



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Division of Historical Resources
David J. Olson, Director

June 26, 2003

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Historic Architectural Resources Survey Report, Proposed Grade Separation at Klumac Road (SR 2541) and the NC Railroad/Norfolk Southern Railroad Crossing, Salisbury, U-3459, Rowan County, U-3459, ER02-10911

Thank you for your letter of May 13, 2003, transmitting the survey report by Penne Sandbeck for the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places under the criterion cited:

The Stanback Company Building, 1500 South Main Street
The Stanback Building Annex, 1426 South Main Street
The Custom Furniture Company, South Main Street and Klumac Road

The Stanback Company Building, 1500 South Main Street, Salisbury, is eligible for listing in the National Register under Criteria A and B. The building is significant for its association with the Stanback Company, a notable early manufacturer and distributor of headache powders in the southeastern United States. Further, the building is important for its association with the Stanback Company druggists/entrepreneurs/marketers, Fred and Tom Stanback.

We also believe that the Stanback Company Building is a potential contributing resource to the Fulton Heights Historic District, Salisbury.

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Although the Stanback Building Annex, 1426 South Main Street, is not an original component of the Stanback Company Complex, it was built as a small grocery store and is similar to the other contributing small grocery stores in the Fulton Heights Historic District. Because the Stanback Building Annex is sited next to the historic district and is of similar type and age to other buildings in the district, it should be evaluated as part of Fulton Heights Historic District.

We request that the Stanback Company buildings be re-evaluated as potentially contributing to the Fulton Heights Historic District and the boundaries of the district be extended to include these resources.

The Custom Furniture Company, South Main Street and Klumac Road, is eligible for the National Register under Criterion C as an excellent and intact example of the minimized Art Deco exterior for commercial and industrial buildings of the 1920s and 1930s. We concur with the proposed National Register boundaries as described and delineated in the survey report.

The Fulton Heights Historic District, Heilig Avenue, Fulton Street, Ridge Avenue, and Boyden Street, is already listed in the National Register. The district includes resources 114, 117, and 118 Heilig Avenue, located within the Area of Potential Effect (APE) for this project.

The following properties are determined not eligible for listing in the National Register of Historic Places:

1-3; 5-6; 8-27

Please provide an addendum to this report evaluating the Stanback Company Building and Annex as part of the Fulton Heights Historic District.

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 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr
Penne Sandbeck

bc: ✓ Southern/McBride
106
County

Historic Architectural Resources Survey
Report
Phase II - Intensive
Final Identification & Evaluation

U-3459

Proposed Grade Separation at Klumac Road
(SR 2541)
and the
NC Railroad/Norfolk Southern Railroad Crossing
Salisbury
Rowan County

TIP No. U-3459

State Project No. 8.2634001
Federal Aid # STP-2541 (4)

The
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HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

TIP# U-3459

**PROPOSED GRADE SEPARATION AT KLUMAC ROAD (SR 2541)
AND THE
NC RAILROAD/NORFOLK SOUTHERN RAILROAD CROSSING
SALISBURY
ROWAN COUNTY, NC
STATE PROJECT NO. 8.2634001
FEDERAL AID NO. STP-2541(4)**



**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
REPORT PREPARED BY:
PENNE SANDBECK
APRIL 2003**

Penne Sandbeck

5.13.2003

Principal Investigator
Historic Architecture Section
North Carolina Department of Transportation

Date

Mary Pope Furr

5-13-2003

Mary Pope Furr, Supervisor
Historic Architecture Section
North Carolina Department of Transportation

Date

Management Summary

The North Carolina Department of Transportation (NCDOT), in concert with the North Carolina Railroad/Norfolk Southern Railroad, proposes to construct a grade separation along Klumac Road over the railroad tracks below its intersection with South Main Street. There are two alternatives proposed for the Klumac Road Grade Separation: crossing the tracks directly at Klumac Road (Alternative "A"), and passing under the tracks slightly south of Klumac Road along Avenue A (Alternative "B"). A third alternative route ("Alternative C") is under investigation but as it has been posited as unlikely, due to cost and number of relocations, is not featured in this report. The purpose of each proposed alternative route is to improve safety and the level of service along this busy rail corridor, which will eventually receive high-speed trains. The project is federally (Project No. STP-2541(4)) and state (Project No. 8.2634001) funded.

NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the Area of Potential Effects (APE) as part of the environmental studies performed by NCDOT and documented by an Environmental Assessment (EA). This report is prepared as a technical appendix to the EA and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Within the APE, thirty architectural resources were identified. Of the thirty resources, three resources are part of a National Register Historic District created in 1999. Two resources are potentially eligible for placement on the National Register, respectively under Criteria A and B, and Criterion C. The remaining twenty-five resources were determined not eligible for placement on the National Register and not worthy of further evaluation during a February 18, 2003 consultation meeting between the North Carolina State Historic Preservation Office and NCDOT.

The resources in the APE are as follows:

Properties Listed on the National Register of Historic Places
Fulton Heights Historic District (Properties 29, 30, 31)

Properties Evaluated and Considered Eligible for the National Register
Stanback Company (Property 4)
Custom Furniture Company (Property 7)

Properties Listed on the North Carolina National Register Study List (NRSL)
None

Properties Evaluated and Considered Not Eligible for the National Register
Properties 1-3, 5, 6, 8-28, 32

Table of Contents

Title Page	<i>i</i>
I Management Summary	1
II Project Description	5
III Purpose of Survey and Report	5
IV Methodology	5
V Summary of Survey Findings	6
<u>Historic Context for the Project Area</u>	8
Historical Background	9
Architectural Context	11
<u>Property Evaluations</u>	14
<i>Properties on the National Register of Historic Places</i>	
Fulton Heights National Register Historic District	15
<i>Properties Considered Eligible for the National Register of Historic Places</i>	
Stanback Company	20
Custom Furniture Company	31
<i>Properties Determined Not Eligible for the National Register of Historic Places</i>	
Concurrence Form for Properties Determined Not Eligible for the National Register of Historic Places	38
Properties Not Eligible for the National Register of Historic Places	39
VI Bibliography	52

Maps and Illustrations

Figure 1: Project Location	<i>a</i>
Figure 2: Klumac Road Grade Separation Alternatives	<i>b</i>
Figure 3: Areas of Potential Effect within Project Area	<i>c</i>
Figure 4: NCRR and Custom Furniture Company	10
Figure 5: 114 Heilig Avenue, Property No. 27	17
Figure 6: 118 Heilig Avenue, Property No. 28	17
Figure 7: 117 Heilig Avenue, Property No. 29	18
Figure 8: 100 Heilig Avenue, view from west to east	18
Figure 9: Fulton Heights Properties in APE as seen on Salisbury Tax Map	19
Figure 10: Detail, 1931 Sanborn Fire Insurance Map for Salisbury, NC (Stanback Company)	22
Figure 11: Stanback Company, detail of stack bond at pier corner	23
Figure 12: Advertisement for Stanback Headache Powders, 1945	24
Figure 13: 1426 and 1500-1504 South Main Street (Stanback Company and Annex)	27
Figure 14: 1426 South Main Street	27
Figure 15: 1426 South Main Street, north and west elevations	28
Figure 16: Stanback Company Building, 1500-1504 South Main Street	28
Figure 17: Stanback Company Building, 1504 South Main Street	29
Figure 18: Rear (north) elevation of Stanback Company Building	29
Figure 19: Stanback Company and Annex Tax Parcels	30

Figure 20: Detail, 1950 Sanborn Fire Insurance Map for Salisbury, NC (Custom Furniture Company)	34
Figure 21: 1419 South Main Street (Custom Furniture Company)	35
Figure 22: Custom Furniture Company, north and east elevations of front section	35
Figure 23: Custom Furniture Company, rear (south) and east Elevations	36
Figure 24: Custom Furniture Company, north and west elevations	36
Figure 25: Custom Furniture Company Tax Parcel	37
Properties Not Eligible for the National Register of Historic Places (Properties # 1-28)	39-51

**Grade Separation at Klumac Road and the NCRR/NS Railroad
Salisbury, Rowan County
TIP No. U-3459**

PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT), in concert with the North Carolina Railroad/Norfolk Southern Railroad, proposes to construct a grade separation along Klumac Road over the railroad tracks on the west side of Salisbury. The project length is approximately one-half-mile, depending upon the alternative pursued. The purpose of the project is to improve safety and the level of service along this busy rail corridor.

PURPOSE OF SURVEY AND REPORT

NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the Area of Potential Effects (APE) as part of the environmental studies performed by NCDOT and documented by an Environmental Assessment (EA). This report is prepared as a technical appendix to the EA and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires Federal agencies to take into account the effect of their undertakings (federally-funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places, and to afford the Advisory Council a reasonable opportunity to comment on such undertakings. This report is on file at NCDOT and available for review by the public.

METHODOLOGY

NCDOT conducted the survey and prepared this report in accordance with the provisions of the Federal Highway Administration (FHWA) Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT. This survey and report meet the guidelines of NCDOT and the National Park Service. In addition, this report conforms to the expanded requirements for architectural survey reports developed by NCDOT and the North Carolina State Historic Preservation Office (HPO) dated February 2, 1996.

NCDOT conducted an intensive survey with the following goals: (1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; (2) to identify all significant resources within the APE; and (3) to evaluate these resources according to the National Register of Historic Places criteria.

The APE for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field. The APE boundary is shown in Figure 3.

Survey methodology consisted of a field survey and background research on the project area. Following an October 2002 Phase I reconnaissance report prepared by Mattson, Alexander and Associates, Inc., NCDOT staff architectural historians Penne Sandbeck and Richard Silverman conducted fieldwork on foot within the APE based upon the Phase I report on February 10, 2003. Both field investigations were greatly indebted to L&L Associates' 2001 historic resources update within Salisbury's 1951 city limits. During Sandbeck and Silverman's February 2003 site visit, all structures over fifty years of age in the APE were photographed and keyed to an area map (Figure 3).

Background research for the final phase report was conducted at the HPO in Raleigh, the North Carolina State Library and Archives in Raleigh, and the Rowan County Public Library in Salisbury. Other repositories investigated were the Rowan County Tax Office and the Rowan County Register of Deeds. Individuals consulted included Lynn Raker, a planner for the City of Salisbury; Randy Heman of Salisbury's Main Street Program; Kaye Graybeal, who prepared the Fulton Street Historic District National Register nomination in 1999; and Langdon Opperman and Laura Phillips of L&L Associates, who are presently finishing the 2001 Salisbury Municipal Survey Update.

SUMMARY OF SURVEY FINDINGS

The project area includes the following historic resources fifty years old or older. Its northeastern border contains the southern edge of the Fulton Heights National Register Historic District. Also within the project area are two 1920s-1940s industrial buildings recommended as potentially eligible for the National Register: the Stanback Company, and the Custom Furniture Building. There are no properties in the APE less than fifty years old that qualify for the National Register under Criteria Consideration G for exceptional significance regardless of age.

The resources in the APE are as follows:

Properties Listed on the National Register of Historic Places
Fulton Heights Historic District (Properties 29, 30, 31)

Properties Evaluated and Considered Eligible for the National Register
Stanback Company (Property 4)
Custom Furniture Company (Property 7)

Properties Listed on the North Carolina National Register Study List (NRSL)
None

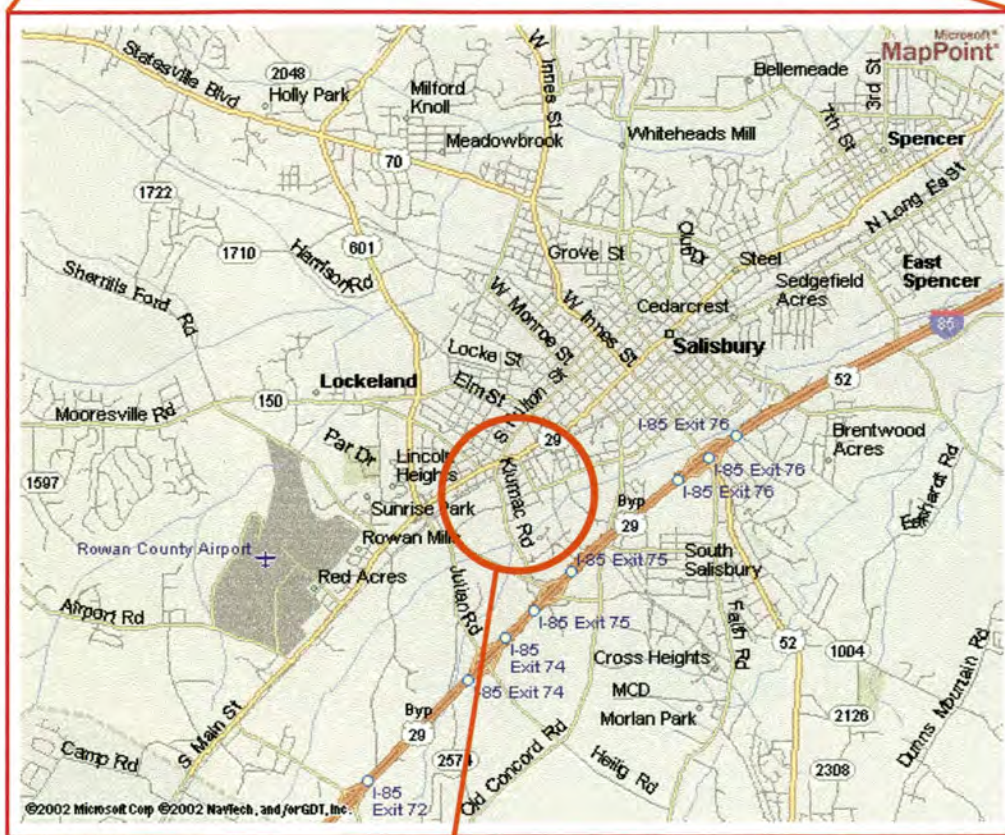
Properties Evaluated and Considered Not Eligible for the National Register
Properties 1-3, 5, 6, 8-28, 32



Salisbury



Rowan County



Project Vicinity



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Project

**Proposed Grade Separation
at Klumac Road, Salisbury**

Sheet Title

PROJECT VICINITY MAP

Drawn By:
Sandbeck

Issue Date:
April-03

File Name:
VIC_1.ppt

TIP No.

U-3459

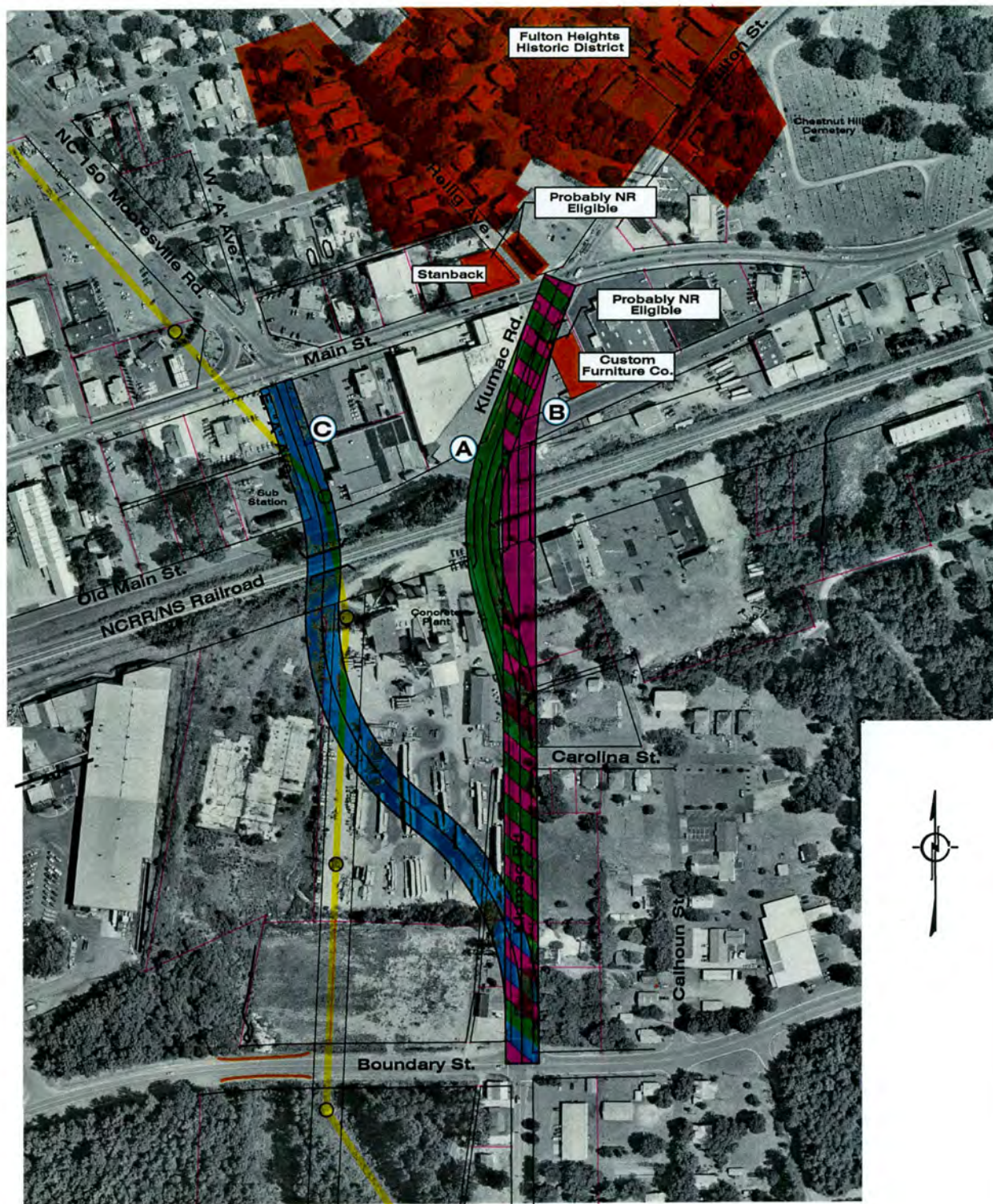
Scale **NTS**

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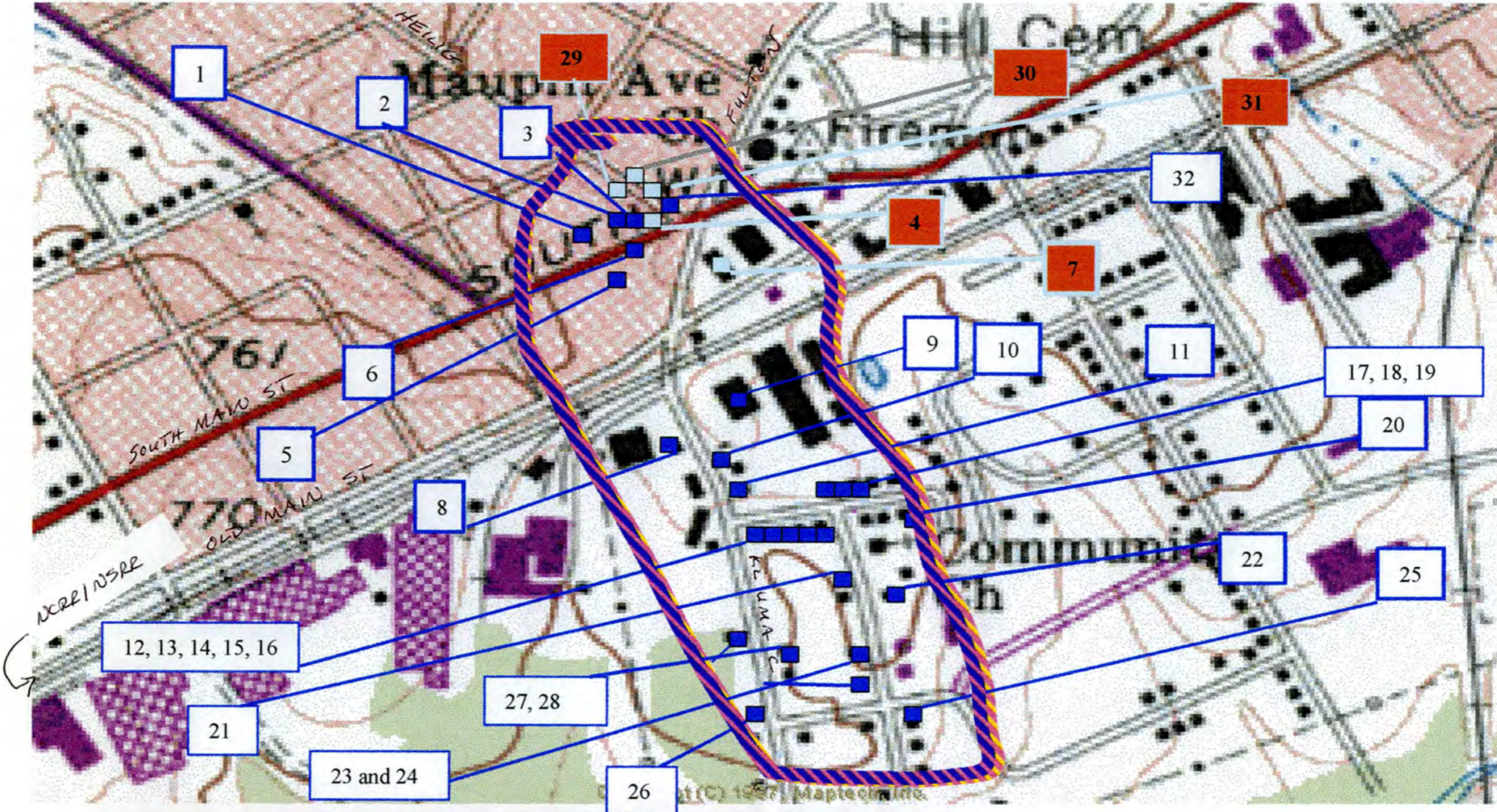
Grade Separation at Klumac Road (SR 2541) and the NCR/NS Railroad


TIP No. U-3459
Rowan County, North Carolina




**Figure 3: U-3459, APE and Surveyed Properties
Klumac Road at the NCRR/NS RR
Salisbury, North Carolina**
(Adapted from USGS Salisbury Quad Map: 1" = approximately 800')

TIP# U-3459, Rowan County
Penne Sandbeck / NCDOT



 Properties either on or eligible for the National Register

 Surveyed Properties not eligible for the National Register (1-3, 5, 6, 8-28)

Area of Potential Effects 



HISTORIC CONTEXT FOR THE PROJECT AREA

- Historical Background
- Architectural Context

HISTORIC CONTEXT FOR THE PROJECT AREA

Introduction

The project area is in Salisbury's southwestern municipal limits, along the North Carolina Railroad (NCR) and Norfolk-Southern (NS) railway corridor's intersection with Klumac Road below the merging of South Main and South Fulton streets. As can be seen in **Figure 3**, sections of Heilig Avenue and South Main Street, along with a former mill neighborhood along Carolina, Calhoun, and Boundary Streets, are also within the APE.

Historical Background

Historic context for the proposed Klumac Road and North Carolina Railroad/Norfolk Southern Railroad Grade Separation begins with this outlying section's identity as a major regional thoroughfare for the area, whether by road or rail. South Main Street, officially U. S. Highway 29 by 1936, was a major north-south conduit not just for Salisbury but for the Piedmont region.¹ In the words of a Salisbury native, "Anything to Washington or to Atlanta went through Route 29" before Interstate 85's 1960 implementation.² Likewise, the railroad route paralleled that of the highway.

Furthermore, in the first quarter of the twentieth century Salisbury's commerce was expanding beyond the central railroad corridor located along East Council, Liberty, Lee, Franklin, and Depot streets. By the 1920s warehouses and mills were under construction in this section of town, beyond the earlier commercial center, and this expansion was no doubt facilitated by the Southern Railroad's convenient location.³

Consequently for the last eighty years development in the APE, in addition to residential areas such as Fulton Heights, has included a number of commercial and light industrial enterprises. For example, the site of the present-day Industrial Supply Solutions at 1551 South Main Street, was occupied by an Esso service station, the Five Points Diner, a house, and an auto repair shop in 1931.⁴ At the

¹ North Carolina Tax Commission, *North Carolina County Road Survey, 1930 and 1936*, Rowan County Maps (State Archives Library, Raleigh, NC). In 1930, what is now US Highway 29 in the APE was North Carolina Highway 15, which followed US 29's present route southwest to Kannapolis and points beyond.

² Randy Reamer, Salisbury, NC, March 11, 2003 conversation with Penne Sandbeck. Also, North Carolina State Highway and Public Works Commission, *State, County, and Municipal Highway Systems, 1953* (State Archives Library, Raleigh, NC).

³ Sanborn Fire Insurance Maps for Salisbury, North Carolina: 1896, 1902, 1907, 1913, 1922, 1931.

⁴ 1931 Sanborn Fire Insurance Map for Salisbury, North Carolina, p. 45. Also Reamer conversation, March 11, 2003. Mr. Reamer said that he had always heard that the auto parts store had originally been a bowling alley.

intersection of Heilig Avenue and South Main Street is the Stanback Company (**Figure 10**), where Fred and Tom Stanback opened their drug mixing facility in the early 1930s cheek by jowl to the edge of Fulton Heights, itself a suburb initially developed for employees at Spencer Shops. This practice continued into the turn of the twenty-first century; a number of small industrial concerns are still located along South Main Street and Klumac Road.

Klumac Road, which runs southeast of the junction of South Main Street (U. S. Highway 29) and South Fulton Street, was called Cemetery Drive until 1921. In that year Charles Kluttz and Walter McCanless founded the Klumac Cotton Mills, a cotton bedspread manufactory, on the south side of the North Carolina Railroad tracks.⁵ In 1931 Klumac Mills' neighbors, the Carolina Rubber Company, Harris Quarries Company, and Zenith Guano Company, also provided employment to now mostly eradicated mill neighborhoods on Klumac Road, Carolina Street, Calhoun Street, and Virginia (now Boundary) Street. Inhabitants of a 1920s development on the north side of the tracks between Heilig Avenue and D Avenue may also have worked for the mill.⁶ The Klumac enterprise, according to local history, was never on a firm footing; in addition to a strike in 1931, there was also a long strike during the 1940s. The company was also beset with technical problems and lawsuits.⁷ Of the approximately thirteen buildings and structures at Klumac Mills in 1950, only one building remains, a two-story, brick sewing room recently remodeled and converted to a nightclub.⁸

⁵ "Cotton Mills Backbone of Rowan County Industry," in *Salisbury Post Bicentennial Edition*, July 4, 1976, p. 7-B. Also, *North Carolina Year Book* directories, 1925-1942.

⁶ Rowan County Register of Deeds, Map RW 658. "Salisbury, B. V. Hedrick, Mayor," by Maurice E. Miller, C.E., n.d. but ca. 1930. Copy is in Kaye Graybeal's research files for Fulton Heights NR nomination, Survey Files, NC-SHPO.

⁷ "Cotton Mills," p. 7-B.

⁸ 1950 Sanborn Fire Insurance Map for Salisbury, North Carolina, p. 31. Also, Langdon Opperman, Winston-Salem, North Carolina, 17 February 2003 correspondence with Penne Sandbeck.



Figure 4: Custom Furniture Company (S & W) from railroad tracks

Architectural Context: Commercial and Industrial Architecture, 1920-1940

Although not eligible itself under Criterion C for architecture, the Stanback Company building nevertheless joins the Custom Furniture Company (formerly the Rowan Equipment Company) as representative of regional and statewide commercial/industrial buildings constructed between 1920 and 1940. These buildings, two of the many brick edifices constructed in Salisbury and the Piedmont region as warehouses and manufactories, reflect in their location, style, and form the early-twentieth century's reliance on the railroad and highways for commerce. Their proximity to Fulton Heights, a suburb specifically developed near Salisbury's industrial corridor, reminds the observer that residential and commercial/industrial developments could and did coexist alongside one another during the early-twentieth century.⁹ The two buildings' intact exteriors also show popular use of minimized Art Deco and Moderne style motifs for commercial/industrial buildings.

Throughout North Carolina, municipal railroad corridors were important commercial centers at the turn of the twentieth century and, bolstered by improved thoroughfares during the state's 1920s "Good Roads" era, continued to be so into the eve of the Second World War. Typically, these corridors' placement parallel to the town's principal road ensured speedy transport of material from the railroad to the consumer. Textile manufactories and mercantile warehouses were also located along these corridors. In fact, the 1921 Klumac Cotton Mill no doubt

⁹ Dilworth Community Development Association (Charlotte, NC), National Register Nomination for Dilworth Historic District, p. 33.

precipitated the construction of these particular buildings, as did South Main Street's official status as part of U. S. Highway 29 by the early 1930s.¹⁰

Commercial and industrial buildings along these railroad corridors/thoroughfares tended to be boxy and substantial, with little exterior ornament and plain, utilitarian interiors. Because the buildings served to relay goods to and from the railroad, design features relied on plenty of open bays to load and unload materials, as well as sufficient interior storage space. When more commercial development, such as laundries and car dealerships, came to these railroad corridors, much of the initial, functional design remained.

Brick was the predominant building material in the Piedmont, although some frame warehouses also existed.¹¹ The use of brick, it could even be argued, was a statement of confidence that the nature of a building's enterprise was sound and permanent, an assertion underscored by understated, exterior Art Deco and/or Moderne style embellishments. Contemporary examples comparable to the Stanback Company and Custom Furniture Company in Salisbury include Sanford's 1925 Bowen Motor Company and 1920 Shale Brick Company Office, plus Dick's Laundry Building in Greensboro, circa 1923.¹²

Salisbury's built environment has been extensively documented through many National Register nominations and Davyd Foard Hood's *The Architecture of Rowan County*. These studies trace Salisbury's strong network of local contractors and architects during this period. Two longtime building contracting firms were E. W. Wagoner and Sons, who first appear in the Salisbury 1920s city directories, and L. S. Bradshaw and Sons, established at Salisbury in 1898.¹³ Bradshaw's work, which has been fairly well documented, comprises commercial, academic, and industrial brick buildings during the first and second quarters of the twentieth century.¹⁴ Bradshaw, whose company is still in business, favored Gothic Revival and Art Deco style brickwork in his Salisbury projects, the best known of which is Boyden High School. While definite assertions as to the builder of the Stanback Company or Custom Furniture Company cannot be made at this time, it is likely

¹⁰ Donna Dodenhoff, *Stanly County: The Architectural Legacy of A Rural North Carolina County* (Albemarle-Stanly Historic Preservation Commission, 1992), p. 47. Also, from the General Assembly Statutes, the framework for U. S. highway routes was in place by 1927 but U. S. Highway 29 did not appear on the state county road maps until the early 1930s.

¹¹ Dodenhoff, p. 47.

¹² J. Daniel Pezzoni, *The History and Architecture of Lee County, North Carolina* (Sanford: The Railroad House Association, Inc., 1995), pp. 288 and 298; Marvin A. Brown, *Greensboro: An Architectural Record* (Greensboro, 1995), p. 141.

¹³ Salisbury City Directories, 1926-1951; also "L. S. Bradshaw Succumbs Here to Long Illness", in *The Salisbury Evening Post*, August 24, 1951 (in Edith M. Clark History Room clipping collection, Rowan Public Library, Salisbury, NC), pp. 1, 10.

¹⁴ *Salisbury Post*, August 24, 1951, pp. 1, 10. Also, *Salisbury Sunday Post*, 1953 Municipal Bicentennial Issue, April 12, 1953, p. 29E ("Some of the many structures constructed by L. S. Bradshaw & Sons"). I've contacted the Bradshaw Company and am waiting to hear if they have extensive building records.

that both were built by a successful local contractor proficient with brickwork, as Bradshaw clearly was.

PROPERTY EVALUATIONS

- Properties on the National Register of Historic Places
- Properties Considered Eligible for National Register of Historic Places
- Properties Determined Not Eligible for the National Register of Historic Places

PROPERTY EVALUATIONS

Properties on the National Register of Historic Places

Fulton Heights Historic District

(Resources in the APE are 114, 117, and 118 Heilig Avenue, respectively numbered as Properties No. 29, 30, and 31 on Figure 3)

Location and Description

The entire Fulton Heights Historic District is located one mile south of Salisbury's central business district. Its boundaries, roughly, are Heilig Avenue, Fulton Street, Ridge Avenue, and Boyden Street; part of Chestnut Hill Cemetery runs alongside its eastern boundary. Part of Fulton Heights' southwestern boundary, 114-118 Heilig Avenue, is within the APE.

The Heilig Avenue houses within the APE are one-story residences, two of which were constructed circa 1927 shortly after Heilig Avenue was extended southeast to South Main Street; the third house was built between 1915 and 1920.¹⁵ 114 Heilig Avenue, a one-story, frame clip-gable Craftsman bungalow, circa 1927, also has an intact clip-gable porch with original post-over-pier supports and, in addition to intact Craftsman-style double-hung sash, intact knee braces and cornerboards (**Figure 5**). 118 Heilig Avenue, a one-story, high hip roof frame dwelling with a rear ell, has a 1920s Craftsman-style porch, but the house's form and features, such as its false decorative center gable and paired interior chimney stacks, suggest a building date of circa 1915-1920 (**Figure 6**). This date is furthermore established by a footprint sketch of this house on Salisbury's 1922 Sanborn Map. On the south side of the street, 117 Heilig Avenue, a one-story, side-gable brick Craftsman-style bungalow, has a spacious projecting front-gable porch retaining eave brackets, post over pier supports, and exposed rafter ends (**Figure 7**). A bungalow that stood east of 117 Heilig Avenue was 113 Heilig, torn down after 1950.¹⁶

As with the rest of Fulton Heights, this streetscape has low concrete or stone boundary walls, oaks, small flowering trees and shrubs, and other early- to mid-twentieth century plantings. It has also straddled the boundary of an industrial/commercial corridor for over sixty years; the Stanback Company building and its annex, the former T. C. Earnhardt Grocery, are and have been clearly within all of the houses' sightlines since the mid-1920s (**Figures 8 and 10**).

¹⁵ Kaye Graybeal, Fulton Heights NRHD Nomination (1999), p. 7-4.

¹⁶ 113 Heilig Avenue appears on the 1931 and 1950 municipal Sanborn Maps (p. 44) but is no longer standing. The Stanback Company now uses the lot for parking.

Historical Background

Fulton Heights was initially planned as early as 1902 by the Southern Development Company in response to Salisbury's growing population and need for housing. Many of the new residents had come to town to work for nearby Spencer Shops, the large railroad repair facility for Southern Railway (later Norfolk and Southern) and the NCR. Fulton Heights' location was chosen for its proximity to Spencer, and also for extending Salisbury's streetcar line, which ran to Spencer. This suburb is unique for being Salisbury's only planned suburb specifically designed to accommodate streetcar service.¹⁷

The core of Fulton Heights' early developmental phase was Mitchell Avenue, with construction initially spreading along the subdivision's north-south avenues. Most of Heilig Avenue was not developed until after 1922, and its south side lots were not developed until after 1925 when the avenue was extended to South Main Street.¹⁸ Heilig Avenue's buildings range in date from the late 1910s to the mid-1940s. In this period, two churches, a school, and commercial buildings were constructed within the district or on its periphery along South Fulton and South Main Streets.¹⁹ Its inhabitants covered a wide socioeconomic spectrum, from some of the town's most successful businessmen to clerks, grocery store proprietors, teachers, and railroad employees.²⁰

Evaluation

Exemplary of early-twentieth-century North Carolina suburbs influenced by the City Beautiful planning movement and the innovation of streetcar transit, the Fulton Heights Historic District was listed in the National Register under Criterion A for community planning and development in 1999. It is also listed under Criterion C for architecture due to its well-preserved and varied collection of early-twentieth-century buildings, as well as intact landscaping features. Examples of twentieth-century stylistic eclecticism within the district include Craftsman, Colonial Revival, Tudor Revival, and Spanish Colonial Revival dwellings. The district retains its integrity.

Boundary Description/Justification

The boundary description for the Fulton Heights Historic District, as shown in its National Register nomination map, follow lot lines delineated by Rowan County's tax map for Salisbury, pages 13, 14, and 15. These boundaries include the highest concentration of resources dating between 1903 and 1948, the district's period of significance, and the district's edges are furthermore anchored with contributing properties (**Figure 9**).

¹⁷ Graybeal, 8.75-8.77

¹⁸ Graybeal, 8.77; Salisbury Directories, 1922-1927.

¹⁹ Graybeal, 8.78.

²⁰ Ibid.



Figure 5 : House, 114 Heilig Avenue (north and west elevations)



Figure 6: House, 118 Heilig Avenue (north and west elevations)



Figure 7 : House, 117 Heilig Avenue (east elevation)



Figure 8: 100 Heilig Avenue, view from 118 Heilig (in left foreground) southward to (L-R) 1426 South Main Street, 1419 South Main Street, and 1500 South Main Street

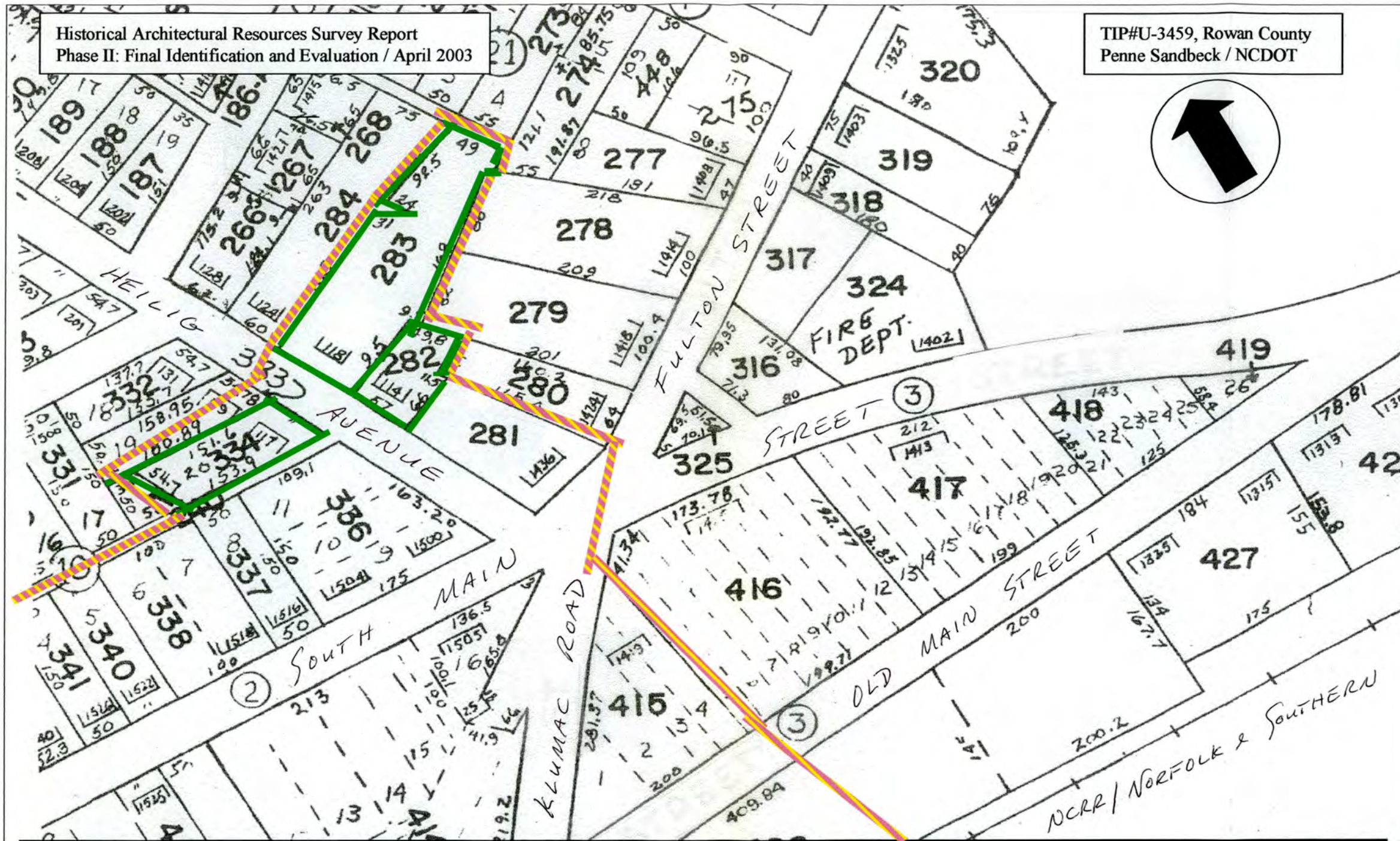




Figure 9: Fulton Heights Historic District Properties in the APE, from Salisbury Tax Map Page 14, Rowan County Tax Map Office, Parcels 334 (Property No. 27), 282 (Property No. 28), and 283 (Property No. 29)

 Area of Potential Effect Boundary
Scale: 1" = 200'
 114 (282), 117 (334), and 118 (283) Heilig Avenue (outlined)

Properties Considered Eligible for the National Register

**Stanback Company Building and Annex
1426-1500 South Main Street, Salisbury (Properties No. 4 and No. 32)**

Location and Description:

Sited respectively on the northeast and northwest corners of South Main (originally called South Fulton) Street and Heilig Avenue, the Stanback Company Building and its one-story brick annex stand just beyond the southern edge of the 1920s-1940s Fulton Heights NR Historic District.

The annex at 1426 South Main Street, originally built as the 1926 Daniel and Earnhardt Grocery, was in business the year before Heilig Avenue was extended to South Main Street in 1927.²¹ Operated by T. C. Earnhardt as a grocery until approximately 1952, its storefront windows were enclosed after being acquired by the Stanback Company, but the former grocery retains the one-story, narrow rectangular footprint as seen on city Sanborn Fire Insurance Maps from 1931 to 1950.²² Its common bond brick walls are original, as are the high, fixed windows and stepped parapets of the side elevations.

The Stanback Company Building at 1500-1504 South Main Street retains its original one-story, trapezoidal footprint at South Main's northwest intersection with Heilig Avenue. Deed research has established its probable building date between 1928, after J. R. Bias deeded the tract (which had no buildings) to Klumac Mills, and 1931, when the present building was first documented on the site.²³ This section of the building, first seen in the 1931 municipal Sanborn Map, is of tapestry bond ribbon brick, a popular feature of the 1920s and 1930s, with understated Art Deco embellishments, such as the cornice frieze's yellow brick panels. Other exterior decoration, such as the understated corbelling seen along the brick cornice and signage panels, is typical of turn-of-the-twentieth-century commercial buildings. Recessed garage or loading bays along the first floor are quite prominent and visible at the South Main Street and Heilig Avenue elevations, but the ribbon brick enclosing the bays is very similar to the building's tapestry ribbon brick, as is the ribbon brick's mortar and joints. This suggests the bays' enclosure as being within a short timeframe of the building's initial construction.²⁴ The 1931 Sanborn Map also shows that there were two gas tanks at the building's east corner; according to this map, the corner brick pier, distinguished by its stack bond coursework, was initially freestanding and the gas tanks were located within the small engaged shelter (Figures 10 and 11). From these indications of previous use and surviving form, the oldest section of the Stanback Company building suggests its inception as an ancillary industrial building

²¹ *Salisbury 1926-1927 City Directory*, p. 348; *Salisbury 1927-1928 City Directory*, p. 406.

²² *Salisbury 1951 City Directory*, p. 479; Sanborn Maps of Salisbury, NC, 1931 (p. 44) and 1950 (p. 45).

²³ Rowan County Register of Deeds, Deed Book 201, p. 279 (J. R. Bias>Klumac Mills. Walter McCanless, a partner in Klumac Mills, sold the property to Fred and Tom Stanback in 1934, after they leased it for two years; see Rowan County, Deed Book 224:182.)

²⁴ Possibly, due to the flammable nature of some of the analgesic components, the Stanbacks decided to enclose the building for security purposes.

tanks were located within the small engaged shelter (**Figures 10 and 11**). From these indications of previous use and surviving form, the oldest section of the Stanback Company building suggests its inception as an ancillary industrial building before becoming headquarters to one of the South's most prominent, early-twentieth-century drug manufacturers.

The two-story section abutting the earlier section's west wall is a more regular quadrangle, built in 1941 by the Stanback Company.²⁵ Its streamlined, ribbon brick surface is a commercial version of Moderne style, with little decorative detail beyond the yellow brick panels at each corner of the false-front parapet, corbelled brick stringcourse, and the glass brick windows' header bond lintels. The side vestibule entrance, partially enclosed in the 1980s, has a cloth balloon awning. Both sections of the Stanback Company Building extend directly to the sidewalk or to the lot boundary.

²⁵ Rose Post, "N. J. Firm Buys Stanback," *The Salisbury Post*, December 17, 1998, p. 1A.

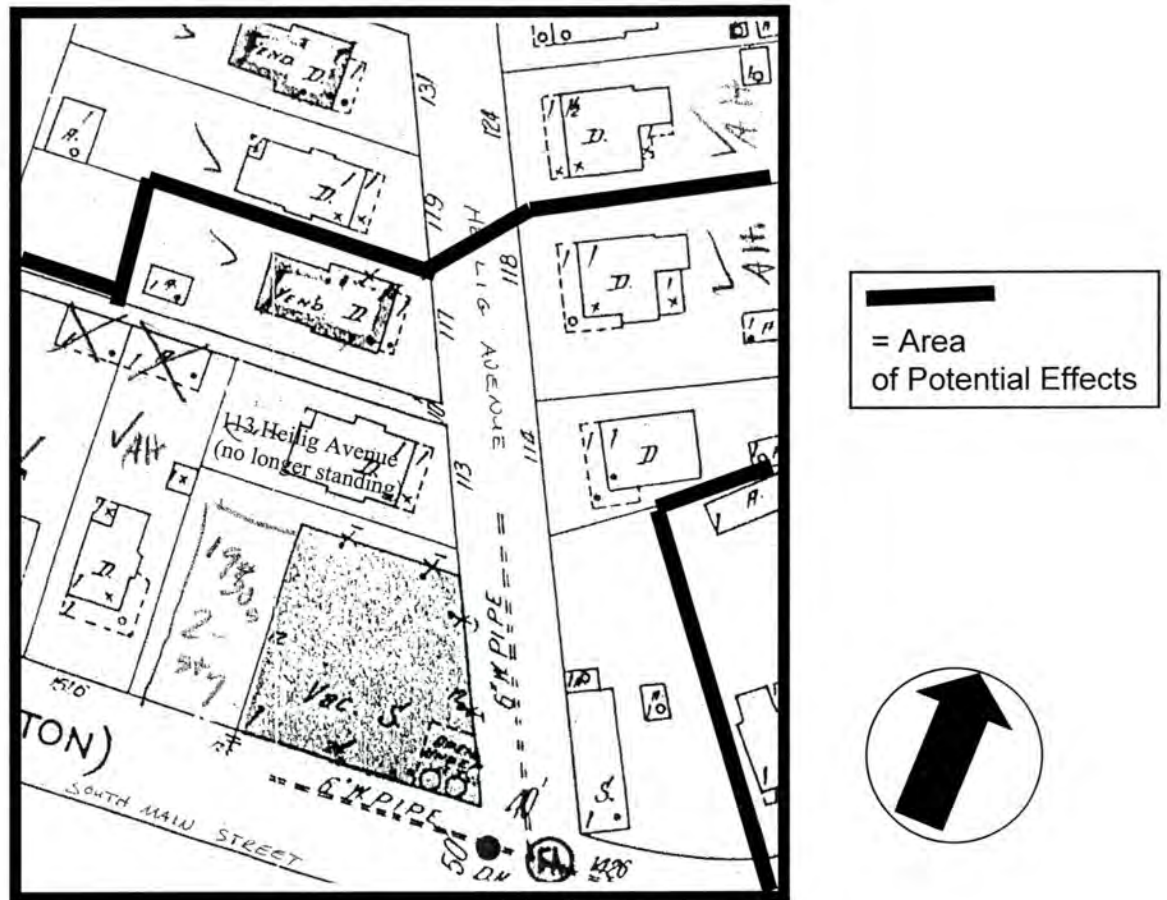


Figure 10 : Detail, 1931 Sanborn Fire Insurance Map for Salisbury, NC (p. 44); original footprint of Stanback Company building at intersection of Heilig Avenue and South Main Street, and T. C. Earnhardt Grocery, 1426 South Main Street.

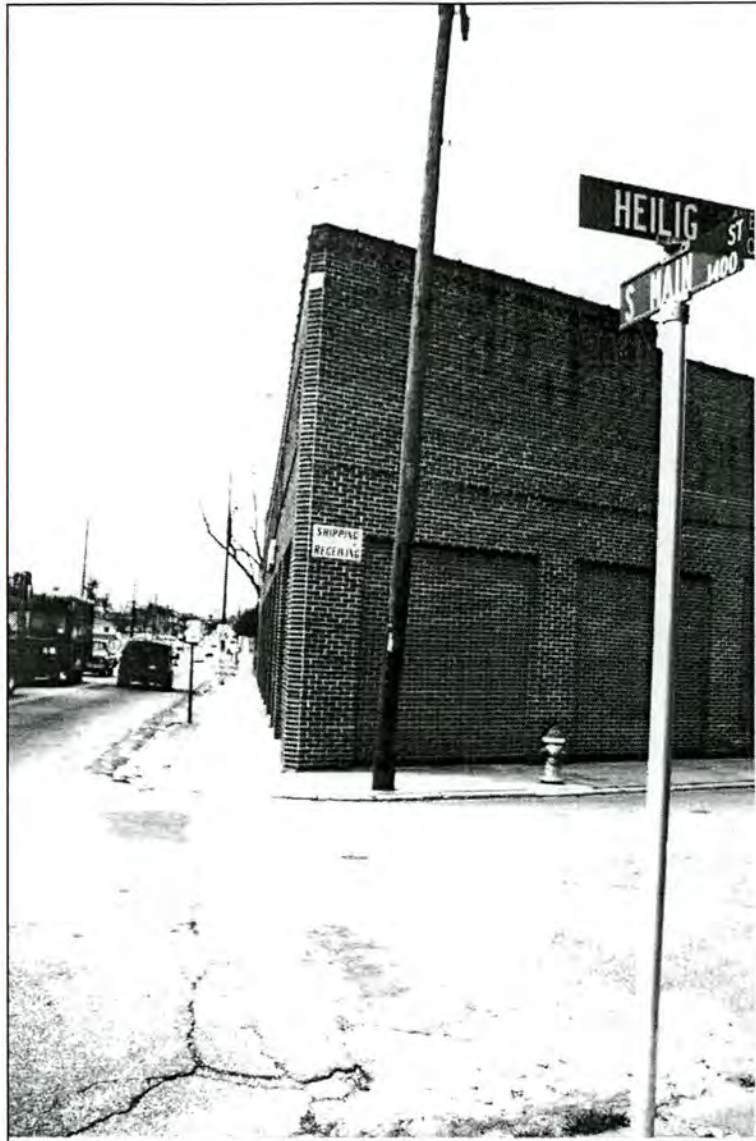


Figure 11 : Stanback Company, 1500 South Main Street: Detail of stack bond at former pier, and enclosed bays (east elevation in foreground; south elevation along South Main Street to right).

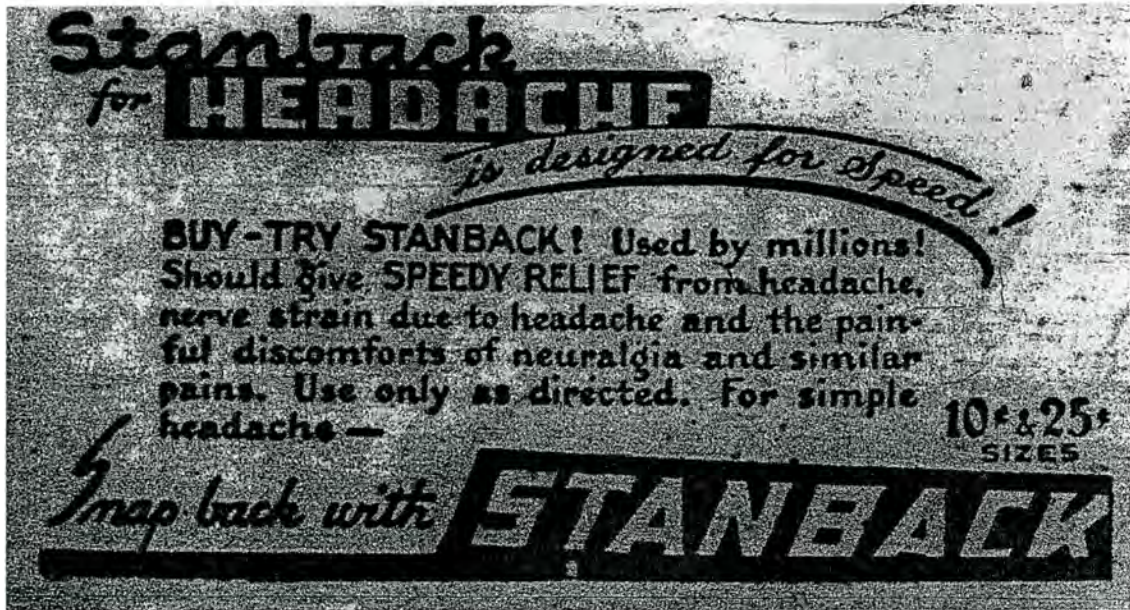


Figure 12: Advertisement, *Salisbury (NC) Evening Post*, January 10, 1945

Historical Background

This 1928-1941 building and 1920s annex housed one of North Carolina's most unique and successful entrepreneurial efforts. By 1932 druggist Tom Stanback and his brother Fred moved their analgesic powder business from Spencer to Salisbury, and in 1934 they owned the property at 1500 South Main Street outright.²⁶ Beginning in 1911, Tom Stanback distributed samples of his "headache powders" to railroad employees and Spencer residents, building a core following in the ensuing twenty years. When he and his brother Fred, who was the company's first salesman, established the Stanback Company in Salisbury, they had already established customer bases in Georgia and Virginia. By 1932 the Stanback brothers had also parted with their initial processing tools, such as a flour sifter, in favor of more up-to-date equipment that included a patent folding machine.²⁷

The early twentieth century was a propitious time for aspirin, the analgesic compound derived from acetylsalicylic acid and patented by German chemist Friedrich Bayer in 1899.²⁸ While panaceas such as Wine of Cardui and Doan's Liver Pills frequented twentieth-century newspaper advertisements, aspirin manufacturers gradually overtook the popular medicinal field. Besides Stanback

²⁶ Davyd Foad Hood, *The Architecture of Rowan County*, p. 346; Post, December 17, 1998, p. 1A; Langdon Opperman and Laura Edwards, *Salisbury Architectural Survey* (2001), entry for Stanback Company. Also Rowan County Register of Deeds, Deed Book 224, p. 183 (McCanless>Stanback).

²⁷ Post 1998; Hood, p. 346.

²⁸ Anne Adina Judith Andermann, "Physicians, Fads, and Pharmaceuticals: A History of Aspirin," in *McGill Medical Journal* (McGill University, Montreal), 1996, <<http://www.med.mcgill.ca/mjm/issues/v02n02/aspirin.html>>

Headache Powders, other contemporary pain relief sources employing aspirin that could be dissolved in a liquid included Goody's Headache Powders and BC Powders. Stanback quickly dominated the North Carolina markets, as well as those of neighboring states; the southeastern United States, in addition to "the places where Southerners go, like Chicago, New York, Detroit, and Washington", were also ready consumers of the powder.²⁹ In 1941 the company expanded its physical size by adding a two-story west wing. By this time "Snap back with Stanback" was a well-known commercial tag for the company. Twenty years later the Stanback Company celebrated its three-billionth sale of headache powder.³⁰

Fred and Tom Stanback, followed by their sons, diversified the company business. New products included Stanback aspirin tablets (which never caught on), Chap-et Lip Balm, and, in 1997, Snap Back, a caffeine stimulant. In recent years annual sales of Stanback Powder increased to nearly eighty-nine million dollars, a remarkable amount for a small company unaffiliated with a larger concern. Stanback remained independent years after Goody's and BC were bought by pharmaceutical conglomerates, only capitulating to Block Drug Company in 1999. The sale was made on the condition that the Stanback Company manufactory remained in Rowan County and that the Stanback family continued in ownership of the 1500 South Main Street building and its annex.³¹ 1500 South Main Street continues to process aspirin.³²

The small storage annex at 1426 South Main Street was a local grocery for nearly thirty years. First known as the Daniel and Earnhardt Grocery, T. C. Earnhardt ran the small neighborhood market into the early 1950s, after which time the Stanback Company acquired the building.

Statement of Significance

The Stanback Building is eligible for placement on the National Register of Historic Places under Criterion A for its association with the Stanback Company, a notable early manufacturer and distributor of headache powders in the southeastern United States. It is also an important component of Salisbury's commercial heritage, which has included enterprises such as the Cheerwine Bottling Company and Ketner Supermarkets, which later metamorphosed into the Food Lion grocery chain.³³

Further association with the company druggists/entrepreneurs, Fred and Tom Stanback renders the building eligible under Criterion B. The building, not itself a

²⁹ Post 1998.

³⁰ Ibid.

³¹ Ibid.

³² As of February and March 2003, workers are still processing aspirin products at the South Main Street plant.

³³ Aaron Arnett, National Register nomination for Salisbury Railroad Corridor Historic District Boundary Expansion, p. 20.

source of information important to prehistory or building technology, is not eligible under Criterion D. Possessing neither distinctive characteristics of a type of building nor a method of construction, the building is, furthermore, not eligible under Criterion C for architecture. It is nevertheless a good example of minimized Art Deco exterior treatment for 1920s-1930s commercial and industrial brick buildings as seen throughout North Carolina.

The Stanback Building annex, formerly the T. C. Earnhardt Grocery (Property No. 32) is not eligible for placement on the National Register of Historic Places. Although the building itself remains intact and enclosures can be easily removed, the Earnhardt Grocery is not an original component of the Stanback Company complex.

Boundary Description

The proposed National Register Boundary of the Stanback Company follows the northwest, northeast, and south bounds of Salisbury Tax Map 14, Parcel 336, describing land deeded to Tom and Fred Stanback by Walter McCanless in 1934 (Rowan County Deed Book 224, page 182; see **Figure 19** of this report).

Boundary Justification

The proposed boundary for the Stanback Company encompasses the principal company building contributing directly to the property's historic significance.



Figure 13: 1426 (foreground) and 1500 South Main Street: Stanback Company complex, south and east elevations



Figure 14: 1426 South Main Street (former T. C. Earnhardt Grocery), south and west elevations.

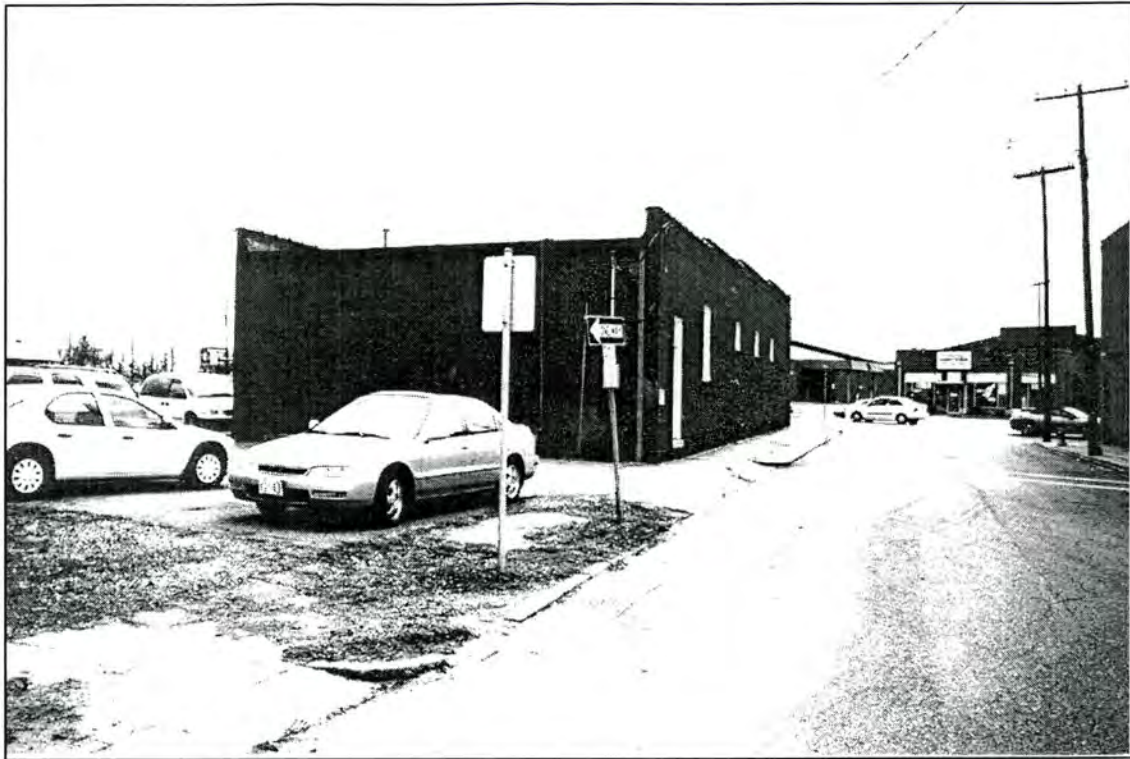


Figure 15 : North and west elevations, 1426 South Main Street



Figure 16: Stanback Company Building, 1500-1504 South Main Street, south elevation.



Figure 17 : Stanback Company (1941 addition, 1504 S. Main Street), south and west elevations



Figure 18: Rear (north) elevation of Stanback Company, 1920s and 1941 sections.

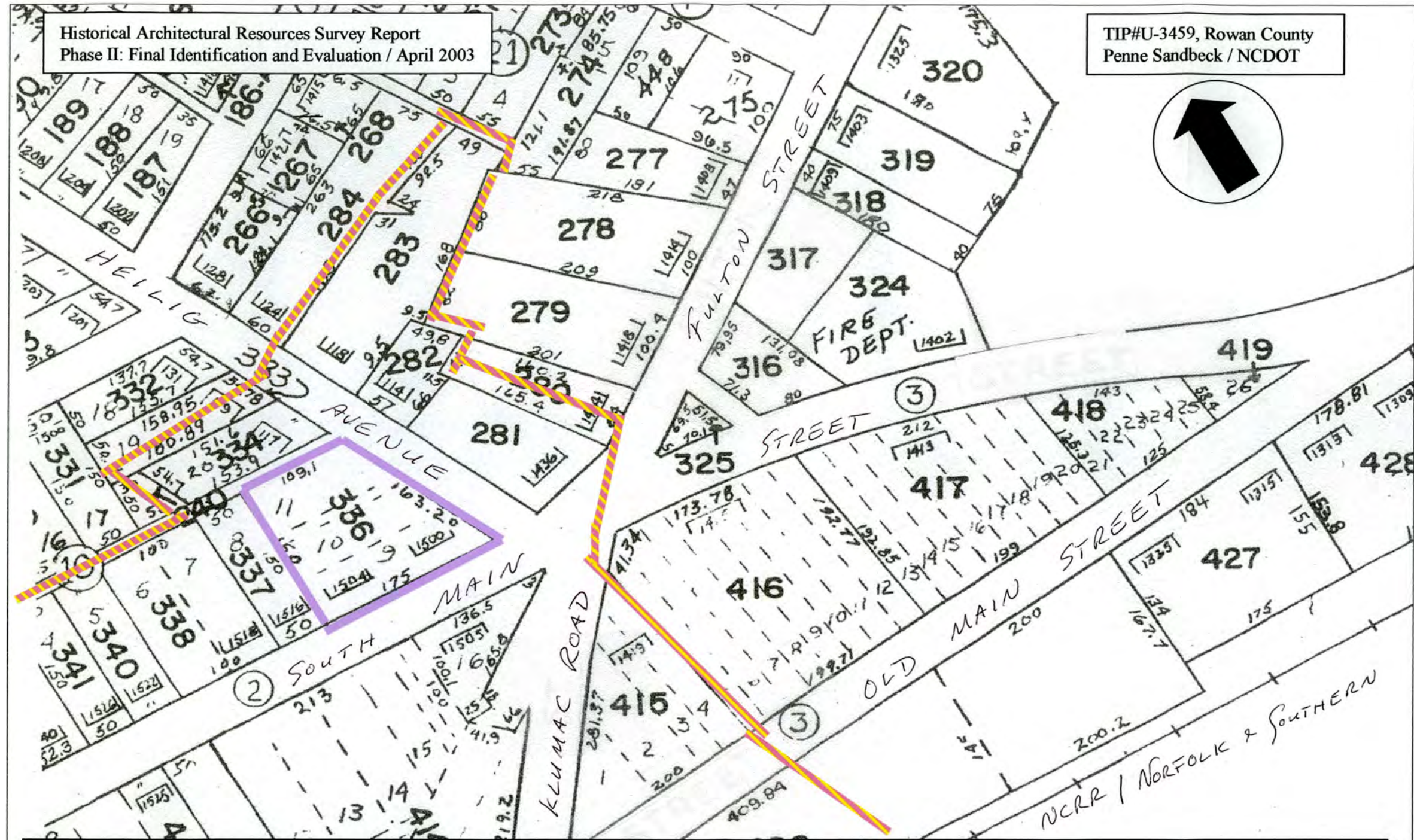



Figure 19: Stanback Company and Annex, from Salisbury Tax Map Page 14, Rowan County Tax Map Office, Parcels 336 (Property No. 4), and 281 (Property No. 32)

 Area of Potential Effect Boundary
Scale: 1" = 200'

 1500-1504 South Main Street (outlined)

Custom Furniture Company 1419 South Main Street (Property No. 7)

Location and Description:

Custom Furniture Company is located at South Main Street's southeastern junction with Klumac Road. Immediately southwest of the former Salisbury Pepsi Cola Bottling Company constructed in the 1940s, Custom Furniture's one-story brick building is within a small block bounded by South Main Street and Klumac Road on one side and Old Main Street on the other. It is a short distance north of the North Carolina Railroad/Norfolk Southern Railroad line, a strong factor in its location.

Although the largest portion of the Custom Furniture Company building is a front-gable, common bond brick warehouse seven bays deep with prominent false-front parapets at each gable end, the building is most noted for its small projecting front bay. There, the off-center projecting section is one of Salisbury's best examples of industrial Art Deco/Moderne style. Irregularly configured, this section, initially a showroom or front office, has intact, steel-sash display windows lighting its east, west, and north elevations. Above its limestone water table, the front section has running bond, ribbon brick veneer enlivened by buttresses, a patterned brick frieze at the cornice, and limestone coping with interspersed peaks, each of which is decorated by a lozenge-shaped brick and limestone panel. The building is supported by a framework of steel trusses, has a concrete floor foundation, and also has plastered walls.³⁴ Sheetrock walls and a dropped ceiling have obscured interior details at the front section.

The Custom Furniture Company building largely conforms to the footprint seen in the 1950 Salisbury municipal Sanborn Fire Insurance Map (**Figure 20**). A one-story brick extension at the building's southwest corner, the former storage room, has been removed.

Historical Background

Although the Custom Furniture Company resembles commercial and industrial buildings constructed between 1920 and 1940, earliest documentation of its existence is in 1947 when it was the Rowan Equipment Company. The Rowan Equipment Company, according to city directories, dealt in agricultural machinery such as tractors and trucks, particularly International Harvester

³⁴ Salisbury 1950 Sanborn Fire Insurance Map, p. 45.

models.³⁵ Salisbury businessmen involved with the Rowan Equipment Company included William G. Houck and Leland Thornton.³⁶

By 1955, 1419 South Main Street was still in the agricultural equipment business but under new ownership by the Smith-Fowler Equipment Company. The Smith-Fowler Equipment Company moved to another location in 1957, after which time the building owner, Paul J. Abernathy, leased 1419 South Main Street to the Electric Wholesale Company.³⁷ Electric Wholesale, which dealt in lighting fixtures, occupied the building until the 1980s, by which time the company's owners had acquired it from Mr. Abernathy.³⁸ The building is currently rented by Custom Furniture Company, which specializes in cabinetry.

Statement of Significance

The Custom Furniture Company is eligible for placement on the National Register of Historic Places under Criterion C for architecture. It is an excellent and intact example of minimized Art Deco exterior treatment for 1920s-1930s commercial and industrial brick buildings once seen in abundance along Salisbury's railroad corridor, but now in short supply. As with comparable buildings in the Salisbury Railroad Corridor District, the Custom Furniture Company is illustrative of the brick warehouses, manufactories, and emporiums constructed alongside the Southern Railway during the early-twentieth century.

The Custom Furniture Company does not appear to be eligible at this time under Criteria A or B. As presently understood, its history is neither associated with a specific event marking an important historic moment, nor with a pattern of events or historic trend making a significant contribution to the development of a community, other than its role as a part of Salisbury's twentieth-century commercial development. It is not associated with lives of persons significant in our past on a local, statewide, or national context. The building, not itself a source of information important to prehistory or building technology, is not eligible under Criterion D.

Boundary Description

The proposed boundary of the Custom Furniture Company follows the present property lines of Parcel No. 415, as seen on the Salisbury Tax Map (**Figure 25**).

³⁵ Salisbury 1947 City Directory, p. 283. Also, the 1950 Sanborn Fire Insurance Map shows the building as being an International Harvester dealership.

³⁶ Salisbury 1947 (p. 283) and 1951 (p. 306) City Directory.

³⁷ Salisbury 1955 City Directory, p. 76. Also, Rowan County Register of Deeds, Deed Book 415, p. 325 (Lease to Electric Wholesale from Paul J. Abernathy, 1957).

³⁸ *Salisbury Post Bicentennial Edition*, July 4, 1976, p. 2B; Rowan County Register of Deeds, Deed Book 629, p. 509 (Abernathy>Sned, 1986). Also, Reamer conversation, March 11, 2003.

Boundary Justification

The proposed boundary encompasses the principal company building's parcel lot, thereby reflecting the period of the property's historic significance.

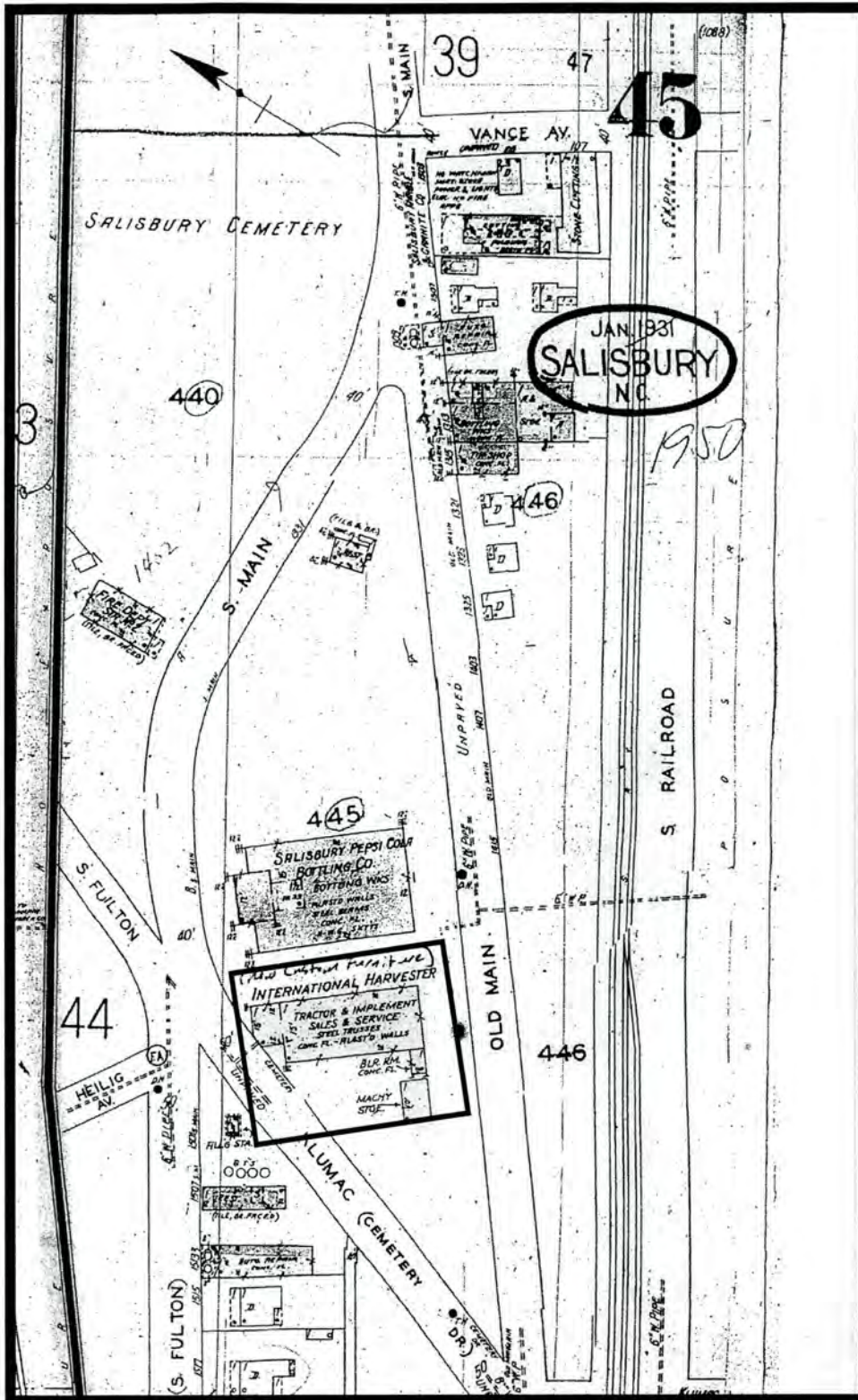


Figure 20: Custom Furniture Company (in box), 1419 South Main Street, as seen on 1950 Sanborn Fire Insurance Map (p. 45) when it was the Rowan Equipment Company, an International Harvester dealership. Note that the machine storage appendage has been removed.



Figure 21: Custom Furniture Company, front elevation (from southwestern angle)



Figure 22: Custom Furniture Company, north and east elevations of front section.



Figure 23: Custom Furniture Company, rear (south) and east elevations.



Figure 24: Custom Furniture Company, north and west elevations

Historical Architectural Resources Survey Report
Phase II: Final Identification and Evaluation / April 2003

TIP#U-3459, Rowan County
Penne Sandbeck / NCDOT

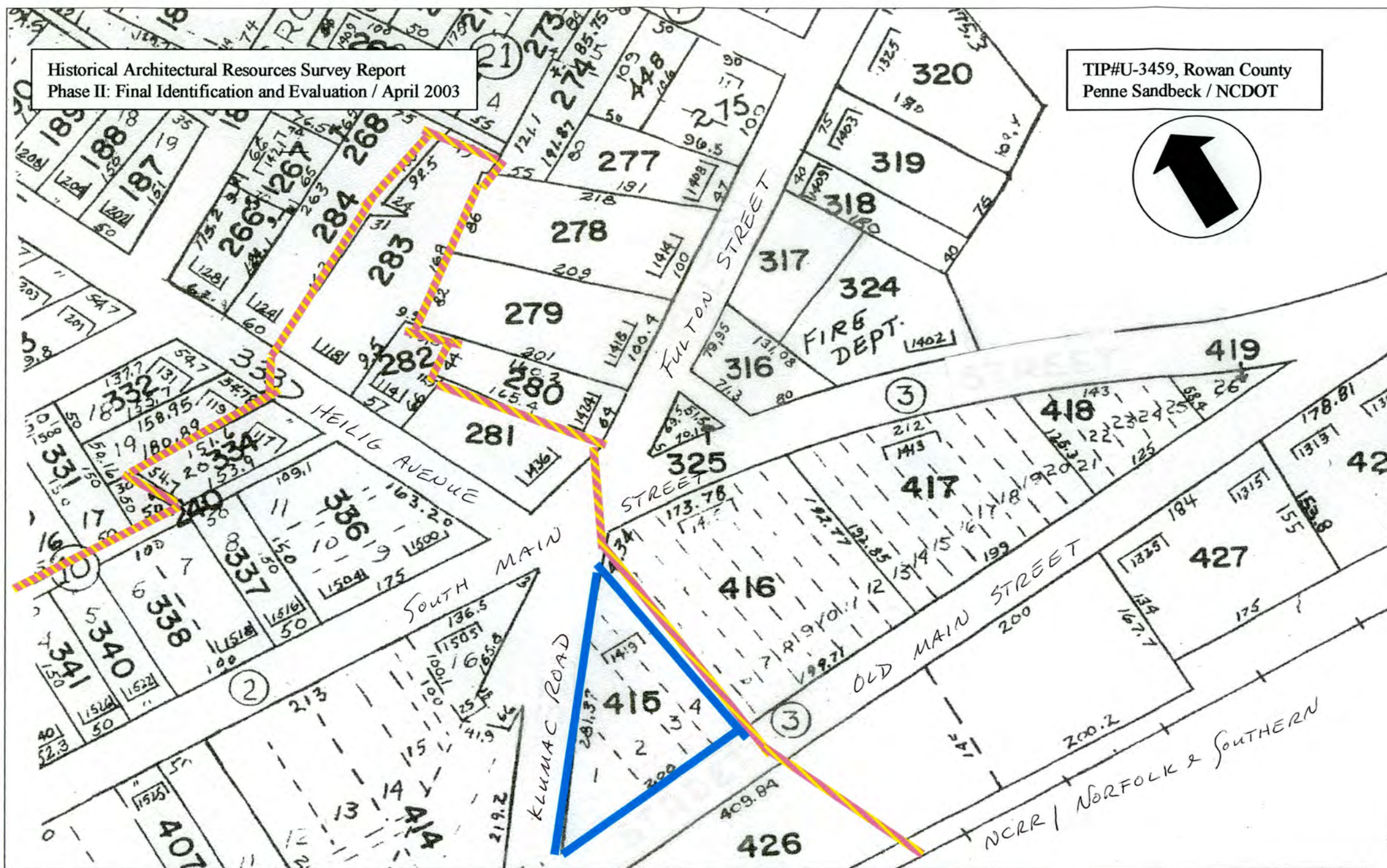


Figure 25: Custom Furniture Company, from Salisbury Tax Map Page 14, Rowan County Tax Map Office, Parcel 415 (Property Number 7)

Area of Potential Effect Boundary
Scale: 1" = 200'

1419 South Main Street (outlined)

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: Klumac Rd. Grade Separation with NC Railroad/Norfolk Southern Railroad, Salisbury

On 18 February 2003 representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (SHPO)
- Other

reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- there are no properties over fifty years old within the project's area of potential effects.
- there are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- there are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as 1-3, 5, 6, 8-28 are considered not eligible for the National Register and no further evaluation of them is necessary.
Note: Stanback Co. -SL- (#4) and Custom Furniture (#7) to be evaluated in Phase II Report
- there are no National Register-listed properties within the project's area of potential effects.
- all properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

Signed:

Penne Sandbeck

2-18-2003

Representative, NCDOT

Date

R. H. A.

2/20/03

FHWA, for the Division Administrator, or other Federal Agency

Date

Carl Swallow

2/18/03

Representative, SHPO

Date

David Wood

2-18-03

State Historic Preservation Officer

Date

BJS



Property #1: House, 1526 South Main Street. This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #2, House, 1522 S. Main Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #3, House, 1516 S. Main Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #5, Industrial Supply Solutions, 1551 S. Main Street: This property has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 6 House, 1525 S. Main Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property 8, Mill Complex, 101 Klumac Road: This property has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #9, Nightclub, 100 Klumac Road (former Klumac Mill Sewing Room): This property has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #10, House, 220 Klumac Road: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 11, House, 222-224 Klumac Road: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #12, House, 1 Carolina Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #13, House, 2 Carolina Street: This property has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #14, House, 3 Carolina Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #15, House, 4 Carolina Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #16, House, 5 Carolina Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #17, House, 10 Carolina Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 18, House, 11 Carolina Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property #19, House, 12 Carolina Street: This house has been determined not eligible for the National Register of Historic Places because it is neither historically nor architecturally significant.



Property # 20, 18 Carolina Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 21, House, 321 Calhoun Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 22, House, 324 Calhoun Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 23, House, 335 Calhoun Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 24, House, 347 Calhoun Street: This house has been determined not eligible for the National Register as it is neither historically nor architecturally significant.



Property # 25, House, 400 Calhoun Street: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 26, House, 401 Klumac Road: This house has been determined not eligible for the National Register as it is neither historically nor architecturally significant.



Property # 27, House, 322 Klumac Road: This house has been determined not eligible for the National Register because it is neither historically nor architecturally significant.



Property # 28, House, 328 Klumac Road: This house has been determined not eligible for the National Register as it is neither historically nor architecturally significant.

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