record; William Hinkle Interview, October 14, 2011; Elizabeth Ann Hinkle Interview, October 18, 2011).

J. W. Gray began manufacturing building materials in Thomasville shortly after the Civil War. In 1892 he purchased property on Randolph Street, and it was there that his son, Fred B. Gray, began operating the Gray Concrete Company in 1908 (*The Thomasville Times*, August 30, 1960). Two years later, the name was changed to Gray Concrete Pipe Company. The Gray family home, demolished in 2011, stood immediately north of the manufacturing site at 201 Randolph Street. The 1913 Sanborn map indicates that the company made concrete blocks and sewer pipes in a one-story frame building on the east side of Randolph Street. By 1923, the original building had been replaced by a large masonry structure located close to the east side of the street, and another company building had been erected on the west side of the street. By 1948, the buildings on either side of the street had been substantially enlarged, and a second cinder-block structure – the machine shop – had been built to the rear (northeast) of the main building on the east side of Randolph Street (*Thomasville Times*, August 30, 1960; Sanborn Map, 1913, 1923, 1930, 1938, 1948; Appraisal Card).

In the early years, Gray Concrete Pipe Company produced primarily pipe for wells and tile drains for farm use and concrete blocks. However, when North Carolina began its first major road building program in 1921, the company began producing drain pipes and culverts for highway construction. In the 1930s, the company expanded again in response to the major road building programs started in Virginia and Maryland. During World War II, most of the company’s production turned to the war effort, with Gray pipe being used beneath most military installations in the Southeast. Additionally, the ground beneath the Pentagon, built between 1941 and 1943, is interlaced with Gray concrete pipe. By 1960, most of the pipe manufactured by the company was used for municipal sewer systems and highway culverts. At that time the company employed about 150 people in Thomasville alone, while nationally there were around 400 employees at plants in Wilson, North Carolina, Baltimore and Hagerstown, Maryland, and Arlington, Virginia (*Thomasville Times*, August 30, 1960). In 1964, the company built a large, modern office building on the west side of Randolph Street. The company had become one of the largest producers of concrete pipe in the Southeast and the top manufacturer of concrete block in this area of North Carolina. When Gray Concrete Pipe Company stopped making concrete block,

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it was the oldest continuously operating block manufacturer in North Carolina. In 1985, the Gray family sold the business to Hydro Conduit Corporation, and soon thereafter Hydro Conduit demolished the primary building on the east side of Randolph Street (*Thomasville Times*, August 30, 1960; Sink and Matthews, 254-255; de Miranda, Interview with Joe Wheliss). However, the machine shop was left standing, and it now houses a recycling business.

The former Gray Concrete Pipe Machine Shop is a one-story, L-shaped, concrete block and cinder block building. The front part, running roughly east-west, had been constructed by 1938 (although Sanborn Maps suggest that a part of that section was present by 1923). The rear, roughly north-south section, was added ca. 1957. The front portion has a metal-sheathed front-gable roof. The gable itself is weatherboarded. The west façade has a central metal door with a replacement window on either side. One is one-over-one sash, while the other is six-over-six sash. A concrete pad extends westward from the front of the building. The north side of this section of the building has one six-over-six sash window and two windows that have been enclosed with concrete blocks. On the south side of this section of the building are four replacement six-over-six sash windows. Approximately halfway along this side, a round metal structure with welded joints rises well above the roof and projects slightly southward beyond the building wall. At its base, a round-arched metal door opens from a curved concrete-block platform that is about four feet tall. A post-1986 aerial photograph shows that at that time, a metal-roofed open shed extended along the entire south side of the building. The rear, north-south section of the building is taller than the front and features a broad, metal-sheathed, gambrel-like roof supported by metal trusses. The upper portion of the south end is wood-framed and has been covered with vinyl siding, which hides several metal industrial windows. Doors and windows in the lower, concrete-block portion of the wall have been enclosed with concrete blocks. The rear of the building has a concrete loading dock, three metal roll-up loading doors, two openings that retain their metal industrial windows, and several additional openings that have been enclosed. The loading dock extends beyond the south end of the building, where it is sheltered by a carport-like metal structure covered by a metal roof. South of the building is a low, concrete and metal truck ramp that may be used for weighing. Several small portable frame storage buildings are temporarily situated around the southwest portion of the property.

Carolina and Yadkin River Railroad Depot
(High Point, Thomasville and Denton Railroad Depot)
215 Randolph Street
1913; 1926; 1936

Contributing building

By the turn of the twentieth century, railroads had become essential to the growth of towns in North Carolina, because they enabled the growth of commerce and, especially, industry.

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Thomasville had been established in 1852 on the route of the soon-to-be-constructed North Carolina Railroad, and by the turn of the century, that railroad had become part of the Southern Railway system. Although having the Southern Railway servicing Thomasville was good, the rapidly growing local industry soon illustrated the need for another railroad that would provide competition and thus lower the cost of shipping. Various efforts to build another railroad were made, even before 1900, but none were successful (Miller and Vaughn, 78).

In 1904, Captain Milton Luther Jones started a railroad named the Thomasville and Glen Anna Railroad that connected Thomasville with Denton to the south. The purpose of this railroad was to open up the rich mining and timber country in the southern part of Davidson County. In 1906, the road was completed to Denton. However, after Jones's death in 1910, the Thomasville and Glen Anna Railroad foundered. In 1912, Bird S. Coler and some associates from New York purchased the railroad and changed the name to Carolina and Yadkin River Railway (C&Y). Under the new ownership, the railroad was extended southward to High Rock, where it connected with the Winston-Salem Southbound Railway. In 1913, the railroad was extended north to High Point (Matthews and Sink, 149-150).

Also in 1913, the decision was made to abandon the C&Y's first depot in Thomasville near the Jewel Cotton Mill in favor of a site on the northeast corner of Randolph and Gray streets (now Carolina Avenue) that was purchased from Gray Concrete Pipe Company. This location had the advantage of being on a busy roadway (Randolph Street was the primary north-south thoroughfare through town) with multiple nearby industries, including Gray Concrete Pipe Company, Hughes and Peace Lumber Company, Thomasville Roller Mill, and Standard Chair Company. The new, combination passenger and freight depot opened on January 12, 1914 (Hiatt, 144-145, 165). Unfortunately, the C&Y was under-financed, poorly laid out, not well maintained, and there were frequent derailments. In the spring of 1923, the railroad went into bankruptcy (Miller and Vaughn, 79; Hiatt, 224).

A group of area citizens stepped up and purchased the railroad's assets, and on May 11, 1923, the railroad was chartered as the High Point, Thomasville and Denton Railroad (HPT&D). The new owners then proceeded to rebuild the old Carolina and Yadkin River Railroad to make it a reliable rail line that would last. It officially opened for business on July 1, 1924. As part of upgrading of the rail line, the Thomasville depot was enlarged in 1926. Ten years later, it was enlarged once more, taking on its present size. The railroad succeeded in large part because of the cooperation of the connecting railroads – the Winston-Salem Southbound, Norfolk and Western, Atlantic Coast Line, Seaboard Air Line, and Norfolk Southern (Miller and Vaughn, 80; Hiatt, 234).

During World War II, the HPT&D Railroad was taken over by the United States government for the war effort. After the war, the railroad prospered due to the rapid expansion of industries along its line. However, as the post-war years advanced, the railroad faced serious

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competition from transport trucks. In 1960, the Winston-Salem Southbound Railroad purchased the HPT&D Railroad and made it a subsidiary that operated independently and retained its name (Miller and Vaughn, 81).

With business having declined steadily for some years, the Thomasville agency of the railroad closed on June 1, 1977, and was combined with the agency in High Point (Hiatt, 448). The depot was later sold, and since 1986, it has been used as Hill's Farm and Garden (Hill's Farm and Garden).

The depot is a long, narrow, one-story frame building that is four bays wide and more than ten bays deep. It has a brick foundation that is high on the north (former) track side to form a loading dock for the railroad. When built, the depot was German sided, and it remains largely so. The west façade and short stretches on the north and south sides running eastward from the facade are sheathed in asphalt ersatz brick, and the gables of the façade and the north projecting bay are covered with asbestos shingles. These changes likely date from the 1940s. The rear (east) wall of the expanded freight section of the depot is weatherboarded. The front-gable roof is covered with standing seam metal and has wide, braced eaves with exposed rafter ends that provide shelter to the train loading dock on the north side and the truck loading doors on the south side. Two small brick interior chimneys rise from near the west end of the building, where the office and passenger waiting areas were. On the north side of the depot near the west end is a small projecting bay. It pierces the main roof and is covered by its own gable roof.

The depot's fenestration defines the locations of its two uses. The west fifth of the depot was used primarily for the office and passenger waiting room. (This is the area covered with ersatz brick.) The west façade has a six-over-one sash window at either end, between which are two pairs of smaller four-over-one sash windows. Above the windows are two wood signs, which are replacements of the originals. The larger sign is inscribed "H. P. T. & D. R. R." The smaller sign beneath it reads, "Thomasville." Fenestration on the north side of this section of the depot includes a four-panel door with a three-light transom near the west end. Adjacent to it on the east is a six-over-one sash window. The projecting bay has six-over-one sash windows – one on both the east and west sides and a pair on the north side. On the south side of the depot, this section has a single six-over-one sash window near the west end, a pair of six-over-six sash windows east of it, and a pedestrian door with horizontal wood panels in the lower half and six lights in the upper half. From this front, office and passenger, section of the depot, the freight area extends eastward to the east end of the building. The unusual length of this part of depot is the result of additions made in 1926 and 1936. The freight section has numerous loading doors. Most retain their sliding wood freight doors, and all retain their heavy timber sills. Most of the freight doors on the south side of the depot remain exposed. On the north side, east of the projecting bay, the loading dock has been enclosed with a variety of relatively temporary materials to provide more storage space for the current business. However, the original walls and

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other features remain intact and visible within the enclosed space. The east, rear, wall has a single loading door at the south corner. Although most of the depot is in good physical condition, the easternmost portion of the freight section is leaning to the north.

The depot's interior has several interesting features within the west end. The Fairbanks scale survives, with its wood and metal floor plate where items to be weighed were placed and the vertical section with the weights, which is supported by a pair of iron Roman Doric columns. West of the scale is a wood-framed room enclosed with screens and with a screened panel at the east end that can be raised for entering the room. Inside are grain bins and shelves and a wood stove. South of the screened room, a wood ramp leads down to the office area at the west end of the building. General features of the depot's interior include wood floors and unfinished walls with the structural system exposed. The freight area is open to the roof.

On the south side of the depot are two small prefabricated sheds, a large plant-storage shed, and a gravel parking area.

Plant-storage Shed

Ca. 1990

Noncontributing structure

On the south side of the depot, beginning near the west end and running eastward approximately half the length of the building, is a three-part open-sided shed. The west half has a wooden frame and has a fabric-covered gable roof. Its east end is attached to the eastern half of the shed, which has a broad, fabric-covered bowed roof. This section of the shed is largely enclosed with plastic, and the south side has an extension with curved metal supports draped with a mesh fabric. The entire structure shelters plants.

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STATEMENT OF SIGNIFICANCE

Summary

Entrepreneur John Warwick Thomas founded Thomasville, North Carolina in 1852 on what was to be the route of the North Carolina Railroad as it was built through Davidson County. The arrival of the railroad had the desired effect on development, and during the second half of the nineteenth century, commercial enterprises grew up near the railroad on Main and Salem streets, while small-scale industries developed both along the railroad and south of it along and around Randolph Street.

Centered on Thomasville's primary north-south thoroughfare, the Randolph Street Historic District is located just south of the center of Thomasville in the area that was home to some of the town's early industries as well as the town's second railroad line. The district's seven primary resources form a diverse group of domestic, industrial, transportation, and religious building types and styles from the first half of the twentieth century. Through the locations and interrelationships of its buildings, the Randolph Street Historic District illustrates several features of late-nineteenth and early-twentieth-century railroad and industrial towns. That is, industries were situated as close as possible to the railroad and its spur lines, industrialists frequently lived adjacent to their factories, and smaller houses of middle-class workers and craftsmen were sometimes built alongside the large houses of the factory owners. The historic district's buildings provide excellent examples of the Colonial Revival, vernacular Italianate, Craftsman bungalow, and Neo-Gothic architectural styles, as well as a railroad depot representative of those built during the early twentieth century and two forms of industrial buildings.

Three generations of the William Grimes Hinkle family owned and operated a roller mill on Randolph Street and lived next to it at 106 Randolph Street in a ca. 1900 two-story frame house of conservative Italianate-style influence that is now the oldest building in the historic district. The furniture industry was responsible for placing Thomasville on the national map, and one of earliest and most prominent manufacturers was the Standard Chair Company, established in 1898 immediately west of Randolph Street on West Colonial Drive. A ca. 1926 two-story frame warehouse survives from that complex and is part of the district. In 1908, Frank S. Lambeth, controlling owner of Standard Chair Company, built a two-story frame, Colonial Revival-style mansion at 100 Randolph Street adjacent to his factory. It remains one of the finest houses of any period in Thomasville. Along with the prominent homes of industrialists, Randolph Street also had more modest dwellings, represented in the historic district by the a ca. 1928 frame Craftsman bungalow at 109 Randolph Street that was the longtime residence of cabinetmaker J. Arthur Kepley. Another industry on Randolph Street was the Gray Concrete Pipe Company,

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established in 1908 by the Gray family, who lived next door. The ca. 1923, ca. 1935, and ca. 1957 Gray Concrete Pipe Company Machine Shop, a one-story concrete and cinder block building, survives at 209 Randolph Street. Given that both industrial buildings are the only remaining, secondary buildings at historically larger complexes, an architectural claim for their distinctive construction and form is being made in this nomination.

Just as the North Carolina Railroad had been central to the earliest development of Thomasville, the presence of a competitive second railroad was crucial to the continued success of local industries during the twentieth century. In 1912, the Carolina and Yadkin Valley Railroad – after 1923 reorganized as the High Point, Thomasville and Denton Railroad – was established to run between High Point to the north and High Rock to the south of Thomasville. A combination passenger and freight depot was built at 215 Randolph Street in 1913 and was enlarged in 1926 and again in 1936, a testament to the railroad's success, fueled by the area industries. The long, narrow, German-sided frame depot with a north-side projecting bay and widely overhanging braced eaves is characteristic of many of the smaller depots built in North Carolina during the early twentieth century.

The last building erected in the historic district was Memorial Methodist Church at 101 Randolph Street. Designed by Charlotte architect Marvin W. Helms and completed in 1951, the stone Neo-Gothic-style building remains the most architecturally impressive church in Thomasville.

The Randolph Street Historic District meets Criteria A and C for its local significance in the areas of architecture and transportation. Its period of significance spans the years from the ca. 1900 construction of the Hinkle Family House to 1962, when the district's resources continued to express the important interrelationships among domestic life, transportation, industry, and religion in this area of Thomasville. The post-1962 period is not of exceptional significance.

Historical Background and Transportation Context

Many North Carolina towns in the late nineteenth and early twentieth centuries thrived after the arrival of rail service to the community. Thomasville is a town that was established specifically to profit from the presence of the railroad in the mid-nineteenth century and then benefited, again, in the early twentieth century in response to the addition of a second railroad serving it.

Thomasville takes its name from its founder, John Warwick Thomas (1800-1871). Thomas was a resident of the Fair Grove community in eastern Davidson County and was a member of the State Senate in 1849 when a bill was passed that chartered the North Carolina Railroad. This long-awaited event authorized construction of a railroad from Goldsboro in the east to Charlotte in the west. Thomas became a major advocate for the North Carolina Railroad

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and was one of its top stockholders. Anticipating that the rail line would pass through his Fair Grove property, he became Davidson County's designated agent for selling railroad stock, and at one point stock subscriptions from Davidson County more than doubled those from any other county. When the railroad's route between Greensboro and Lexington was finally determined, Thomas discovered that it would not run through his property after all. In order to solve his ensuing financial dilemma, Thomas purchased a tract of 400 acres in the path of the chosen route and began the work of creating a town (Matthews and Sink, 6-7; Edwards-Pitman, 5; Phillips, Downtown Thomasville Historic District, 51).

Thomas deeded the right-of-way for the railroad through his land, but reserved a Commons for the town that would run along either side of the tracks. He then built a sawmill to facilitate construction and a gristmill and general store to stock necessary provisions. When congregations formed, Thomas donated land to the Methodists and Baptists so that they could build churches, but required that the buildings double as schools. When a post office was established in 1852, the new community took the name Thomasville, although it was not incorporated until 1857 (Edwards-Pitman, 5-6; Phillips, Downtown Thomasville Historic District, 51).

On November 9, 1855, the first train arrived in Thomasville to a large and enthusiastic crowd, and on January 29, 1856, the North Carolina Railroad finally was completed between Goldsboro and Charlotte. When John Warwick Thomas died in 1871, he left an additional two acres to the town, and on that site on the south side of the tracks, Thomasville built its first passenger depot. (When it was no longer in use, the depot was moved to a temporary site and eventually took its place on the north side of the tracks, where it stands today.) The diminutive 1871 building is the only surviving depot associated with the initial railroad through Thomasville. Shortly after Thomas's death, the North Carolina Railroad was leased to the Richmond and Danville Railroad, but when that railroad went into receivership in the 1890s, it was reorganized as the Southern Railway. For a century thereafter, the Southern Railway continued to facilitate the growth and prosperity of Thomasville (Matthews and Sink, 8-10; Edwards-Pitman, 6; Phillips, Downtown Thomasville Historic District, 52).

During the second half of the nineteenth century, commercial enterprises grew up near the railroad, primarily along Main Street and Salem Street. Main Street ran east and west, parallel to and on either side of the tracks, while Salem Street ran perpendicular to the tracks and northward from them. South of the railroad, Salem Street became Randolph Street (Matthews and Sink, 26; Phillips, Thomasville Downtown Historic District, 53-54).

While commercial establishments were being built in Thomasville, small-scale industries were also developing during the second half of the nineteenth century, mostly south of the railroad. J. W. Thomas's sawmill and a brickyard started by Robert Gray in 1855 provided the building materials crucial to the town's physical development. But shoe manufacturing became

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Thomasville's first major industry, starting in 1857 and continuing through the second half of the nineteenth century. Eventually, several shoe factories stood along Main Street. Other small nineteenth-century industries soon joined shoe manufacturing. Among these were a smelting works, chewing tobacco factories, stave factories, spoke and handle works, and grist and roller mills (Edwards-Pitman, 6-7; Phillips, Downtown Thomasville Historic District, 52-53).

One of these was the Eureka Roller Mill completed by J. E. Sumner on the west side of Randolph Street in 1892. This highly successful operation remained active for nearly a century until it closed in 1989, at which time it was Davidson County's oldest continuous industry. It changed ownership, and names, several times until William Grimes Hinkle purchased it (and the adjacent house) ca. 1914 from miller M. E. Bishop (Thomasville Roller Mill) and renamed it the Hinkle Roller Mill. Three generations of Hinkles owned and operated the mill until its closure. Although the mill was demolished in 1992, the Hinkle Family House next door at 109 Randolph Street remains standing and in Hinkle family ownership and occupancy. A two-story frame dwelling with Italianate-influenced details, it is the oldest building in the historic district, built ca. 1900. Although its exact date of construction and original owner are not known, the first owner was probably a previous owner of the mill. During the late nineteenth and early twentieth centuries, it was common for industry owners to live adjacent to or near their companies (Matthews and Sink, 14-15; *The Thomasville Times*, September 10, 1992; *Greensboro News and Record*, September 28, 1992; William Hinkle Interview, October 5, 2011).

Despite these various industries, it was a small chair factory that was the precursor to the twentieth-century furniture industry that placed Thomasville on the national map and started an impressive growth surge in the town. In 1866, D. S. Westmoreland began making split-bottomed chairs in a small shop behind his house, employing his sons and other assistants. When his work outgrew his shop, Westmoreland built what is considered Thomasville's first chair factory in 1879. It was located on Randolph Street. There he produced chairs for nearly two decades until the factory burned to the ground in 1897 (Matthews and Sink, 21; Phillips, Downtown Thomasville Historic District, 53).

Although Westmoreland's factory was gone, other men entered the industry, and several factories were built in the following years. Among those were Standard Chair in 1898, Climax Chair in 1899, and in the first few years of twentieth century, Thompson Chair, Queen Chair, and Thomasville Chair. With so many chair manufacturers, Thomasville soon earned the nickname "Chair Town of the South." Other factories, such as Lambeth Furniture Company in 1901, soon were producing desks, tables, wardrobes, dressers, and kitchen cabinets (Edwards-Pitman, 9; Matthews and Sink, 31; Phillips, Downtown Thomasville Historic District, 53).

Census records reflect the strong growth that was taking place in Thomasville during these years of industrial expansion. In 1860, less than a decade after the town was established, the population was 308. By 1900, the population had more than doubled, to 751. However, the

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first decade of the twentieth century witnessed phenomenal growth: in 1910 the population stood at 3,977, a 416.2 percent increase since 1900 (Phillips, Downtown Thomasville Historic District, 54).

One of the early industries located near Randolph Street was the Standard Chair Company, which was organized in 1898 by brothers Frank S. and John W. Lambeth along with E. W. Cates and John Pope. It was located immediately west of Randolph Street on West Colonial Drive. Operations began in a frame building measuring forty by sixty feet with a workforce of thirteen and a capacity of 200 chairs daily. In 1907, Frank S. Lambeth purchased the Cates and Thompson chair factories and a controlling interest in the Standard Chair Company. He named his son, Charles F. Lambeth, president and another son, James E. Lambeth, vice president, while he, himself, served as secretary and treasurer. The company grew rapidly, and soon other buildings were added. By the late 1920s, Standard Chair Company employed over 250 workers at the factory, while 500 home-based weavers made seat bottoms. The company's capacity at that time was 2,000 chairs a day. By the early 1950s, when Standard Chair Company had annual sales in excess of \$1,000,000, it was producing not only chairs and rockers, but also end tables, side tables, telephone benches, and desks. These were sold throughout the United States. By the 1960s, however, production at the Colonial Drive site had ceased, and during that decade, all but one of the buildings were demolished. Sanborn maps show that the surviving building, a warehouse, was erected between 1923 and 1930. It is a long, two-story frame structure with corrugated metal siding and a gable roof. During its productive years, a railroad spur ran along the building's southeast side. Although the building functioned initially, and now, as a warehouse, the present owner – a Lambeth – claims that during part of its history, the building was a manufacturing facility, producing chair upholstery, school desks, and cigarette display holders (Matthews and Sink, 22-23; *Alumni Register*, 7-8; *Thomasville*, 17; *Centennial and Festival Celebration*; William Hinkle Interview, February 1, 2012; Sanborn Maps, 1923 and 1930; Lambeth Interviews).

In 1908, soon after he took over Standard Chair Company, Frank S. Lambeth (1857-1928) built a Colonial Revival-style mansion at the southwest corner of Randolph Street and West Colonial Drive (100 Randolph Street) that backed up to his factory. Befitting his status as a new captain of industry, the two-story frame house remains one of the finest in Thomasville from any period. Although Lambeth's primary industrial concern was the Standard Chair Company, his interests extended beyond that company. Along with his brothers, John W. and Robert L. Lambeth, he organized both the Lambeth Furniture Company and the Thomasville Furniture Company. He was also a stockholder in the Jewel Cotton Factory and a director of the Amazon Mills. Lambeth was a director of the North Carolina Railroad and was a prime mover in securing the spur line from Southern Railway in Thomasville that extended the railroad's reach and thus enabled the success of many industries along its tracks, including his own. He was the first

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chairman of the Thomasville School Board, chairman of the Thomasville Red Cross, served as a member of the Davidson County board of charities and public welfare for many years, and was a leading member of Main Street Methodist Church (which later merged with Community Methodist Church to form Memorial Methodist Church), where he served as chairman of its board of stewards. After Frank Lambeth died in 1928, his wife, Ella, continued to occupy the house until her death in 1945. Thereafter, it stood vacant for several years, until David R. Hinkle, son of William Grimes Hinkle, purchased the house and moved his family there. It remains in Hinkle family ownership and occupancy (*Alumni Register*, 5-8; *History of North Carolina*, North Carolina Biography, 186-187; *History of North Carolina*, Family and Personal History, 509; *Thomasville*, 51; William Hinkle Interview, October 5, 2011).

Within the historic district is another property tangentially associated with the furniture industry. Around 1928, J. Arthur Kepley built a one-story frame bungalow at 109 Randolph Street. It remained his home for at least the next thirty years. Kepley was listed in city directories as a cabinetmaker, but whether he had his own cabinet shop or worked at one of the local furniture manufacturers, possibly Standard Chair Company, is not known (Sanborn Map, 1923 and 1930; Thomasville City Directory, 1928-1929, 1935, 1960-1961, and 1970).

Another industry located on Randolph Street was the Gray Concrete Pipe Company. J. W. Gray, who had begun manufacturing building materials in Thomasville soon after the Civil War, purchased property on Randolph Street (near the south end of the historic district) in 1892. There, on the east side of the street, his son, Fred B. Gray, began operating the Gray Concrete Company in 1908. Initially the company produced concrete blocks and sewer pipes in a one-story frame building. As the company's focus changed, its name was changed to Gray Concrete Pipe Company (in 1910). By 1923 the original building had been replaced by a large masonry structure located close to the east side of the street and another company building had been erected on the west side of the street. Also by 1923, the earliest concrete-block portion of the company's machine shop may have been erected to the rear (northeast) of the main building on the east side of the street. It was enlarged ca. 1935 and again ca. 1957. By 1948, the buildings on both sides of Randolph Street had been substantially enlarged (*Thomasville Times*, August 30, 1960; Sanborn Map, 1913, 1923, 1930, 1938, 1948; Property Tax Record).

During its early years, Gray Concrete Pipe Company primarily produced pipe for wells and tile drains for farm use and concrete blocks. However, when North Carolina began its first major road building program in 1921, the company began producing drain pipes and culverts for highway construction. In the 1930s, the company again expanded in response to the major road building programs started in Virginia and Maryland. During World War II, most of the company's production turned to the war effort, with Gray pipe being used beneath most military installations in the Southeast as well as beneath the Pentagon, which was built between 1941 and 1943. By 1960, most of the pipe manufactured by the company was used for municipal sewer

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systems and highway culverts. At that time the company employed about 150 people in Thomasville alone, while nationally there were around 400 employees at plants in Wilson, North Carolina, Baltimore and Hagerstown, Maryland, and Arlington, Virginia (*Thomasville Times*, August 30, 1960). The company had become one of the largest producers of concrete pipe in the Southeast and the top manufacturer of concrete block in this area of North Carolina. When Gray Concrete Pipe Company stopped making concrete block, it was the oldest continuously operating block manufacturer in North Carolina. In 1985, the Gray family sold the business to Hydro Conduit Corporation, and soon thereafter Hydro Conduit demolished the primary building on the east side of Randolph Street (*Thomasville Times*, August 30, 1960; Sink and Matthews, 254-255; de Miranda, Interview with Joe Wheliss). However, the substantial machine shop, which now houses a recycling business, was left standing.

Set back from the street, the machine shop is a one-story, L-shaped concrete-block and cinder-block building. Sanborn maps indicate that the front part of the building may have been erected by 1923 and was enlarged ca. 1935 (Sanborn Map, 1923, 1930, 1938, 1948). The rear ell was added ca. 1957 (Appraisal Card). The Gray family home, likely built in the early 1890s, stood on a separate lot immediately north of the factory. It was demolished in 2011.

Just as the North Carolina Railroad had been central to the earliest development of Thomasville, the presence of a second railroad was of critical importance to the continued development and success of industries in Thomasville during the twentieth century. The reason can be summed up in one word – competition.

A shortage of rail cars created much of the problem experienced by industries in towns like Thomasville and neighboring High Point at the turn of the century. Both towns were served only by the Southern Railway, so their local industries – which were rapidly multiplying -- were at the mercy of that rail line for freight cars to ship their goods. Since Southern Railway faced competition from other railroads for business in other cities, it often sent empty cars from Thomasville and High Point to serve those markets. The situation proved to be untenable for the industries in Thomasville and High Point, both from the standpoint of the availability of rail cars and the higher shipping prices that resulted from a lack of rail competition. The only solution was to establish a second railroad (Miller and Vaughn, 78).

Several efforts to build another railroad had been made even before 1900, but none was successful. In 1904, Captain Milton Luther Jones started the Thomasville and Glen Anna Railroad that connected Thomasville with Denton to the south. The purpose of this railroad was to open up the rich mining and timber country in the southern part of Davidson County. In 1906, the railroad was completed to Denton, but after Jones's death in 1910, it foundered. In 1912, Bird S. Coler and some associates from New York purchased the railroad and changed its name to the Carolina and Yadkin River Railway (C&Y). Under this ownership, the railroad was extended southward to High Rock, where it connected with the Winston-Salem Southbound Railway,

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which had been completed in 1910. This event provided the competition needed with the Southern Railway, because by connecting with the Southbound, the C&Y also gained access to the Norfolk and Western at Winston-Salem and the Atlantic Coast Line and Seaboard Air Line railroads at Wadesboro. In 1913, the C&Y was extended to High Point (Miller and Vaughn, 78; Matthews and Sink, 149-150).

That same year, the decision was made to abandon the C&Y's first depot in Thomasville near the Jewel Cotton Mill in favor of a site on the northeast corner of Randolph and Gray streets (now Carolina Avenue) that had been purchased from Gray Concrete Pipe Company. This location had several advantages. It was on Randolph Street, which was, with the connecting Salem Street, the primary north-south thoroughfare through town. In addition, there were multiple nearby industries, including Gray Concrete Pipe Company, Hughes and Peace Lumber Company, Thomasville Roller Mill, and Standard Chair Company. The new, combination passenger and freight depot – a one-story, German-sided frame building with a front-gable roof – opened on January 12, 1914 (Hiatt, 144-145, 165). Unfortunately, the C&Y was under-financed, poorly laid out, not well maintained, and there were frequent derailments. In the spring of 1923, the railroad went into bankruptcy (Miller and Vaughn, 79; Hiatt, 224).

A group of alarmed area citizens stepped up and purchased the railroad's assets, and on May 11, 1923, the railroad was chartered as the High Point, Thomasville and Denton Railroad (HPT&D). Before restarting the railroad, the new owners invested in rebuilding the old Carolina and Yadkin River Railroad to make it a reliable rail line that would last. The HPT&D officially opened for business on July 1, 1924. As part of upgrading of the rail line, the Thomasville depot was lengthened in 1926. Ten years later, it was again enlarged, taking on its present size. The HPT&D was crucial to the local industries, and it succeeded in large part because of the cooperation of the connecting railroads – the Winston-Salem Southbound, Norfolk and Western, Atlantic Coast Line, Seaboard Air Line, and Norfolk Southern (Miller and Vaughn, 80; Hiatt, 234).

During World War II, the HPT&D was taken over by the United States government for the war effort. After the war, the railroad continued to prosper due to the rapid expansion of industries along its line. However, with the advancing years, the railroad faced serious competition from transport trucks. In 1960, the Winston-Salem Southbound Railroad purchased the HPT&D, making it a subsidiary that operated independently. The name remained the High Point, Thomasville and Denton Railroad (Miller and Vaughn, 81).

With business having declined steadily for some years, the railroad's Thomasville station closed on June 1, 1977. The Denton and High Rock stations had been closed some years earlier, but the High Point station remained open for several more years. After 1986, unprofitable and unused spurs, sidings, and lead tracks between High Point and High Rock continued to be abandoned and dismantled. In Thomasville, the freight station lead track, which left the main line

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at the Thomasville wye to serve Standard Chair Company, Gray Concrete, Wall Lumber Company, and the shipping warehouses of the Thomasville Bedding and Thomasville Furniture industries, was removed in 2003 (Hiatt, 448, 453). Nevertheless, the High Point, Thomasville and Denton Railroad had served its purpose well during Thomasville's period of its need. The depot remains and has been adaptively reused.

The last primary resource built in the Randolph Street Historic District and, by far, the largest is Memorial Methodist Church. While all other buildings in the district are associated in some way with the development of local industry or transportation, Memorial Methodist Church is a bold representative of organized religion in Thomasville. The Baptist and Methodist congregations were the first to be organized in Thomasville, and today they remain the largest denominations in town (Capel, 114). Although Memorial Methodist Church is the only religious institution in the Randolph Street Historic District, it is part of a string of prominent churches located within the first two blocks of Randolph and Salem streets outside the central business district. In addition to Memorial Methodist Church, First Presbyterian Church and First Baptist Church are located on the east side of Randolph Street, while St. Paul's Episcopal Church and Heidelberg United Church of Christ are located on the west side of Salem Street.

Memorial Methodist Church was formed by the merger of two Methodist congregations in Thomasville. The congregation of Main Street Methodist Episcopal Church South, of which Frank S. Lambeth was a prominent member, began holding Sunday school classes at various locations in 1855. In 1863, that congregation built its first church on land deeded to the Methodists by Thomasville founder John W. Thomas. The congregation grew rapidly, and by 1887 had 307 members. In 1907, the church was enlarged and remodeled. The other congregation, First Methodist Protestant Church, was established in 1902 and moved into its own building in 1907. By 1920, membership totaled around 220. In 1923 some members of First Methodist Protestant Church organized a new congregation, Community Methodist Protestant Church, which built a large building on the west side of the first block of Randolph Street. On the larger scene, in 1939 three bodies of American Methodism – the Methodist Episcopal Church, the Methodist Episcopal Church South, and the Methodist Protestant Church – united to form The Methodist Church. Soon thereafter, in Thomasville, discussions began concerning the merger of Main Street and Community Methodist churches, but the union did not occur until September 1947. The new church, named Memorial Methodist, met in the former Community Methodist Church building while planning for a larger church building to be constructed on the east side of Randolph Street between East Colonial Drive and Second Avenue (*One Hundred Years of Methodism*, 3-6).

Ground breaking for the new church took place in September 1949, and the cornerstone was laid on March 19, 1950. The church was completed the following year, and the first service was held on April 15, 1951. On November 7, 1954, the \$750,000 building was dedicated debt

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free. At that time, membership totaled approximately 1,300 (*Memorial Methodist Church; Greensboro Daily News*, October 31, 1954).

Charlotte architect Marvin W. Helms (1883-1960) designed Memorial Methodist Church. The contractor was R. K. Stuart and Son of High Point (*Memorial Methodist Church*). Helms studied architecture through apprenticeship and was licensed to practice in North Carolina around 1916. For a number of years, he was associated with prominent Charlotte architect C. C. Hook, but after Hook's death in 1938, he practiced on his own until 1958. In that year, he joined with his grandson, Marvin H. Saline, to form the firm of Helms and Saline. Among his commissions, Helms designed numerous rural Methodist churches that were funded by The Duke Endowment. Gothic design was Helms's specialty, and Memorial Methodist Church was one of his most prominent designs (Huffman and Black). Set back from Randolph Street by an expansive lawn, the Neo-Gothic-style edifice remains today as architecturally impressive as it was the day it was completed.

Architecture Context

Of the three National Register historic districts in Thomasville, the Randolph Street Historic District is by far the most diverse in its property types. It consists of seven primary resources, and they exhibit a variety of building types and styles from the first half of the twentieth century. Represented are distinctive examples of domestic, industrial, transportation, and religious architecture.

There are three houses in the historic district. The oldest is the ca. 1900 Hinkle Family House at 106 Randolph Street. The two-story, weatherboarded frame dwelling exhibits one of the common forms of house design from the late nineteenth and early twentieth centuries – a three-bay façade with one end bay projecting beyond the other two, a one-story wraparound porch, a gabled roof, and a rear ell. The house exhibits conservative, Italianate-influenced ornamentation. There is a boxed and molded cornice whose wide frieze has paired turned-and-sawn brackets, triangular vents in the gable ends, molded window surrounds, a boxed and molded porch cornice, and a center-bay entrance with an oval-glass-set-in-wood door with carved foliate ornamentation and surrounding sidelights and transom.

Next door to the Hinkle Family House, the 1908 Frank S. Lambeth House at 100 Randolph Street was originally, and remains, one of the largest and most fashionable houses in Thomasville. When built, the two-and-a-half-story frame mansion reflected Lambeth's role as one of Thomasville's captains of industry. It exemplifies the Colonial Revival style as popularized during the first decade of the twentieth century in North Carolina. In reaction to the often frivolous excesses of late Victorian-era architecture, the Colonial Revival style focused on symmetry of design and the use of classical details that hearkened back to the architecture of

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east coast America's colonial past. There are many variants of the style, but some typical characteristics that are exhibited by the Frank S. Lambeth House are a hipped roof, gabled dormers with Palladian windows, dentiled cornices, and a broad porch and side porte-cochere with a combination of classical columns and paneled posts. The rusticated granite porch foundation and bases of the columns and posts add a sense of strength and solidity to the house that makes it appear that it will last forever. The interior continues the richness of materials and design seen on the exterior.

On the opposite side of the street from the Lambeth and Hinkle houses, the J. Arthur Kepley House at 109 Randolph Street differs in size, style, and feel from the other two houses. Built ca. 1928, it is a typical Craftsman bungalow of the period. Characteristics of the Craftsman style include an informality of design and such features as asymmetry, low-pitched gable roofs with widely overhanging eaves – often with exposed rafter ends and braces – and off-set porches, frequently with tapered wood posts set on brick or stone plinths. Craftsman houses could be elaborate or simple. The simple, one-story bungalows, in particular, were ubiquitous on the landscape from the 1910s through the 1930s and were especially popular for the houses of middle-class workers. The home of a cabinetmaker, the one-story frame J. Arthur Kepley House is representative of the more modest bungalows.

The Randolph Street Historic District contains two industrial buildings. Because of their function, industrial buildings were designed with structure in mind rather than style. They were primarily utilitarian in their appearance, and this was especially true of secondary buildings in industrial complexes. Both of the industrial buildings in the historic district were of a secondary nature, and both are strictly utilitarian in appearance. The ca. 1926 Standard Chair Company Building, located at 10 West Colonial Drive, was initially used as a warehouse at the factory. Less common, physically, among Thomasville's industrial buildings, it is a long, two-story frame structure with a full brick foundation, flush horizontal board walls sheathed with corrugated-metal siding, a gable roof, and rows of windows and loading doors. A wraparound pent roof shelters the loading docks. The ca. 1935 Gray Concrete Pipe Company Machine Shop at 209 Randolph Street is set back from the street (it stood behind the main building). The one-story, concrete-block and cinder-block structure has a front-gable roof. The concrete-block ca. 1957 addition has a broad gambrel roof, a metal-truss system, metal posts, a concrete floor, and delivery bays at the rear.

Numerous publications and websites dealing with railroad depots from the late nineteenth century and first quarter of the twentieth century, including references that focus specifically on North Carolina depots, illustrate that they utilized a wide variety of designs. Some followed stock plans from the railroad companies, while others were architect-designed. The depots varied significantly in size and materials due, in part, to their locations in small towns or cities. The Carolina and Yadkin River Railroad Depot, built in 1913 at 215 Randolph Street, was one of the

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smaller, simpler examples. And while there were certainly variations in the smaller depots, most, including the Carolina and Yadkin River Railroad Depot, shared several features in particular during the first quarter of the twentieth century. These included widely overhanging braced eaves that sheltered the loading docks, a projecting bay on the track side that allowed the station master to see the train coming, and two interior chimneys near the front end of the depot where the station master's office and passenger waiting rooms were located. The freight section was in the rear portion of the depot, and when additions were made, as they were in 1926 and 1936 at the depot on Randolph Street, they were generally expansions of the freight area and simply lengthened the depot. Following this trend, the depot on Randolph Street ended up being a very long, narrow building. The Carolina and Yadkin River Railroad Depot is a one-story frame structure with German siding (some of which has been covered with ersatz brick and asbestos shingles) and a front-gable roof (North Carolina Railroad Stations; Train Stations of North Carolina; Ward, *Southern Railway Depots*, Vols. 1 and 2).

The seventh and, by far, the largest primary resource in the Randolph Street Historic District is Memorial Methodist Church at 101 Randolph Street. Designed by Charlotte architect Marvin W. Helms and completed in 1951, the majestic building is the most architecturally impressive church in Thomasville. Set back from the street, the large size of the church is softened by the expansive lawn across its front and two sides. Still, the church clearly states its prominence in the community. The Neo-Gothic-style building possesses many of the hallmarks of the style, including Tudor-arched doors and Gothic-arched windows with brightly colored stained glass, steep rooflines, buttresses, a crenellated cornice, and a tall bell tower positioned at the juncture of the sanctuary and the north side wing. Memorial Methodist Church is one of the few built with the same distinctive colored stone (from the same quarry in Hillsborough), and flat, broad mortar joints as those used at Duke Chapel and other buildings at Duke University. The building is trimmed with limestone (*Memorial Methodist Church*). Influenced by the ecclesiastical architecture of medieval Europe, the Gothic Revival style of the nineteenth and early twentieth centuries and the Neo-Gothic style of the later twentieth century became largely synonymous with the physical concept of "church."

Among the churches that line Randolph and Salem streets, there are two other Neo-Gothic-style churches – the small St. Paul's Episcopal Church, built in 1949, and the large Heidelberg Evangelical and Reformed Church (now United Church of Christ), completed in 1955. The latter shares some similarities with Memorial Methodist Church, but is not as grand in scale, materials, and detail. Those two churches are in the Salem Street Historic District (NR 2006). The two other churches in the group, both on Randolph Street in the block north of Memorial Methodist Church, are the Colonial Revival-style First Baptist Church and the modern First Presbyterian Church. They were built in the 1960s and 1970s.

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GEOGRAPHICAL DATA

UTM References, cont'd.

5. 17 582800 3970860

Boundary Description

The boundary of the Randolph Street Historic District is shown by the heavy black line on the accompanying district map, drawn to a scale to 1" = 200'.

Boundary Justification

The boundary of the Randolph Street Historic District is drawn to encompass the cohesive collection of historic resources – including three houses, one church, two industrial properties, and a railroad depot – located along the 100-200 blocks of Randolph Street and 10 West Colonial Drive one block south of Thomasville's historic commercial center. Dating from ca. 1900 to 1951, the primary resources of this unusually diverse district form an historic enclave that is distinguished from its surroundings due to differences in land use, periods of construction, architectural character, and association.

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PHOTOGRAPHS

The following information for #1-5 applies to all nomination photographs:

- 1) Randolph Street Historic District
- 2) Thomasville, Davidson County, North Carolina
- 3) Laura A. W. Phillips
- 4) October 2011
- 5) CD: NCHPO, Raleigh, North Carolina
- 6-7)
 1. Standard Chair Company Building, 10 West Colonial Drive, view to southwest
 2. Frank S. Lambeth House, 100 Randolph Street, view to southwest
 3. Memorial Methodist Church, 101 Randolph Street, view to east
 4. Hinkle Family House, 106 Randolph Street, view to southwest
 5. J. Arthur Kepley House, 109 Randolph Street, view to east
 6. Gray Concrete Pipe Company Machine Shop, 209 Randolph Street, view to northeast
 7. Carolina and Yadkin River Railroad Depot, 215 Randolph Street, view to northeast,
noncontributing shed in foreground
 8. Streetscape, 100 block Randolph Street, view to northwest