

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

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

July 24, 2018

MEMORANDUM

TO: Shelby Reap
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley 
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, Build on New Location, Airport Parkway from
SR1710 to US 70/US 601 to SR 2539 at US 29, U-5901, PA 17-08-0002,
Rowan County, ER 17-2008

Thank you for your June 26, 2018, letter transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur that the Plantation Pipeline Pumping Station (RW2185) is eligible for listing in the National Register of Historic Places under Criterion A as part of a pipeline project developed for defense purposes during World War II and Criterion C for its Architecture. The boundary proposed appears to be appropriate due to the lack of setting.

We also agree that the following properties are not eligible for listing in the National Register.

- Salisbury Race Track Grandstand (RW2179)
- Salisbury Fairground Buildings (RW2180)
- Rowan Mills Store (RW2181)
- Rowan Mills Methodist Church (RW2182)
- Kizer School (RW2183)
- Rowan Mills Baptist Church (RW2184)

We do not agree that the missing mill housing in the neighborhood has as great of an impact on the overall integrity as the consultant assesses. Particularly when evaluating under C. However, in combination with physical changes that affect the design and material integrity of the individual buildings in the Rowan Mills area, we accept that these are not individually eligible.

Please note that several printed photo forms are missing and should be provided. Further, we recommend for future reports that the consultant specify *dates of changes*, or circa dates for them, when describing materials in the architectural descriptions.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov

Received: 06/28/2018

State Historic Preservation Office



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Renee Gledhill-Earley
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

June 26, 2018

ER 17-2008

Due -- 7/23/18

Dear Gledhill-Earley:

H- ER Letters
7/18/18
PGE

RE: Historic Structure Survey Report, TIP# U-5901, PA# 17-08-0002, Build on New Location Airport Parkway from SR 1710 (Harrison Rd) at US 70/US 601 to SR 2539 at US 29 in Rowan County

The North Carolina Department of Transportation (NCDOT) proposes to build on a new location Airport Parkway. S&ME prepared the attached Eligibility Report and recommends one of the properties surveyed eligible for the National Register of Historic Places, the Plantation Pipeline Pumping Station (RW2185).

The report and survey materials are enclosed for your review and comment per 36CFR.800. Please let me know if you have any additional questions regarding this project. I can be reached at (919) 707-6088 or by email at slreap@ncdot.gov.

Sincerely,

A handwritten signature in cursive script that reads "Shelby Reap".

Shelby Reap
Historic Architecture Section

Attachment

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Website: www.ncdot.gov

Location:
1020 BIRCH RIDGE RD
RALEIGH NC 27610



Historic Structures Report

TIP No. U-5901, WBS No. 44705.1.1, PA No. 17-08-0002

Build on New Location Airport Parkway from SR 1710 (Harrison Road) at US 70/US 601 to SR 2539 (Peach Orchard Road) at US 29

Rowan County, North Carolina

S&ME Project No. 4213-18-055

PREPARED FOR:

**North Carolina Department of Transportation
Environmental Analysis Unit
1598 Mail Service Center
Raleigh, North Carolina 27699-1598**

PREPARED BY:

**S&ME, Inc.
620 Wando Park Boulevard
Mount Pleasant, SC 29464**

June 2018



**Historic Structures Report
TIP No. U-5901**

**Build on New Location Airport Parkway from SR 1710 (Harrison Road)
at US 70/US 601 to SR 2539 (Peach Orchard Road) at US 29
Rowan County, North Carolina**

**FINAL REPORT
WBS No. 44705.1.1, PA No. 17-08-0002**

Prepared for:

North Carolina Department of Transportation
Human Environment Section
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Prepared by:

S&ME, Inc.
620 Wando Park Boulevard
Mount Pleasant, South Carolina 29464

S&ME Project No. 4213-18-055

A handwritten signature in black ink that reads "Heather J. Carpini".

June 18, 2018

Heather Carpini, M.A.
Principal Investigator, S&ME, Inc.

Date

Mary Pope Furr
Supervisor, Historic Architectural Resources Group
North Carolina Department of Transportation

Date

June 2018



Management Summary

On behalf of the North Carolina Department of Transportation (NCDOT), S&ME, Inc. (S&ME) has completed a historic architectural analysis of seven resources located within the project area for the construction on a new location of Airport Parkway, from SR 1710 (Harrison Road) at US 70/US 601 to SR 2539 (Peach Orchard Road) at US 29 in Rowan County (TIP No. U-5901, WBS No. 44705.1.1, PA No. 17-08-0002) (Figures 1.1 and 1.2).

This project is subject to review under the Programmatic Agreement for Minor Transportation Projects (NCDOT/North Carolina State Historic Preservation Office (NC-HPO)/Federal Highway Administration (FHWA) 2015). An NCDOT architectural historian established an Area of Potential Effects (APE) for the project, which corresponded to the Environmental Study Area for the proposed new road project, and conducted a site visit to identify and assess all resources of approximately fifty years of age or more within the APE. Only seven resources warranted an intensive National Register eligibility evaluation and are the subject of this report. NCDOT Architectural Historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and/or integrity.

NCDOT identified seven resources within the APE greater than 50 years old that warranted further evaluation to determine National Register of Historic Places (NRHP) eligibility; none of these resources had been previously recorded. In March 2018, S&ME conducted a historic architectural analysis and eligibility evaluation on the seven resources (Table 1). S&ME recommends the Plantation Pipe Line Pumping Station (RW2185) as eligible for the NRHP under Criterion A, for its association with domestic fuel transport during World War II, and under Criterion C, for its architecture. The remaining six properties (RW2179 through RW2184) are recommended as ineligible for inclusion in the NRHP.

Table 1. Summary of properties surveyed in the U-5901 project area.

Property Name	NC-HPO Survey Site No.	Eligibility Determination	Criteria
Salisbury Race Track Grandstand	RW2179	Not Eligible	NA
Salisbury Fairground Buildings	RW2180	Not Eligible	NA
Rowan Mills Store	RW2181	Not Eligible	NA
Rowan Mills Methodist Church	RW2182	Not Eligible	NA
R. G. Kizer School	RW2183	Not Eligible	NA
Rowan Mills Baptist Church	RW2184	Not Eligible	NA
Plantation Pipe Line Pumping Station	RW2185	Eligible	A and C

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Historic Structures Report

Tip No. U-5901; WBS No. 44705.1.1

Rowan County, North Carolina

S&ME Project No. 4213-18-055

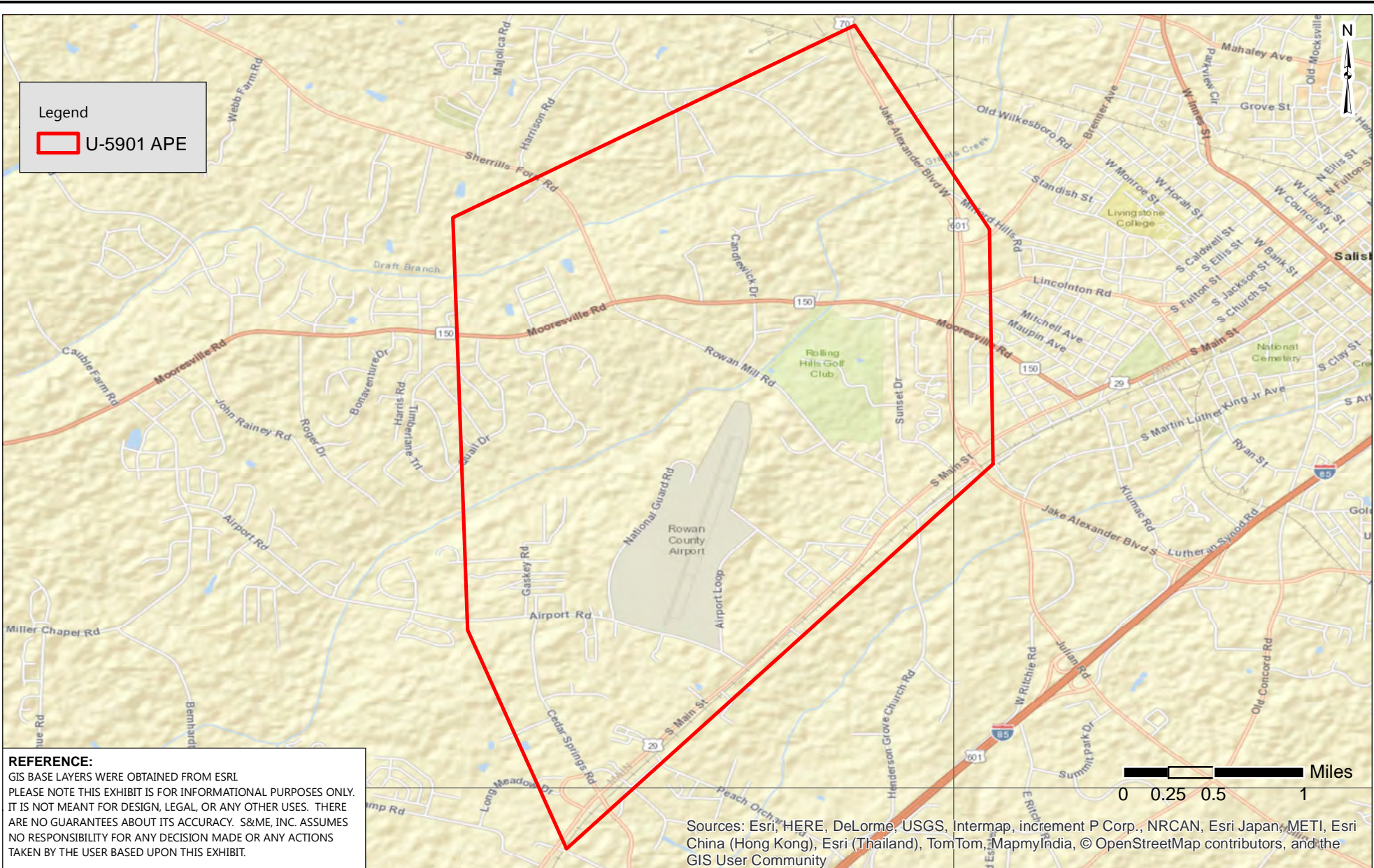
1.0 Introduction (Methodology)

On behalf of the NCDOT, S&ME has completed a historic architectural analysis of seven resources located within the project area for the construction on a new location of Airport Parkway, from SR 1710 (Harrison Road) at US 70/US 601 to SR 2539 (Peach Orchard Road) at US 29 in Rowan County (TIP No. U-5901, WBS No. 44705.1.1, PA No. 17-08-0002) (Figures 1.1 and 1.2). Work was conducted in general accordance with the agreed-upon scope, terms, and conditions presented in the Proposal No. 42-1800186, dated February 16, 2018.

NCDOT architectural historians established an APE for the project, which corresponded to the Environmental Study Area for the proposed widening. NCDOT identified seven resources within the APE greater than 50 years old that warranted further evaluation to determine NRHP eligibility; none of these resources had been previously recorded.

The historic architectural analysis included surveying, analyzing, and evaluating seven historic properties according to NRHP criteria. Fieldwork for the project was conducted in March 2018, by Senior Architectural Historian Heather L. Carpini, who completed photography, mapping, research, and authored the report. Research was conducted at the Rowan County Register of Deeds and the Rowan County Public Library in Salisbury, North Carolina. Additional information was compiled from survey records of the NC-HPO survey files and additional research was conducted using online federal census data, historic maps, and other county records.

This report has been prepared in compliance with the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Archaeological and Historic Preservation Act of 1979; the Department of Transportation regulations and procedures (23 CRF 771 and Technical Advisory T 6640.8A); procedures for the Protection of Historic Properties (36 CFR Part 800); 36 CFR Parts 60 through 79, as appropriate; NCDOT's current *Historic Architecture Group Procedures and Report Products* (2015); and NC-HPO's *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina* (2015).



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SCALE:	1 inch = 3,917 feet
DATE:	4/16/2018
DRAWN BY:	HLC
S&ME PROJECT NO.	4213-18-055

Road Map, U-5901

Rowan County, North Carolina

EXHIBIT NO.	1.1
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Legend

- Surveyed Structures
- U-5901 APE



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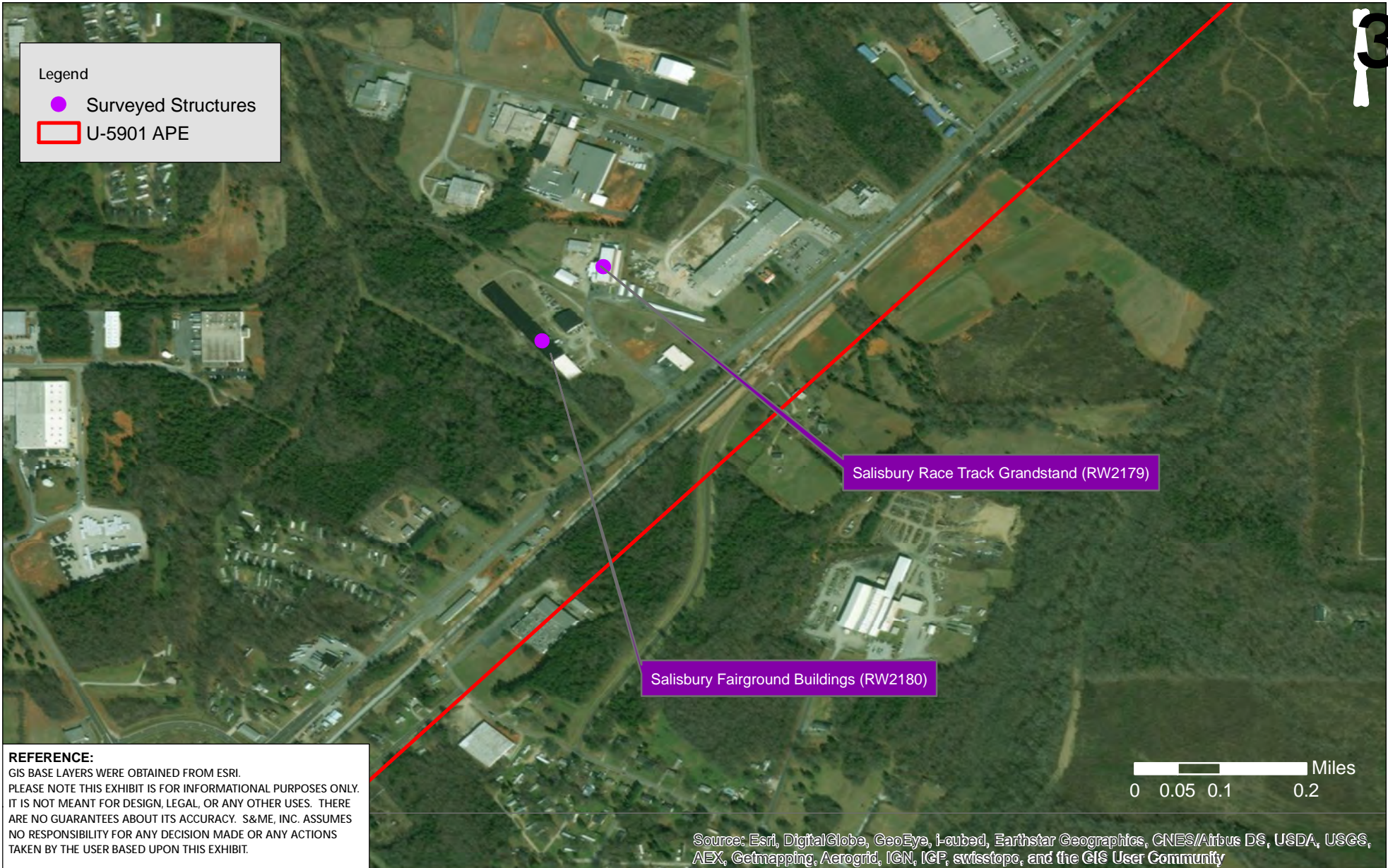
Aerial Map, U-5901

Rowan County, North Carolina

EXHIBIT NO.
1.2

Legend

- Surveyed Structures
- U-5901 APE



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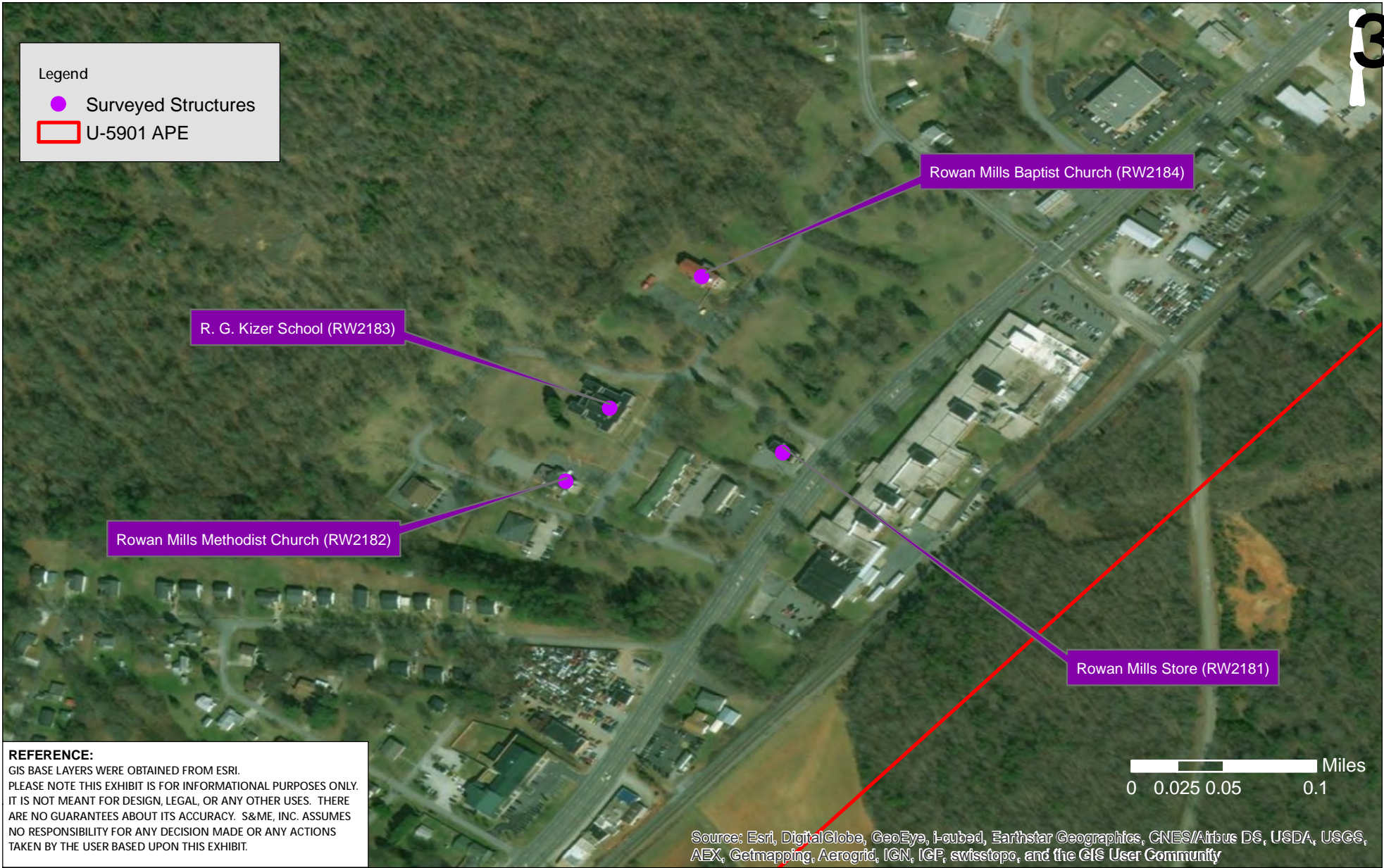
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Aerial Map, U-5901
 Detail Area
 Rowan County, North Carolina

EXHIBIT NO.
1.3

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- Surveyed Structures
- U-5901 APE



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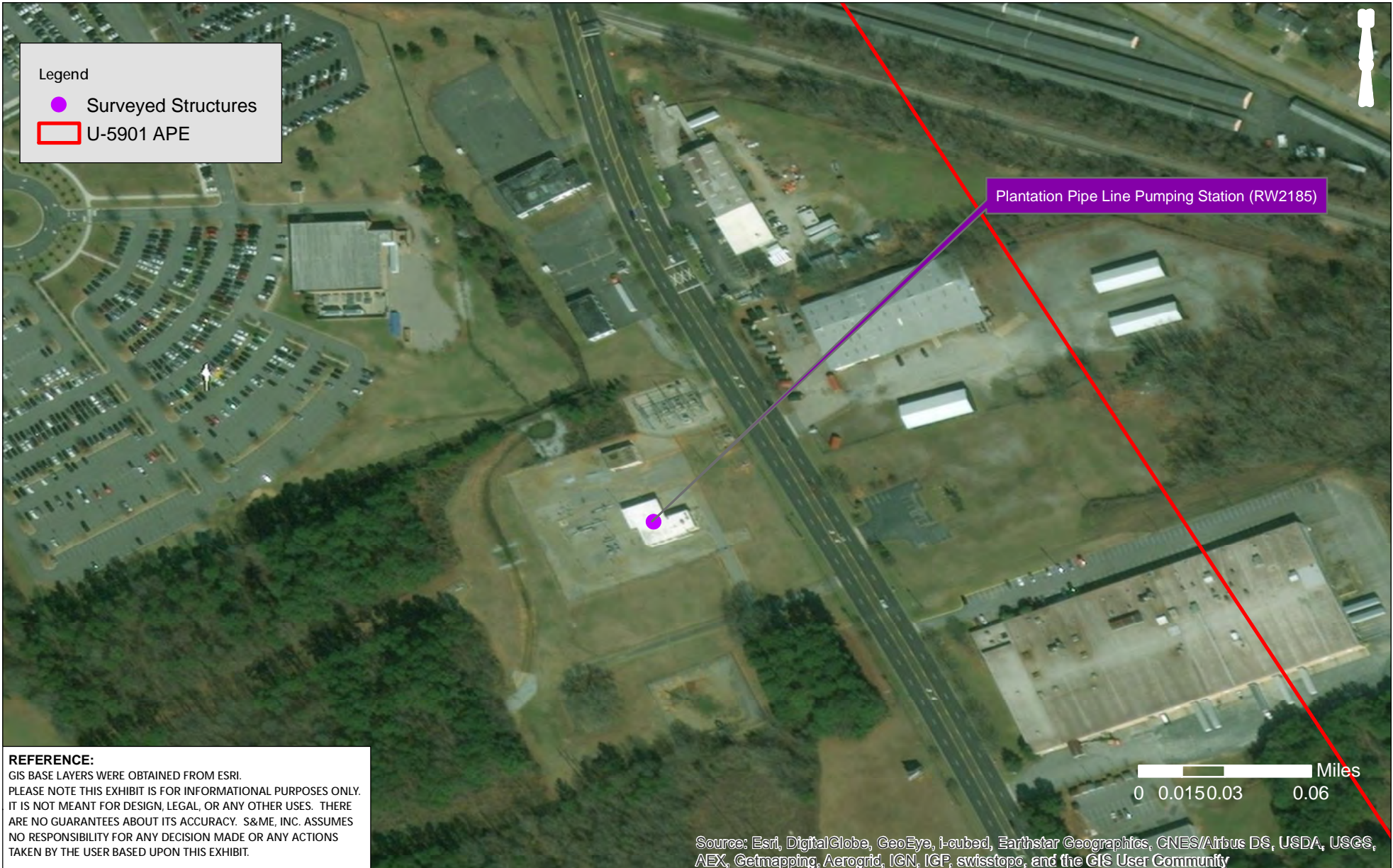
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Aerial Map, U-5901
 Detail Area
 Rowan County, North Carolina

EXHIBIT NO.
1.4



Legend
 ● Surveyed Structures
 □ U-5901 APE

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	SCALE:	1 inch = 250 feet	Aerial Map, U-5901 Detail Area Rowan County, North Carolina	EXHIBIT NO. 1.5
	DATE:	4/16/2018		
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	S&ME PROJECT NO.	4213-18-055		

Historic Structures Report

Tip No. U-5901; WBS No. 44705.1.1

Rowan County, North Carolina

S&ME Project No. 4213-18-055

2.0 Eligibility Evaluations

2.1 Rowan County Fairgrounds

Two of the resources, the Salisbury Race Track Grandstand (RW2179) and the Salisbury Fairgrounds Buildings (RW2180), surveyed for this project are associated with the former Rowan County Fairgrounds, which was located here in the late 1920s through the 1950s. The former Rowan County Fairgrounds complex is one of many county and local fairgrounds which were used during the early to mid-twentieth century throughout North Carolina. A large number of counties within the state continue to retain parcels of land designated as fairgrounds, however few of these appear to have been in use since the 1920s and those that have often do not have buildings from the early portion of the twentieth century remaining. Surrounding Rowan County, there are four readily identifiable county fairgrounds, in Cabarrus County, Davidson County, Iredell County, and Stanly County, but these each have more modern structures than the former Rowan County Fairgrounds. In other portions of the state, the current North Carolina State Fair site in Raleigh, which began use in 1928, is contemporaneous with the former Rowan County Fairgrounds and has two buildings that date to that period. The Wilson County Fairgrounds, which also includes a former racetrack, began use in 1933, but the buildings on the fairgrounds property appear to be modern.

The property on which the Salisbury Race Track Grand Stand and the Salisbury Fairgrounds Buildings stand was one of a number of parcels that was purchased by Walter McCanless during the 1920s (Rowan County Register of Deeds 1963 470:290). Walter McCanless was a notable industrialist in the Salisbury area who owned five textile mills within the county in the early twentieth century, as well as a textile mill in Davidson, North Carolina and one in Georgia (*Salisbury Post* 22 October 2011). His house on Confederate Avenue in Salisbury (RW0999) is recognized as a significant example of Renaissance Revival architecture within the town. During the early twentieth century, McCanless purchased more than 2,000 acres of property to create his Circle M Ranch, on which he bred and raised thoroughbred horses and cattle (*Salisbury Post* 22 October 2011). McCanless, however, had varying fortunes in his business endeavors and contemporary accounts note that he had "made and lost several fortunes" (*Salisbury Post* 22 October 2011). His census entries from the early twentieth century list him as the owner and proprietor of cotton mills, focusing on his industrial development (United States Census Bureau 1920, 1930, 1940). In 1952, McCanless was indicted on tax evasion charges associated with the Klumac Cotton Mill in Salisbury and his cotton mill in Georgia (*Statesville Daily Record* 5 February 1952:2). Despite the rise and fall of his financial fortunes, McCanless was well known as an industrialist and local showman in the early twentieth century.

Beginning in 1929, McCanless developed a fairgrounds and clay oval racetrack on his property and began to promote a local fair and horse races. A July 4, 1929 horse race purportedly drew 10,000 fans and McCanless sought to create a profitable racetrack that would rival the notable tracks in Saratoga and Louisville; eventually he envisioned legalized betting on horse races at his track (*Salisbury Post* 2003:54). The fall of 1929 was the opening of the first fair on the McCanless property and newspaper articles promoted the modern amenities on McCanless's fairground (*Salisbury Post* 22 October 2011). Along with the new buildings, McCanless had also constructed a half-mile racing oval for horse racing, which included a new grandstand with the capacity to hold 3,000 spectators (*Salisbury Post* 22 October 2011). Beginning in the 1930s, McCanless was also holding automobile races on the track, beginning with open-wheel racing and eventually moving to regional stock car racing.

Walter McCanless died in 1958 and his estate, including the Circle M Ranch property and the fairground and racetrack holdings, was divided and sold off. In 1963, Rowan Realty Company purchased 22 tracts of land from

Historic Structures Report

Tip No. U-5901; WBS No. 44705.1.1

Rowan County, North Carolina

S&ME Project No. 4213-18-055

Circle M Ranch, Incorporated, a corporation chartered by the heirs of Walter McCanless (Rowan County Register of Deeds 1963 470:290); these tracts were divided and sold off by Rowan Realty Company during the 1960s and 1970s.

2.1.1 Race Track Grandstand (RW2179)

Resource Name	Salisbury Race Track Grandstand
HPO Survey Site #	RW2179
Street Address	185 Piper Lane
PIN	471 115
Construction Date(s)	Circa 1920s
NRHP Recommendation	Not Eligible



Figure 2.1.1. View of the Salisbury Race Track Grandstand (RW2179), facing east.

The Salisbury Race Track Grandstand (RW2179) is located northwest of South Main Street (US 29), approximately 3.5 miles southwest of the city center of Salisbury, in Rowan County (Figures 1.2 and 1.3). The parcel contains a two-story brick building, with multiple later additions, as well as three auxiliary structures; associated with the two-story brick structure, but located on a separate tax parcel, are modern commercial storage buildings. The Salisbury Race Track Grandstand was likely originally constructed in the mid-1920s, as part of the race track associated with the early-twentieth-century Rowan County fairgrounds. The structure is two stories tall, of American common bond brick masonry construction, with a slightly angled metal roof. The original front elevation of the structure is oriented to the west. The western elevation of the building is symmetrical, with a central tower flanked by seven bays (Figure 2.1.1). The central rectangular tower projects westward from this elevation and is covered with stucco; a decorative diamond pattern along the upper portion of the tower remains visible (Figure 2.1.2). Each of the seven bays flanking the tower is separated by an engaged brick pilaster and there is decorative arching visible

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Tip No. U-5901; WBS No. 44705.1.1

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S&ME Project No. 4213-18-055

near the tops of each bay, as well as a decorative dogs-tooth brick course along the foundation line (Figures 2.1.3 and 2.14). Each bay on this elevation has a window opening on both the first and second story, which have all been bricked in since the original construction of the building. A large, shed-roofed, one-story addition, of concrete block construction, has been appended to the southwestern portion of the building.



Figure 2.1.2. Salisbury Race Track Grandstand, tower, facing east.



Figure 2.1.3. Salisbury Race Track Grandstand, west elevation, facing east.

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Rowan County, North Carolina

S&ME Project No. 4213-18-055



Figure 2.1.4. Salisbury Race Track Grandstand, brick detail along west wall, facing south.

The south elevation of the building currently serves as the front façade, with the main entrance located in a two-story, flat-roofed addition that is covered with brick veneer (Figure 2.1.5). The south elevation of this addition has an off-center entry door with a single metal-frame casement window to the west and two metal-frame casement windows to the east; the entry is located beneath a full-width, flat-roofed, metal awning that is supported by square posts. The main grandstand structure has four bays on this elevation, separated by engaged brick pilasters as on the western elevation; there are visible window openings on the upper story, which have been bricked in, as well as two bays of the lower story (Figure 2.1.6). A one-story, shed-roofed, concrete block addition has been added to the western two bays of this elevation and a garage door has been added to the adjacent bay. The slight pitch of the roof is visible along this elevation.

The eastern elevation of the building is 15 bays long, with 15-over-15, double-hung, wooden sash windows located in the upper story (Figures 2.1.7 and 2.1.8). The lower story is obscured by a single-story, flat-roofed, brick veneer addition that holds storage units, although bricked-in window openings are visible above this addition on some bays (Figure 2.1.9). An exterior metal beam, supported by metal brackets, runs the length of the eastern elevation just under the roofline. The north elevation is symmetrical to the south elevation, with four bays separated by engaged brick pilasters (Figure 2.1.10). A single story, shed-roofed, metal addition has been appended along this elevation, but the upper story window openings retain the 15-over-15 double-hung, wooden sash windows (Figure 2.1.11). S&ME attempted to gain interior access to the structure but the request was denied.

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Figure 2.1.5. Salisbury Race Track Grandstand, facing northeast.



Figure 2.1.6. Salisbury Race Track Grandstand, facing north.

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Rowan County, North Carolina
S&ME Project No. 4213-18-055



Figure 2.1.7. Salisbury Race Track Grandstand, facing northwest.



Figure 2.1.8. Salisbury Race Track Grandstand, window detail, facing northwest.



Figure 2.1.9. Salisbury Race Track Grandstand, facing southwest.



Figure 2.1.10. Salisbury Race Track Grandstand, facing south.

Historic Structures Report

Tip No. U-5901; WBS No. 44705.1.1

Rowan County, North Carolina

S&ME Project No. 4213-18-055



Figure 2.1.11. Salisbury Race Track Grandstand, facing southeast.

Three associated buildings are located on the tax parcel along with the Salisbury Race Track Grandstand. To the north is small, single-story structure that appears to have been a concession stand. The building has a rectangular plan and American common bond brick masonry construction; it has a hipped roof that is covered with composition shingles (Figure 2.1.12). The eastern elevation has two window-sized openings, which have been covered over, while the north elevation has a smaller window opening and a doorway that have also been covered. The western elevation of the building has two modern, garage-door style bays (Figure 2.1.13).

Northwest of the Salisbury Race Track Grandstand building is a large, gabled, metal storage building (Figure 2.1.14). Southeast is a single story, brick veneer office structure with a gabled roof (Figure 2.1.15). To the southeast of the Grandstand building are four modern commercial storage buildings (Figure 2.1.16).



Figure 2.1.12. Salisbury Race Track Grandstand, concession stand, facing southwest.



Figure 2.1.13. Salisbury Race Track Grandstand, concession stand, facing southeast.

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Rowan County, North Carolina
S&ME Project No. 4213-18-055



Figure 2.1.14. Salisbury Race Track Grandstand, metal storage building, facing northwest.



Figure 2.1.15. Salisbury Race Track Grandstand, modern office building, facing west.

Historic Structures Report

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Rowan County, North Carolina

S&ME Project No. 4213-18-055



Figure 2.1.16. Salisbury Race Track Grandstand, modern storage buildings, facing east.

2.1.1.1 History

The Salisbury Race Track Grand Stand was part of a fairgrounds and racetrack complex developed by notable local industrialist Walter McCanless, beginning in 1929. Part of his new complex was the horse racing track, which was a half-mile oval that was complete with “a steel frame grandstand that could seat 3,000” (*Salisbury Post* 22 October 2011). During the 1930s, McCanless saw that automobile racing was a new frontier in entertainment and was gaining popularity, so he began holding open-wheel automobile races on the track. As race car technology evolved in the early twentieth century, McCanless began including stock car racing in his slate of events. Starting in 1939, the Salisbury Race Track became one of “the first in the Carolinas to organize stock car races” and in 1940, “the Salisbury track hosted one of nine major stock car races held in the Piedmont that year” (*Salisbury Evening Post* 6 October 1958; *Salisbury Post* 22 October 2011). In 1941, the last automobile race was held on the race track before a court injunction stopped racing; the track lay unused for 17 years (*Salisbury Evening Post* 26 September 1958).

In 1958, the Salisbury Race Track, then referred to as the “new Salisbury Super Speedway” hosted a stock car race that was won by driver Lee Petty (*Salisbury Post* 22 October 2011). The old McCanless horse racing track had been revitalized by Bruton Smith, who went on to become a premier stock car racing promoter in the Charlotte area. Investing \$150,000 into improvements to the dirt track, Smith called the Salisbury track, which had banked corners and seating for 6,000 spectators “one of the finest courses in the east”, while contemporary newspaper accounts guaranteed that the “dirt track will be fast. And drivers are expected to reach 80-odd miles per hour during qualifying runs. They are expected to average 70-odd miles per hour during the race” (*Salisbury Evening Post* 26 September 1958; 6 October 1958). However, despite the promotion of Bruton Smith, the Salisbury Speedway hosted only the one race and 1963 was the final year of racing of any type at the Salisbury Race Track.

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Walter McCanless died in 1958 and his estate, including the Circle M Ranch property and the fairground and racetrack holdings, was divided and sold off. In 1963, Rowan Realty Company purchased 22 tracts of land from Circle M Ranch, Incorporated, a corporation chartered by the heirs of Walter McCanless (Rowan County Register of Deeds 1963 470:290). The South Hills Corporation purchased the property from Rowan Realty Company in 1968; it then conveyed the property to Glenn E. Ketner, but continued to hold a mortgage on the property (Rowan County Register of Deeds 1968 538:206; 1972 552:653). In 1979, Glenn and Addie Ketner sold the property to Pimpleton H. and Laverne S. McKinney (Rowan County Register of Deeds 1979 587:187). In 2001, the current owner purchased the property from P. H. and Laverne S. McKinney (Rowan County Register of Deeds 2001 904:146).

The racing oval was included on a 1938 highway map of Rowan County, although it was not labeled (Figure 2.1.17). Aerial photographs from 1948 and 1964 show the location of the Salisbury Race Track and the grandstand building (Figures 2.1.18–2.1.21). The 1948 and 1950 aerial photographs show the grandstand building as well as the small concession stand to the north, with the oval race track located to the east; there is also a smaller gabled structure approximately where the metal storage building is currently located (Figures 2.1.18 and 2.1.19). The 1960 aerial shows that, by the end of the 1950s, the race track had been expanded to include a smaller interior track, as well as the larger oval, with the grandstand building clearly building (Figure 2.1.20). By 1964, the racing ovals appear to have fallen into disuse, as they are less pronounced and look to have been grown over; one of the rear additions on the grandstand building was constructed by 1964 as well (Figure 2.1.21).

Various photographs from the 1930s through 1958 show the evolution of the race track during those decades (Figures 2.1.22–2.1.24); the right side of one circa-1930s photograph (Figure 2.1.22) may show the original structure of the grandstand, beneath its current brick façade, but the remainder of the photographs do not include the grandstand. A circa-1960 photograph of a race on the track shows a small portion of the southeastern elevation of the grandstand building, which appears to have had the brick exterior added to the south wall by that period, but the photograph focuses on the open-air seating along the eastern side of the track (Figure 2.1.25).

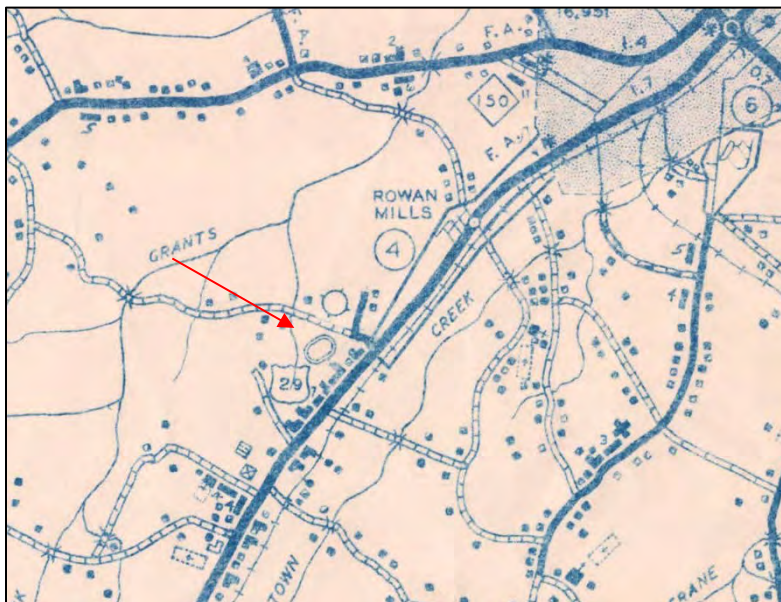


Figure 2.1.17. Rowan County highway map (1938), showing the Salisbury Race Track area.



Figure 2.1.18. Aerial photograph (1948), showing the Salisbury Race Track area.



Figure 2.1.19. Aerial photograph (1950), showing the Salisbury Race Track area.

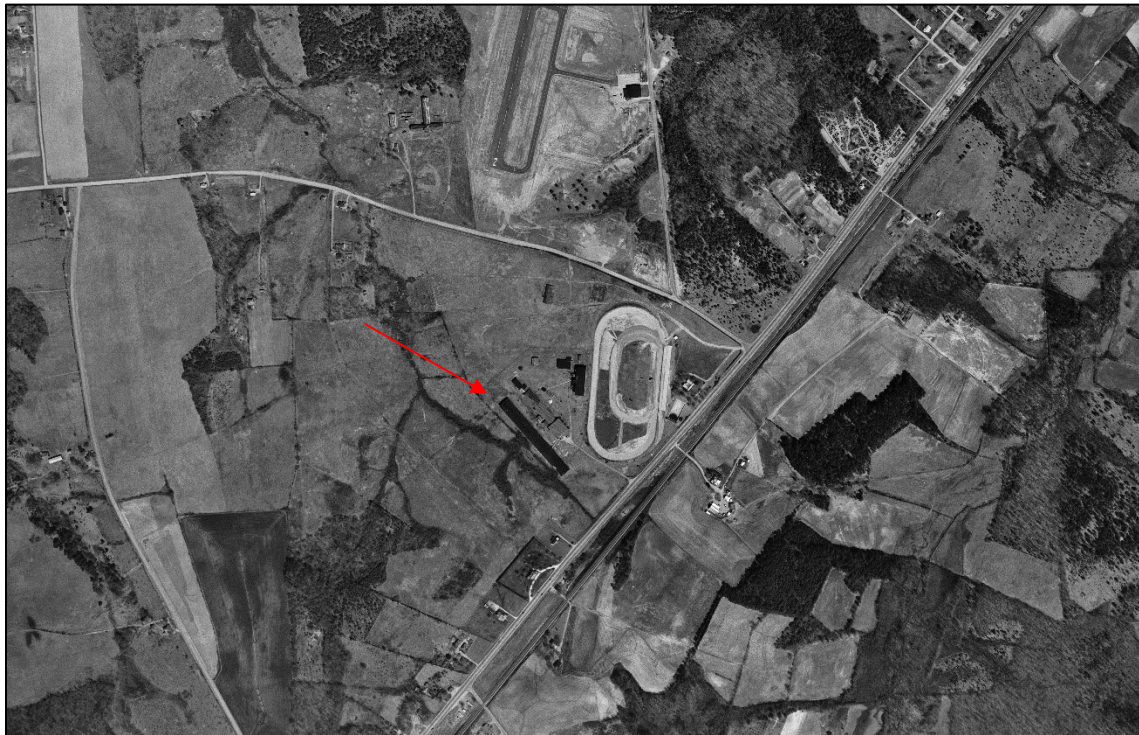


Figure 2.1.20. Aerial photograph (1960), showing the Salisbury Race Track area.



Figure 2.1.21. Aerial photograph (1964), showing the Salisbury Race Track area.



Figure 2.1.22. Photograph (circa-1930s), showing the Salisbury Race Track.

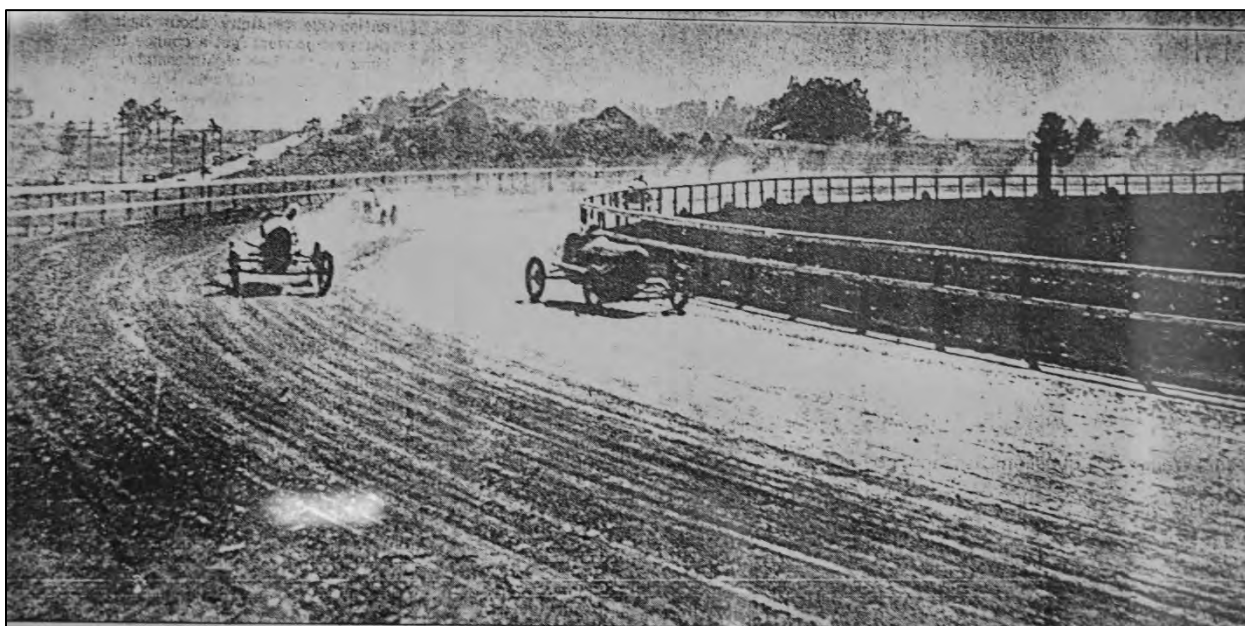


Figure 2.1.23. Photograph (circa-1930s), showing the Salisbury Race Track.

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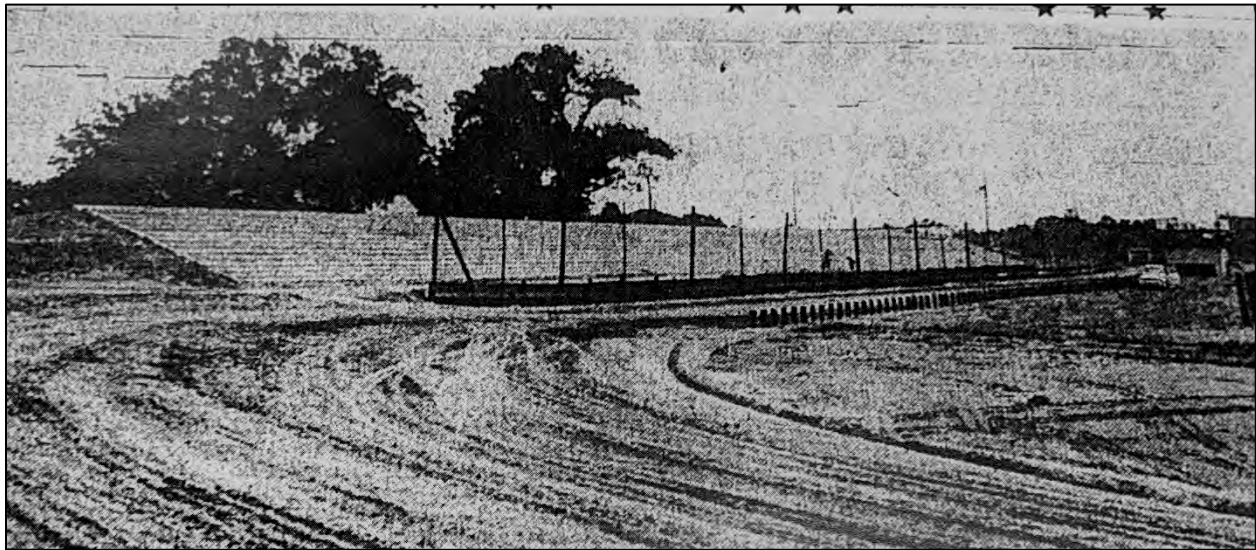


Figure 2.1.24. Photograph (1958), showing the Salisbury Race Track.



Figure 2.1.25. Photograph (circa-1960), showing the Salisbury Race Track.

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2.1.1.2 Architectural Context

The area of Rowan County southwest of Salisbury was traditionally a rural area, with large farms spanning the road between Salisbury and China Grove. The development of the Rowan Cotton Mill in 1919 brought industrial development to the area, a trend that continues into the present as industrial parks and commercial development have begun to dominate the landscape along US 29. The construction of the Rowan Airport in 1930 further added to the development of the area. In contrast to the industrial development occurring around it, the property of Walter McCanless, between the airport and Rowan Mills, remained rooted in its agricultural past during the 1920s through the 1950s, as it served as an agricultural fairground and entertainment complex. However, following the creation of a new county fairgrounds and the closing of the Salisbury race track in the late 1950s, the McCanless property began to shift into an industrial model. The conversion of the fairgrounds buildings and race track grandstand into new uses, with mixed commercial and manufacturing tenants, altered the feeling and composition of the property.

Built as a structure to support an entertainment based industry in the 1920s, there are no directly comparable architecture examples for the Salisbury Race Track Grandstand. A search of HPOWEB found no structures directly associated with racing or race tracks that had been previously surveyed. On a national level, other racetrack grandstand structures from the same era (circa-1930 to circa-1960) give an idea of what the Salisbury Race Track Grandstand may have looked like during its usage as a grandstand (Figures 2.1.26 through 2.1.31). The grandstand at the Kansas State Fairgrounds (Figure 2.1.26) and the grandstands at Bel Air Racetrack and Bowie Racetrack, both in Maryland (Figures 2.1.27 and 2.1.28) show examples of open-sided, steel-framed stands, with flat or pent roofs and raised seating, above an open ground-story area. The grandstand at Ak-Sar-Ben Field, in Omaha, Nebraska, has a similar form but features a solid wall structure along the sides, beneath the seating (Figure 2.1.29). Grandstand structures at Lincoln Fields Racetrack, in Illinois (Figure 2.1.30), and the Iowa State Fairgrounds (Figure 2.1.31) both have brick façades and large windowed openings along their rear elevations. The Lincoln Fields Racetrack building has an open ground story and also features the same diamond pattern detailing as is still evident at the Salisbury Race Track Grandstand building; the Iowa State Fairgrounds grandstand has much more pronounced Art Deco detailing, but does have tall, arched openings and an entry tower, similar to what may have been present at the Salisbury Race Track Grandstand.

The original grandstand, built in 1930, was constructed of steel, although it may have had an enclosed brick foundation that is marked by the decorative brickwork courses along the lower section of the current building. The seating would have been located beneath an enclosed roof, supported by steel beams and posts, which may have been either gabled or pent. The tiered bleachers may have also been raised up, allowing open movement and access along the ground level; the eastern elevation would have been open to the track and the western elevation likely remained open between the framing system, to promote air circulation, but may have had windows at one point in time (Figures 2.1.32 and 2.1.33).

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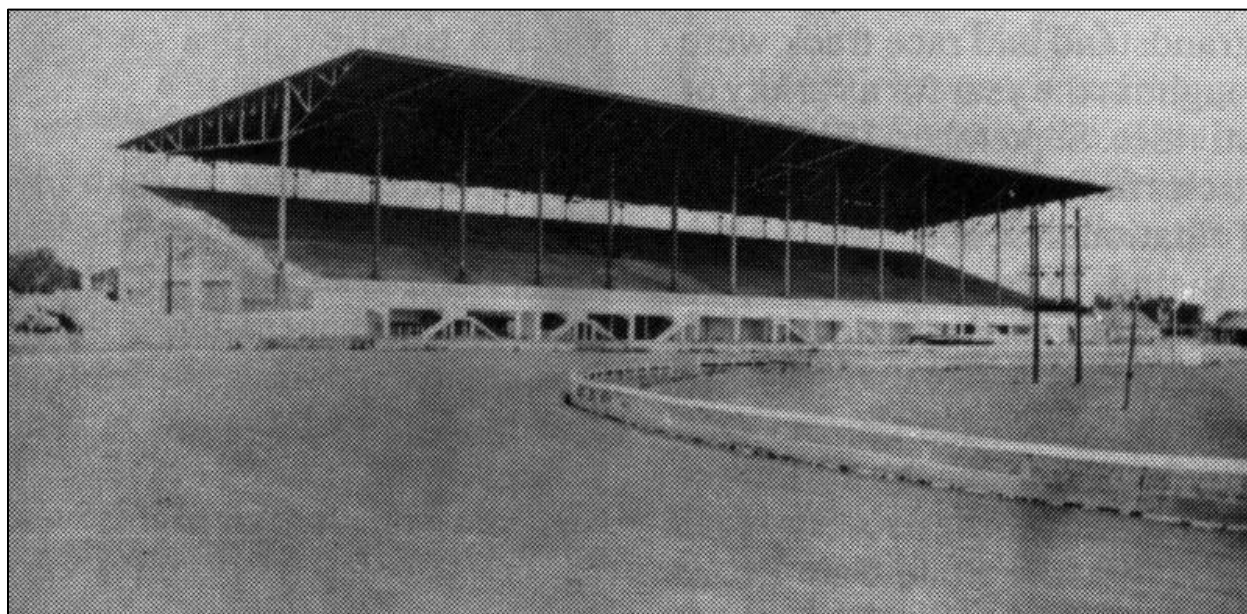


Figure 2.1.26. Kansas State Fairgrounds Grandstand, circa-1930s.



Figure 2.1.27. Bel Air Racetrack Grandstand (Maryland), circa-1930s.

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Figure 2.1.28. Bowie Race Track Grandstand (Maryland), circa-1935.



Figure 2.1.29. Ak-Sar-Ben Field, circa-1940.



Figure 2.1.30. Lincoln Fields Racetrack (Crete, Illinois), 1933.



Figure 2.1.31. Iowa State Fairgrounds Grandstand, built circa-1930s.

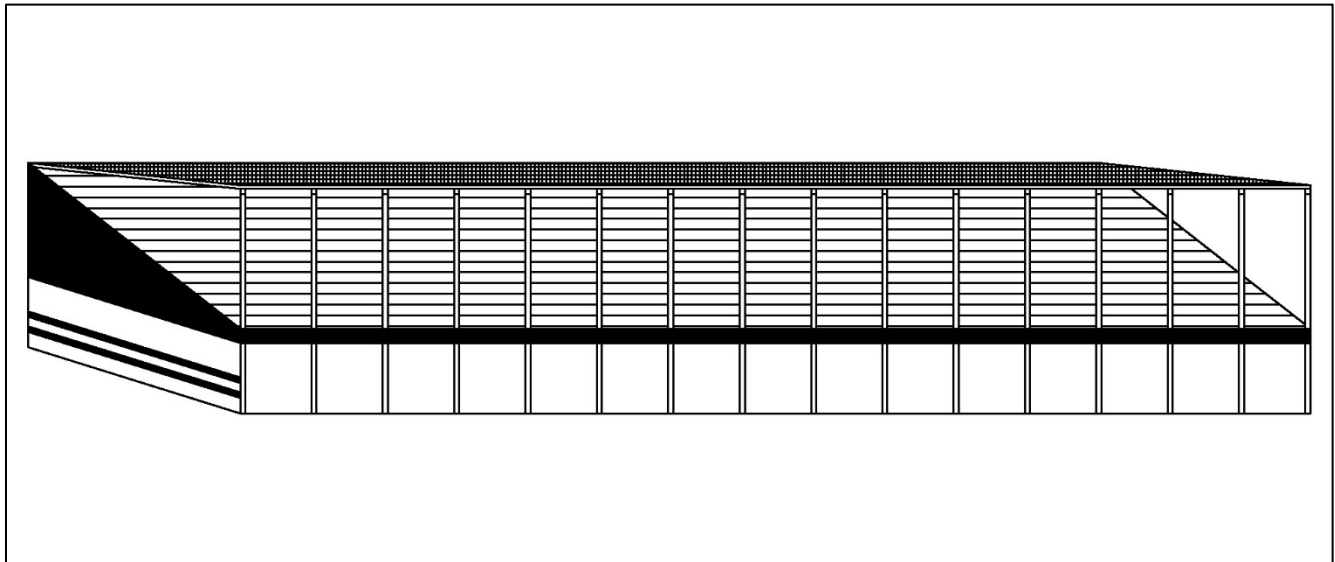


Figure 2.1.32. Salisbury Race Track Grandstand, conceptual drawing, southeast oblique.

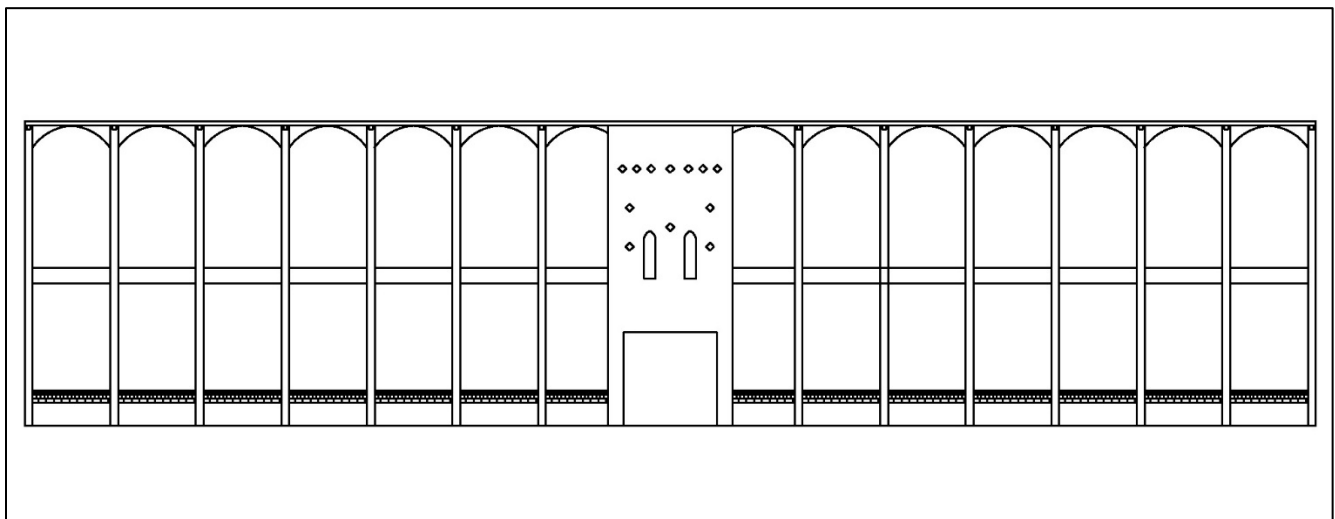


Figure 2.1.33. Salisbury Race Track Grandstand, conceptual drawing, western elevation

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The grandstand, which had a steel frame substructure, had at least a portion of its exterior walls covered with brick by 1960 and, following the 1963 stock car race, the Salisbury Race Track Grandstand was converted to industrial use and has spent more than 50 years associated with manufacturing. The original purpose of the building is not evident on initial inspection, as it currently appears to be an early-to-mid-twentieth-century manufacturing structure, of which there are many comparable examples in the Salisbury area.

The Stanback Warehouses (RW1465) is a large, multi-part, brick industrial structure with a rectangular plan and flat roof (Figures 2.1.24 and 2.1.35). The decorative brick course below the roofline is similar to the brick course along the lower portion of the western wall of the Salisbury Race Track Grandstand and the decorative square blocks are similar to the diamond pattern blocks along the grandstand dower; the window openings are of similar size and construction, although they utilized glass block instead of double-hung windows. The Stanback Warehouses are eligible for the NRHP under Criteria A and B. The Hughes Southeastern building was surveyed as part of a block of South Main Street (RW2103) but was not evaluated for NRHP eligibility. It is also a large brick structure that currently serves as a commercial storefront and warehouse (Figure 2.1.36). The engaged brick piers separating some of the front bays are similar to the piers between bays on the western elevation of the Salisbury Race Track Grandstand and the window openings may have originally held double-hung, wooden sash windows instead of the current, modern, replacements. Although a long, one-story structure with a gabled roof, the Custom Furniture Company (RW1070) is also similar to the Salisbury Race Track Grandstand in that its bays are separated by engaged brick piers, with windows of a similar size as the now enclosed openings of the grandstand structure (Figure 2.1.37). The Custom Furniture Company building is eligible for the NRHP under Criterion C, as an example of Art Deco industrial architecture.



Figure 2.1.34. Stanback Warehouses (RW1465), facing northwest.

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Figure 2.1.35. Stanback Warehouses (RW1465), facing northeast.



Figure 2.1.36. Hughes Southeastern Building (RW2103), facing south.

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Figure 2.1.37. The Custom Furniture Company (RW1070), facing north.

2.1.1.3 Integrity

Evaluation of the seven aspects of integrity required for National Register eligibility for the Salisbury Race Track Grandstand are as follows:

- Location: High

The Salisbury Race Track Grandstand remains in its original location.

- Design: Low

Salisbury Race Track Grandstand has undergone significant alterations since its original construction, including multiple additions and the enclosure of original openings.

- Setting: Low

The Salisbury Race Track Grandstand was originally part of a fairground/race track complex, located in the rural area outside of Salisbury. Although some open land remains, the area has undergone significant commercial and industrial development. Additionally, the presence of the racetrack was integral to the setting of the grandstand and the surrounding development has removed all traces of the racing oval.

- Materials: Low to Medium

The Salisbury Race Track Grandstand retains its original framing and masonry construction, however the window openings have been filled in and many of the original windows have been removed. The interior of the structure was not assessed, but the significant alteration in usage of the building suggests that interior materials would have been changed to accommodate its new use.

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- Workmanship: Low

The original workmanship on the Salisbury Race Track Grandstand exterior has been altered by the multiple additions to the building in the mid- to late-twentieth century. The interior of the structure was not assessed, but the significant alteration in usage of the building suggests that interior workmanship would have been changed to accommodate its new use.

- Feeling: Low

Presently, the Salisbury Race Track Grandstand feels much like an early to mid-twentieth century commercial or industrial structure. The alterations to the structure and removal of the race track have significantly compromised its feeling as a grandstand associated with a race track.

- Association: Low

The Salisbury Race Track Grandstand has lost its association with the fairground/race track complex, due to the alterations to the structure and to the surrounding landscape, including the development that has removed the race track oval.

2.1.1.4 Eligibility

The Salisbury Race Track Grandstand is recommended as ineligible for inclusion in the NRHP under Criterion A, as it does not have a significant association with a particular event or broad pattern of history. Although it represents early-to-mid-twentieth-century entertainment in Rowan County and the Salisbury area, there have been such significant alterations to the building and the surrounding area, specifically the removal of the racing oval, that the integrity of this association has been compromised. The grandstand building is recommended ineligible under Criterion B, as it does not have an association with a prominent person. Although it was part of a Salisbury Speedway race that was organized by notable race promotor Bruton Smith, its short association with Smith and the significant alteration to the building after the race undermine the significance of this association. Although the Salisbury Race Track Grandstand is an example of an early-twentieth-century entertainment structure, it has undergone alterations that have compromised its original architectural form and detail, as well as losing materials and workmanship; additionally, it is not a significant example of a particular architectural style or the work of a master, making it ineligible under Criterion C. The grandstand is unlikely to yield important historical information, so it is considered ineligible under Criterion D, for building technology.

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2.1.2 *Salisbury Fairground Buildings (RW2180)*

Resource Name	Salisbury Fairground Buildings
HPO Survey Site #	RW2180
Street Address	130 Piper Lane
PIN	471 036
Construction Date(s)	Circa 1920s
NRHP Recommendation	Not Eligible



Figure 2.1.38. Salisbury Fairground Buildings (RW2180), facing northwest.

The Salisbury Fairground Buildings (RW2180) are located northwest of South Main Street (US 29), approximately 3.5 miles southwest of the city center of Salisbury, in Rowan County (Figures 1.2 and 1.3). The property consists of two structures, oriented parallel to each other, set back from US 29 along a small side road (Figure 2.1.38). The larger structure is a long, horizontally oriented, rectangular building; it is built with American common bond masonry and has a low-pitched gable roof (Figures 2.1.39–2.1.44). The building has been divided into multiple commercial units and has various sized openings, ranging from single doorways to large garage bays, unevenly spaced along its façade. However, there remains evidence of the original open nature of the structure, as there are multiple bricked in openings spaced along the front elevation (Figures 2.1.43 and 2.1.44). The building has two parts. The southern portion, which currently contains commercial unit A, sits on a sloped portion of the lot and contains three garage bays of varying sizes and three doorways, however, there is evidence of 12 tall window openings, which have been bricked-over, spaced along its length. This portion of the structure is approximately 150 feet long and its attachment to the northern section is marked by a roof parapet that rises above the structure

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at the junction (Figures 2.1.39 and 2.1.40). The northern section of the building is approximately 550 feet in length. Although there are currently three garage bays, four doorways, and two windows penetrating the front wall, these are later additions that were part of the creation of commercial space; there remains evidence of 48 evenly spaced, bricked-over window openings spanning this portion of the front elevation.



Figure 2.1.39. Salisbury Fairground Buildings, building one, facing west.



Figure 2.1.40. Salisbury Fairground Buildings, building one, facing south.



Figure 2.1.41. Salisbury Fairground Buildings, building one, facing north.



Figure 2.1.42. Salisbury Fairground Buildings, building one, facing south.



Figure 2.1.43. Salisbury Fairground Buildings, building one, facing north.



Figure 2.1.44. Salisbury Fairground Buildings, building one, facing south.

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The southern elevation of the building reveals the concrete foundation on this section of the structure; it has a stepped parapet roof and five tall, evenly-spaced, bricked-over openings (Figure 2.1.45). The rear elevation of the building is arranged much like the front, with twelve tall openings, enclosed with concrete block, visible on the southern portion of the building (Figure 2.1.46), and 48 smaller window openings, enclosed with either brick or concrete block, evenly spaced along the northern section (Figures 2.1.47–2.1.49). A garage bay and a small covered porch area have been added to the central portion of the northern section (Figure 2.1.48). The north elevation of the structure has a stepped parapet roof and a central garage door opening flanked by three bricked or blocked-over window openings on either side, with an entry door added to the west of the garage; above the garage, a rectangular ghost mark indicates that there may have once been a sign over an open doorway (Figures 2.1.50 and 2.1.51). S&ME attempted to gain interior access to the structure but the request was denied.



Figure 2.1.45. Salisbury Fairground Buildings, building one, facing west.



Figure 2.1.46. Salisbury Fairground Buildings, building one, facing north.



Figure 2.1.47. Salisbury Fairground Buildings, building one, facing north.



Figure 2.1.48. Salisbury Fairground Buildings, building one, facing south.



Figure 2.1.49. Salisbury Fairground Buildings, building one, facing north.



Figure 2.1.50. Salisbury Fairground Buildings, building one, facing east.



Figure 2.1.51. Salisbury Fairground Buildings, building one, facing southwest.

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The second Salisbury Fairgrounds Building is a rectangular plan, brick masonry building with an arched roof (Figure 2.1.52). The southeastern elevation of the building is the front elevation and features an off-center garage door and entry door, as well as paired 16-over-16, double-hung, wooden sash windows. The bottom third of this elevation is exposed brick, showing the American common bond masonry construction, while the upper portion has been covered with stucco. There is evidence of another large opening as well as two additional, evenly-spaced, window openings. Along the roof eave, there are decorative brackets. The northeast elevation also has exposed brick on the lower portion, with stucco sections along the upper portion, as well as banks of 16-over-16, double-hung, wooden-frame windows (Figure 2.1.53). There is evidence of two large open areas that have been bricked-in and along the roofline there are metal brackets supporting the roof overhang. The northwest elevation of the structure is almost completely brick, with boarded-over sections along the corner that indicate that the windows, or an open section, may have once wrapped around to this elevation (Figure 2.1.54). A prominent gabled ghost mark is centered within this elevation, showing that another structure was once attached to this building (Figure 2.1.55). Although there is currently a large garage-door bay on this elevation, there is also a bricked-in opening, symmetrically placed from the garage bay, which displays an original arched form; it is likely that an identical arched opening was opened up to create the garage bay (Figure 2.1.55). The southwest elevation of the building is similar to the northeastern section, with a brick masonry lower section and an enclosed upper section, with banks of 16-over-16, double-hung, wooden sash windows, and metal brackets supporting the roof overhang (Figures 2.1.57 and 2.1.58). S&ME attempted to gain interior access to the structure but the request was denied.



Figure 2.1.52. Salisbury Fairground Buildings, building two, facing northwest.



Figure 2.1.53. Salisbury Fairground Buildings, building two, facing west.



Figure 2.1.54. Salisbury Fairground Buildings, building two, facing south.



Figure 2.1.55. Salisbury Fairground Buildings, building two, facing southeast.



Figure 2.1.56. Salisbury Fairground Buildings, building two, facing east.

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Figure 2.1.57. Salisbury Fairground Buildings, building two, facing northeast.



Figure 2.1.58. Salisbury Fairground Buildings, building two, facing north.

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2.1.2.1 History

The Salisbury Fairgrounds Buildings were part of a fairgrounds and racetrack complex developed by notable local industrialist Walter McCanless, beginning in 1929. The property on which the Salisbury Fairgrounds buildings stands is owned by the Rowan Corporation. Walter McCanless died in 1958 and his estate, including the Circle M Ranch property and the fairground and racetrack holdings, was divided and sold off. In 1963, Rowan Realty Company purchased 22 tracts of land from Circle M Ranch, Incorporated, a corporation chartered by the heirs of Walter McCanless (Rowan County Register of Deeds 1963 470:290). The property holding the fairgrounds buildings eventually passed to the Rowan Corporation, sometime between 1963 and 1979.

Beginning in 1929, McCanless developed a fairgrounds and clay oval racetrack on his property and began to promote a local fair and horse races. The first fair on the McCanless property was held in the fall of 1929. The property had been improved to include "brick exhibition buildings, a large swimming pool and bath houses, a large and beautiful dance hall, and a spacious midway, all illuminated by an 'electric light system'" (*Salisbury Post* 22 October 2011). The remaining Salisbury Fairground Buildings are presumably the brick exhibition buildings noted in contemporary accounts. Along with the new buildings, McCanless had also constructed a half-mile racing oval for horse racing, completed with "a steel frame grandstand that could seat 3,000" (*Salisbury Post* 22 October 2011). Beginning in the 1930s, McCanless also began holding automobile races on the track, beginning with open-wheel racing and eventually moving to regional stock car racing (*Salisbury Evening Post* 6 October 1958; *Salisbury Post* 22 October 2011). The fairs ended in the 1940s, because of World War I, but were begun again under the sponsorship of the Jaycees in 1951; however, by 1951 the former fairgrounds buildings had been converted into new uses and the exhibit and show areas were only tented, prompting the Jaycees to find a new fairgrounds location in 1957.

Historic maps support the timeline of the development of the fairgrounds area by McCanless, as the fairgrounds were labelled as being on the southern side of US 29 on a circa-1915 United States Postal Service (USPS) rural delivery route map, but were depicted in the location of the Salisbury Fairgrounds Buildings on a 1930 map (Figures 2.1.59 and 2.1.60). Aerial photographs between 1948 and 1964 show the changes to the former fairgrounds buildings and surrounding properties during the mid-twentieth century (Figures 2.1.61–2.1.64). The 1948 and 1950 aerial photographs both show the two structures, with the northern portion of building two still intact (Figures 2.1.61 and 2.1.62). The 1960 aerial shows that the southern section of building one was added sometime in the previous decade (Figure 2.1.63), while the 1964 aerial shows that sometime between 1960 and 1964 the northern portion of building two was demolished (Figure 2.1.64).

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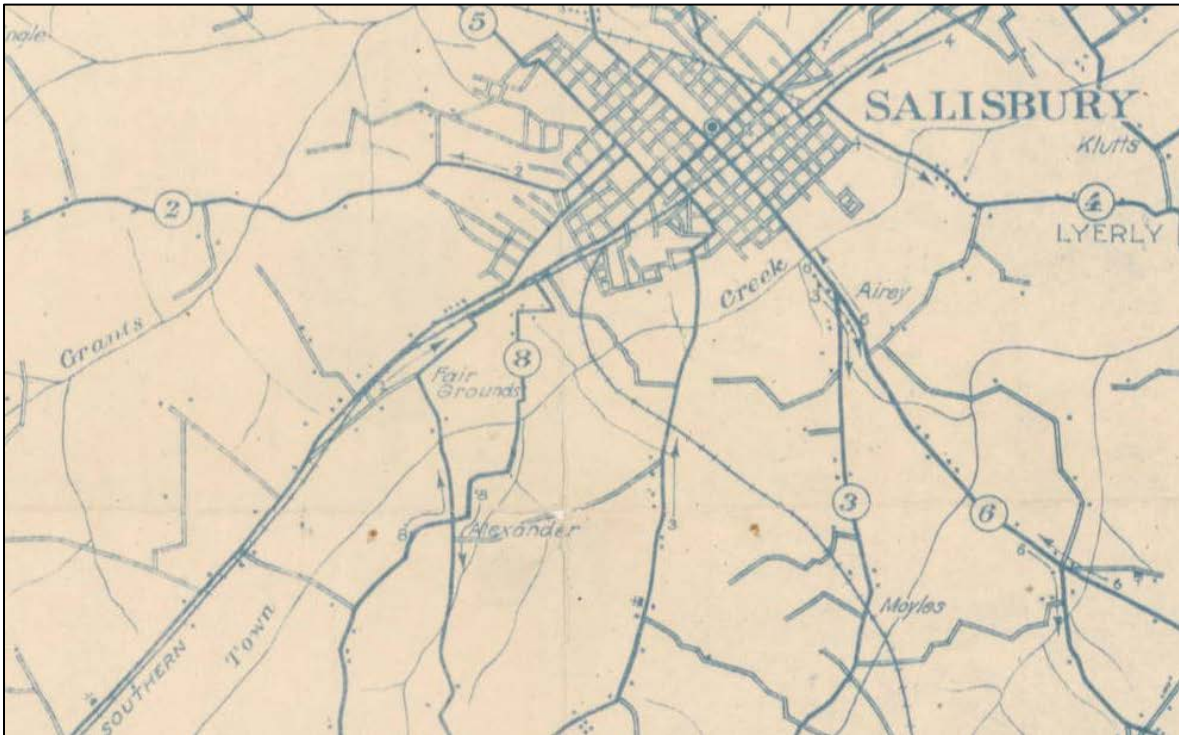


Figure 2.1.59. USPS rural delivery map (circa 1915), showing the location of the fairgrounds.

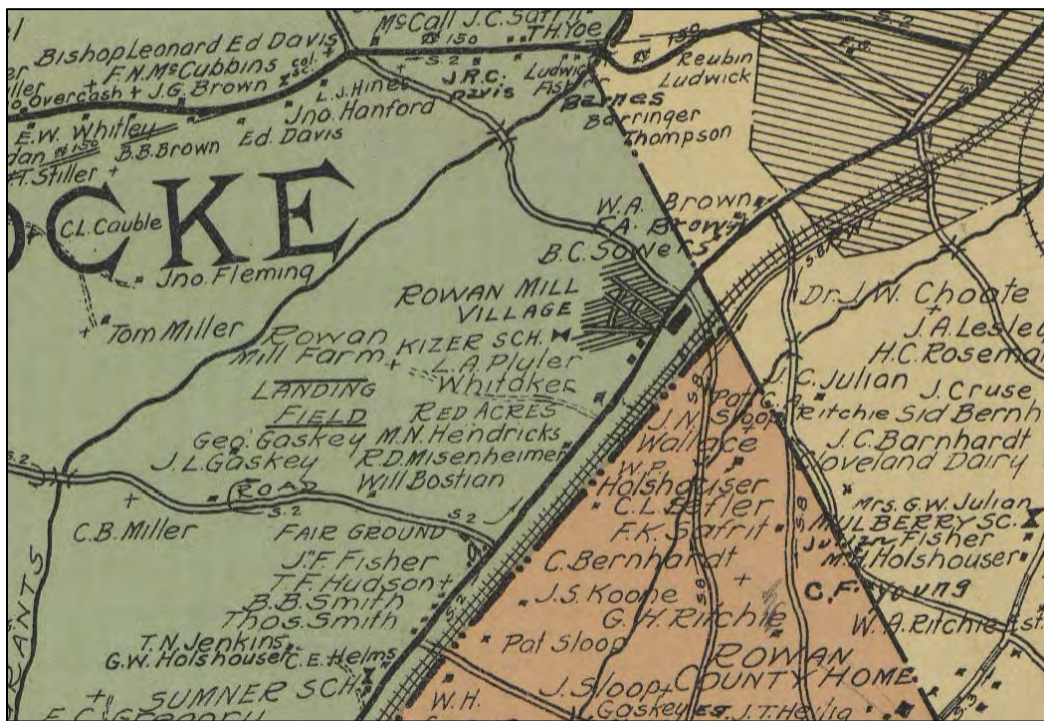


Figure 2.1.60. Rowan County Map (1930), showing the Salisbury Fairgrounds.



Figure 2.1.61. Aerial photograph (1948), showing the Salisbury Fairgrounds area.



Figure 2.1.62. Aerial photograph (1950), showing the Salisbury Fairgrounds area.



Figure 2.1.63. Aerial photograph (1960), showing the Salisbury Fairgrounds area.



Figure 2.1.64. Aerial photograph (1964), showing the Salisbury Fairgrounds area.

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2.1.2.2 Architectural Context

The area of Rowan County southwest of Salisbury was traditionally a rural area, with large farms spanning the road between Salisbury and China Grove. The development of the Rowan Cotton Mill in 1919 brought industrial development to the area, a trend that continues into the present as industrial parks and commercial development have begun to dominate the landscape along US 29. The construction of the Rowan Airport in 1930 further added to the development of the area. In contrast to the industrial development occurring around it, the property of Walter McCanless, between the airport and Rowan Mills, remained rooted in its agricultural past during the 1920s through the 1950s, as it served as an agricultural fairground and entertainment complex.

Built as a structure to support an entertainment based industry in the 1920s, there are no directly comparable architecture examples for the Salisbury Fairgrounds Buildings. A search of HPOWEB found few structures associated with fairgrounds and agricultural fairs that had been previously surveyed and these examples are scattered around the state. The three examples are the Cleveland County Fairgrounds Barn (CL0575), the Fair Grounds (JN0322) in Trenton, and the Moore County Agricultural Fairgrounds (MR1517). The Cleveland County Fairgrounds Barn (CL0575) is a circa-1923 one-story, frame structure with a gabled roof that has a stepped parapet along its front elevation. It has not been evaluated for NRHP eligibility. The Fair Grounds (JN0322) in Trenton is a complex of five buildings that formerly housed the Jones County fairs; the structures consist of two metal-clad agricultural structures, two hipped-roof frame buildings, and a concrete-block restroom building. It has not been evaluated for NRHP eligibility. The Moore County Agricultural Fairgrounds (MR1517), which was determined not eligible for the NRHP in 2009 as part of a survey of the Carthage Bypass (TIP No. R-2212), consists of a cluster of brick, metal frame, and concrete block buildings that are the home to the Moore County Agricultural Fair.

The North Carolina State Fair fairgrounds, in Raleigh, were put into use around the same time as the former Rowan County Fairgrounds, in the late 1920s. The NRHP-listed North Carolina State Fair Commercial and Educational Buildings (WA0202) were constructed in 1928, one year before the remaining Salisbury Fairgrounds Buildings. In contrast to the North Carolina State Fair buildings, which were designed in the Mediterranean Revival architectural style by a local architecture firm, the Salisbury Fairground Buildings have a more simple style, with few decorative details (Figure 2.1.65). However, unlike the North Carolina State Fair buildings, which remain in use, following the creation of a new county fairgrounds and the closing of the Salisbury race track in the late 1950s, the McCanless property began to shift into an industrial model. The conversion of the fairgrounds buildings and race track grandstand into new uses, with mixed commercial and manufacturing tenants, altered the feeling and composition of the property.

Sometime in the mid-twentieth century, agricultural fairs at this location ceased and the fairground buildings were converted to industrial and commercial use; the original purpose of the building is not evident on initial inspection, as it currently appears to be an early-to-mid-twentieth-century manufacturing structure, of which there are many comparable examples in the Salisbury area. Although it has a more steeply gabled roofline, Custom Furniture Company (RW1070) is similar to the Salisbury Fairgrounds Buildings, particularly building one, in that it is a single story, brick structure with a parapet rising over its main roof; it also has multiple window openings evenly spaced along the sides of the building (Figure 2.1.66). The Custom Furniture Company building is eligible for the NRHP under Criterion C, as an example of Art Deco industrial architecture. The Jackson Alignment/Jack Kopley Scout Building was surveyed as part of a block of structures along South Main Street (RW2104) and was not evaluated for NRHP eligibility; it is a group of two one-story, brick commercial structures with multiple window bays and parapet roofs rising above the main gabled roofline (Figure 2.1.67). Although taller than the

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Salisbury Fairgrounds Buildings, the Stanback Warehouses (RW1465) feature the same type of evenly spaced openings along its façade; the Stanback Warehouses are eligible for the NRHP under Criteria A and B (Figure 2.1.68).



Figure 2.1.65. North Carolina State Fair Commercial and Educational Buildings (WA0202), facing northeast.



Figure 2.1.66. The Custom Furniture Company (RW1070), facing north.



Figure 2.1.67. Jackson Alignment/Jack Kepley Scout Building (RW2104), facing northeast.



Figure 2.1.68. Stanback Warehouses (RW1465), facing northwest.

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2.1.2.3 Integrity

Evaluation of the seven aspects of integrity required for National Register eligibility for Salisbury Fairground Buildings are as follows:

- Location: High
The Salisbury Fairground Buildings remain in their original location.
- Design: Low
Salisbury Fairground Buildings have undergone significant alterations since their original construction, including the division of building one into multiple commercial spaces, the enclosure of original openings, and the removal of the northern portion of building two.
- Setting: Low
The Salisbury Fairground Buildings were originally part of a fairground/race track complex, located in the rural area outside of Salisbury. Although some open land remains, the area has undergone significant commercial and industrial development. The area surrounding the buildings is no longer recognizable as a fairground.
- Materials: Low to Medium
The Salisbury Fairground Buildings retain their original framing and masonry construction, however the window and door openings have been filled in and many of the original windows have been removed; additionally, a large portion of the material was compromised with the removal of the northern section of building two. The interior of the structures was not assessed, but the alteration in usage of the buildings suggests that interior materials would have been changed with the division into commercial spaces.
- Workmanship: Low
The original workmanship on the Salisbury Fairground Buildings exterior has been altered by the infill of the door and window openings on both structures, as well as the removal of the northern portion of building two. The interior of the structures was not assessed, but the significant alteration in usage of the buildings suggests that interior workmanship would have been changed to accommodate the new use.
- Feeling: Low
Presently, the Salisbury Fairground Buildings feel much like early to mid-twentieth century commercial or industrial structures. The alterations to the structures and changes to the setting have significantly compromised the feeling of the buildings as early-twentieth-century fairground structures.
- Association: Low
The Salisbury Fairground Buildings have lost their association with the fairground/race track complex, due to the alterations to the structures and to the surrounding landscape.

2.1.2.4 Eligibility

The Salisbury Fairground Buildings are recommended as ineligible for inclusion in the NRHP under Criterion A, as it does not have a significant association with a particular event or broad pattern of history. Although they represent early-to-mid-twentieth-century entertainment in Rowan County and the Salisbury area, there have been

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such significant alterations to the buildings and the surrounding area that the integrity of this association has been compromised. The Salisbury Fairground Buildings are recommended ineligible under Criterion B, as they do not have an association with a prominent person. Although the Salisbury Fairground Buildings are examples of early-twentieth-century agricultural fair and entertainment structures, they have undergone alterations that have compromised their original architectural form and detail, as well as losing materials and workmanship; additionally, they are not a significant example of a particular architectural style or the work of a master, making them ineligible under Criterion C. The Salisbury Fairground Buildings are unlikely to yield important historical information, so they are considered ineligible under Criterion D, for building technology.

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2.2 Rowan Mills Properties

Four of the properties surveyed as part of this project have an association with the community of Rowan Mills, which developed around the Rowan Cotton Mill in the early twentieth century. The Rowan Mills Store (RW2181), Rowan Mills Methodist Church (RW2182), R. G. Kizer School (RW2183), and Rowan Mills Baptist Church (RW2184) were all constructed between 1920 and 1949 and served the surrounding Rowan Mills residential community, which consisted of workers in the Rowan Cotton Mill. The four structures were part of the Rowan Cotton Mills village, which also included the Rowan Cotton Mill, located southeast of South Main Street (US 29) and approximately 50 residential structures (Figures 2.2.1). By 1993, a large number of the houses, primarily those between Cottage Street and South Main Street, had been demolished; the remainder of the houses were razed sometime between 1998 and 2005 (Figure 2.2.2).

The Rowan Cotton Mill was established in in 1919. The original plan was for a brick cotton mill, approximately 103 feet wide by 300 feet long, holding 10,000 spindles that would be powered by electricity (*Salisbury Evening Post* 15 July 1919:1; *The Lincoln County News* 21 July 1919:1). Two months after the initial planning for the mill, the capacity was lowered to 5,000 spindles (*The Charlotte Observer* 14 September 1919:31). In addition to adding a spur track to the mill building, the company employed a landscape architect to “locate the mill homes for the operatives and other details of the landscape”; the mill village was planned and laid out on the northwestern side of the existing Salisbury to China Grove road, described as being “to the right of the highway” as one traveled south from Salisbury (*Salisbury Evening Post* 26 July 1919:1).

The land on which the four Rowan Mills properties stand was part of property that was purchased by the Rowan Cotton Mills Company through over 20 land transfer transactions dating from 1919 through 1942 (Rowan County Register of Deeds 2002 948:418). When the Rowan Cotton Mills Company merged with Parkdale Mills Incorporated in the 1950s, the property of the Rowan Cotton Mills Company transferred to Parkdale Mills Incorporated (Rowan County Register of Deeds 16:327).

Although located within a 0.1-mile radius of each other and are associated with the Rowan Cotton Mill complex, the Rowan Mills properties have not been evaluated as a historic district because the loss of the surrounding mill housing has significantly damaged the integrity of a potential district. Although the Rowan Cotton Mill building remains, it has been altered since its original construction and does not convey the feeling of an early twentieth century mill building. The loss of the residential component of the Rowan Cotton Mill complex has also severed the link between the cotton mill and the surrounding community structures, as the store, churches, and school building were established to serve the mill workers who lived in the mill-provided housing; without the housing associated with the mill, these supporting establishments have lost their context and connection to a congruous community.



Figure 2.2.2. Aerial photograph (1960), showing the Rowan Cotton Mill complex.



Figure 2.2.3. Aerial photograph (1993), showing the Rowan Cotton Mill complex.

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2.2.1 Rowan Mills Store (RW2181)

Resource Name	Rowan Mills Store
HPO Survey Site #	RW2181
Street Address	2702 Main Street
PIN	461 191
Construction Date(s)	Circa 1925
NRHP Recommendation	Not Eligible



Figure 2.2.3. Rowan Mills Store (RW2181), facing north.

The Rowan Mills Store (RW2181) is located at 2702 Main Street, northwest of US 29, approximately 2.5 miles southwest city center of Salisbury, in Rowan County (Figures 1.2 and 1.4). The Rowan Mills Store was originally surveyed as part of the Rowan Cotton Mill complex (RW0737), in 1980, but no information on the store itself was included in the survey (Survey File 1980:RW0737). The building, which is located close to the road right-of-way is a two-part block commercial style structure, built around 1925 (Figure 2.2.3). The Rowan Mills Store is a two-story building with a brick veneer exterior; it has a rectangular plan, with a flat roof that features a decorative parapet that has stone coping (Figure 2.2.4). The front elevation has two entry doors on the first story, one near the southern corner and one slightly off-center; the central entry is flanked by four large single-pane display windows on either side (Figure 2.2.5). The upper story has four evenly-spaced window openings, each with a single one-over-one, double-hung, vinyl sash window and a stone sill.

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Figure 2.2.4. Rowan Mills Store, facing northwest.



Figure 2.2.5. Rowan Mills Store, front entry detail, facing northwest.

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The north elevation of the building steps back in three sections, with the roof parapet dropping slightly on each portion (Figure 2.2.6). There are no window openings on the lower story, but there is a single doorway near the northwest corner of the structure. On the upper story, the front section has two single one-over-one, double-hung, vinyl sash windows; the central section has two paired one-over-one, double-hung, vinyl sash windows and an entry door, reached by a fire escape; and the rear section has two single one-over-one, double-hung, vinyl sash windows (Figure 2.2.7). There is a single story, rear addition that has a doorway on the northern elevation.

The rear elevation of the building is obscured by the single story addition and the attached roof overhang on the first floor (Figure 2.2.8). The upper story has a single tall one-over-one, double-hung, vinyl sash window as well as two smaller one-over-one, double-hung, vinyl sash windows, which are not evenly spaced along this elevation. The south elevation, like the north elevation, steps back in three sections and has no openings on the lower story (Figure 2.2.9). The front section has no window openings on the upper story, while the central section has two double one-over-one, double-hung, vinyl sash windows and the rear section has two single, one-over-one, double-hung vinyl sash windows. S&ME attempted to gain interior access to the structure but the request was denied.



Figure 2.2.6. Rowan Mills Store, facing southwest.

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Figure 2.2.7. Rowan Mills Store, facing south.



Figure 2.2.8. Rowan Mills Store, facing southeast.

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Figure 2.2.9. Rowan Mills Store, facing northeast.

2.2.1.1 History

The Rowan Mills Store (RW2181) was recorded in 1980, as part of the Rowan Cotton Mill complex (RW0737), but no information on the store itself, besides its location on a map, was included in the survey (Survey File 1980:RW0737). The construction of the store likely corresponded with the construction of the Rowan Cotton Mill and the development of the surrounding mill village, dating the store to the early 1920s. Aerial photographs from 1948 and 1960 show the location of the store and the surrounding residential structures associated with the mill village (Figures 2.2.10 and 2.2.11).

The property on which the Rowan Mills Store stands was part of land that was purchased by the Rowan Cotton Mills Company between 1919 through 1942 (Rowan County Register of Deeds 2002 948:418). When the Rowan Cotton Mills Company merged with Parkdale Mills Incorporated in the 1950s, the property of the Rowan Cotton Mills Company transferred to Parkdale Mills Incorporated (Rowan County Register of Deeds 16:327). In 2002, Parkdale Mills sold the parcel on which the Rowan Mills Store stands to Alliance Real Estate, who sold the parcel to the current owners in 2012 (Rowan County Register of Deeds 2002 948:418; 2012 1208:515).



Figure 2.2.10. Aerial photograph (1948), showing the Rowan Cotton Mill complex and the Rowan Mills Store.



Figure 2.2.11. Aerial photograph (1960), showing the Rowan Cotton Mill complex and the Rowan Mills Store.

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2.2.1.2 Architectural Context

The area of Rowan County southwest of Salisbury was traditionally a rural area, with large farms spanning the road between Salisbury and China Grove. The development of the Rowan Cotton Mill in 1919 brought industrial development to the area, a trend that continues into the present as industrial parks and commercial development have begun to dominate the landscape along US 29. The construction of the Rowan Airport in 1930 further added to the development of the area. The area surrounding the Rowan Mills Store was developed as a mill village for the Rowan Cotton Mill and included a small variety of early-twentieth-century residential, commercial, and religious architecture, in addition to the industrial building that housed the mill, clustered within a small radius.

Two-part block commercial buildings are a relatively common early twentieth century form of commercial architecture. They are often located along main streets and in commercial districts. Downtown Salisbury features a number of these types of structures, often grouped together with party walls. The stand-alone configuration of the Rowan Mills Store is less common, but is also visible in the surrounding area. The (former) R. L. Foil Grocery (RW1466) is a two-part commercial block structure located at 1020–1024 South Fulton Street; it was originally a stand-alone structure on a street corner, like the Rowan Mills Store, but has had a newer structure built along its south wall ten years after its original construction (Figure 2.2.12). It is configured much like the Rowan Mills Store, with a rectangular plan and flat roof with parapet, which steps back from the front elevation in three sections; however, it has more decorative detailing, including a roof cornice and arched window openings. It is a contributing resource to the Fulton Heights Historic District. The Barringer and Rufty General Store (RW0063) is also a two-part commercial block structure, located at 1313–1319 North Main Street; it has a small adjacent structure (Figure 2.2.13). It also has a rectangular plan and flat roof with parapet, which steps back from the front elevation in three sections, but has arched window openings along its side elevations and a decorative cornice. The building is a contributing resource to the North Main Street Historic District.

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Figure 2.2.12. The (former) R. L. Foil Grocery (RW1466), facing southwest.



Figure 2.2.13. Barringer and Ruffy General Store (RW0063), facing east.

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2.2.1.3 Integrity

Evaluation of the seven aspects of integrity required for National Register eligibility for the Rowan Mills Store are as follows:

- Location: High

The Rowan Mills Store is located in its original location.

- Design: Medium to High

The Rowan Mills Store retains its basic commercial form, with separate first and second story spaces. The interior of the structure was not assessed to determine changes to the organization of interior spaces.

- Setting: Low

When the Rowan Mills Store was constructed, in the early-twentieth century, it was surrounded by the Rowan Cotton Mill and a small mill village. There have been significant changes to the surrounding area, including the demolition of most of the mill houses associated with the Rowan Cotton Mill along the northwestern side of US 29. Although the mill building and three associated village structures remain, the loss of the mill housing has significantly altered the setting of the store. Additionally, there has been increased residential development to the southwest and commercial development along the US 29 corridor surrounding the store.

- Materials: Low to Medium

The Rowan Mills Store retains its original framing and brick veneer exterior. However, much of the other exterior material, including the upper story windows, doors, and display windows, has been removed and replaced by modern material. The interior of the store was not accessible; therefore, material integrity of the interior was not assessed.

- Workmanship: Low to Medium

Much of the original workmanship on the structure's exterior remains, including the brickwork. The interior of the store was not accessible; therefore, integrity of workmanship on the interior was not assessed.

- Feeling: Medium

Despite changes to the Rowan Mills Store, the structure continues to evoke the feeling of an early-twentieth-century commercial establishment. Two part block commercial form and location along a main thoroughfare contribute to the feeling of the structure as a commercial building.

- Association: Low to Medium

The Rowan Mills Store retains its association with the Rowan Mills area and the mill itself, which remains standing across the street. However, the loss of the surrounding village structures, particularly the housing, has compromised the store's association with a small mill village.

2.2.1.4 Eligibility

The Rowan Mills Store is recommended as ineligible for inclusion in the NRHP under Criterion A, as it does not bear a significant association with a particular event or broad pattern of history. While it is a recognizable example of an early-twentieth-century two part block commercial structure, the most significant association of the building

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is with the Rowan Cotton Mills village; however, the removal of the housing associated with the village has compromised the integrity of this association. The store is recommended ineligible under Criterion B, as it is not associated with a prominent person. The Rowan Mills Store is a relatively common example of an early twentieth-century brick commercial structure and there are multiple examples of this type of building in the surrounding area; it is not a significant example of a particular architectural style or the work of a master, making it ineligible under Criterion C. The store is unlikely to yield any new information about building technology, so it is considered ineligible under Criterion D.

The four structures associated with the Rowan Cotton Mill and the mill village (RW2181, RW2182, RW2183, and RW2184), along with the former Rowan Cotton Mill (RW2119) could be combined to form a small historic district. However, integrity issues with each of the properties, along with the loss of the surrounding mill housing, have compromised the integrity of the historic association of such a district.

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2.2.2 *Rowan Mills Methodist Church (RW2182)*

Resource Name	Rowan Mills Methodist Church
HPO Survey Site #	RW2182
Street Address	2728 Cottage Street
PIN	461 142
Construction Date(s)	1939
NRHP Recommendation	Not Eligible



Figure 2.2.14. Rowan Mills Methodist Church (RW2182), facing west.

The Rowan Mills Methodist Church (RW2182) is located at 2728 Cottage Street, a side street northwest of US 29, approximately 2.5 miles southwest of the city center of Salisbury, in Rowan County (Figures 1.2 and 1.4). The Rowan Mills Methodist Church was originally surveyed as part of the Rowan Cotton Mill complex (RW0737), in 1980, but little information on the church was included in the survey (Survey File 1980:RW0737). The church is a cruciform-shaped, gable-roofed church that is of stone-masonry construction (Figure 2.2.14). The church has a front-gabled façade with a central, rectangular tower topped with a pyramidal roof (Figure 2.2.15). The central double doorway is located beneath the tower and is accessed by an arched opening on each of the three exposed sides; the upper story of the tower has an arched, louvered vent on each of the three exposed sides (Figure 2.2.16). The tower is flanked by two tall windows, consisting of a one-over-one, double-hung, wooden sash window with a single-pane rectangular transom, on either side; the windows are covered with exterior storm windows. The church is four bays deep, with each bay consisting of a pair of one-over-one, double-hung, wooden sash windows with a single-pane rectangular transom (Figures 2.2.16 and 2.2.17). The westernmost bay of both

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the north and south elevations consists of a single-story, hipped-roof extension that creates the church's cruciform plan. The south elevation has an exterior stone chimney just west of this extension.



Figure 2.2.15. Rowan Mills Methodist Church, facing northwest.



Figure 2.2.16. Rowan Mills Methodist Church, facing north.

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Figure 2.2.17. Rowan Mills Methodist Church, facing northeast.

The western elevation is the rear of the church. The main section of the church has a gabled rear elevation, with a covered-over opening centered within the gable end. There is a single story, pent-roofed, frame and brick-veneer addition that projects from the rear elevation (Figure 2.2.18). This addition has a basement story, which is accessed from a covered stairway on the south elevation. The addition has two metal-frame, horizontal-tilt, casement windows on the south elevation; a central doorway and two metal-frame, horizontal-tilt, casement windows on the west elevation; and three metal-frame, horizontal-tilt, casement windows on the north elevation (Figure 2.2.19). The northern elevation of the church is symmetrical to the southern elevation, with four bays of paired one-over-one, double-hung, wooden sash windows with a single-pane rectangular transom and the rear bay consisting of a hipped-roof extension (Figure 2.2.20). Basement windows are visible along both the north and south elevations of the church and the roof of the church is covered with composition shingles. S&ME attempted to gain interior access to the structure but the request was denied.

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Figure 2.2.18. Rowan Mills Methodist Church, facing southeast.



Figure 2.2.19. Rowan Mills Methodist Church, facing south.

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Figure 2.2.20. Rowan Mills Methodist Church, facing southwest.

2.2.2.1 History

The Rowan Mills Methodist Church (RW2182) was recorded in 1980, as part of the Rowan Cotton Mill complex (RW0737), but little information on the church was included in the survey; the church was depicted on a hand drawn map and a short description noted that “Rowan [Mills] Methodist Church, a handsome stone church resting on a high basement and built in 1939, is the more impressive of the two church edifices” (Survey File 1980:RW0737). The Rowan Mills Methodist Church congregation was organized in 1925, six years after the founding and construction of the mill. The current church building was constructed in 1939. Aerial photographs from 1948 and 1960 show the location of the church and the surrounding residential structures associated with the mill village (Figures 2.2.21 and 2.2.22). Both the 1948 and 1960 photographs show the Rowan Mills Methodist Church with the same cruciform plan and tower as it currently has, minus the brick rear addition.

The property on which the Rowan Mills Methodist Church stands was part of land that acquired by the Rowan Cotton Mills Company between 1919 through 1942 (Rowan County Register of Deeds 2002 948:418). In 1937, Rowan Cotton Mills Company transferred the “Rowan Mills Church lot” to the Trustees of the Rowan Mills Methodist Episcopal Church, South, with the stipulation that “in trust that said premises shall be used, kept, maintained, and disposed of, as a place of divine worship for the use of the ministry and membership of the Methodist Episcopal Church, South” (Rowan County Register of Deeds 1937 238:188). In 1987, the trustees of the Rowan United Methodist Church transferred the property to the trustees of the New Covenant Christian Fellowship; ten years later the New Covenant Christian Fellowship of Salisbury deeded the property to the North Carolina District Council of Assemblies of God, Incorporated (Rowan County Register of Deeds 1987 635:907; 2007 1106:851).



Figure 2.2.21. Aerial photograph (1948), showing the Rowan Cotton Mill complex and the Rowan Mills Methodist Church.

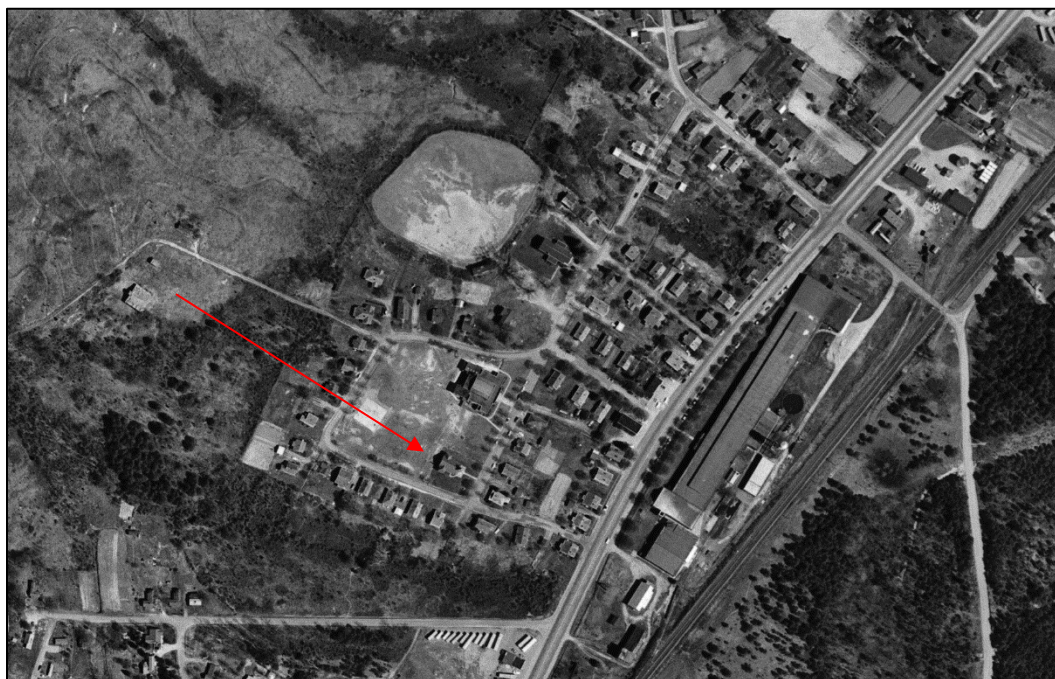


Figure 2.2.22. Aerial photograph (1960), showing the Rowan Cotton Mill complex and the Rowan Mills Methodist Church.

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2.2.2.2 Architectural Context

The area of Rowan County southwest of Salisbury was traditionally a rural area, with large farms spanning the road between Salisbury and China Grove. The development of the Rowan Cotton Mill in 1919 brought industrial development to the area, a trend that continues into the present as industrial parks and commercial development have begun to dominate the landscape along US 29. The construction of the Rowan Airport in 1930 further added to the development of the area. The area surrounding the Rowan Mills Methodist Church was developed as a mill village for the Rowan Cotton Mill and included a small variety of early-twentieth-century residential, commercial, and religious architecture, in addition to the industrial building that housed the mill, clustered within a small radius.

There are a large number of churches in Rowan County, dating from various periods throughout the nineteenth and twentieth centuries. The cruciform layout with front entry tower is evident in a number of church structures within the county. Christ Evangelical Lutheran Church (RW0817) is a brick church with stone accents that is of similar design to Rowan Mills Methodist Church, with its cruciform plan and gabled roofline; however its central tower is inset into the front elevation with only one opening leading to a recessed entryway (Figure 2.2.23). It has not been evaluated for NRHP eligibility. Union Evangelical Lutheran Church (RW0754), which is eligible for the NRHP, is also a brick church with a cruciform plan and front entry tower, although it is built on a larger scale but with less decorative detail than the Rowan Mills Methodist Church (Figure 2.2.24). The entryway tower on this church also features openings on the three exposed sides, although they have each been enclosed with either doors or windows; the tower is also topped with a spire. The church at 124 North Fulton Street, which was surveyed as part of a block of buildings (RW1970), while of a different form and architectural style than the Rowan Mills Methodist Church, with a monumental front-gabled façade and tower located to the side, is another example of a church of stone construction that sits on a raised basement (Figure 2.2.25). It has not been evaluated for NRHP eligibility.



Figure 2.2.23. Christ Evangelical Lutheran Church (RW0817), facing northwest.

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Figure 2.2.24. Union Evangelical Lutheran Church (RW0754), facing northeast.



Figure 2.2.25. Church, 124 North Fulton Street (RW1970), facing northwest.

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2.2.2.3 Integrity

Evaluation of the seven aspects of integrity required for National Register eligibility for the Rowan Mills Methodist Church are as follows:

- Location: High

The Rowan Mills Methodist Church remains in its original location.

- Design: Medium to High

The Rowan Mills Methodist Church retains its original form and design, although it has a more modern rear addition. The interior of the church was not accessed, so the interior design was not assessed.

- Setting: Low to Medium

When the Rowan Mills Methodist Church was constructed, in the early-twentieth century, it was surrounded by the Rowan Cotton Mill and a small mill village. There have been significant changes to the surrounding area, including the demolition of most of the mill houses associated with the Rowan Cotton Mill along the northwestern side of US 29. Although the mill building and three associated village structures remain, the loss of the mill housing has significantly altered the setting of the church. Additionally, there has been increased residential development to the southwest and commercial development along the US 29 corridor surrounding the church.

- Materials: Medium to High

The Rowan Mills Methodist Church retains its original exterior materials, including its stone construction and original windows. The interior of the church was not accessible; therefore, integrity of interior materials was not assessed.

- Workmanship: Medium to High

Much of the original workmanship on the structure's exterior remains, specifically the stone masonry. The interior of the church was not accessible; therefore, integrity of workmanship on the interior was not assessed.

- Feeling: High

The Rowan Mills Methodist Church evokes the feeling of an early-to-mid-twentieth century church building that served a small residential community.

- Association: Low

The Rowan Mills Methodist Church retains its association with the Rowan Mills area and the mill itself, which remains standing nearby, across US 29. However, the loss of the surrounding village structures, particularly the housing, has compromised the church's association with a small mill village.

2.2.2.4 Eligibility

The Rowan Mills Methodist Church is recommended as ineligible for inclusion in the NRHP under Criterion A, as it does not bear a significant association with a particular event or broad pattern of history. While it is a recognizable example of an early-to-mid-twentieth-century church structure, the most significant association of the building is with the Rowan Cotton Mills village; however, the removal of the housing associated with the village has

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compromised the integrity of this association. The church is recommended ineligible under Criterion B, as it is not associated with a prominent person. The Rowan Mills Methodist Church is an example of an early-to-mid-twentieth-century church building and there are multiple examples of this type of structure in the surrounding area, including others constructed of stone; it is not a significant example of a particular architectural style or the work of a master, making it ineligible under Criterion C. The church is unlikely to yield any new information about building technology, so it is considered ineligible under Criterion D.

The four structures associated with the Rowan Cotton Mill and the mill village (RW2181, RW2182, RW2183, and RW2184), along with the former Rowan Cotton Mill (RW2119) could be combined to form a small historic district. However, integrity issues with each of the properties, along with the loss of the surrounding mill housing, have compromised the integrity of the historic association of such a district.

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2.2.3 R. G. Kizer School (RW2183)

Resource Name	R. G. Kizer School
HPO Survey Site #	RW2183
Street Address	2700 Cottage Street
PIN	461 143
Construction Date(s)	Circa 1926
NRHP Recommendation	Not Eligible



Figure 2.2.26. R. G. Kizer School (RW2183), facing west.

The R. G. Kizer School (RW2183) is located at 2728 Cottage Street, a side street northwest of US 29, approximately 2.5 miles southwest of the city center of Salisbury, in Rowan County (Figures 1.2 and 1.4). The R. G. Kizer School was originally surveyed as part of the Rowan Cotton Mill complex (RW0737), in 1980, but little information on the school was included in the survey (Survey File 1980:RW0737). The school is of frame construction, with a brick veneer exterior, and has an irregular but symmetrical plan (Figure 2.2.26). The central section of the building is two-stories, with a gabled roof that has a stepped parapet along the front and rear elevations and a central circular, louvered vent (Figure 2.2.27). A single story section wraps around the north, east, and south elevations of the two-story section. The front elevation has a projecting block, with a flat roof and parapet, which holds the nameplate for the school. The recessed entryway has three doors that have been boarded over, but appear to be double doorways with transoms (Figure 2.2.28). Flanking the recessed entry is a single window opening on either side. The projecting block has two L-shaped sections, one to the north and one to the south, which are set back slightly from the façade of the central section (Figure 2.2.29). The eastern elevation of each of these blocks has a

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boarded-over, horizontal opening that appears to have been a bank of windows. The brickwork of the front elevation features decorative detailing, including: rectangular false openings with stone corner blocks, on both the one and two-story sections; stone corner blocks along the framing of the recessed entryway; and soldier courses along the foundation line and as a trim band below the roofline.



Figure 2.2.27. R. G. Kizer School, facing northwest.



Figure 2.2.28. R. G. Kizer School, entry detail, facing north.

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Figure 2.2.29. R. G. Kizer School, facing north.

The south elevation of the school shows a basement level, because of the slope of the lot (Figure 2.2.30). The front portion of the L-shaped section is two bays deep, with two covered window openings; west of the front two bays, the building steps backward and the L-shaped section has two sections of windows, one bank of six openings and one of two; most of the openings have been covered over, but three nine-over-nine, double-hung, wooden sash windows remain visible (Figure 2.2.31). There is also a stairway, leading to a covered entryway. The decorative brickwork courses from the front elevation continue along this section. West of the L-shape section, a stairway, covered with a metal awning, appears to lead into the two-story section of the building. Attached to the southwest corner of the school is a two-story, flat-roofed, rectangular addition that has banks of two and three covered-over windows. This addition has a wide roof overhang and is constructed of American common bond masonry, but does not feature the decorative brickwork of the front of the school.

The rear elevation of the school appears symmetrical, with a central one-story section that has a bank of six covered-over windows and the same decorative brickwork along the foundation line as the front sections of the school (Figure 2.2.32). The southwestern addition is mirrored by a two-story, flat-roofed addition at the northwestern corner of the school; both additions are accessed by upper floor doorways that have sets of concrete stairs leading to them. An interior brick chimney rises above the roofline within the single story section. The northwestern addition, like the one on the southwest corner, has a rectangular plan and banks of two and three covered-over windows, as well as a wide roof overhang; however this section of the school was constructed using common bond with Flemish headers (Figure 2.2.33). The north elevation of the school is symmetrical to the south elevation, with the L-shaped section wrapping around from the front elevation and banks of covered-over windows. Above the single story section, on the two-story central portion of the school, there are visible window openings, consisting of multiple-pane, wooden framed windows (Figure 2.2.34). S&ME attempted to gain interior access to the structure but the request was denied.

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Figure 2.2.30. R. G. Kizer School, facing northeast.



Figure 2.2.31. R. G. Kizer School, facing east.

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Figure 2.2.32. R. G. Kizer School, facing southeast.



Figure 2.2.33. R. G. Kizer School, facing south.

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Figure 2.2.34. R. G. Kizer School, facing southwest.

2.2.3.1 History

The R. G. Kizer School (RW2183) was recorded in 1980, as part of the Rowan Cotton Mill complex (RW0737), but little information on the school was included in the survey; the school was depicted on a hand drawn map and had a brief description noting "R. G. Kizer School, a symmetrically composed brick structure, has received additions to its west (rear) elevation" (Survey File 1980:RW0737). The construction of school facilities corresponded with the construction of the Rowan Cotton Mill and the development of the surrounding mill village, dating the school to the 1920s. There was an earlier school in the mill village and the current R. G. Kizer School building is a replacement that appears to have been built around 1926. A 1922 newspaper article advertises a Halloween Party at the Rowan Mills schoolhouse, but it is unlikely that this refers to the current R. G. Kizer School building, as a history narrative of the Rowan Mills Baptist Church indicates that the village schoolhouse used in 1925 was turned into a residence and the "present county school building, the R. G. Kizer, was erected" six months after the commencement of church services in 1925/1926 (*Salisbury Evening Post* 27 October 1922; History of the Rowan Mills Baptist Church, 1925–1968, Rowan County Library Files). The school had been built by 1930, as it was labeled on the map of Rowan County from that year (Figure 2.2.35).

The property on which the R. G. Kizer School stands was part of land acquired by the Rowan Cotton Mills Company between 1919 through 1942 (Rowan County Register of Deeds 2002 948:418). In 1942, the Rowan Cotton Mills sold an approximately two acre parcel of land referred to as the "R. G. Kizer School Lot" to the Rowan County Board of Education, although there is no indication whether the school had already been built or if it was in the planning stages and would be located on that lot (Rowan County Register of Deeds 1942 266:220). In 1951, Rowan Cotton Mills sold an additional 0.86 acres to the Rowan County Board of Education (Rowan County



Figure 2.2.36. Aerial photograph (1948), showing the Rowan Cotton Mill complex and the R. G. Kizer School.

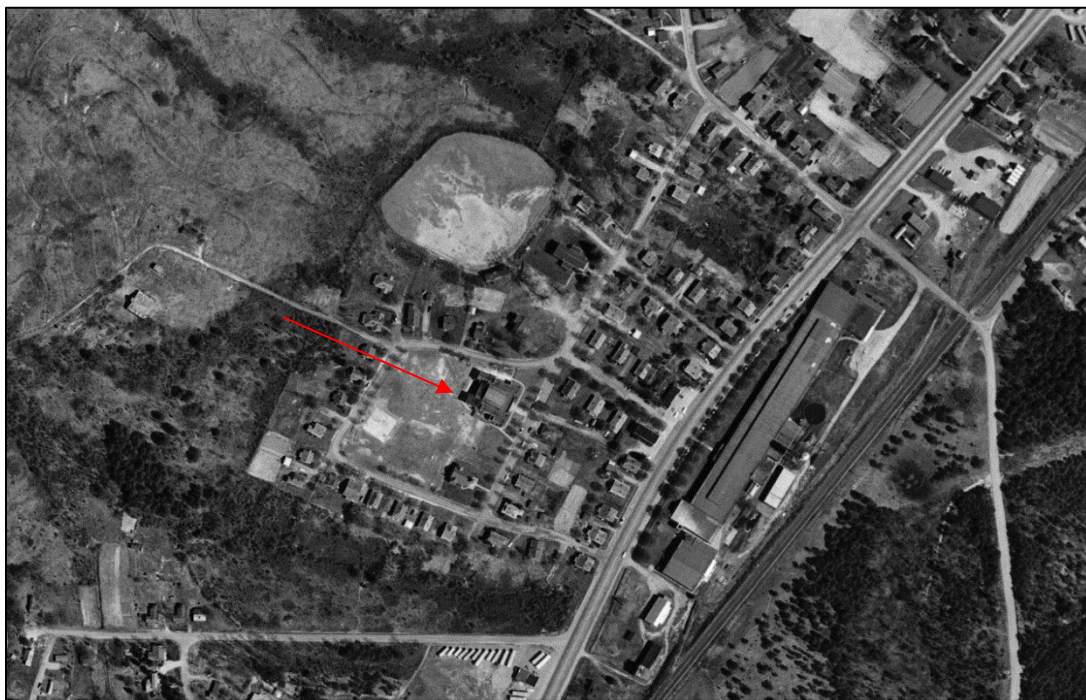


Figure 2.2.37. Aerial photograph (1960), showing the Rowan Cotton Mill complex and the R. G. Kizer School.

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Figure 2.2.38. Photograph (1951) of R. G. Kizer School, front.



Figure 2.2.39. Photograph (undated) of R. G. Kizer School, front.

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Figure 2.2.40. Photograph (1951) of R. G. Kizer School, south elevation.



Figure 2.2.41. Photograph (undated) of R. G. Kizer School, south elevation.



Figure 2.2.42. Photograph (1951) of R. G. Kizer School, rear elevation.



Figure 2.2.43. Photograph (undated, between 1951 and 1960) of R. G. Kizer School, rear elevation.

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2.2.3.2 Architectural Context

The area of Rowan County southwest of Salisbury was traditionally a rural area, with large farms spanning the road between Salisbury and China Grove. The development of the Rowan Cotton Mill in 1919 brought industrial development to the area, a trend that continues into the present as industrial parks and commercial development have begun to dominate the landscape along US 29. The construction of the Rowan Airport in 1930 further added to the development of the area. The area surrounding the R. G. Kizer School was developed as a mill village for the Rowan Cotton Mill and included a small variety of early-twentieth-century residential, commercial, and religious architecture, in addition to the industrial building that housed the mill, clustered within a small radius.

There are a number of schools in Rowan County that date from the early twentieth century. Although the layout of the R. G. Kizer School, with its central block and wraparound wings, is unique, it shares other details with these contemporary period schools. The Calvin H. Wiley School (RW0625) is a larger school building, with a rectangular plan and two stories, it also features the decorative brick frame on multiple elevations, as well as banks of double-hung windows; however, its decorative courses along the roof and foundation levels are stone, instead of the brick on the R. G. Kizer School (Figure 2.2.44). It is listed in the NRHP under Criteria A and C. Boyden High School (RW0657) is also a larger school building, three stories tall, with a central tower and Art Deco detailing; like the R. G. Kizer School, it has banks of windows along its front and side elevations and it also has crenellation along its parapet roof, similar to the detailing that is visible in the historic photographs of the R. G. Kizer School (Figure 2.2.45). It is listed in the NRHP under Criteria A and C. The North Main Street School (RW0170) is another large, rectangular plan school building from the early twentieth century, also with similar banks of windows; it is two stories tall, on a raised basement, similar to that at the R. G. Kizer School (Figure 2.2.46). The North Main Street School is a contributing resource to the North Main Street Historic District. The J. C. Price High School (RW1597) bears the most similarities to the R. G. Kizer School, however, as it has a central block with extending wings, banks of nine-over-nine, double-hung windows, and a recessed entryway that has four support columns along the front elevation (Figure 2.2.47). It, however, has much more pronounced Colonial Revival detailing, including cornice returns and arched door openings. The 1932 school was financed by the Julius Rosenwald Fund and served as the high school for Salisbury's African American students until 1969; it is listed in the NRHP under Criteria A, B, and C.

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Figure 2.2.44. Calvin H. Wiley School (RW0625), facing west.



Figure 2.2.45. Boyden High School (RW0657), facing north.

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Figure 2.2.46. North Main Street School (RW0170), facing southeast.



Figure 2.2.47. J. C. Price High School (RW1597), facing north.

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2.2.3.3 Integrity

Evaluation of the seven aspects of integrity required for National Register eligibility for the R. G. Kizer School are as follows:

- Location: High
The R. G. Kizer School remains in its original location.
- Design: Medium
The front portion of the R. G. Kizer School retains its original form and design, although it has a more modern rear additions. The interior of the school was not accessed, so the interior design was not assessed.
- Setting: Low to Medium
When the R. G. Kizer School was constructed, in the early-twentieth century, it was surrounded by the Rowan Cotton Mill and a small mill village. There have been significant changes to the surrounding area, including the demolition of most of the mill houses associated with the Rowan Cotton Mill along the northwestern side of US 29. Although the mill building and three associated village structures remain, the loss of the mill housing has significantly altered the setting of the school. Additionally, there has been increased residential development to the southwest and commercial development along the US 29 corridor surrounding the church.
- Materials: Medium
The R. G. Kizer School retains its original exterior materials, including its brickwork and some of its original windows. The interior of the school was not accessible; therefore, integrity of interior materials was not assessed.
- Workmanship: Medium to High
Much of the original workmanship on the structure's exterior remains, specifically the decorative brickwork on the front portions of the school. The interior of the school was not accessible; therefore, integrity of workmanship on the interior was not assessed.
- Feeling: High
The R. G. Kizer School evokes the feeling of an early-twentieth century school building that served a small residential community.
- Association: Low
The R. G. Kizer School retains its association with the Rowan Mills area and the mill itself, which remains standing nearby, across US 29. However, the loss of the surrounding village structures, particularly the housing, has compromised the school's association with a small mill village.

2.2.3.4 Eligibility

The R. G. Kizer School is recommended as ineligible for inclusion in the NRHP under Criterion A, as it does not bear a significant association with a particular event or broad pattern of history. While it is a recognizable example of an early-twentieth-century school building, the most significant association of the building is with the Rowan Cotton Mills village; however, the removal of the housing associated with the village has compromised the

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integrity of this association. The school is recommended ineligible under Criterion B, as it is not associated with a prominent person. The R. G. Kizer School is an example of an early-twentieth-century school building and there are multiple examples of this type of structure in the surrounding area; it is not a significant example of a particular architectural style or the work of a master, making it ineligible under Criterion C. The school is unlikely to yield any new information about building technology, so it is considered ineligible under Criterion D.

The four structures associated with the Rowan Cotton Mill and the mill village (RW2181, RW2182, RW2183, and RW2184), along with the former Rowan Cotton Mill (RW2119) could be combined to form a small historic district. However, integrity issues with each of the properties, along with the loss of the surrounding mill housing, have compromised the integrity of the historic association of such a district.

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2.2.4 *Rowan Mills Baptist Church (RW2184)*

Resource Name	Rowan Mills Baptist Church
HPO Survey Site #	RW2184
Street Address	2600 Cottage Street
PIN	461 141
Construction Date(s)	1929
NRHP Recommendation	Not Eligible



Figure 2.2.48. Rowan Mills Baptist Church (RW2184), facing north.

Rowan Mills Baptist Church (RW2184) is located at 2600 Cottage Street, a side street northwest of US 29, approximately 2.5 miles southwest of the city center of Salisbury, in Rowan County (Figures 1.2 and 1.4). The Rowan Mills Baptist Church was originally surveyed as part of the Rowan Cotton Mill complex (RW0737), in 1980, but little information on the church was included in the survey (Survey File 1980:RW0737). The Rowan Mills Baptist Church is a brick veneer church building with a rectangular plan, set on a raised foundation (Figure 2.2.48). The main block of the church is a two-story, gable-front building that spans three bays wide by eight bays deep. The front gabled façade features a prominent gable-front frame portico, which is supported by four wooden, fluted, Doric columns and is accessed by a set of concrete stairs (Figure 2.2.49). A double doorway is centered in the front elevation, flanked by a single wooden-sash stained glass window on either side; the upper story has three stained glass casement windows. The portico's pediment is sheathed in vinyl siding, as is the frieze above the columns. Centered above the gable is a steeple, set on a square base, of frame construction. The steeple has an octagonal cupola and a spire, along with an arched 19-pane casement window on each side (Figure 2.2.50).

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Figure 2.2.49. Rowan Mills Baptist Church, facing northwest.



Figure 2.2.50. Rowan Mills Baptist Church, facing west.

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The north elevation has eight bricked-over window openings on the upper story. The lower story has stained glass windows with wooden frames, although some of them have been covered with wooden panels. The basement story has six-over-six, double-hung, wooden frame windows. There is a single story, three-bay, rectangular addition attached to this elevation; west of the addition, the basement windows have been bricked over (Figure 2.2.51). The rear elevation has a central, six-panel doorway on the basement level, flanked by a single window opening on either side; one has been bricked-over and one has a single six-over-six, double-hung, wooden sash window (Figure 2.2.52). The lower story also has a single six-over-six, double-hung, wooden sash window and a doorway, accessed by a set of wooden stairs. The gable end is covered with vinyl siding. The south elevation of the church is symmetrical to the north elevation, with a three-bay, single story addition, the upper story window openings bricked-over, stained-glass windows on the lower story, and six-over-six, double-hung, wooden sash windows on the basement floor (Figure 2.2.53). The front most bay on the basement story is an entry door, with a pedimented hood supported by brackets (Figure 2.2.54). S&ME attempted to gain interior access to the structure but the request was denied.



Figure 2.2.51. Rowan Mills Baptist Church, facing south.

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Figure 2.2.52. Rowan Mills Baptist Church, facing southeast.



Figure 2.2.53. Rowan Mills Baptist Church, facing east.

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Figure 2.2.54. Rowan Mills Baptist Church, facing northeast.

2.2.4.1 History

The Rowan Mills Baptist Church (RW2184) was recorded in 1980, as part of the Rowan Cotton Mill complex (RW0737), but little information on the church was included in the survey; the church was depicted on a hand drawn map and a short description noted that “Baptist and Methodist Congregations were organized in the village in 1925” (Survey File 1980:RW0737). The Rowan Mills Baptist Church congregation was organized in 1925, six years after the founding and construction of the mill. Services were originally held in the village school house. The current church building was constructed in 1929, with the first services held there in November of that year (History of the Rowan Mills Baptist Church, 1925–1968, Rowan County Library Files). Aerial photographs from 1948 and 1960 show the location of the church and the surrounding residential structures associated with the mill village (Figures 2.2.55 and 2.2.56). Both the 1948 and 1960 photographs show the Rowan Mills Baptist Church with the same plan as it currently has, including the two side extensions. The basement level of the church was partitioned into rooms for Sunday School between 1957 and 1961 and the interior of the church was completely remodeled, beginning in 1967 (*Salisbury Evening Post* 9 March 1968:3; History of the Rowan Mills Baptist Church, 1925–1968, Rowan County Library Files). The name of the church was changed to Parkdale Baptist Church after the 1950s acquisition of the Rowan Cotton Mill by Parkdale Mills. A 1988 newspaper photograph shows the exterior of the church looking much the same as it currently looks (Figure 2.2.57).

The property on which the Rowan Mills Baptist Church stands was part of land acquired by the Rowan Cotton Mills Company between 1919 through 1942 (Rowan County Register of Deeds 2002 948:418). In 1929, Rowan Cotton Mills Company transferred a parcel “west of the intersection of Oak Street (present day Hedge Street) and Cottage Street” to the Trustees of the Rowan Mills Baptist Church (Rowan County Register of Deeds 1929

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204:414). In 2011, Parkdale Baptist Church (formerly known as Rowan Mills Baptist Church) transferred the property to World of Faith Outreach Ministries; two years later, World of Faith Outreach Ministries sold the property to Grateful Heart Ministries (Rowan County Register of Deeds 2011 1174:290; 2013 1218:297).

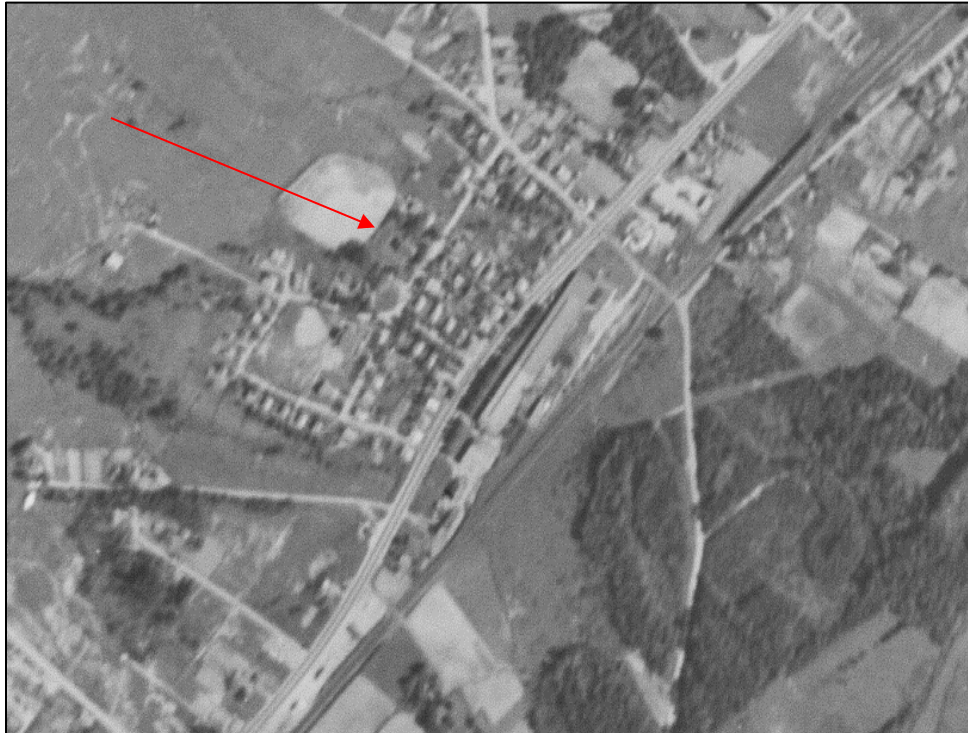


Figure 2.2.55. Aerial photograph (1948), showing the Rowan Cotton Mill complex and the Rowan Mills Baptist Church.

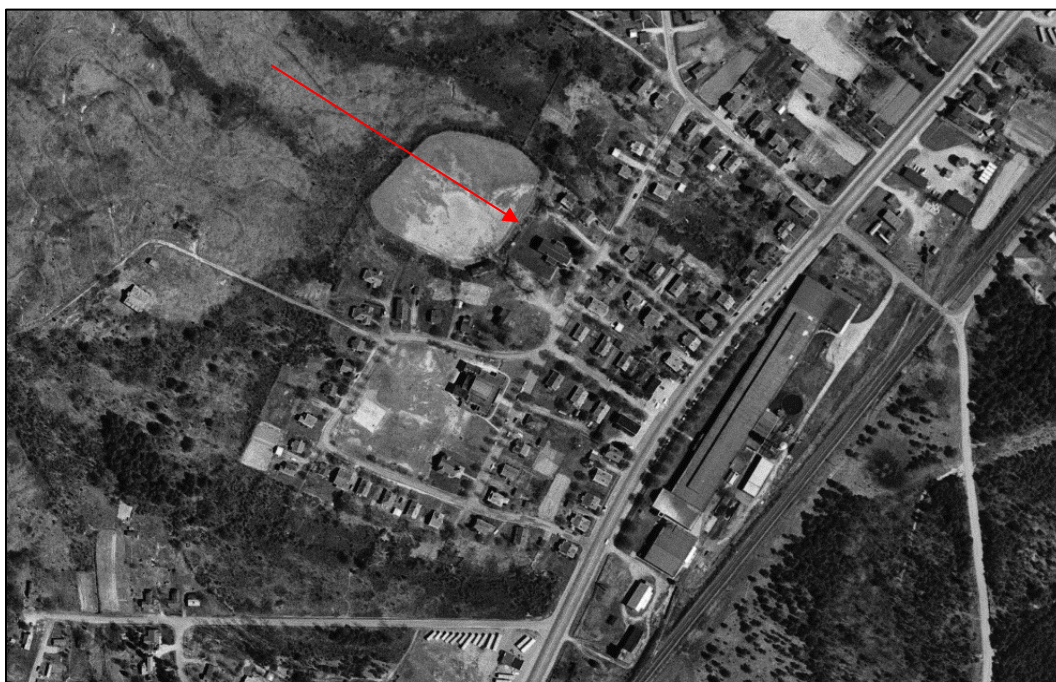


Figure 2.2.56. Aerial photograph (1960), showing the Rowan Cotton Mill complex and the Rowan Mills Baptist Church.

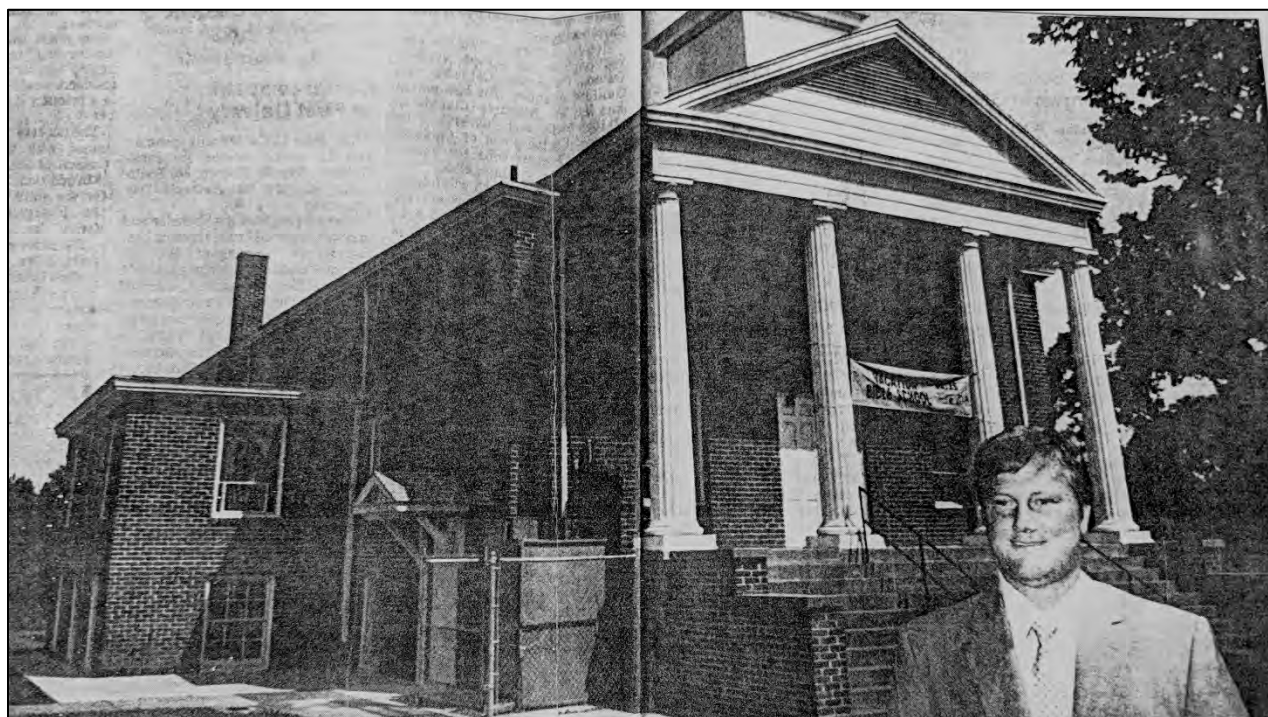


Figure 2.2.57. Photograph (1988) of Rowan Mills Baptist Church.

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2.2.4.2 Architectural Context

The area of Rowan County southwest of Salisbury was traditionally a rural area, with large farms spanning the road between Salisbury and China Grove. The development of the Rowan Cotton Mill in 1919 brought industrial development to the area, a trend that continues into the present as industrial parks and commercial development have begun to dominate the landscape along US 29. The construction of the Rowan Airport in 1930 further added to the development of the area. The area surrounding the Rowan Mills Baptist Church was developed as a mill village for the Rowan Cotton Mill and included a small variety of early-twentieth-century residential, commercial, and religious architecture, in addition to the industrial building that housed the mill, clustered within a small radius.

There are a large number of churches in Rowan County, dating from various periods throughout the nineteenth and twentieth centuries. The front-gabled plan with monumental front entry portico is evident in a number of church structures within the county. Examples of this type of church architecture include: North Main Baptist Church (RW0168) (Figure 2.2.58), Long Street Methodist Episcopal Church (No Survey Number [NSN]) (Figure 2.2.59), First Baptist Church (RW0962) (Figure 2.2.60), Skyland Baptist Church (NSN) (Figure 2.2.61), and First Baptist Church of China Grove (NSN) (Figure 2.2.62). Although varying slightly in particular details, including whether or not they sit on a raised basement and the presence of a tower, as well as window shape and number of window openings, these five examples demonstrate that this style of church architecture was ubiquitous within Rowan County during the early twentieth century. Although not of exact same form, as it features a hipped roof behind its monumental porch, the Stallings Memorial Baptist Church building was built in the same year as the Rowan Mills Baptist Church and has more pronounced Neoclassical detailing, including Ionic columns, wide trim bands, denticulated molding, and arched window openings (Figure 2.2.63). Of these churches, only the First Baptist Church of China Grove, which is considered a contributing structure to the NRHP eligible China Grove Historic District (RW1764), is eligible for or listed in the NRHP.

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Figure 2.2.58. North Main Baptist Church (RW0168), circa 1960, facing southeast.



Figure 2.2.59. Long Street Methodist Episcopal Church (NSN), built 1920, facing southeast.

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Figure 2.2.60. First Baptist Church (RW0962), facing southeast.



Figure 2.2.61. Skyland Baptist Church (NSN), facing northwest.

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Figure 2.2.62. First Baptist Church of China Grove (NSN), facing north.



Figure 2.2.63. Stallings Memorial Baptist Church (RW1021), facing southeast.

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2.2.4.3 Integrity

Evaluation of the seven aspects of integrity required for National Register eligibility for the Rowan Mills Baptist Church are as follows:

- Location: High

The Rowan Mills Baptist Church remains in its original location.

- Design: Medium to High

The Rowan Mills Baptist Church retains its original form and design; although it was damaged in a fire, the exterior design was not altered during the reconstruction. The interior of the church was not accessed, so the interior design was not assessed.

- Setting: Low to Medium

When the Rowan Mills Baptist Church was constructed, in the early-twentieth century, it was surrounded by the Rowan Cotton Mill and a small mill village. There have been significant changes to the surrounding area, including the demolition of most of the mill houses associated with the Rowan Cotton Mill along the northwestern side of US 29. Although the mill building and three associated village structures remain, the loss of the mill housing has significantly altered the setting of the church. Additionally, there has been increased residential development to the southwest and commercial development along the US 29 corridor surrounding the church.

- Materials: Medium

The Rowan Mills Baptist Church retains some of its original exterior materials, including its brickwork construction and some original windows, although some windows have been covered over and some materials were replaced during rebuilding from a fire. The interior of the church was not accessible; therefore, integrity of interior materials was not assessed.

- Workmanship: Medium

Much of the original workmanship on the structure's exterior remains. The interior of the church was not accessible; therefore, integrity of workmanship on the interior was not assessed.

- Feeling: High

The Rowan Mills Baptist Church evokes the feeling of an early-twentieth century church building that served a small residential community.

- Association: Low

The Rowan Mills Baptist Church retains its association with the Rowan Mills area and the mill itself, which remains standing nearby, across US 29. However, the loss of the surrounding village structures, particularly the housing, has compromised the church's association with a small mill village.

2.2.4.4 Eligibility

The Rowan Mills Baptist Church is recommended as ineligible for inclusion in the NRHP under Criterion A, as it does not bear a significant association with a particular event or broad pattern of history. While it is a recognizable example of an early-twentieth-century church structure, the most significant association of the building is with the

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Rowan Cotton Mills village; however, the removal of the housing associated with the village has compromised the integrity of this association. The church is recommended ineligible under Criterion B, as it is not associated with a prominent person. The Rowan Mills Baptist Church is an example of an early-twentieth-century church building and there are multiple examples of this type of structure in the surrounding area; it is not a significant example of a particular architectural style or the work of a master, making it ineligible under Criterion C. The church is unlikely to yield any new information about building technology, so it is considered ineligible under Criterion D.

The four structures associated with the Rowan Cotton Mill and the mill village (RW2181, RW2182, RW2183, and RW2184), along with the former Rowan Cotton Mill (RW2119) could be combined to form a small historic district. However, integrity issues with each of the properties, along with the loss of the surrounding mill housing, have compromised the integrity of the historic association of such a district.

2.3 Plantation Pipe Line Pumping Station (RW2185)

Resource Name	Plantation Pipe Line Pumping Station
HPO Survey Site #	RW2185
Street Address	1615 West Jake Alexander Boulevard
PIN	450 011
Construction Date(s)	1942
NRHP Recommendation	Eligible; Criteria A and C



Figure 2.3.1. Plantation Pipe Line Pumping Station (RW2185), facing north.

The Plantation Pipe Line Pumping Station (RW2185) is located at 1615 West Jake Alexander Boulevard, approximately 0.5-mile north of its intersection with Harrison Road, northwest of the center of Salisbury in Rowan County (Figures 1.2 and 1.5). The structure, which is oriented with its front elevation perpendicular to West Jake Alexander Boulevard, is a single story industrial building that was constructed around 1942 (Figure 2.3.1). The Plantation Pipe Line Pumping Station is a one-story, flat-roofed, rectangular-plan building that exhibits elements of mid-century modern architectural styles, primarily the International style. The building, which likely has a concrete structure, is covered with buff brick veneer and has an exposed concrete foundation that is painted white. The façade is asymmetrical, with a projecting concrete portico, supported by four square pillars, that shelters a recessed entryway; above the pillars is a simple, plain frieze that holds the “PLANTATION PIPE LINE CO” sign and there is a subtle coping around the roof of the portico (Figure 2.3.2). A metal and glass entry door is centered beneath this portico, surrounded by large window panes within metal frames. West of the portico are three tall metal-framed windows, with ten panes located above louvered vents, which replaced original window

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panes; east of the portico, in a section that is on plane with the recessed entryway, is a single twenty-pane metal-frame window. The flat roof projects slightly from the edge of the building, which has a defining soldier course of bricks along the roof edge.

The east elevation of the building is symmetrical, with a central doorway, flanked by a twenty-pane metal-frame window on either side (Figure 2.3.3). A large, interior, metal chimney projects above the roofline in the center of this elevation. The rear of the structure has a projection of the roof that creates a covered area off of the northwest corner, which is open to the outside behind a small concrete wall (Figures 2.3.4 and 2.3.5). The eastern portion of the building is enclosed and has three clerestory window openings with a brick sill beneath them; two of the openings have been bricked in, but the remaining window is a four-pane, metal-frame window. A modern, metal, garage-style door has been added to this section of the building. The western elevation of the structure has three, evenly spaced, tall windows, each having fourteen-panes and metal framing (Figures 2.3.6 and 2.3.7). The building is situated on a gravel lot, with visible pumping machinery to the west, and the complex is surrounded by a chain-link and barbed-wire fence (Figure 2.3.8). S&ME attempted to gain interior access to the pumping station but the request was denied.

North of the main structure, is a single story storage building, constructed in a similar style to the pumping station. It is rectangular in plan, with a flat-roof, buff brick veneer exterior, and contrasting concrete foundation (Figure 2.3.9). The front elevation has a single garage-door bay, a six-pane horizontal metal-frame window, an entry door, and two window openings that have been covered with metal sheeting. The east elevation also has two window openings that have been covered with metal, as well as a metal entry door, while the west elevation has four six-pane horizontal metal-frame windows (Figure 2.3.10).



Figure 2.3.2. Plantation Pipe Line Pumping Station, facing northwest.

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Figure 2.3.3. Plantation Pipe Line Pumping Station, facing west.



Figure 2.3.4. Plantation Pipe Line Pumping Station, facing southwest.



Figure 2.3.5. Plantation Pipe Line Pumping Station, facing south.



Figure 2.3.6. Plantation Pipe Line Pumping Station, facing southeast.

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Figure 2.3.7. Plantation Pipe Line Pumping Station, facing northwest.



Figure 2.3.8. Plantation Pipe Line Pumping Station, facing north.



Figure 2.3.9. Plantation Pipe Line Pumping Station, storage building, facing northwest.



Figure 2.3.10. Plantation Pipe Line Pumping Station, storage building, facing east.

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2.3.1 History

The property on which the Plantation Pipe Line Pumping Station sits was part of a 16.263 acre parcel that was purchased by the Plantation Pipe Line Company from Standard Oil Company in 1942 (Rowan County Register of Deeds 1942 267:362). A plat of the property drawn at the time does not show structures on the property (Figure 2.3.11), so it is likely that the Pumping Station was built shortly after the purchase of the land. The pumping station was complete by 1948, as it is visible on an aerial map from that year (Figure 2.3.12) and the storage building was constructed between 1948 and 1960 (Figure 2.3.13). An undated historic photograph shows the Plantation Pipe Line Pumping Station, likely shortly after its construction (Figure 2.3.14).

Plantation Pipe Line Company was organized in Atlanta in 1940. The original pipeline installation was planned from Baton Rouge, Louisiana to Greensboro, North Carolina; the 1,261 mile line had 17 pumping stations, of which the Plantation Pipe Line Pumping Station was one. Construction on the line began in August 1941, with crews working both southward from Greensboro and northward from Baton Rouge (*Statesville Record and Landmark* 4 August 1941:4). The line was completed and petroleum began flowing in January 1942, a month after the bombing of Pearl Harbor (*The Daily Times* [Burlington, North Carolina] 8 January 1942:13). At the time of its completion the pipeline was the longest line in the world carrying refined petroleum products (*Statesville Record and Landmark* 29 June 1942:6).

Although the idea of using an underground pipeline to transport gasoline was studied during the 1930s, the construction of a secure pipeline to move refined petroleum was a result of World War II. The war posed a potential threat to the existing transportation system and the United States' looming entry into the war would raise the demand for petroleum above what the present system could have supplied. The danger to tanker ships from enemy submarines necessitated an alternate way to transport petroleum products, however the railroad system was being employed with the movement of troops and freight, so the new pipeline system provided a feasible and necessary alternative mode of transportation.

In June 1942, the pipeline capacity was increased by 50 percent over its original by "augmenting the...pump system", to "relieve the eastern gasoline shortage" (*Statesville Record and Landmark* 29 June 1942:6). Rationing of gasoline had become a controversial subject by May 1942, with some North Carolina residents wondering why they were subject to the rationing, as they were supplied by the pipeline (*Statesville Daily Record* 22 May 1942:2; *Statesville Record and Landmark* 25 May 1942:3). Estimates at the time placed the initial capacity of the pipeline around 90,000 barrels daily, which would increase to approximately 135,000 barrels with the additional pumping equipment (*The High Point Enterprise* 8 January 1942:12; *Statesville Record and Landmark* 29 June 1942:6).

Plantation Pipe Line Company laid a second line through North Carolina in the early 1950s and added a third line in the early 1970s to meet increasing demand in the area (*Statesville Daily Record* 1 May 1952:10; *The Gastonia Gazette* 27 August 1951:10, 10 January 1971:4).

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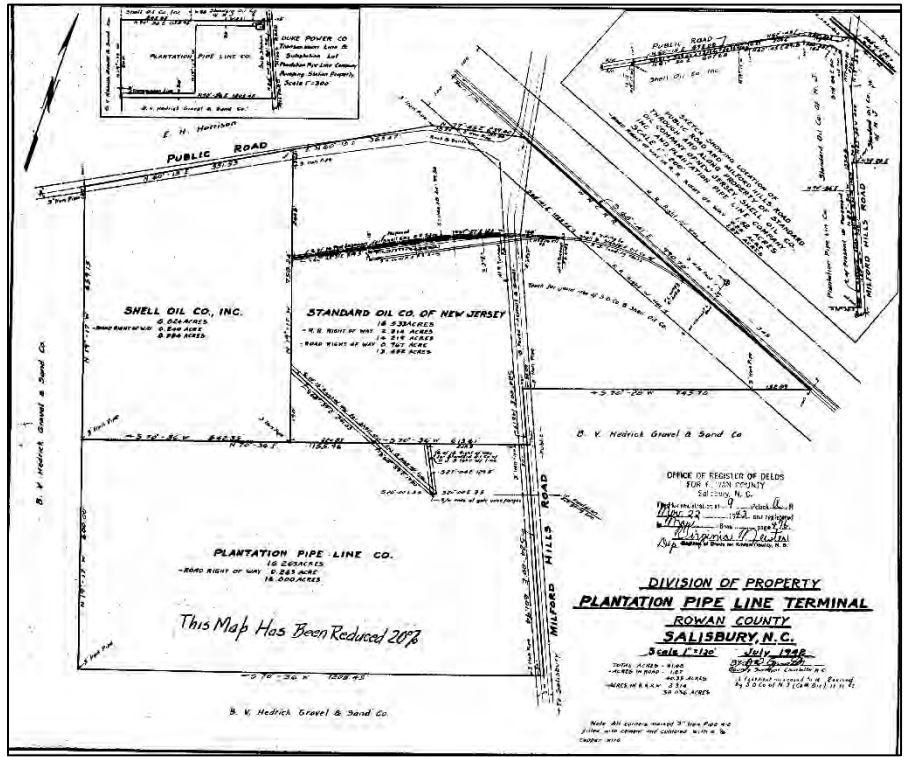


Figure 2.3.11. Plat of the parcel on which the Plantation Pipe Line Pumping Station is located (Rowan County Register of Deeds 1942 Map 476).



Figure 2.3.12. Aerial photograph (1948) showing Plantation Pipe Line Pumping Station.



Figure 2.3.13. Aerial photograph (1960) showing Plantation Pipe Line Pumping Station.



Figure 2.3.14. Undated historic photograph of the Plantation Pipe Line Pumping Station (Rowan County Library files).

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2.3.2 *Architectural Context*

The Plantation Pipe Line Pumping Station in Salisbury was one of four pumping stations in North Carolina that were constructed on the original 1941 pipeline route, with the others being in Charlotte, Greensboro, and Lowell; another pumping station was added in Yanceyville when the line was expanded northward. Attempts to contact Kinder Morgan, the current owner of the Plantation Pipe Line, via phone and email to determine if other pumping station buildings from the 1940s remained in North Carolina, went without a response. However, research in county GIS and tax records indicates that the Plantation Pipe Line Pumping Station in Lowell, which is now within the boundaries of Gastonia, retains two structures that date from the early 1940s and have a similar modernist design as the Plantation Pumping Station in Salisbury, although they are on a larger scale than the Salisbury Pumping Station (Figure 2.3.15). The current Plantation Pipe Line facilities in Charlotte and Greensboro are larger scale pumping and distribution centers and appear to have more modern structures than the buildings at the Salisbury and Lowell pumping stations.

Comparative examples of mid-twentieth-century Modern architecture are difficult to find in Rowan County. They were not surveyed during the county architectural survey in 1980, as they were not yet 50 years old. More recent surveys for specific projects have surveyed a handful of mid-twentieth-century structures. A circa-1940 gas station (RW1647) in Kannapolis was determined ineligible for the NRHP in 2010 (Figure 2.3.16). It has a similar low profile and shape as the pumping station, but appears to have some modern replacement materials. The Concord Telephone Company Building (RW1672) was recommended for no additional work in 2010 (Figure 2.3.17). This 1952 structure dates to a decade later than the pumping station and exhibits basic modernist elements, including a low rectangular form and stone trim.

A windshield survey of the surrounding area revealed additional structures, which are not recorded in the statewide survey database, that have similar architectural forms and elements as the Plantation Pipe Line Pumping Station. The Independent Linen Service building, located at 640 Industrial Avenue, Salisbury, is constructed of the same buff-brick as the pumping station, with similar horizontal lines, flat-roof, and modernist styling (Figure 2.3.18). However, this commercial structure has less architectural detailing than the pumping station and has modern replacement windows on its front façade. The Salisbury Masonic Temple, at 401 North Fulton Street, is a multi-story structure with a front elevation that has similar modernist elements to the pumping station, including a concrete-framed recessed entryway (Figure 2.3.19). However, the Masonic Lodge is larger, more prominent structure with a vertical component, as well as the horizontal lines that the pumping station exhibits.

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Figure 2.3.15. Plantation Pipe Line Pumping Station in Lowell (NSN), facing northeast.



Figure 2.3.16. Gas station (RW1647), facing northeast.

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Figure 2.3.17. Concord Telephone Company Building (RW1672), facing north.



Figure 2.3.18. Independent Linen Service building (NSN), facing north.

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Figure 2.3.19. Salisbury Masonic Temple (NSN), facing northeast.

2.3.3 Integrity

Evaluation of the seven aspects of integrity required for National Register eligibility for the Plantation Pipe Line Pumping Station are as follows:

- Location: High

The Plantation Pipe Line Pumping Station is located in the same place as it was originally constructed in 1942.

- Design: High

The Plantation Pipe Line Pumping Station retains its original form and design, although there has been some enclosure of openings on the rear elevation, this has not significantly altered the design of the building.

- Setting: Low to Medium

When the Plantation Pipe Line Pumping Station was constructed in the mid-twentieth century, this area was located outside of the developed area of Salisbury and remained primarily rural. Although the railroad tracks ran to the north of the pumping station, the current West Jake Alexander Boulevard was a two-lane rural road at the time. The pumping station was surrounded primarily by open fields and forested area, with a complex of Standard Oil structures to the north. Currently, the developed area of Salisbury has begun spreading northwest from the city center, into this area. There has been significant commercial construction along West Jake Alexander Boulevard during the late twentieth and early twenty-first centuries and the

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roadway has been widened, as well as surrounding secondary roads being rerouted or constructed. There are few open or forested areas surrounding the pumping station presently. Additionally, the installation of the chain-link and barbed-wire fence and the removal of the plantings around the foundation of the building has altered the setting of the lot on which the structure sits.

- **Materials:** Medium

The Plantation Pipe Line Pumping Station retains most of its historic material, including foundation, framing, brick veneer, and windows. The interior of the structure was not accessible and was therefore not assessed.

- **Workmanship:** Medium to High

Much of the original workmanship on the structure's exterior remains. However, the interior of the structure was not accessible and was therefore not assessed.

- **Feeling:** High

The Plantation Pipe Line Pumping Station retains the feeling of a mid-century modern industrial structure.

- **Association:** High

The Plantation Pipe Line Pumping Station retains its historic association with the Plantation Pipe Line Company; although the Plantation Pipe Line Company is currently a subsidiary of Kinder Morgan, it is retained as a separate entity and the historic lettering on the building remains with the original company name.

2.3.4 *Eligibility*

The Plantation Pipe Line Pumping Station is recommended as eligible for inclusion in the NRHP under Criterion A, as it was originally constructed as part of a pipeline project that was developed for defense purposes during World War II and is representative of the domestic war effort surrounding the necessary transportation of raw materials. It is one of only two identified resources associated with this aspect of the mobilization of wartime resources in North Carolina. The pumping station is recommended ineligible under Criterion B, as it is not associated with a prominent person. The Plantation Pipe Line Pumping Station is an example of a mid-twentieth-century modern industrial architecture, which is unique within Rowan County. Few examples of this style of architecture have been documented in the surrounding area and the pumping station is a good example of the minimal, functional, modern style that was employed for industrial buildings during this period, therefore, it is recommended eligible under Criterion C. The pumping station is unlikely to yield any new information about building technology, so it is considered ineligible under Criterion D.

2.3.5 *Boundary Justification*

The National Register boundary for the Plantation Pipe Line Pumping Station includes the structure itself and the associated equipment (Figure 2.3.20). The significance of the Pumping Station is in the architecture of the building and the association of the station with World War II and the domestic war economy; the building and equipment contribute to this significance but the surrounding parcel does not.



Figure 2.3.20. NRHP boundary for the Plantation Pipe Line Pumping Station.

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