



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

September 21, 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, Pedestrian Crossing on Main Street at Intersection
with Railroad Street, Albemarle, W-5710T, PA 18-02-0032, Stanly County, ER 18-2187

Thank you for your August 23, 2018, letter transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur that the Albemarle Railroad and Industrial District (ST0565) is not eligible for listing in the National Register of Historic Places due to lack of integrity as outlined in the report.

We also concur that the Winston-Salem Southbound Depot (ST0907) is eligible for listing in the National Register of Historic Places under Criteria A and C, as outlined in the report.

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: 08/24/2018

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

August 23, 2018

ER 18-2187

Due -- 9/18/18

Dear Gledhill-Earley:

RE: Historic Structure Survey Report, TIP# ~~W-5701T~~ ^{W-5710T} PA# 18-02-0032, Pedestrian Crossing on W. Main St. at intersection with Railroad St. in Albemarle

H- ER letters
9/17/18
BCW

The North Carolina Department of Transportation (NCDOT) proposes to install a pedestrian crossing at the intersection of W. Main St. and Railroad St. in Albemarle, NC. Mattson & Alexander prepared the attached Eligibility Report and recommends the Winston Salem Southbound Depot (ST0907) eligible for the National Register of Historic Places.

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,

Shelby Reap
Historic Architecture Section

Attachment

Mailing Address:
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1020 BIRCH RIDGE RD
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HISTORIC STRUCTURES SURVEY REPORT

**INSTALL PEDESTRIAN CROSSING ON WEST MAIN STREET AT THE INTERSECTION WITH
RAILROAD STREET IN ALBEMARLE
STANLY COUNTY**

**TIP No. W-5710T
WBS No. 44856.1.20
Limited Services Contract No. 7000016411**

Prepared by:

**Frances Alexander, Project Manager
Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205**

Prepared for:

**North Carolina Department of Transportation
Environmental Analysis Unit
Raleigh, North Carolina**

August 17, 2018

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MATTSON, ALEXANDER AND ASSOCIATES, INC.

Frances P. Alexander

Frances P. Alexander, M.A.

Richard L. Mattson, Ph.D.

North Carolina Department of Transportation

August 17, 2018

Date

Date

Date

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) is installing a pedestrian crossing on West Main Street at the intersection with Railroad Street in Albemarle, Stanly County. This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects (NCDOT/NCHPO/FHWA/USFS 2015). NCDOT architectural historians defined an area of potential effects (APE) and conducted a site visit to identify and assess all resources of approximately fifty years of age or more within the APE. Two resources—the Albemarle Railroad and Industrial District (ST0565) (Study List 1990) and the Winston-Salem Southbound Depot (ST0907)—warranted intensive-level National Register eligibility evaluations, and they are the subjects of this report. NCDOT architectural historians determined that all other properties and districts were not worthy of further study and evaluation due to a lack of historical significance and/or integrity. The project location is depicted in **Figure 1**, and the APE is shown in **Figures 2a-2b**.

This architectural resources investigation consisted of background research into the historical and architectural development of the Albemarle Railroad and Industrial District and the Winston-Salem Southbound Depot and a field survey of these two resources. The field investigation was undertaken in June and July 2018. The intensive-level evaluation contained within this report does not recommend the Albemarle Railroad and Industrial District for National Register eligibility, but the Winston-Salem Southbound Depot is recommended as eligible (**Table 1**).

The area of potential effects (APE) for this intersection improvement project parallels the north and south sides of West Main Street, terminating approximately 300 feet west of the rail corridor center line and roughly 400 feet east of the railroad center line. Between these two termini, the APE extends approximately thirty feet north and south of the West Main Street center line. In addition, the APE boundary extends south into Railroad Street for roughly 100 feet. The APE boundary follows the Railroad Street rights-of-way.

Table 1

Property Name	PIN	Survey Site Number	Eligibility Recommendation	Criteria
Albemarle Railroad and Industrial District	NA	ST0565	Not Eligible	N/A
Winston-Salem Southbound Depot	654803143407	ST0907	Eligible	A and C

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I. INTRODUCTION

This eligibility report was prepared in conjunction with the North Carolina Department of Transportation (NCDOT) project entitled, *Install Pedestrian Crossing on West Main Street at the intersection with Railroad Street*. The project is located in Albemarle, Stanly County. The TIP Number is W-5710T, and the WBS Number is 44856.1.20. The project location is shown in **Figure 1**.

The area of potential effects (APE) for this intersection improvement project parallels the north and south sides of West Main Street, terminating approximately 300 feet west of the rail corridor center line and roughly 400 feet east of the railroad center line. Between these two termini, the APE extends approximately thirty feet north and south of the West Main Street center line. In addition, the APE boundary extends south into Railroad Street for roughly 100 feet. The APE boundary follows the Railroad Street rights-of-way. The APE encompasses two resources—the Albemarle Railroad and Industrial District (ST0565) (Study List 1990) and the Winston-Salem Southbound Depot (ST0907)—that warranted intensive-level investigation. The two resources, which have both been surveyed previously, are shown on the APE maps (**Figures 2a-2b**).

This investigation was conducted to evaluate the two resources for National Register eligibility. The current eligibility report is part of the environmental studies undertaken by NCDOT and is on file at NCDOT, Raleigh, North Carolina. This documentation complies with the National Environmental Policy Act (NEPA) of 1969, the National Historic Preservation Act of 1966, as amended (36 CFR 800), the National Register criteria set forth in 36 CFR 61, and NCDOT's current *Historic Architecture Group Procedures and Work Products*. The report also complies with the *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina* established by the North Carolina Historic Preservation Office (HPO). Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effect of federally funded, licensed, or permitted projects on properties listed in, or eligible for listing in, the National Register of Historic Places and to afford the Advisory Council on Historic Preservation and the North Carolina Historic Preservation Office a reasonable opportunity to comment.

The eligibility evaluations consisted of field investigations of the Albemarle Railroad and Industrial District and the ca. 1910 Winston-Salem Southbound Depot and research into their history and architecture. For the research phase, the principal investigators examined both primary and secondary sources, including published histories, deeds, National Register nominations, city directories, Sanborn Maps, and the HPO survey files for Stanly County. In developing the historic and architectural contexts for this project, the principal investigators conducted interviews with local historians and city officials: Gerald R. Michael, Mayor of Albemarle; Paul Morrison and Daphne Morris with the Stanly County Museum; and Joy Almond, Director and Main Street Manager, Albemarle Downtown Development Corporation.

Field work took place in June and July 2018. The district and the depot, as well as any related outbuildings and landscape features, were examined and documented with photographs to assess current levels of integrity. Site maps of the Albemarle Railroad and Industrial District and a map showing the proposed National Register boundary for the Winston-Salem Southbound Depot are included in their respective evaluations (**Figures 5-6** and **Figure 15**).

Figure 1
Project Location Map

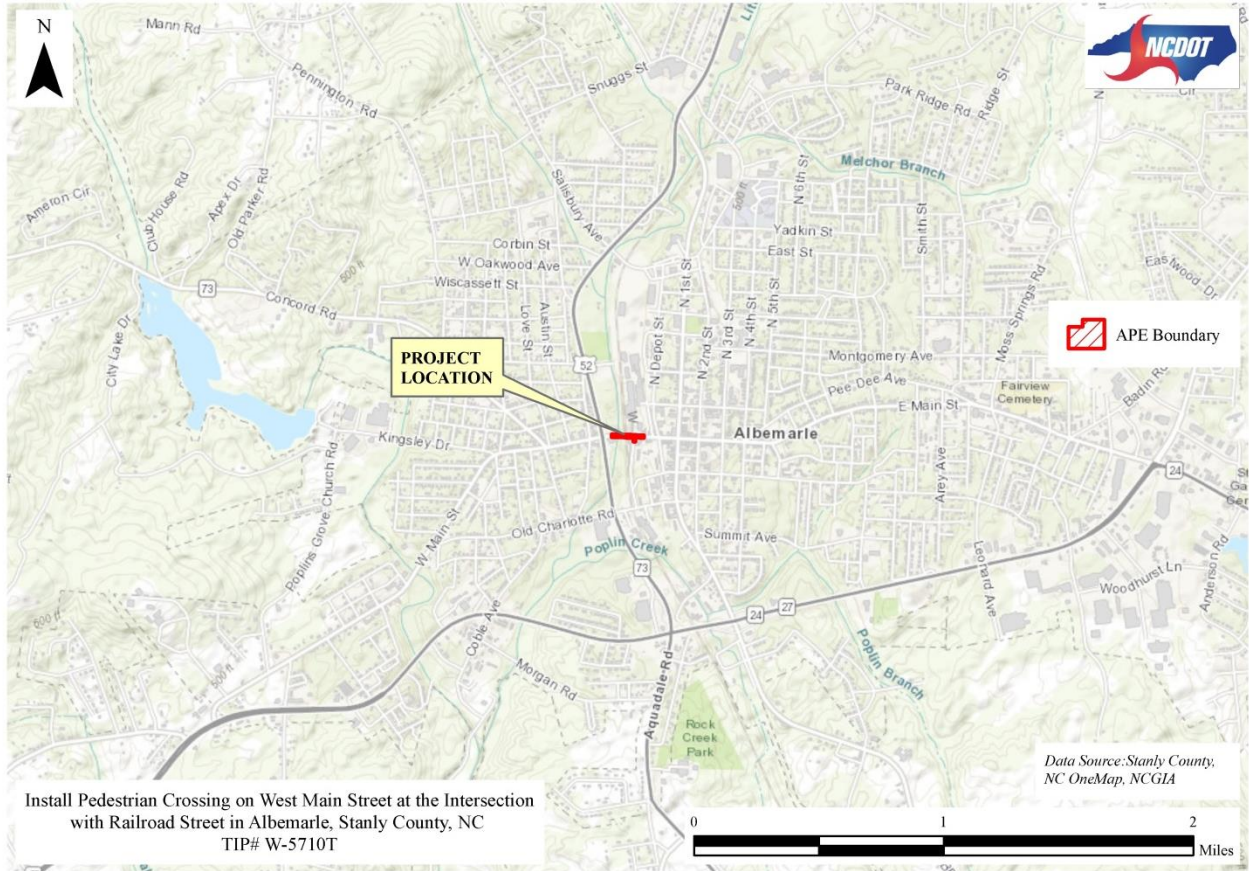


Figure 2a

Area of Potential Effects (APE) - Overall Map

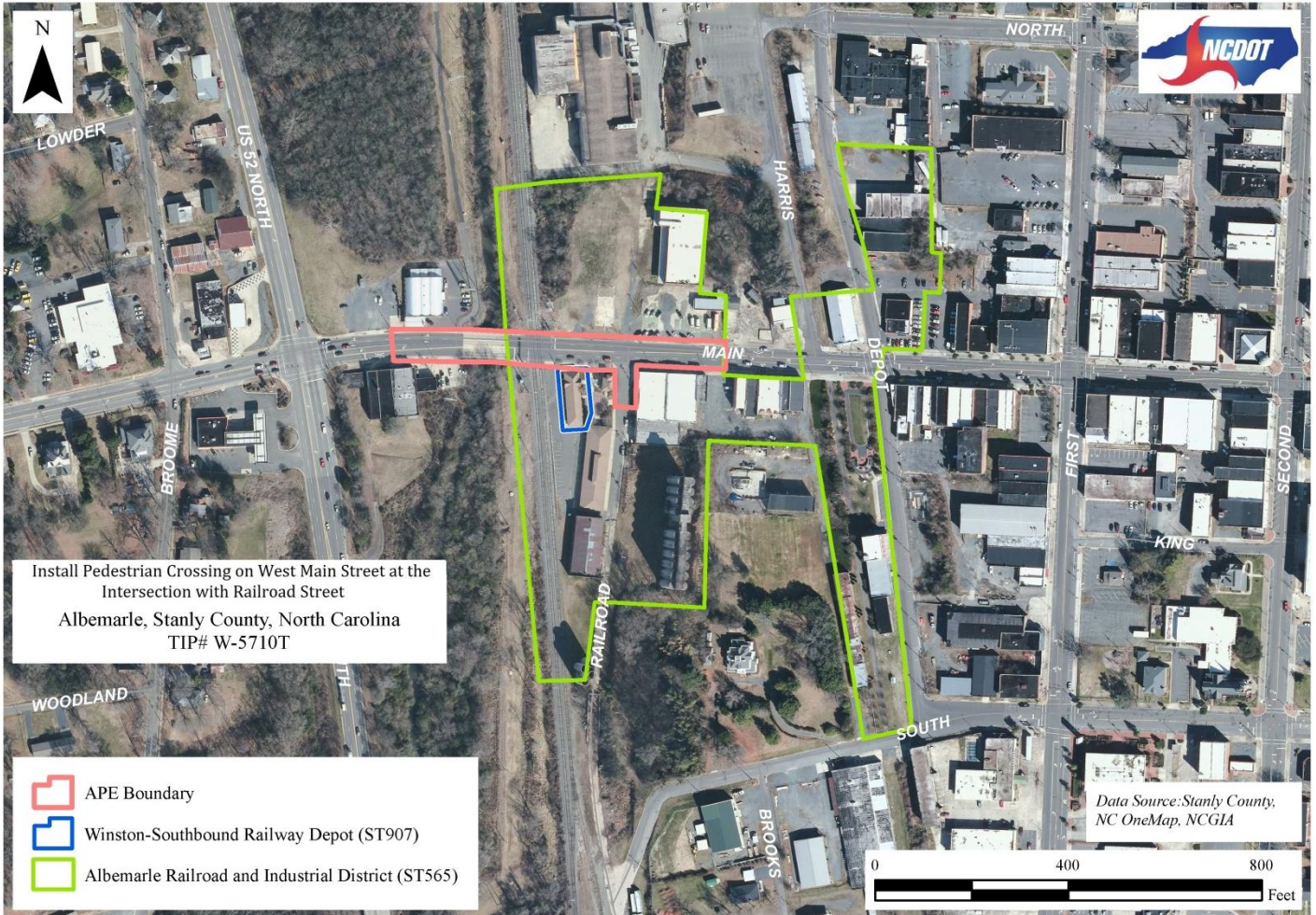
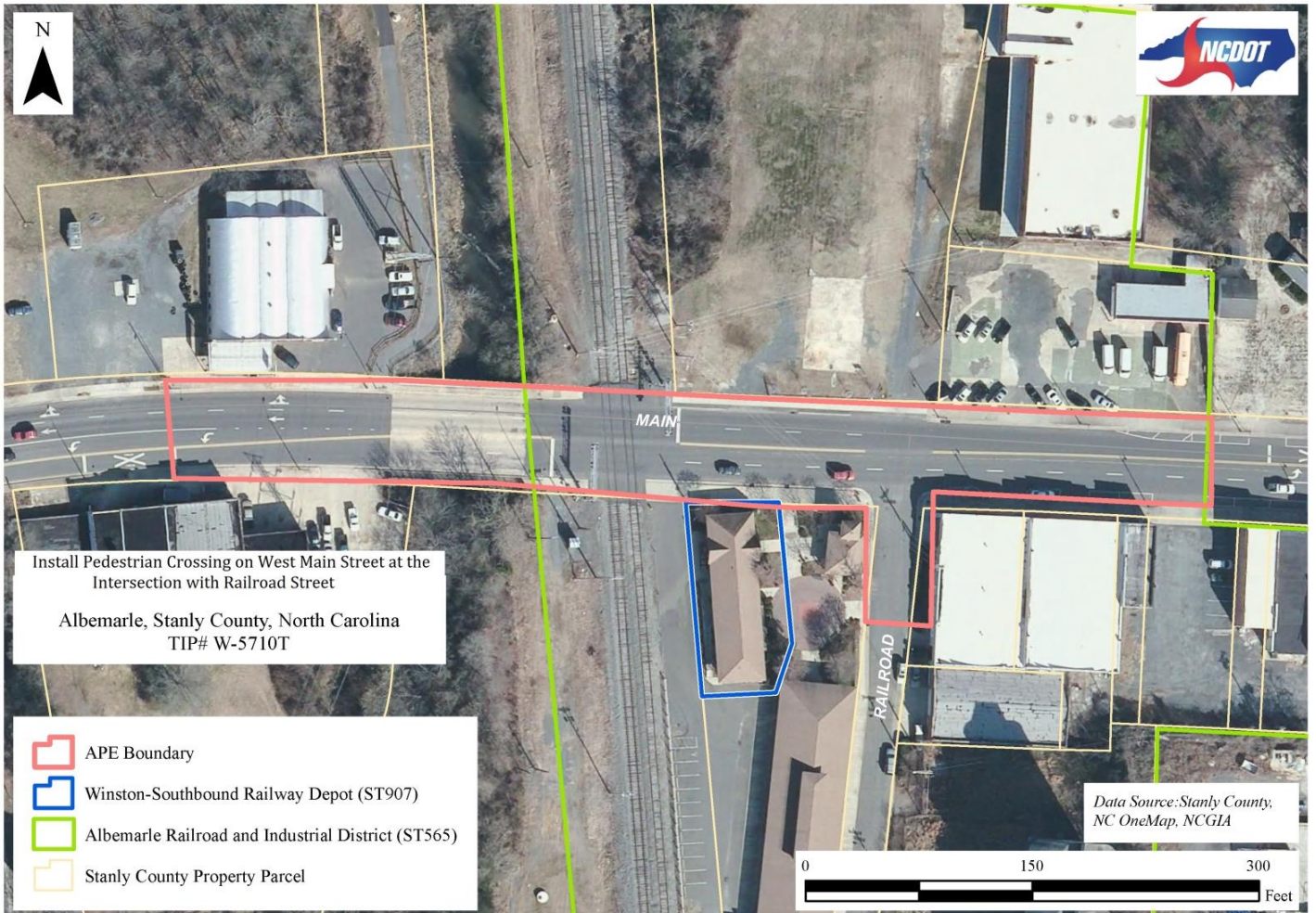


Figure 2b

Area of Potential Effects (APE) – Detail Map



II. PROPERTY EVALUATIONS OF ELIGIBILITY

Albemarle Railroad and Industrial District (ST0565) (Study List 1990)

300-400 Blocks of West Main Street and
100-200 Blocks of Railroad and Depot Streets
Albemarle, Stanly County

Period of Construction: ca. 1910-1949
Eligibility Recommendation: Not Eligible



Physical Description (Figures 5-6)

The Albemarle Railroad and Industrial District is concentrated between the town's two north-south railroad corridors which parallel each other just west of downtown. The district encompasses the 300 and 400 blocks of West Main Street, the 100 and 200 blocks of Depot Street, and the 100 and 200 blocks of Railroad Street. Among the extant resources, the ca. 1910 Winston-Salem Southbound Depot and rail corridor appear to be oldest resources in the district with none built after the late 1940s. The buildings are primarily utilitarian, small-scale, brick buildings. However, the area within the district was never densely developed. West Main Street is the principal street, intersecting with Railroad Street near the west end of the district and with Depot Street near the east end. The north side of West Main Street mainly comprises vacant parcels, parking lots, and several small, remodeled or modern commercial buildings. The south side of West Main Street contains two separate, compact commercial blocks comprised of one-story storefronts. The eastern row (403-417 West Main Street) (ST0884-ST0885, ST0887-ST0889) consists primarily of remodeled facades and reconfigured entries although the 1910s general store at 403 West Main Street retains its brick, parapeted façade, and the storefronts at 417 and 421 West Main Street display distinctive permastone veneers. The commercial building at 415 West Main Street featured a Moderne-inspired, porcelain-enamel façade which was removed during a 1998 remodeling. The western grouping of storefronts (459-465 West Main Street) stands within the APE for this project and is discussed in this evaluation (HPO Files).

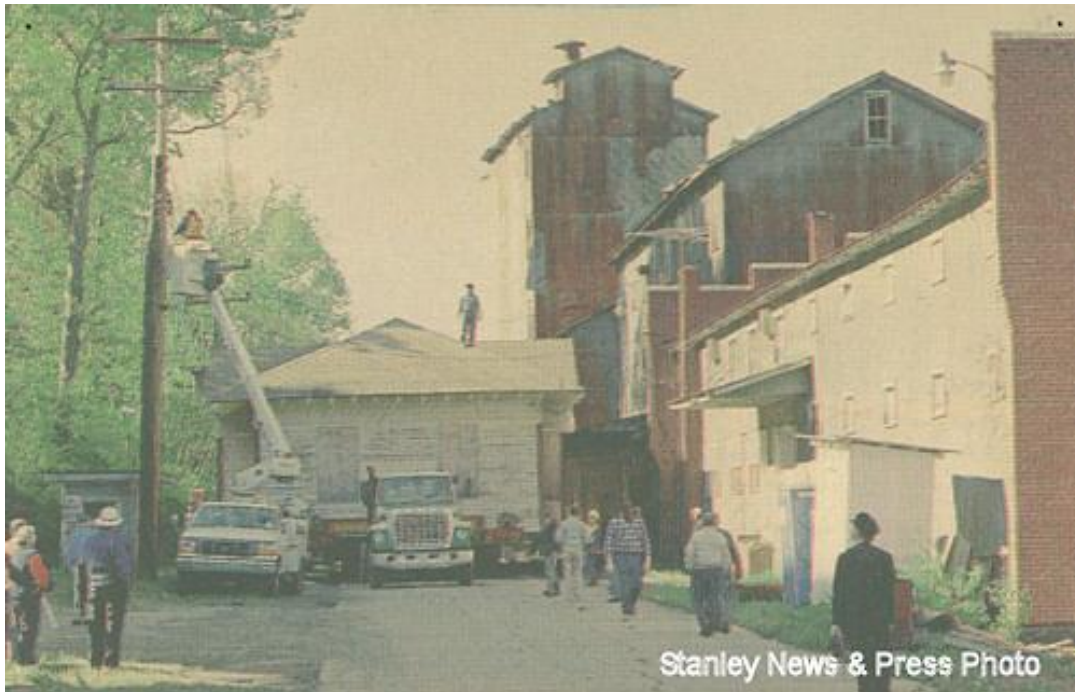
While most of the resources in the district stand one story tall, this area also includes the three-story Albemarle Grocery Company (ST0670) which was built in 1913 at 130 South Depot Street, and the 1936 Southern Flour Mills Grain Elevators (ST0895) at 116 South Railroad Street. The ca. 1910 Winston-Salem Southbound Depot (ST0907), at 101 South Railroad Street, is situated along the railroad tracks at the west end of the district. The frame depot was relocated approximately one block north to its present site in 1997 (Figure 3). No longer extant, the Carolina and Northwestern Railway Depot (ST0713), which once stood beside the parallel rail line, marked the eastern boundary of the district (HPO Files; Paul Morrison Interview 2018).

Properties Within the APE

Within the APE for this project are six of the approximately two dozen resources that comprise the district. The aforementioned Winston-Salem Southbound Depot within the APE is evaluated

Figure 3

**Photograph of the Winston-Salem Southbound Depot Relocation in 1997
(Albemarle Milling Company in Background. Looking South on South Railroad Street,)**



Source: www.pwrr.org/nstation/albermarle. Accessed 13 June 2018.

individually in this report. The other five resources are the 1911 Winston-Salem Southbound Railway corridor, the modern Farmers Market (ST0894) at 102 South Railroad Street, and three commercial buildings that form a row within the 400 block of West Main Street. The rail corridor retains its original north-south alignment and double trackage. Typical of other railroad lines, the rails, ties, and ballast are all later replacements, and the signage, signals, and crossing gates are also modern. The 1998-1999 Farmers Market is a one-story, hip-roofed, open pavilion with steel and wooden supports. North of the open-air market is a small, landscaped park and a one-story, frame building for storage and public restrooms, which with the Winston-Salem Southbound Depot, form a small civic complex.

The three attached commercial buildings (459-465 West Main Street) in the APE are typical one-story, brick commercial buildings which have remodeled with modern windows and doors as well as other alterations. The 1920s West Main Auto Sales and Service Station (ST0892) at 465 West Main Street has its original engaged pump canopy with a stepped parapet and paneled brick piers. The canopy has a pressed-tin ceiling that remains intact. However, around 2000, the façade was remodeled with vinyl siding and large replacement windows. Original window openings on the west elevation have been brick infilled or vinyl-sided, and smaller, modern windows have been installed. The building has a 1940s brick addition to the rear with a stepped parapet and modern windows and door (HPO Files; Paul Morrison Interview 2018; Joy Almond Interview 2018; Gerald R. Michael Interview 2018).

One of the two adjoining commercial buildings (ST0891) is located at 463 West Main Street and was built in the 1920s to house a dry cleaners. This building has a stepped parapet and a modern garage door in the center bay which is flanked by modern display windows. The second building, at 459 West Main Street, was constructed in the 1940s as a mercantile store (ST0890). The store has a simple, red-brick façade with terra cotta coping and a recessed entrance flanked by later display windows (HPO Files).

New or Demolished Resources Since 1990

Several significant contributing resources have been demolished or heavily remodeled since the district was placed on the Study List in 1990. Because of loss of integrity, a 2000-2001 National Register nomination of the Albemarle Railroad and Industrial District, prepared by the HPO staff, was not forwarded to the National Park Service (HPO Files).

Demolished in 2000, the six-story All-Star Feed Mill (ST0792), dating to the 1920s, at 506 West Main Street was the district's most imposing industrial complex (**Figure 4**). The large facility included a six-story, frame center building with a watchman's shelter and fourteen towering, concrete silos. Its sizable parcel on the north side of West Main Street at the railroad tracks remains vacant (Gerald R. Michael Interview 2018).

On the east side of the district, the 1940s, porcelain-enamel gas station (ST0886) at 404 West Main Street has been recently transformed into a brick-veneered building with modern windows and doors. Across the street, the 1920s Piedmont Coal and Ice Company Building at 317 West Main Street was razed around 2001 to make way for a small public park along the Yadkin Railway corridor. A modern addition to the district is the 1998-1999 Farmers Market complex at 102 South Railroad Street which was described in the preceding section (HPO Files, Gerald R. Michael Interview 2018).

Figure 4
All-Star Feed Mill
1960s Photographs



Source: Stanly County Museum, Albemarle.

Another major loss to the district was the 2010 demolition of the metal-clad Albemarle Milling Company Grain and Feed Mill, built in 1916 at 109 South Railroad Street along the western boundary of the district. A brick and metal-sheathed warehouse (ST0896) and four concrete silos (ST0895) were built adjacent to the prominent mill, and they still stand although a separate grouping of silos has been demolished. The staircase and frame watchman's walk have been removed from the extant silos (Joy Almond Interview 2018; Gerald R. Michael Interview 2018).

Albemarle Downtown Local Historic District

The Albemarle Railroad and Industrial District fills the west side of the expansive Albemarle Downtown Local Historic District (ST0790) (Local Historic District 2006). Established for planning purposes, this local historic district contains a variety of commercial, institutional, industrial, and residential buildings. The local district encompasses three National Register historic districts: Downtown Albemarle Historic District (ST0762) (National Register 2002); Second Street Historic District (ST0772) (National Register 2005); and Five Points Historic District (ST0770) (National Register 2002). None of the National Register districts extends into the Albemarle Railroad and Industrial District (Joy Almond Interview 2018; Gerald R. Michael Interview 2018).



Albemarle Railroad and Industrial District, North Side of West Main Street, Looking Northwest From Depot Street.



Albemarle Railroad and Industrial District, North Side of West Main Street, Looking East From Railroad Corridor.



Albemarle Railroad and Industrial District, South Side of West Main Street, Looking West From Depot Street.



Albemarle Railroad and Industrial District, Commercial Buildings, 403-415 West Main Street.



Albemarle Railroad and Industrial District, Commercial Buildings, 417-421 West Main Street.



Albemarle Railroad and Industrial District, Albemarle Grocery Company, Looking Northwest From Depot Street.



Albemarle Railroad and Industrial District, Southern Flour Mills Grain Elevators, Looking South From West Main Street.



Albemarle Railroad and Industrial District, Winston-Salem Southbound Depot, Looking North.



Albemarle Railroad and Industrial District, Winston-Salem Southbound Railway Corridor, Looking South Towards Remains of the Albemarle Milling Company.



Albemarle Railroad and Industrial District, Farmers Market, 103 South Railroad Street, Looking West.



Albemarle Railroad and Industrial District, Farmers Market Pavilion, 103 South Railroad Street, Looking North.



Albemarle Railroad and Industrial District, Commercial Buildings Within APE, 459-465 West Main Street, Looking Southeast.



Albemarle Railroad and Industrial District, Commercial Buildings Within APE, 459-465 West Main Street, Looking Southwest.



Albemarle Railroad and Industrial District, West Main Auto Sales and Service Station, 465 West Main Street, Looking East.



Albemarle Railroad and Industrial District, West Main Auto Sales and Service Station, 465 West Main Street, Modern Facade.



Albemarle Railroad and Industrial District, West Main Auto Sales and Service Station, 465 West Main Street, Side (West) Elevation, Looking South.



Albemarle Railroad and Industrial District, Commercial Buildings, 463 (Foreground) and 459 West Main Street, Looking Southeast.



Albemarle Railroad and Industrial District, Site of Now Demolished All-Star Feed Mill Site, 506 West Main Street.



Albemarle Railroad and Industrial District, Remains of the Albemarle Milling Company, 109 South Railroad Street, Looking South.



Albemarle Railroad and Industrial District, Modern Commercial Building, 404 West Main Street on Site of 1940s Gas Station, Looking North.

Historical Background

The principal town and seat of Stanly County, Albemarle grew rapidly with the arrival of railroad lines in the late nineteenth and early twentieth centuries. In 1890, the Yadkin Railroad reached Albemarle from Salisbury, and in 1911, the Winston-Salem Southbound Railway provided valuable connections to both southern ports and northern markets. The railroads triggered rapid commercial and industrial expansion. Albemarle grew from 300 residents in 1897 to 3,000 in 1905 and doubled its population by the 1920s. Efir Manufacturing Company, the county's first textile mill, was established in 1896 along North Depot Street, outside the district boundary. In 1898, Wiscasset Mills opened on a nearby site, also north of the district. Both mills expanded through the early twentieth century to include two-story and three-story brick manufacturing plants as well as adjacent blocks of mill housing. By the early 1920s, the industrial corridor boasted the towering, six-story All-Star Flour Mill (ST0791), the large Albemarle Milling Company complex, and the three-story Albemarle Grocery Company. In 1936, the Southern Flour Mills Grain Elevators arose on South Railroad Street south of Main Street (HPO Files; Bishir and Southern 2003: 283-284).

Albemarle's industrial district thrived through the mid-twentieth century. In addition to the prominent textile manufacturing complexes and imposing flour mills and grain elevators, warehouses, and a variety of filling stations, automobile repair shops and other commercial buildings filled the blocks between the parallel tracks of the Winston-Salem Southbound Railway and the Yadkin Railroad (www.wvncrails.org/winston-salem-southbound-railway, Accessed 8 June 2018).

Prosperity continued into the postwar years, but reflecting both statewide and national trends, the town's textile industries and other long-time manufactories have declined sharply in recent decades and have now largely disappeared. By the late twentieth century, a mix of mounting foreign competition, growing automation in the textile industry, and numerous free-trade agreements shuttered many mills and led to a sharp decline in the number of mill employees. Textile employment in the state reached its pinnacle in 1973 with 293,600 workers, but between 1982 and 1985 alone, over 10,000 North Carolina textile workers lost their jobs when sixty-seven plants permanently shut down. A further 100,000 workers lost their jobs in the five years between 1997 and 2002. In Albemarle, Wiscasset Mills was closed and most of the mill buildings demolished in the early 2000s. Efird Mills (now American and Efird) remains open but with reduced production and a drastically smaller workforce. The town's other major trackside shippers have vanished, and most of the buildings have been torn down. By the end of the twentieth century, the Southern Railway, which owned the Yadkin Railway, had closed its line to Albemarle while the still-active Winston-Salem Southbound no longer stops here (www.wvncrails.org/winston-salem-southbound-railway, Accessed 8 June 2018; HPO Files; Glass and Kress 2006).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Albemarle Railroad and Industrial District (Study List 1990) is recommended **not eligible** for National Register under any criterion because of a loss of integrity. Primarily because of the 2000 demolition of the massive All-Star Feed Mill complex, a 2000-2001 National Register nomination of the Albemarle Railroad and Industrial District, prepared by the HPO staff, was not forwarded to the National Park Service for review. Other contributing resources have also been razed or remodeled since 2000 (HPO Files).

Integrity

The Albemarle Railroad and Industrial District no longer retains the seven aspects of integrity needed for National Register eligibility. Although most of the surviving resources remain on original sites near the two railroad corridors, the district's integrity of setting, feeling, and association have been compromised by the loss of historic buildings and structures. Most notably, the imposing and vast All-Star Feed Mill complex on West Main Street was demolished in 2000, and the Albemarle Milling Company Grain and Feed Mill was razed in 2010. Furthermore, the surviving resources have lost much of their integrity of design, materials, and workmanship. Although some buildings retain elements of their original designs, materials, and construction, numerous buildings have been remodeled since the 1990 Study List and now have modern sidings, replacement doors, reconfigured windows, and new window sash.

Criterion A

The Albemarle Railroad and Industrial District is recommended **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15*: 12).

The Study List district is not eligible under Criterion A because numerous demolitions and alterations have diminished its integrity. Consequently, the district no longer has sufficient integrity to illustrate the industrial and commercial development of Albemarle and Stanly County during the historical period.

Albemarle retains a well-preserved, early-twentieth-century industrial district on the east side of the center city (see **Figure 5**). Situated at the junction of East Main Street, Pee Dee Avenue, and Fourth Street, the Five Points Historic District (National Register 2002) includes the 1905 Lillian Knitting Mills as well as modestly-scaled commercial buildings. Like the Albemarle Railroad and Industrial District, the Five Points Historic District contains 1920s automobile dealerships, grocery warehouse, and a dry cleaning business. The historic district was listed in the National Register under Criterion A for Industry and Commerce and under Criterion C for Architecture.



Hendley Auto Service, ca. 1929, and adjacent Model Tailoring Company, 1922, Five Points Historic District, 250-260 East Main Street, Albemarle.

Criterion B

The Albemarle Railroad and Industrial District is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, the resource is not eligible if its

only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The district is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The Albemarle Railroad and Industrial District is recommended **not eligible** for the National Register under Criterion C. For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The district does not possess sufficient architectural integrity for eligibility under Criterion C. As discussed, the district has lost several prominent industrial properties, and most of the surviving resources have been altered with modern sidings, windows, and doors and the removal of historic materials. In addition to large, vacant tracts where industrial properties once stood, the district now encompasses a modern park, on the site of the former Carolina and Northwestern Railway depot, and a recently constructed commercial building. Furthermore, Albemarle retains the Five Points Historic District (National Register 2002), a well-preserved and cohesive industrial and commercial historic district. Five Points has architectural significance for its substantially intact, 1905 Lillian Knitting Mills as well as its collection of brick commercial buildings dating to the 1920s.

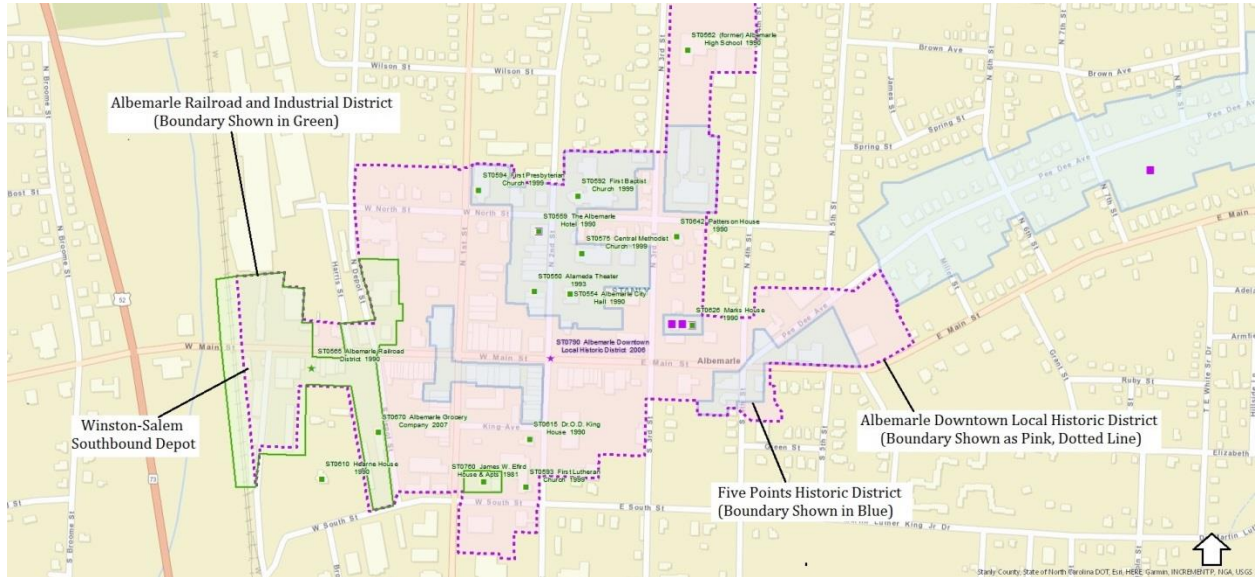
Criterion D

The Albemarle Railroad and Industrial District is recommended **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The district is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Figure 5

**Albemarle Railroad and Industrial District
Overall Site Map
(Also Showing Albemarle Downtown Local Historic District and National Register Districts)**



Source: North Carolina Historic Preservation Office, GIS Service

Scale: 1" = 1,000'

Figure 6

Albemarle Railroad and Industrial District
Site Map



Key:

1. All-Star Feed Mill (Gone)
2. Warehouse
3. Gas Station, 404 West Main Street
4. Carolina and Northwestern Railway Depot (Gone)
5. Albemarle Grocery Company
6. Commercial Block, 403-421 West Main Street
7. Southern Flour Mills Grain Elevators
8. West Main Auto Sales and Service Station
9. Commercial Buildings, 459 and 463 West Main Street
10. Albemarle Milling Company Grain and Feed Mill (Gone)
11. Warehouse
12. Farmers Market
13. Winston-Salem Southbound Depot

Source: North Carolina Historic Preservation Office, GIS Service

Scale: 1" = 500'

**Winston-Salem Southbound Depot (ST0907)
(PIN 654803143407)**

501 West Main Street
Albemarle, Stanly County

Period of Significance: ca. 1910-1968
Eligibility Recommendation: Eligible



Physical Description

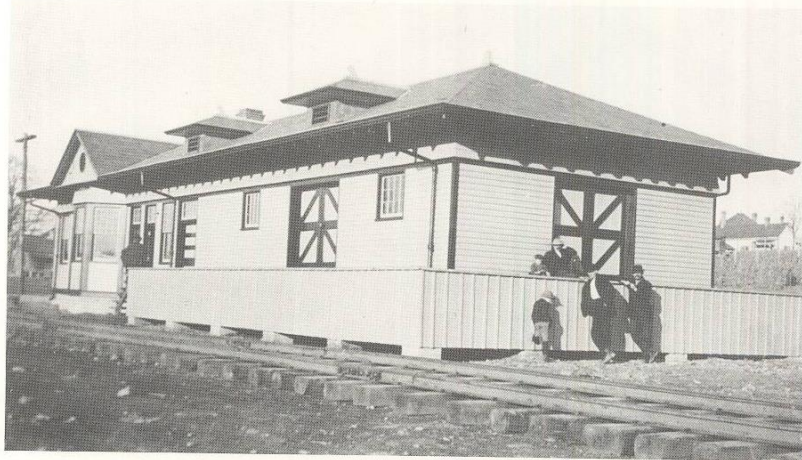
In 1997, the Winston-Salem Southbound Depot was moved approximately one block north of its original site along the Winston-Salem Southbound Railway to its present trackside location at the junction with West Main Street. The depot has been renovated to host community events and stands on the northwest side of the 1998-1999 Farmers Market complex.

Built ca. 1910, the Craftsman-style freight and passenger depot is a long, one-story, frame building with a rectangular plan and a hipped roof. The roof has deep eaves and shaped brackets. The depot has weatherboard siding below a wood-shingled band that forms a cornice above the windows and doorways. The subsidiary gables on the east and west sides are also covered in wood shingles. Some of the weatherboards are 1997 replacements of rotted boards, and the building rests on a modern brick foundation. The long, east and west elevations have modern wooden platforms modeled after the originals in materials and design. The building has a gabled bay on the west (track) side that housed the switchman's lookout, and the corresponding gabled bay on the east side contains the entrance. The entrance bay features a circular vent under the gable. The sliding freight doors are original and are constructed of battens and cross bracing. Modeled after the originals, the two waiting-room doors are modern replacements with wood panels beneath glazed upper sections. An original transom caps the doorway on the west elevation of the waiting room. The building retains original fenestration, including generous, sixteen-over-one windows for the waiting room and smaller, fixed-sash windows. Photographs of the depot from the time of its construction and in the 1920s show a pair of vented, hip-roofed dormers above the freight room which were later removed (**Figures 7-8**).

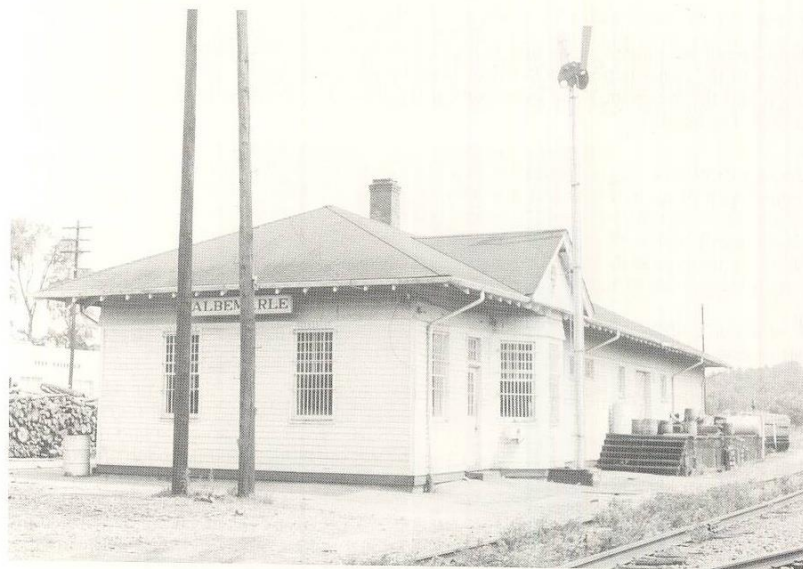
The interior retains its two-room plan, comprised of the passenger waiting room and the adjoining freight receiving room (**Figure 9**). The wood flooring and bracketed, beaded-board ticket counter are said to be original. HPO survey photographs, taken of the interior before relocation, show beaded-board ceilings, walls, and wainscoting. With the 1997 renovation, these ceilings were removed to expose the wood rafters, and the beaded-board walls were replaced with sheetrock. New wainscoting was also installed to replicate the original in the waiting and freight rooms. The wood-paneled interior doors are also modern (Gerald R. Michael Interview 2018; HPO Files).

Figure 7

**Winston-Salem Southbound Depot
Photographs, ca. 1910 and ca. 1975**



Albemarle Depot, looking north, shortly after construction, circa 1910.



Albemarle Depot, looking south, circa 1975

Figure 8

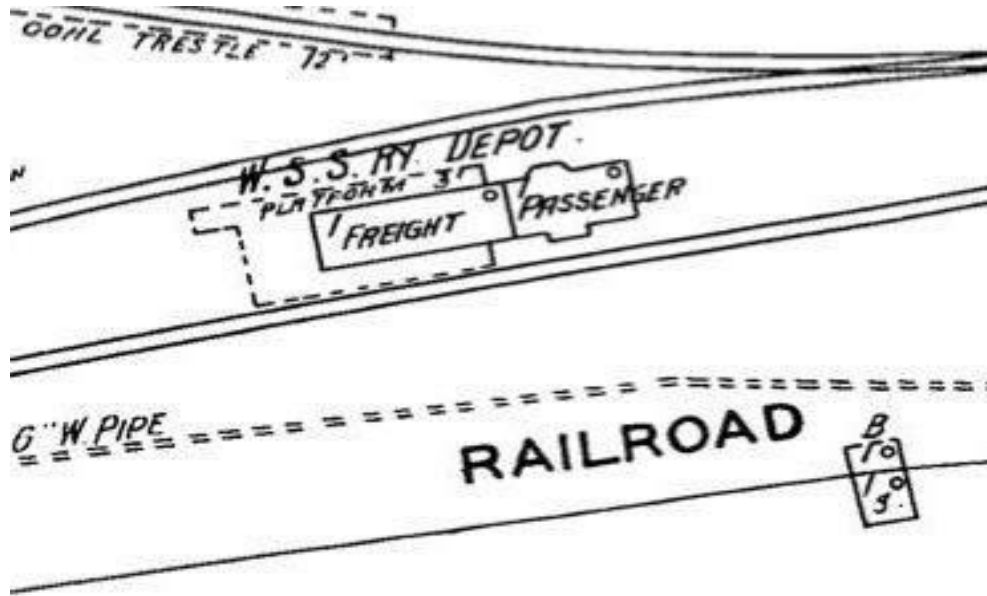
**Winston-Salem Southbound Depot
Photographs, 1920s**



Source: www.pwrr.org/nstation/albermarle. Accessed 13 June 2018.

Figure 9

Winston-Salem Southbound Depot
Sanborn Map, 1929



Source: Sanborn Map Company, 1929.



Winston-Salem Southbound Depot, West (Trackside) Elevation, Looking Southeast.



Winston-Salem Southbound Depot, West (Trackside) Elevation, Looking Northeast.



Winston-Salem Southbound Depot, South and West (Trackside) Elevations, Looking North.



Winston-Salem Southbound Depot, East Elevation, Looking Northwest.



Winston-Salem Southbound Depot, East Elevation, Bracketed Eaves.



Winston-Salem Southbound Depot, East Elevation, Entrance, Looking West.



Winston-Salem Southbound Depot, East Elevation, Looking Southwest.



Winston-Salem Southbound Depot, North Elevation, Looking West From West Main Street.



Winston-Salem Southbound Depot, Interior, Passenger Waiting Room.



Winston-Salem Southbound Depot, Interior, Freight Room.

Historical Background

Completed in 1911, the ninety-mile Winston-Salem Southbound Railway linked Winston-Salem with the town of Wadesboro to the south. The line ran through Albemarle, the seat of Stanly County and one of the principal towns along the route. The railroad provided strategic connections to the major Norfolk and Western, Atlantic Coast Line, and Southern railways, giving Albemarle unprecedented access to both northern markets and southern ports. Despite its relative short length, the line carried a variety of freight that included coal, aluminum, fertilizer, timber, cotton, grains, and textiles. The Winston-Salem Southbound was the second railroad to arrive in Albemarle. In 1890, the Yadkin Railroad (part of the Carolina and Northwestern Railway, a subsidiary of the Southern Railway) entered the town from Salisbury in Rowan County. The Yadkin Railroad line served the stone quarries in eastern Rowan and Stanly counties and hauled timber, textiles, and other products as well (Miller and Vaughn 1996: 30-31; Bishir and Southern 2003: 184; Phillips 1991: Section 8, pages 1-5; www.wvncrails.org/yadkin-railroad-southern-railway-albemarle-branch. Accessed 15 June 2018).

With the arrival of the two railroads, Albemarle boomed between the late nineteenth and middle twentieth centuries. The railroads triggered commercial and industrial expansion, providing not only valuable access to markets but also to new products and ideas. Albemarle grew from 300 residents in 1897 to 3,000 in 1905 with the population doubling by the 1920s. Efir Manufacturing Company, the first textile mill in Stanly County, opened in 1896, and in 1898, Wiscasset Mills was established. The two mills filled the west side of Albemarle between the two parallel railroad corridors. By the 1930s, this industrial area boasted the towering, six-story All-Star Flour Mill, the Albemarle Milling Company, the Southern Flour Mills Company, and an assortment of coal and ice plants, warehouses, brick and lumber yards, and furniture manufactories. Concurrently, stylish, red-brick commercial buildings occupied the hilltop business district in the center of town while fashionable houses and churches occupied the surrounding, tree-shaded residential blocks (HPO Files; Bishir and Southern 2003: 283-285; Sanborn Map Company, 1929, 1941; www.wvncrails.org/winston-salem-southbound-railway. Accessed 8 June 2018).

Built ca. 1910, the Winston-Salem Southbound Depot stood amidst the town's vibrant industrial zone, providing both freight and passenger service, and functioning as a center of community life. By World War I, eight passenger trains per day were stopping at the station. Passenger service would cease in 1933, but the station continued freight service through the 1970s. Albemarle's Carolina and Northwestern Railway Depot, which was located several blocks east of the Winston-Salem Southbound Depot along the original Yadkin Railroad corridor, ended passenger service in 1929 and was razed in the late 1970s (Miller and Vaughn 1996: 57-58; Gerald R. Michael Interview 2018; www.wvncrails.org/winston-salem-southbound-railway. Accessed 8 June 2018).

Abandoned by the rail company following the end of freight operations, the Winston-Salem Southbound Depot stood in deteriorated but stable condition into the late 1990s. The City of Albemarle subsequently acquired and moved the building one block north along the tracks in 1997 (**Figures 10-12**). The renovated building now functions as a community center (Gerald R. Michael Interview 2018; www.wvncrails.org/winston-salem-southbound-railway. Accessed 8 June 2018).

Figure 10

**Winston-Salem Southbound Depot
1970s Photograph of Depot at Original Location**



Source: Stanly County Museum, Albemarle.

Figure 11

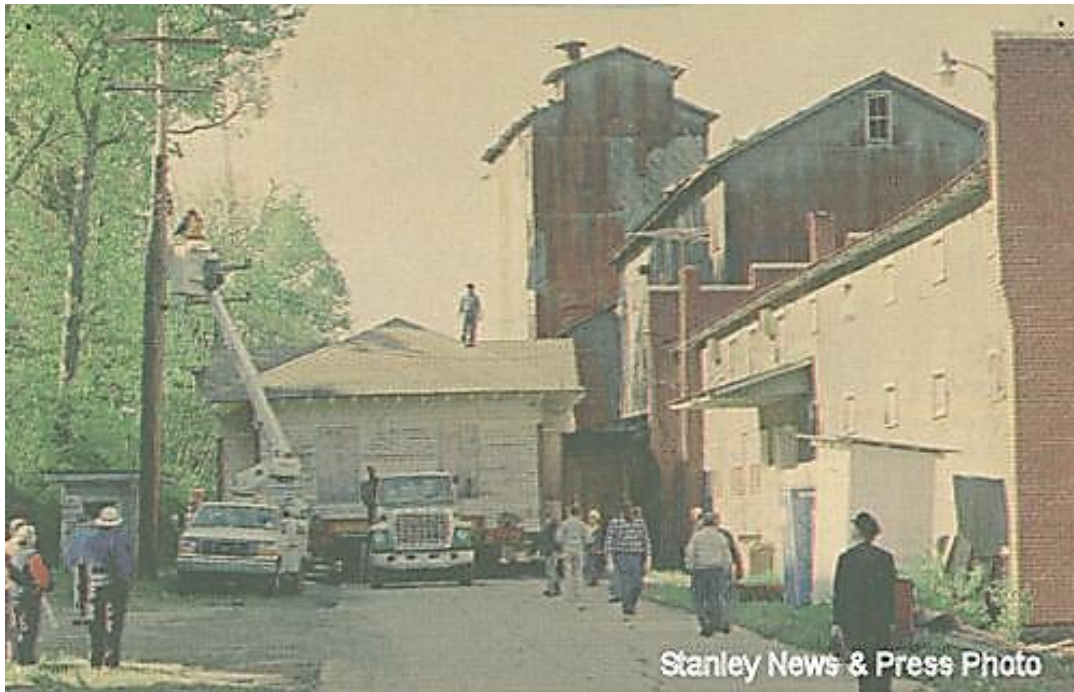
**Winston-Salem Southbound Depot
1996 Photograph of Depot at Original Location**



Source: www.pwrr.org/nstation/albermarle. Accessed 13 June 2018.

Figure 12

**Winston-Salem Southbound Depot
1997 Photograph of Depot During Relocation**



Source: www.pwrr.org/nstation/albermarle. Accessed 13 June 2018.

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Winston-Salem Southbound Depot is recommended **eligible** for National Register under Criterion A for Transportation and Criterion C for Architecture. Relocated one block from its original site in 1997, the depot also meets Criteria Consideration B as a moved property. The period of significance spans the years from its construction ca. 1910 to 1968. The depot ceased passenger service in 1933 but remained a freight station through the 1970s. However, the building does not have the exceptional significance required under Criteria Consideration G to extend the period of significance past 1968. Previously surveyed, the depot is located with both the Albemarle Railroad and Industrial District (Study List 1990) and the Albemarle Downtown Local Historic District (2006).

Integrity

The Winston-Salem Southbound Depot retains the seven aspects of integrity needed for National Register eligibility. Although moved in 1997, the building retains key aspects of its historic setting, feeling, and association. As with original site one block to the south, the depot still stands adjacent to the rail line on the east side of the corridor. The renovated building also retains important elements of its original design, materials, and construction, including its long, rectangular, hip-roofed form, Craftsman-style traits, fenestration, freight doors, and projecting switchman's lookout bay on the west elevation. The two-room interior layout also remains intact.

Criterion A

The Winston-Salem Southbound Depot is recommended **eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15*: 12).

The depot is recommended eligible under Criterion A for transportation. The ca. 1910 freight and passenger station was constructed to serve the needs of the Winston-Salem Southbound Railway which was completed to Albemarle from Salisbury in 1911. The rail line and the 1890 Yadkin Railroad (part of the Southern Railway system) tied Albemarle to the national rail network as well as to far-flung markets and triggered the town's growth as a textile center and marshalling point for grains, cotton, and other products. The depot also served vital passenger travel until 1933 with eight passenger trains stopping daily around the World War I years. The depot continued to handle freight traffic into the 1970s.

The Winston-Salem Southbound Depot in Albemarle is a tangible reminder of the town's rail-related industrial and commercial growth into the mid-twentieth century. Among railroad stations built in the nineteenth and early twentieth centuries, the depot is a rare survivor in North Carolina. The Albemarle depot is the only remaining station in Stanly County as well as the sole survivor along the Winston-Salem Southbound Railway. The only other surviving railroad building associated with this rail company is the 1913 Winston-Salem Southbound Railway Freight Warehouse and Office (National Register 1991). The large, two-story, brick building stands well

preserved at the northern terminus of the line in Winston-Salem. The two other previously surveyed railroad stations in Stanly County—the Carolina and Northwestern Railway Depot (ST0713) in Albemarle and the Norfolk Southern Railroad Depot (ST0089) in Richfield—have been razed since the 1970s (Phillips 1991).

Criterion B

The Winston-Salem Southbound Depot is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those at best represent the person's historic contributions. Furthermore, the resource is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The depot is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

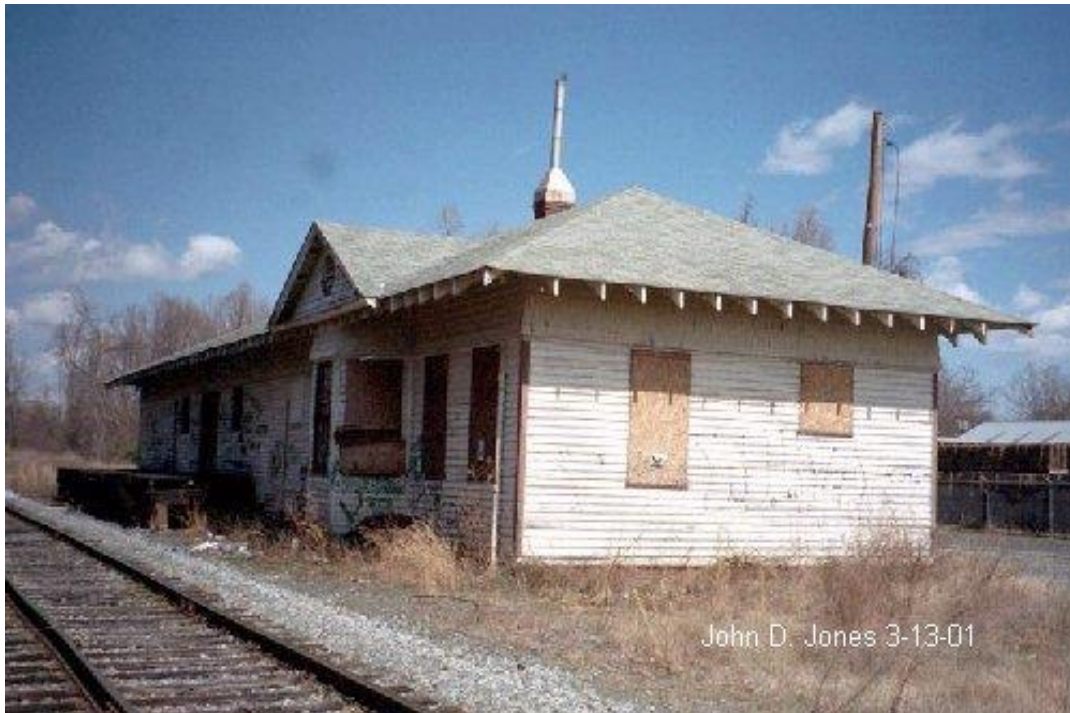
The Winston-Salem Southbound Depot is recommended **eligible** for the National Register under Criterion C. For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The depot is representative of the small-town stations which housed freight and passenger services in a single building. Although the depot has been moved and renovated for adaptive reuse, the one-story, frame, weatherboarded building retains its functional components while being enlivened with Craftsman-style wood shingles and deep eaves with shaped brackets. The original freight doors, fenestration, and projecting switchman's bay remain intact, and the modern wooden platforms suggest the originals in their location, basic scale, and materials. The interior retains its two-room plan, beaded-board ticket counter, and wood flooring. The replacement wainscoting is modeled after the original. The principal interior changes include the replacement of the beaded-board walls with sheetrock, and the removal of the beaded-board ceilings to expose the wooden rafters.

The ca. 1910 Winston-Salem Southbound Depot in Albemarle illustrates a variation of a Craftsman-style station design erected in other small towns along the Winston-Salem Southbound route. Shown in **Figures 13-14**, photographs of the original stations in Lexington and Wadesboro (now gone) reveal frame, one-story, rectangular forms with low-pitched roofs, deep eaves with brackets, and gabled switchman's bays similar to the Albemarle depot (www.pwrr.org/nstation/lexington/wadesboro. Accessed 19 June 2018).

Figure 13

**Winston-Salem Southbound Railway Depot at Lexington
2001 Photograph**



Source: www.pwrr.org/nstation/lexington. Accessed 19 June 2018.

Figure 14

**Winston-Salem Southbound Railway Depot at Lexington
2003 Photograph**



Source: www.pwrr.org/nstation/Wadesboro. Accessed 19 June 2018.

Criterion D

The Winston-Salem Southbound Depot is recommended **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15*: 21).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Criteria Consideration B

The Winston-Salem Southbound Depot satisfies Criteria Consideration B as a moved property. Recognizing the historical significance of the depot, the City of Albemarle acquired the building to prevent demolition. In 1997, the city relocated the depot just one block north to a city-owned site alongside the railroad tracks. The depot thus retains its geographical and historical associations with the WSSB Railway as well as with other surviving rail-oriented buildings and structures in this area.

National Register Boundary Description and Justification

The proposed National Register boundary for the Winston-Salem Southbound Depot has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

Shown in **Figure 15**, the proposed National Register boundary encompasses the depot building and its immediate setting on the east side of the railroad corridor. The proposed boundary contains approximately 0.25 acre. The depot shares the same tax parcel of 0.95 acres with a modern civic complex comprised of an open-air farmers market, a small public park, and a freestanding building that houses public restrooms and storage rooms. The park separates the depot from the storage/restroom building, and the market pavilion sits just southeast of the depot. The proposed National Register boundary excludes the modern farmers market, storage building, and most of the park but on the east side follows the paved walkway that bisects the park north to south. The proposed boundary also conforms to the rights-of-way along West Main Street to the north and the Winston-Salem Southbound Railway to the west. Finally, the boundary extends approximately eight feet from the depot's south elevation into a paved parking lot.

Figure 15

**Winston-Salem Southbound Depot
Site Plan and Proposed National Register Boundary**



Source: North Carolina Historic Preservation Office, GIS Service

Scale: 1" = 150'

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