

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

June 18, 2019

MEMORANDUM

TO: Kate Husband
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley 
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, U-4739, Widen SR 3556 (Amboy Road) to Multi Lanes from I-240 to NC 81/SR 3214, PA 18-07-0026, Buncombe County, ER 19-1655

Thank you for your memorandum of May 10, 2019, transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur that the following properties are eligible for listing in the National Register of Historic Places.

- ◆ Amboy Drive-In (BN6937) is eligible under Criterion A in the area of entertainment/recreation as an important and sufficiently intact nightclub from the third quarter of the twentieth century. We question the building's eligibility under Criterion C, which requires a period of significance of the date of construction and requires a higher degree of integrity. Further, we do not agree that the boundary should follow the tax parcel line, as depicted on page 23. The parcel line appears to abut the west elevation of the buildings and even partially clip the south elevation of the buildings. Instead, we recommend that the boundaries be shortened on the north to include less area and extend slightly west and south to provide a greater buffer for the eligible resource, as shown below:



- ◆ Colonial Mica Corporation (BN6398) is eligible for the National Register under Criterion A in the area of industry and Criterion C for its architectural significance. We do not agree that the boundary should follow the tax parcel, as depicted on page 31. The parcel line clips the west and north elevations of the buildings. Instead, we recommend that the DOE boundaries be expanded beyond the parcel line to the west to include the sidewalk which the building directly abuts and to the north to include the alley that runs beside the building, as shown below:



- ◆ Swift and Company (BN6401) is eligible under Criterion A in the area of commerce. We question the building's eligibility under Criterion C in the area of architecture. Eligibility under Criterion C, which requires a period of significance of the date of construction, requires a higher degree of integrity. We agree with the proposed boundaries depicted on page 54.
- ◆ Mountain Burley Tobacco Company (BN6402) is eligible under Criterion A in the areas of commerce and industry and Criterion C in the area of architecture. We agree with the proposed boundaries depicted on page 67.
- ◆ Asheville Steel and Salvage Company (BN6403) is eligible under Criterion A in the areas of industry and commerce. We question the building's eligibility under Criterion C in the area of architecture, because it is not clear how the building is significant for a type, period, or method of construction. We agree with the proposed boundaries depicted on page 74.

We concur that the following properties are not eligible for listing in the National Register for the reasons outlined in the report.

- ◆ Community Coal and Lumber Company (BN6399)
- ◆ Crane Company Wholesale Plumbing (BN6400)

The following properties, previously designated or determined eligible, remain NR-eligible:

- ◆ Southern Railway Freight Depot (BN2310)
- ◆ Biltmore Estate (BN1835)

The following properties, previously determined eligible, are no longer eligible for listing:

- ◆ McDowell Street Viaduct (BN0929) was replaced in 1999 and no longer exists.
- ◆ Southern Railway Asheville Roundhouse (BN0626) was demolished in 2016.

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 919-814-6579 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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

ER 19-1655

May 10, 2019

Due -- 6/5/19

MEMORANDUM

TO: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

FROM: Kate Husband
Architectural Historian
NCDOT Division of Highways

SUBJECT: U-4739: Widen SR 3556 (Amboy Road/Meadow Road) to Multi-lanes
from I-240 to NC 81/SR 3214 (Biltmore Avenue), PA No. 18-07-0026,
Buncombe County

H-
eLetters
6/7/19
pjc

Enclosed please find the Historic Structures Survey Report, survey site database, and additional materials for the above referenced project for your review and comment per 36CRF.800. Please contact me by phone (919-707-6075) or email (klhusband@ncdot.gov) if you have any additional questions or comments.

Historic Structures Survey Report
Widen SR 3556 (Amboy Road/Meadow Road) to Multi-lanes from I-240 to NC 81/SR 3214 (Biltmore Avenue) with New Bridge over the French Broad River
Buncombe County, North Carolina
TIP# U-4739
WBS# 38741.1.1
PA# 18-07-0026

Prepared for:
Environmental Analysis Unit
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, NC 27699-1598

Prepared by:
MdM Historical Consultants Inc.
Post Office Box 1399
Durham, NC 27702
919.368.1602

May 6, 2019



Historic Structures Survey Report
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May 6, 2019

Jennifer F. Martin, Principal Investigator
MdM Historical Consultants, Inc.

Date

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

Date

Cover: Confluence of the Swannanoa and French Broad Rivers, Asheville, circa 1902. Photo by William Henry Jackson. From Library of Congress website.

Historic Structures Survey Report
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Buncombe County, North Carolina
TIP# U-4739
WBS# 38741.1.1
PA# 18-07-0026

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 3556 (Amboy Road/Meadow Road) to multi-lanes from I-240 to NC 81/SR 3214 (Biltmore Avenue) with a new bridge over the French Broad River in Buncombe County, North Carolina. The project area extends along the north sides of the French Broad and the Swannanoa Rivers in southwest Asheville. The Area of Potential Effects (APE) for the proposed project is generally delineated as 300 feet from the centerline of the existing roadway with additional areas encompassing road intersections within the project area.

NCDOT requested MdM Historical Consultants (MdM) evaluate the National Register of Historic Places (NRHP) eligibility of seven historic resources (see table below) located within the project area. Architectural historian Jennifer Martin conducted research on the project area by consulting the Buncombe County Register of Deeds office, the Buncombe County GIS website, past issues of the *Asheville Citizen-Times* online at newspapers.com, Pack Memorial Library in Asheville, and owners and occupants of the subject properties. The architectural historian conducted additional fieldwork to locate properties similar in age and history to the evaluated properties to provide context for the subject resources.

After intensive evaluation following NRHP criteria for eligibility, MdM completed the required assessments and makes the following recommendations for the inventoried resources:

Property Name and Survey Site Number	Address and PIN	NRHP Eligibility Recommendation	NRHP Criteria
Amboy Drive-In BN6397	219 Amboy Road Asheville NC 9638-70-3544-00000	Eligible	Criteria A and C
Colonial Mica Corporation BN6398	542 Short McDowell Street Asheville NC 9648-40-8789-0000	Eligible	Criteria A and C
Community Coal and Lumber Company BN6399	543 Short McDowell Street Asheville NC 9648-40-6657-0000	Not eligible due to a loss of integrity	
Crane Company Wholesale Plumbing	531 Short McDowell Street Asheville NC 9648-40-5865-00000	Not eligible due to a loss of integrity	

Swift and Company BN6401	25 Meadow Road Asheville NC 9648-51-7144-00000	Eligible	Criteria A and C
Mountain Burley Tobacco Company BN6402	31 Meadow Road Asheville NC 9648-51-6002-00000	Eligible	Criteria A and C
Asheville Steel and Salvage Company BN6403	40 Meadow Road Asheville NC 9648-30-1162-00000	Eligible	Criteria A and C

NCDOT also requested MdM evaluate several previously determined eligible (DOE) and NRHP-listed properties in the APE. MdM completed the reassessments and makes the following recommendations for those resources:

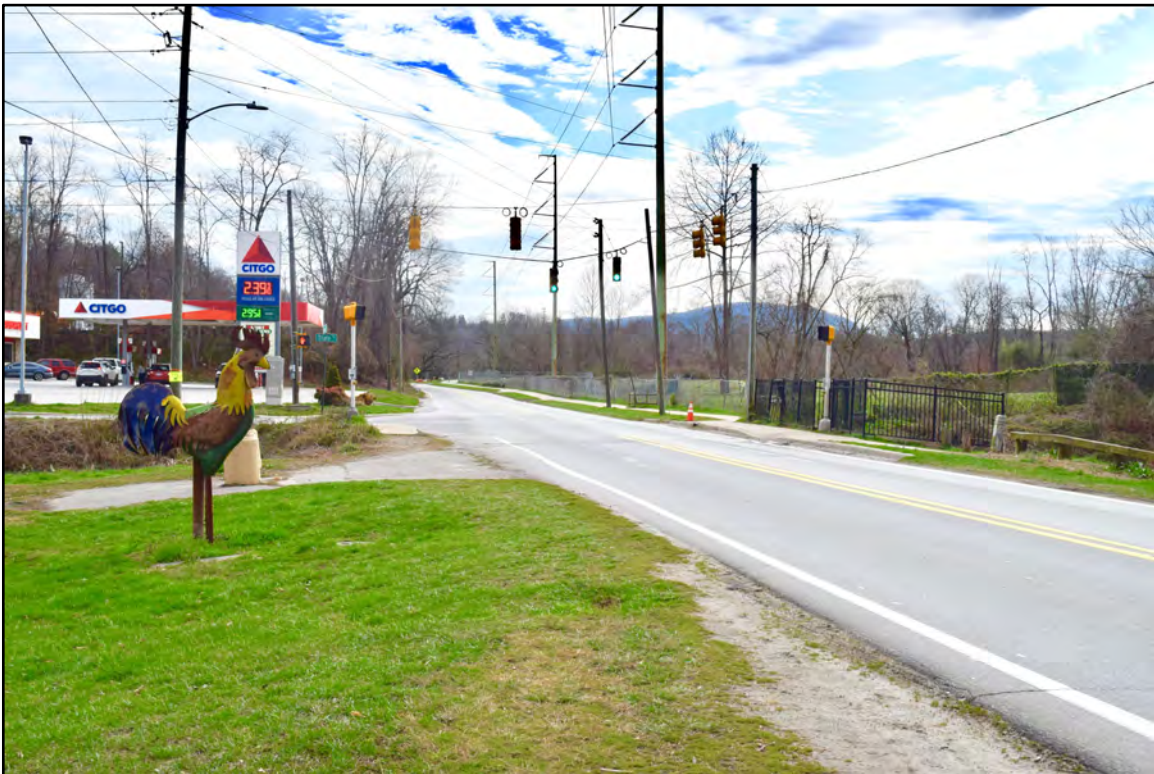
Property Name and Survey Site Number	Address and PIN	Status	NRHP eligibility status
Southern Railway Freight Depot BN2310	33 Meadow Road 9648-40-9630-00000	DOE, 1992	Remains eligible under Criterion C for architecture
McDowell Street Viaduct BN0929	N/A	DOE, 1992	Replaced in 1999
Southern Railway Asheville Roundhouse BN0676	N/A	DOE, 2012	Demolished in 2016
Biltmore Estate BN1835	1 Lodge Street 963794403000000 9637944030L0003 9637944030L0002 9637944030L0001	NHL, 1963 Additional documentation, 2005	Remains eligible under Criteria A, B, and C in the areas of Architecture, Conservation, Landscape Architecture, and Social History

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 APE and conducted a site visit to identify and assess all resources of approximately fifty years of age or more within the APE. Seven resources warranted intensive National Register eligibility evaluations, which are the subject of this report. NCDOT Architectural Historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and/or integrity.

MdM 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; 36 CFR Part 800; the HPO's *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance*

Reports in North Carolina; and NCDOT's current Historic Architecture Group Procedures and Work Products. This report meets the guidelines of NCDOT and the National Park Service.

In order to meet the requirements of the above laws, regulations, and guidelines, the work plan for the intensive-level survey included the following items: (1) conducting general historical and architectural background research in order to develop contexts within which to evaluate the potential National Register eligibility of the resources located within the APE; (2) an intensive-level field survey of the APE, including surveying, describing, evaluating, and proposing specific National Register boundaries for any resources believed to be eligible for the National Register; (3) specific historical and architectural research on the resources inventoried at the intensive level; and (4) preparation of a report developed pursuant to the above-referenced laws, regulations and guidelines. The report is on file at NCDOT and is available for review by the general public.



Amboy Road at intersection with State Street near the west end of the project, view to the east

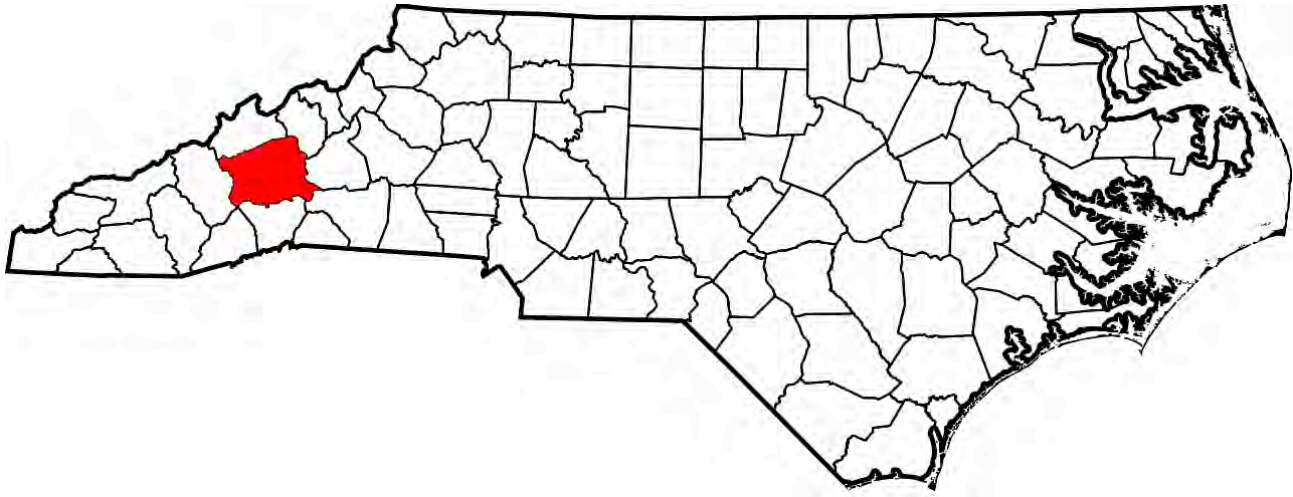
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Meadow Road at the intersection with Short McDowell Street to the right, view to the west

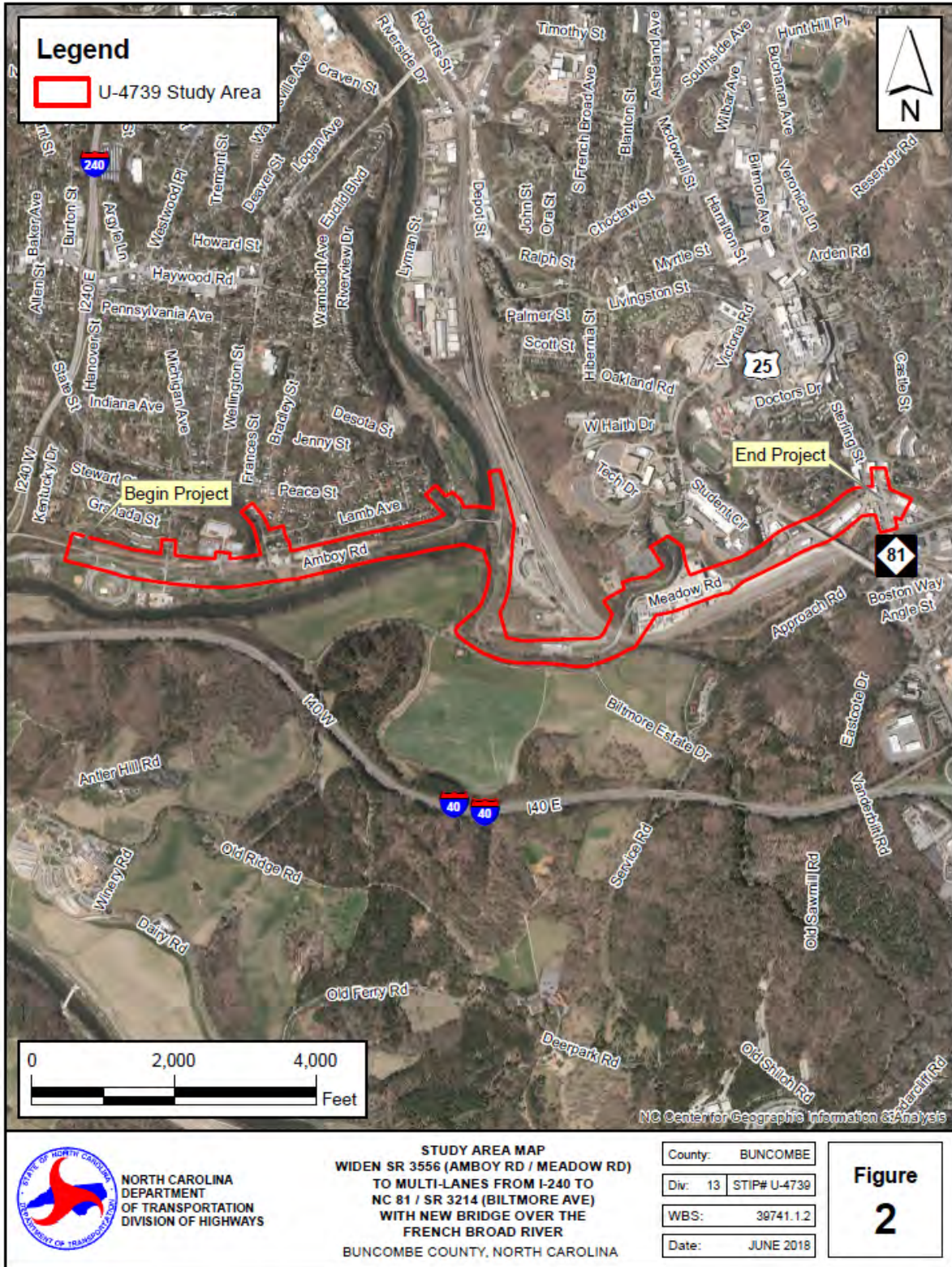
I. Project Location Maps



Location of Buncombe County in North Carolina (image from the NCPedia website, www.ncpedia.org)



Project vicinity (source HPOWEB)



Study Area Map, courtesy of NCDOT



APE map for project area on Amboy Road (source HPOWEB)



APE map for project area on Meadow Road (source HPOWEB)

II. Introduction and Historic Background

The project area for TIP# U-4739 is located on Amboy and Meadow Roads in southwest Asheville approximately two-and-a-half miles from the city center. The project extends along the north side of the French Broad and Swannanoa Rivers from I-240 in West Asheville to Biltmore Avenue just northwest of Biltmore Village (DOE, 2018). Industrial, commercial, and limited residential development characterize the project area. The Area of Potential Effects (APE) is generally delineated at approximately 300 feet to either side of the centerline of the existing roadway with additional areas encompassing intersections within the project area.

Since the late nineteenth-century, Amboy Road and Meadow Road have provided a crucial link between West Asheville and Biltmore. Before automobiles, Edwin Carrier (1829-1927), developer of West Asheville, built the original 1889 Carrier Bridge over the French Broad River to accommodate railcars of his West Asheville and Sulphur Springs Electric Railway, which ran from the Southern Railway passenger station, along Amboy Road, then westward to Hominy Creek where he built the Hotel Belmont, a popular tourist resort.¹

Amboy Road begins at the I-240 interchange extending eastward along the north side of the French Broad River over the concrete Carrier Bridge (BN5940) before dead-ending at Meadow Road. Development along Amboy Road historically has been sparse because of its low elevation and tendency to flood when the French Broad River overflows its banks. The city has redeveloped the strip of bottomlands between Amboy Road and the river for recreational purposes. The French Broad River Greenway, Gragnolin Park, and Carrier Park, site of the former Asheville Speedway, afford the public ample recreational opportunities along the scenic river.

As it progresses eastward, the project crosses the two-lane road Carrier Bridge (BN5940), which connects Amboy Road and Meadow Road immediately north of the confluence of the French Broad River and the Swannanoa River. In 1951, a new Carrier Bridge was built, after the state highway commission deemed the original one-lane metal truss bridge unsafe and dilapidated.²

From its west end, two-lane Meadow Road proceeds along the south edge of a barren railroad yard where the Southern Railway roundhouse (BN0676, gone) stood until demolished in 2016. The road follows along the northern bank of the Swannanoa River until it makes a turn to the northeast where a modern automobile bridge crosses over several tracks of the Norfolk Southern Railroad. Between the railroad bridge and Short McDowell Street, where three of the evaluated properties are located, the development along Meadow Road becomes more intensely industrial with a large and active concrete plant standing on the south side of the route. After proceeding under the McDowell Street Viaduct just past Short McDowell Street, Meadow Road terminates at Biltmore Avenue, a major north-south route through the city.

Meadow Road first appears on maps in the late nineteenth century. The city and state have altered its course and surface over time. In 1941, the city, using state highway funds, paved Meadow Road from the

¹ "Carrier, a Transplanted Yankee, Did Much for Asheville in 1880s-1890s," *Asheville Citizen-Times*, July 17, 1960.

² "Antiquated Carrier Bridge to be Replaced by State," *Asheville Citizen-Times*, January 7, 1950.

Carrier Bridge to Biltmore Village.³ In 1956, Meadow Road was straightened and widened to serve as a truck-by pass around downtown Asheville.⁴

The east end of the project area contains a variety of industrial and commercial buildings dating from the Great Depression to the immediate post-World War II period. In 1926, Meadow Realty Company attempted to develop the area around Meadow Road and what is now Short McDowell Street, then called McDowell Street.



The company had a plat drawn then offered parcels for sale in anticipation of the soon-to-be-built Southern Railway freight depot (BN2310). In a full-page newspaper ad in May 1926, the company touted, "Many of the lots [front] on Meadow Road. Others will front on McDowell Street, which is soon to be widened, paved and continued through this property." The ad guaranteed that every lot would have paved frontage and a railroad siding.⁵ Interest in the east end of Meadow Road extended to city boosters who promoted growth in the area known as the Biltmore Bottoms. In the summer of 1927, the local paper declared, "for the first time in the history of the city the Victoria-McDowell section is being opened up for extensive development and when the McDowell Street extension and viaduct are completed competent judges will declare that the city will witness a tremendous wave of building activity along the route."⁶

Meadow Road featured in *Asheville Citizen-Times*, August 7, 1956

³ "First Link on Meadow Road is Completed," *Asheville Citizen-Times*, September 25, 1941.

⁴ "New By-Pass, Incompleted [sic], Opened to Truck Traffic," *Asheville Citizen-Times*, August 7, 1956.

⁵ Advertisement in the May 12, 1926 *Asheville Citizen-Times*.

⁶ "McDowell Street Plans are Rapidly Maturing," *Asheville Citizen-Times*, July 24, 1927.

While the Great Depression delayed intense development, some building occurring in the area before World War II. The second half of the twentieth century witnessed tremendous industrial and commercial growth on the north side of the Swannanoa River, especially northeast of Biltmore Village.



Aerial view of French Broad River looking north from intersection of Amboy Road and Short Michigan Avenue. Note the oval in the center of the image that operated at the Asheville Speedway. *Asheville Citizen-Times*, August 16, 1960, used by permission of the North Carolina Collection, Pack Memorial Library, Asheville, North Carolina



West End of Project Area on Amboy Road, view to the East



Amboy Road on Carrier Bridge over French Broad River, view to the West



Short McDowell Street with Crane Company Wholesale Plumbing (BN6400) to the right, view to the South Toward Meadow Road



Southern Railway freight depot (BN2310), built in 1927, view to the Southwest

III. Project Description

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 3556 (Amboy Road/Meadow Road) to multi-lanes from I-240 to NC 81/SR3214 (Biltmore Avenue) with a new bridge over the French Broad River in Buncombe County, North Carolina. The project area extends along the north sides of the French Broad and the Swannanoa Rivers in southwest Asheville. The Area of Potential Effects (APE) for the proposed project is generally delineated as 300 feet from the centerline of the existing roadway with additional areas encompassing road intersections within the project area.

In February 2019, NCDOT requested MdM Historical Consultants (MdM) evaluate the NRHP eligibility of seven historic resources located within the project area. Architectural historian Jennifer Martin conducted the fieldwork in March and April 2019, photographing and mapping the properties, and authored this report.

The architectural historian conducted research on the project area by consulting the Buncombe County Register of Deeds office, the Buncombe County GIS website, old issues of the *Asheville Citizen-Times* on-line at newspapers.com, Pack Memorial Library in Asheville, and owners and occupants of the subject properties.

Asheville and Buncombe County have been the subjects of several architectural surveys since the 1970s. Historian David Black conducted the first survey of Asheville in 1977-1978, publishing the information in 1979 in *The Historic Architectural Resources of Downtown Asheville, N.C.* While Black's survey covered only central Asheville, Douglass Swaim's comprehensive survey of Buncombe County included the city of Asheville. That survey culminated in the publication of *Cabins and Castles: The History and Architecture of Buncombe County* in 1981. Seventeen years later, architectural historian Liz Claud conducted a survey update of Asheville. From 2007 to 2012, Clay Griffith of Acme Preservation Services conducted a reconnaissance survey of approximately 4,000 previously surveyed properties and intensely documented another approximately 400 not-previously-surveyed resources.

No surveys have focused solely on the city's historic industrial resources located primarily along the two rivers that skirt the city—the French Broad and the Swannanoa. With rapid development occurring beginning in the post-World War II period, many of these buildings and structures have been lost to demolition and fire, such as the one that destroyed most of the Asheville Cotton Mill in 1995. Fortunately, in the last twenty years, new businesses, such as breweries and coffee shops, have opened in some of these former factories, warehouses, and auto repair shops. Perhaps the most significant focus on preserving industrial buildings has happened in what is now known as the River Arts District near where the Asheville Cotton Mill stood. Here, artists have turned brick, concrete block, and metal industrial buildings into studios creating one of the liveliest areas in Asheville.

A search of HPO's GIS mapping system (www.hpoweb.gov) revealed five previously recorded properties in the project area. They include Carrier Bridge (BN5940), Southern Railway freight depot (BN2310) at 33 Meadow Road, Blue Ridge Grocery (BN5572) at 755 Biltmore Avenue, Southern Paper Products Company (BN5571) at 745 Biltmore Avenue, and Biltmore Estate (BN1835), a National Historic Landmark whose property line extends along the middle of the French Broad and Swannanoa Rivers.

IV. Property Descriptions and Evaluations

1. Amboy Drive-In: Property Description and Evaluation

Resource Name	Amboy Drive-In
HPO Survey Site Number	BN6397
Location	219 Amboy Road, Asheville
PIN	9638-70-3544-00000
Construction Date	1948, 1958
Recommendation	Eligible under criteria A and C



Facade, view to the North

Description

The Amboy Drive-In occupies a less-than-one-acre parcel at the northwest corner of Amboy Road and State Street in West Asheville. The tract is level owing to its location in the bottoms of the French Broad River. A small creek called Moore Branch flows through the parcel from north to south, emptying into the French Broad River on the south side of Amboy Road. A cell tower, not on the same parcel as the Amboy Drive-In, is immediately to the west.

The Amboy Drive-In consists of a pair of two-story, brick buildings with a breezeway between them. A one-story brick and concrete block wall containing a wide wooden door and topped by a side-gabled tile roof fronts the breezeway and is the only connection between the two buildings.

The building to the west was likely the original section dating to circa 1948. It features an interior brick chimney extending through the ridge of a modern standing-seam metal hipped roof. Empress concrete screen blocks fill a vertical inset just to the west of the façade's center. That block-filled bay was likely added in 1958 when the two-story, gable-roofed building was added next door. A replacement metal door with a vertical lite at the east end of the façade allows access to the interior. The west elevation contains a door identical to the front door placed at the north end and a small window filled with glass block. A shed-roofed porch sheltering an exterior bar spans the elevation. A circa 1960, one-story, flat-roofed concrete block addition extends from the rear elevation. A wood and wire balustrade tops the addition, which serves as a rooftop bar. The concrete block east elevation faces the breezeway and is partially covered with corrugated metal. A large opening allowing access to the bar has been made in that wall. On the interior, walls are exposed concrete block and brick and ceilings are wood with some modern metal shingles. An L-shaped bar with an original brick base occupies most of the interior space of the first floor. The remainder of the interior was not accessible.

The 1958 two-story, gable-front brick building lacks a front door, but features the same Empress concrete screen blocks set in a vertical panel on the façade as found on the west building. A new standing seam metal roof tops the building. The north and west elevations are sheathed entirely in corrugated metal. Original brick remains intact on the east elevation. A circa 1960, flat-roof, one-story concrete block addition extends from the rear. The interior contains a counter-service restaurant and dining room.

The breezeway between the buildings has a concrete floor and is open above. A stair originating just inside the breezeway's front door allows access to the upper levels.



Facade, view to the Northeast



Rear elevation during renovation, 2018, view to the south (photo from *Mountain Express* online)



Southeast (front) corner, view to the northwest



Original bar foundation in west building, view to the east-southeast



Open space between buildings, view to the south



Interior of east building, view to the southeast from the one-story rear addition into the two-story section



Rear section of east building, view to the northeast



Site Plan (source Google Earth)

History

The exact date of construction of the original western section of the property remains uncertain, but local sources cite 1948 as the year the hip-roofed building was completed.⁷ Gross B. Banks (1897-1963) purchased the property from a local bank in 1953. His son, Benson Gregory Banks (1932-2005) acquired the property and in 1958, the city granted him a building permit to construct the gable-roofed addition to the building. Banks likely added the two front vertical bays with Empress block in 1958.⁸ It remains unknown if the Bankses operated a bar in the building before 1958.

Jesse Eugene McCoy and his wife, Louise, opened the Amboy Drive-In (also known as Amboy Drive-Inn) in 1958. Two years after founding their bar, the popular Asheville Speedway opened nearby.⁹ Prior to opening the drive-in, Jesse McCoy worked for American Home Insurance Company and the Atlantic Coast Line Railway.¹⁰ The McCoy's operated the bar and lived on the property.¹¹ After her husband's death in 1963, Louise S. McCoy's continued to run the bar.¹²

⁷ "Asheville Food Park Opens on Amboy Road," *Mountain Xpress*, October 26, 2015.

⁸ "Building Permits," *Asheville Citizen-Times*, May 14, 1958. Empress concrete block was first sold in 1958.

⁹ "Days of Thunder: A Look Back," *Asheville Citizen-Times*, April 16, 1999.

¹⁰ Obituary for Jesse E. McCoy, *Asheville Citizen-Times*, November 6, 1963.

¹¹ Jesse E. McCoy's death certificate and the city directories for the period indicate the couple operated the bar and they lived on the property. North Carolina Death Certificate dated December 9, 1963, ancestry.com.

¹² "License Suspended," *Asheville Citizen-Times*, November 9, 1964.

By the late 1960s, Benson Banks opened the Cascade Lounge in the former Amboy Drive-In.¹³ The nightclub served as a venue for Banks's country band. The Cascade Lounge operated until around 1975. Banks sold the property to Maria and Humberto Rodriguez in 2002. The west building currently contains a bar called the Cascade Lounge. The eastern half houses a restaurant called Home Grown.



Context: Alcohol and Alcohol Establishments in Asheville During the Mid-Twentieth Century

After World War II, the population of rural areas in western North Carolina decreased as people moved to urban centers, like Asheville, for employment and other opportunities. The city's population increased by almost 9,000 from 1940 to 1960 just as it decreased in neighboring Madison County by over five thousand during the same period.¹⁴ Those moving to Asheville from western counties after the war arrived in a city that had legalized alcohol sales in 1947 with the opening of Alcohol Beverage Control (ABC) stores, which were banned throughout the rest of the mountain counties. Once the war ended, adult social life in Asheville often revolved around music and dancing and was frequently lubricated by alcohol. But because mixed drinks in bars and restaurants remained illegal, patrons brought their own alcohol to clubs until 1979.¹⁵

Legally, bars and nightclubs could only sell mixers, but police and ABC enforcement officers charged many club owners with crimes related to alcohol production and distribution. Throughout the 1950s and 1960s, the authorities charged bar owners with making and selling illegal alcohol, selling beer on Sundays, and allowing intoxicated patrons in their establishments, which was illegal. Gross Banks, who owned the building that would become the Amboy Drive-In, was arrested in 1957 for carrying, transporting, and delivering liquor.¹⁶

¹³ Obituary for Benson Gregory Banks, *Asheville Citizen-Times*, March 31, 2005.

¹⁴ *Population of States and Counties of the United States: 1790-1990* (Washington, D.C.: U.S. Department of Commerce, 1996), 116, 118.

¹⁵ After World War II, Haywood, Jackson, Macon, Graham, and Swain counties voted against allowing alcohol, "The Historical Perspective: Who's Dry, Who's Wet," *Smoky Mountain News*, July 27, 2011; Anne Fitten Glenn, *Asheville Beer: An Intoxicating History of Mountain Brewing* (Arcadian Printing, 2012), n.p.

¹⁶ "News of Public Record," *Asheville Citizen-Times*, February 28, 1957.

Bars and nightclubs operated throughout Asheville in the post-war period. The Ship's Lantern in north Asheville served dinner and hosted a swing band from 1957 into the early 1960s.¹⁷ Ralph T. (Rip) Davis opened the Casa Loma Club at 800 Biltmore Avenue in 1957. The club featured bands like Johnny and the Moonglows and the Ed Brown Combo while touting "the largest dance floor in Western North Carolina."¹⁸ After his death in 1964, Ralph Davis's, his ex-wife, Isadore, operated the club into the early 1970s.¹⁹ Beginning around 1955, Asheville residents flocked to Chez Paul at 951 Merrimon Avenue in North Asheville where they listened to Hal Strain and his orchestra.²⁰ Emma and Gus Adler moved to Asheville from Florida in the 1940s to open the Old Heidelberg Supper Club in the former Oliver C. Hamilton House built on Beaucatcher Mountain in the late 1890s. Later called the Sky Club, it operated into the 1970s.²¹ A developer later converted the building to condominiums called Ardmion Park.

Clubs offering fine dining and spirits contrasted with smaller, less glamorous establishments like the Amboy Drive-In and later, the Cascade Lounge. The history of these places, especially the small establishments, has largely been lost, as have the buildings where they were located.

Evaluation

The Amboy Drive-In stands in its original location on Amboy Road opposite the French Broad River and therefore retains integrity of location and setting. The buildings retain their arrangement, forms, and most of their brick exteriors and therefore retain their integrity of materials, workmanship, design, feeling, and association.

Properties can be eligible for the NRHP under Criterion A if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. The Amboy Drive-In, and later the Cascade Lounge, served as nightclubs from 1958 into the mid- to late 1970s. The Amboy Drive-In is recommended eligible for the NRHP under Criterion A in the area of social history as a surviving and intact night club from the mid-twentieth century.

For a property to be eligible for significance under Criterion B, it must retain integrity and be associated with individuals whose activities are demonstrably important within a local, state, or national context. Neither the McCoys nor the Bankses made contributions to local, state, or national history, therefore the property is not recommended eligible for the NRHP under Criterion B.

For a property to be eligible for significance under Criterion C, it must retain integrity and embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. The Amboy Drive-In, made up of a pair of two-story concrete block and brick buildings, is a mostly intact vernacular resource representing the simple types of structures constructed for nightclubs in the post-World War II period in Asheville. The Amboy Drive-In is eligible under Criterion C, specifically in the area of architecture.

¹⁷ Advertisement in the March 20, 1960 *Asheville Citizen-Times*.

¹⁸ Obituary for Ralph T. Davis, *Asheville Citizen-Times*, August 28, 1964.

¹⁹ "Night Club Break-In Results in Arrest," *Asheville Citizen-Times*, October 10, 1970.

²⁰ Advertisements in the June 22, 1963 *Asheville Citizen-Times*. Nightclubs were segregated like the rest of social life in Asheville. In September 1957, Chez Paul advertised for a "white waitress from 4 to midnight," *Asheville Citizen Times*, September 16, 1957,

²¹ "Businessmen Buy Sky Club, Plan to Build Condominiums," *The Asheville Citizen*, February 22, 1983.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, the Amboy Drive-In is recommended not eligible for the NRHP under Criterion D.

Boundary Description and Justification

The National Register boundary for the Amboy Drive-In includes the full extent of the current tax parcel at 219 Amboy Road (PIN 9638-70-3544-00000) in Asheville, Buncombe County. The boundary encompasses all the acreage historically associated with the Amboy Drive-In.

The boundary excludes the tract immediately south containing a parking lot and owned by Progress Energy. The company, then known as CP&L, bought the parcel from Tom and Mary Rowland in 1949.



National Register Boundary Map (source HPOWEB)

2. Colonial Mica Corporation: Property Description and Evaluation

Resource Name	Colonial Mica Corporation
HPO Survey Site Number	BN6398
Location	542 Short McDowell Street, Asheville
PIN	9648-40-8789-00000
Construction Date	1943
Recommendation	Eligible under Criteria A and C



Façade of Colonial Mica Corporation, view to the east

Description

Colonial Mica Corporation stands in a densely developed industrial and commercial area on Short McDowell Street, just west of the McDowell Street Viaduct. The tract slopes down from north to south. A railroad siding runs along the north side of the building and a concrete sidewalk extends along the front.

The Colonial Revival-style building consists of two parts: the red-brick, two-story front office section with a stepped brick parapet with a concrete cap on its façade and the attached larger rear warehouse portion built primarily of structural terra cotta blocks and topped with a low-pitched membrane roof. A small pedimented gable tops the main entrance composed of a wire glazed and wood panel door flanked by wire glazed and paneled side lights. Two large plate glass windows are located just to the south of the front door. Metal frame and six-over-six wood windows pierce the second story façade. One pair of windows on the south end of the upper façade appears to be replacements of the original.

A cursory inspection of the interior revealed that, except for some temporary walls and the installation of numerous dog cages, it remains mostly intact.

The parcel also contains a large, open-sided, modern metal shed. A three-story, frame building constructed in 1943 stood just to the south of the main building. It was demolished sometime after 1990.



Rear elevation, view to the west

History

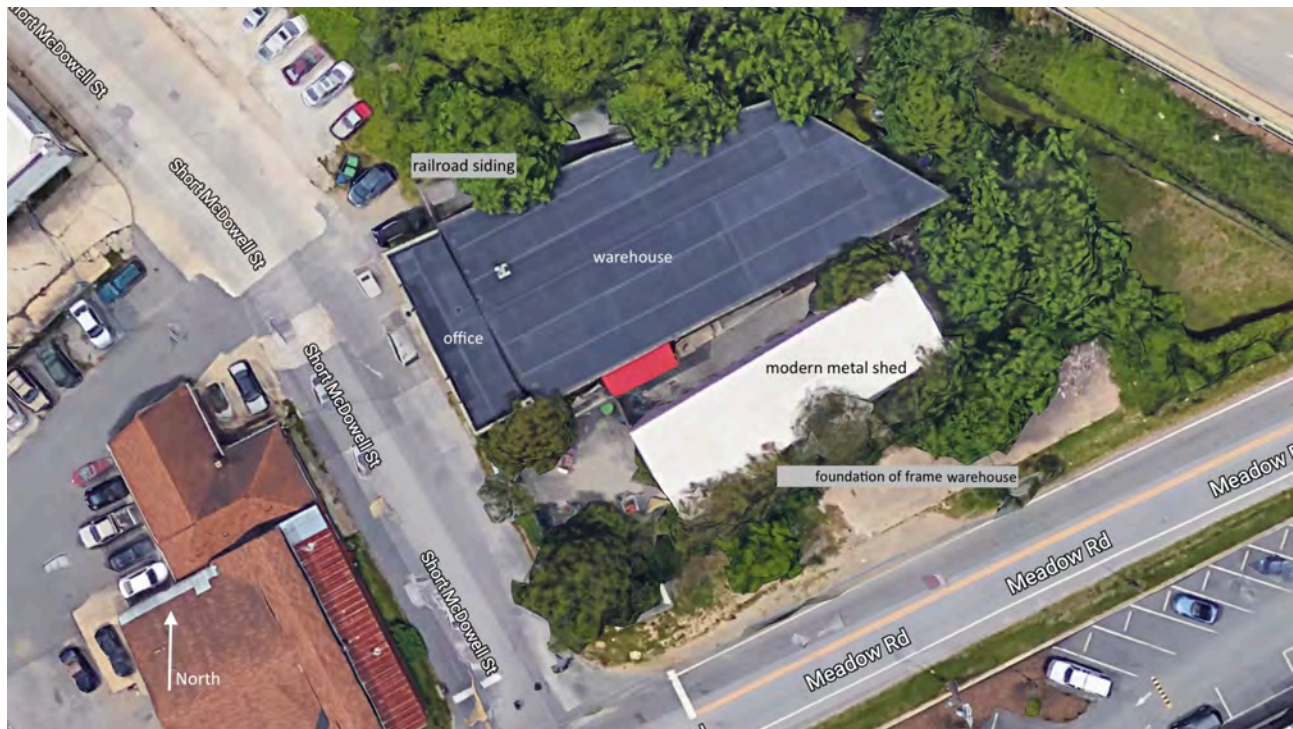
Colonial Mica Corporation, a federal agency created by the United States government to promote domestic mica mining during World War II, opened its Asheville office and mica sheeting plant at 542 Short McDowell Street in 1942.²² In July, 1942, the *Asheville-Citizen Times* reported, “the corporation has offices and a spacious warehouse at 542 McDowell Street and is equipped with a railroad siding and truck entrances.”²³

Colonial Mica provided machinery for mica mined in five southeastern states, including North Carolina. Initially, the plant employed twenty workers—mostly women. At the plant, workers used a sharp-edged knife to pry the Mica sheets apart. Next, the workers sorted the sheets and classified them by grade, paying special attention to assure the sheets did not break since larger portions were most desirable.²⁴

²² *Miller’s Asheville City Directory, 1945/1946* (Asheville: Piedmont Directory Company, 1945), 116.

²³ “Mica Corporation Here Promoting Mining in Five States,” *Asheville Citizen-Times*, July 19, 1942.

²⁴ “Federal Agency Speeds W.N.C. Mica Production,” *Asheville Citizen-Times*, July 30, 1942; “Colonial Mica Opens Sheeting Plants in Mining Areas,” *Asheville Citizen-Times*, October 22, 1942.



Site plan for Colonial Mica Corporation (source Google Earth)

In July 1943, the plant and workforce expanded to accommodate increased supplies of mica being extracted from the western counties. Arnold R. Phillips and James E. Divilbiss Jr., owners of the adjacent Community Coal and Lumber Company, built a frame, three-story building facing Meadow Street measuring 25 by 100 feet. With the expansion, Colonial Mica Corporation added an additional 200 workers to its force.²⁵ The portion of the plant added in 1943 was later demolished.

In the closing months of World War II, the company bought less mica and scaled back production to one shift at the McDowell Street plant.²⁶ With the end of the war, Colonial Mica Corporation closed and sold the mica equipment and office furnishings located in the building.²⁷

In the early 1950s, Dall's Improvement Company, which provided home improvement materials including asbestos siding, occupied the building. After that, the building held a series of businesses including a portion of the lumber business of Community Coal and Lumber Company. In March 1990, John Walter Ward and Deborah Rutledge Ward sold the building to the Asheville chapter of the National Railway Historical Society. That May, the *Asheville Citizen-Times* reported that members of the railroad group cleaned up the property, once the home to a lumber yard. The property included "two long brick and wood

²⁵ "Mica from WNC Mines Plays Important Role in War," *Asheville Citizen-Times*, July 5, 1943; "Mica Firm Here Plans Expansion," *Asheville Citizen-Times*, March 10, 1943; "Colonial Mica Moves into its New Building," *Asheville Citizen-Times*, May 6, 1943.

²⁶ "Mica Plant Production is Cut to One Shift," *Asheville Citizen-Times*, April 27, 1945.

²⁷ Advertisement giving notice of equipment for sale at Colonial Mica Corporation, *Asheville Citizen-Times*, July 8, 1945.

warehouses with a large yard in between and a rail spur on the north edge.”²⁸ The wood warehouse was demolished sometime after 1990.



Southeast (rear) corner with Meadow Road to the left, view to the west-northwest



North side of the warehouse, view to the southeast

²⁸ “Asheville Railroad Fanciers Work to Make Museum Dream a Reality,” *Asheville Citizen-Times*, May 14, 1990.



Intact interior finishes and structural elements including steel I-beams remain intact in the warehouse

History and Context: The Mica Processing Industry in Asheville and Western North Carolina in the Early to Mid-Twentieth Century

Mica mining began in western North Carolina in 1867 and by the late nineteenth century several companies had been established to process the minerals. During World War II, the United States government declared mica a strategic material creating a boom for those harvesting the mineral and companies processing it. Mica was used in condensers and tubes for radios and in spark plugs for airplanes.²⁹

After World War II, mica was used in consumer goods such as motors, generators, electric sockets, and other electrical equipment.³⁰ But, unlike during the war when harvesting focused on domestic sources, a large amount of mica came to the United States from foreign countries.

In addition to Colonial Mica Corporation, at least two other mica-related businesses operated in Asheville in the first half of the twentieth century. In the 1920s, Southern Spar and Mica Company produced mainly synthetic stone, concrete block, and cement brick and a specialty product called Felstone, which was made from a mixture of mica, quartz, and feldspar. Their offices were located in the Haywood Building (BN2206) and their plant stood on Fairview Road near the tracks of the Southern Railway.³¹ The company ceased

²⁹ "Blind Persons Do Great War Job in Mica Plant," *Asheville Citizen-Times*, May 2, 1943.

³⁰ "Mica Mining, Once Thriving WNC Industry, Suffers Severe Postwar Slump," *Asheville Citizen-Times*, November 14, 1948.

³¹ "Advertisement for Southern Spar and Mica Company, *Concrete Products*," Volume 22-23 (Milwaukee: Trade Press Publishing, 1922), 94; "Felstone to be Made by Concern Near Biltmore," *Asheville Citizen-Times*, May 2, 1922.

operations after the 1920s.³² W. Vance Brown and S. Herbert Brown organized Asheville Mica Company in 1899 in the basement of the Legal Building (BN2347) on Pack Square. In 1916, the company took over another mica processing company located on Lyman Street and consolidated the two plants into the current site on Thompson Road (BN6333, DOE 2018) near Biltmore. During World War II, the plant focused on producing ground dry mica and manufactured sheet mica. The plant closed in the 1940s, but the building remains mostly intact on Thompson Road near Biltmore Village.³³



Asheville Mica Company (BN6333, DOE 2018) on Thompson Road, Asheville, view to the east

Outside of Buncombe County, few mica processing plants remain intact in areas of western North Carolina where the mineral was extracted. An exception is Tarheel Mica Company (AV0116, Study List), which stands on US 19E alongside the North Toe River in Plumtree in Avery County. Built in 1912, the plant consists of two rectangular, rusticated concrete block buildings with flat roofs and a smooth-faced concrete block building with a metal-sheathed barrel roof. The largest of the three buildings serves as a brewery, but the other two remain vacant and in good condition.

The Deneen Mica Company Processing Mill (YC0185) near Micaville in Yancey County consisted of a two-story warehouse and three early-twentieth-century, gable-front, metal-sheathed buildings similar to the two processing buildings at Asheville Mica Company. Mica was mined, processed, and shipped from Deneen Mica Company into the late 1960s or early 1970s. Two processing buildings have been demolished leaving only the two-story warehouse and a single gable-front processing building.

³² "Mica from WNC Mines Plays Important Role in War," *Asheville Citizen-Times*, July 4, 1943.

³³ "Asheville Mica Co. Takes Over Another," *Asheville Citizen-Times*, October 18, 1911.

International Minerals and Chemical Corporation Plant (ML0090) stood just east of the banks of the North Toe River in western Mitchell County. The facility processed mica and other minerals such as feldspar. Most of the plant built in 1943 has been demolished, leaving only a few concrete structures on the east side of what was a large complex.

Evaluation

Colonial Mica Company, an intact brick industrial building constructed in 1942, retains a high level of integrity with only minor alterations to the original building. Because it remains in its original location in an area devoted historically to industrial and commercial activity, the building retains its integrity of location and setting. The integrity of workmanship, design, and materials of the Colonial Revival-style brick building remains intact. The building retains its integrity of association because it generally has the appearance it had when built in 1942. The building evokes the historic sense of a building constructed for industrial uses during World War II and therefore retains its integrity of feeling.

Properties can be eligible for the NRHP if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. Colonial Mica Corporation is recommended eligible for the NRHP under Criterion A in the area of industry for its role in the federal government's buying and processing of mica for uses during World War II. It remains the only known mica plant established by the federal government during the war in Asheville.

Properties can be eligible for the NRHP under Criterion B if they retain integrity and are associated with the productive lives of persons significant in our past. Colonial Mica Corporation was a federal government agency that had many managers and supervisors during the time it operated. No single person associated with the Colonial Mica Corporation achieved any particular significance on the national, state, or local level. Therefore, the building is not recommended eligible for the NRHP under Criterion B.

Properties can be eligible for the NRHP under Criterion C if they retain integrity and embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components lack individual distinction. Colonial Mica Corporation is a highly intact Colonial Revival-inspired industrial building important in the history of mica processing and the federal government's involvement in mica purchasing and processing in Asheville from the period 1942 to 1945. The brick building, located in a setting little altered since the 1942, is an intact example of a World War II-era industrial building and therefore conveys significance in the area of architecture. Colonial Mica Corporation is recommended eligible for the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, Colonial Mica Corporation is recommended not eligible for the NRHP under Criterion D.

Boundary Description

The recommended NRHP boundary for Colonial Mica Corporation includes the legal parcel containing the 1942 building associated with Colonial Mica Corporation. The boundary includes the brick building and railroad siding used historically for loading and unloading railcars. The boundary follows the existing right-of-way along Meadow Road and Short McDowell Street. The parcel represents the land, resources, and features associated with Colonial Mica Corporation, which has been associated with this parcel since 1942,

the date of construction of the building. The 0.46 acres is an appropriate setting to convey the property's significance in the area of industry and architecture on the local level of significance.



National Register Boundary Map, (source HPOWEB)

3. Community Coal and Lumber Company: Property Description and Evaluation

Resource Name	Community Coal and Lumber Company
HPO Survey Site Number	BN6399
Location	543 Short McDowell Street, Asheville
PIN	9648-40-6657-00000
Construction Date	1936, 1939, 1970s
Recommendation	Not recommended eligible under any criteria due to alterations and deterioration



Office, view to the south

Description

Community Coal and Lumber Company occupies the northwest corner of Meadow Road and Short McDowell Street near Biltmore. The less-than-one-acre parcel is paved and mostly level. The one-story, L-shaped, brick office building fronting Short McDowell Street consists of the original 1936 hipped-roof brick building with a 1939 gabled wing that was originally a drive-through carport. “Community Lumber Co.” is painted on the brick wall below a set of three plate-glass windows on the original building’s façade. The fully-glazed door is on the north elevation. A fully-glazed door and boarded-over display windows pierce the rear (west elevation). Sided with composite vertical siding above a brick-veneer skirt, the addition features six-over-six windows and a modern door on its east (front elevation).

The original gable-roofed lumber warehouse with a gabled monitor roof attaches to the south elevation of the office. Resting on a concrete block foundation and sided with corrugated metal, the 70-foot-long building is deteriorated but remains intact on its south and east sides. A large modern metal warehouse has

been added to its west elevation. A long, gable-roofed, wood warehouse in extremely poor condition extends westward from the lumber warehouse along Meadow Road. The warehouse originally measured 250 feet in length, but a 110-foot-long section to the west was recently demolished. Two modern, metal-sided storage buildings with a gable roofs are attached to the west side of the lumber warehouse and to the north side of the long, gable-roofed, wood warehouse.

The office building has been completely modernized with all new finishes. No other portions of the interior were accessible to the public.



Community Coal and Lumber Company site plan (source Google Earth)



Overall north side of complex with modern warehouse at center and the rear of the office to the left, view to the southeast



Original warehouse at corner of Meadow Road and Short McDowell Street, view to the west-northwest



Original warehouse, south elevation, view to the northwest



Long warehouse bordering Meadow Road, view to the west-northwest



Rear of office (left) and modern warehouse, view to the east



South end of building where a portion of the long warehouse (to the right) was recently demolished, view to the northeast

Community Coal And Lumber Company Opens



The new Community Coal and Lumber company office building and warehouse, situated at 543 McDowell street, is shown above. At the right of the picture, reading from left to right are: J. E. Divelbiss, Jr., and Arnold R. Phillips, co-owners of the firm, and J. T. Matney, head of the lumber and building materials department and Claude H. Rogers, in charge of the coal department. A large coal yard is situated at the rear of the building. The Community Coal company was formed in 1931 by Mr. Divelbiss and Mr. Phillips and only recently lumber and building materials were added.

Article about the opening of Community Coal and Lumber Company in the May 6, 1936 edition of *Asheville Citizen-Times*

History

J.E. Divelbiss Jr. (1901-1976) and Arnold Ross Phillips (1903-1980) formed Community Coal Company in 1931. Divelbiss served on the Asheville City Council and in the North Carolina state legislature. The business originally occupied a building on Thompson Street in Biltmore. Around 1936, the men expanded the business to include lumber sales and changed the name to Community Coal and Lumber Company. In May 1936, they completed construction of a new plant on Short McDowell Street.³⁴

Once in its new location, the company offered "a complete line of high-grade lumber and building materials as well as a large stock of the best grade coal." The local newspaper described the new plant: "the good-sized warehouse adjoins the office and display room and the large coal yard is located at the rear of the building."³⁵ In 1939, Community Coal and Lumber Company expanded the lumber storage shed in order to protect wood and framing from the weather.³⁶

³⁴ "J.T. Matney to Handle Lumber," *Asheville Citizen-Times*, May 6, 1936; Asheville City Directory, 1936, 910.

³⁵ "Community Coal and Lumber Company Opens New Quarters in City." *Asheville Citizen-Times*, May 6, 1936.

³⁶ "Community Coal Builds New Addition to Plant," *Asheville Citizen-Times*, April 17, 1939.



Over time the business expanded its offerings and by 1940, it sold stock house plan books. The firm promised that “the use of the books is entirely without obligation and the company will put any property owner in touch with competent builders who are fully capable of carrying through with any building program for which they are recommended.”³⁷

J. E. Divelbiss died in 1976, followed by Arnold Phillips in 1980.³⁸ By 1981, the business had been renamed Community Lumber Company and offered only building supplies and services. Community Lumber Company closed around 1989. Since the 1990s, automobile service businesses have occupied the building.

Context: Industrial Buildings Constructed During the Great Depression in Asheville

Only a handful of industrial buildings were constructed during the Great Depression in Asheville. A small collection of these buildings stands along London Road, just south of Biltmore Village.

The former automotive services building at 2 London Road (BN5566) dates to 1930. The rough-faced concrete block building is topped by a barrel roof. Modern wood or synthetic slats cover the façade, which has a garage bay at its center. Across the street, the former Seven-Up Bottling Company plant at 3 London Road dates to 1931 and features a stepped and peaked parapet with tile coping. At least two front bays have been bricked in. A 1946 concrete block addition attaches to the rear of the side (south addition).³⁹

One of the most intact Depression-era buildings in the city is the garage for the North Carolina State Highway Commission. In 1930, the commission purchased a lot at 10 London Road and shortly thereafter built its division garage, a complex of four gable-roofed buildings with corrugated metal siding.⁴⁰ The northern mostly-intact, gable-roofed corrugated metal buildings stand connected at a right angle. They feature intact monitor roofs and multi-paned windows. Two additional buildings, also built around 1930, stand to the south.

³⁷ “Community Coal Has House Plan Service,” *Asheville Citizen-Times*, January 22, 1940.

³⁸ James Divelbiss, U.S. Social Security Death Index, 1935-2014, ancestry.com; “Arnold Phillips Sr. Dies: Businessman, Civic Leader,” *Asheville Citizen-Times*, October 22, 1980.

³⁹ “Bottling Plant Plans Addition,” *Asheville Citizen-Times*, March 27, 1946.

⁴⁰ Advertisement of building for sale, *Asheville Citizen-Times*, March 28, 1966; Buncombe County deed book 417, page 355, dated March 18, 1930.



Seven-Up Bottling Company plant at 3 London Road dates to 1931, view to the southeast



North Carolina State Highway Commission division garage built in 1930, view to the northwest



North Carolina State Highway Commission garage built in 1930, view to the west

Evaluation

Community Coal and Lumber Company dates to 1936 with additions in 1939 and in the 1970s. The building, composed of an office and a series of warehouses, remains in its original location in an area devoted historically to industrial and commercial activity and therefore retains its integrity of location and setting. Community Coal and Lumber Company includes the original office with a side addition, an original warehouse with a monitor roof, the deteriorated remains of a long wooden warehouse, and several modern warehouse additions. Because of its deteriorated state and the fact that portions of the long warehouse have collapsed, the integrity of workmanship and design do not remain intact. The building lacks integrity of association because its deteriorated state and modern warehouse additions do not give the appearance of a coal and lumber company from the 1930s. Finally, it lacks integrity of feeling and materials because of the collapse of portions of the historic building and additions from the 1970s.

Properties can be eligible for the NRHP if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. Community Coal and Lumber Company is recommended not eligible for the NRHP under Criterion A. Because of its lack of integrity, the building cannot convey significance in any area related to an event or pattern of events.

Properties can be eligible for the NRHP under Criterion B if they retain integrity and are associated with the productive lives of persons significant in our past. One of the company founders, J.E. Divelbiss Jr. (1901-1976) served on city council and in the state legislature. While he held these elected offices, it appears he made no specific contributions to local, state, or national history. No other person associated with the Community Coal and Lumber Company achieved any particular significance on the national, state, or local level. Therefore, the building is not recommended eligible for the NRHP under Criterion B.

Properties can be eligible for the NRHP under Criterion C if they retain integrity and embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components lack individual distinction. Compared to more intact Depression-era industrial buildings remaining in Asheville, Community Coal and Lumber Company lacks sufficient integrity to convey its significance in the area of architecture. Therefore, Community Coal and Lumber Company is recommended not eligible for the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, Community Coal and Lumber Company is recommended not eligible for the NRHP under Criterion D.



Short McDowell Street with Community Coal and Lumber Company on the right, view to the south toward Meadow Road

4. Crane Company Wholesale Plumbing Supplies: Property Description and Evaluation

Resource Name	Crane Company Wholesale Plumbing Supplies
HPO Survey Site Number	BN6400
Location	531 Short McDowell Street, Asheville
PIN	9648-40-5865-00000
Construction Date	1940
Recommendation	Not eligible under any criteria because of alterations



North side of the Crane Company Wholesale Plumbing Supplies, view to the south

Description

Crane Company Wholesale Plumbing Supplies stands on the west side of Short McDowell Street in an industrial area just north of the Southern Railway freight depot. The one-story, brick building contains two sections: the flat-roofed, brick office and showroom extending along Short McDowell Street and the brick warehouses extending to the rear. A stepped parapet rises between the front block and the barrel-roofed warehouse/loading dock.

A recent renovation covered the façade with stucco. During that renovation, the main entrance and most windows on the front block where the office and showroom were located were replaced. Three windows on the north end of the façade remain intact. The warehouses retain metal windows but have new doors on the south elevation.

The interior of the main block has been significantly altered with the removal of all walls to create large open spaces. Little of the original finish remains except the concrete floor.



Crane Company site plan (source Google Earth)



North elevation, view to the south



Southeast corner along Short McDowell Street, view to the northwest



Southwest corner of warehouse and loading dock, view to the north



Rear of warehouse and loading dock, view to the northwest



Rear of north warehouse, view to the northwest



Rear of warehouses, view to the south



Interior of former office/showroom, view to the northeast



Loading dock, view to the southwest

History and Context

Crane Company Wholesale Plumbing Supplies (Crane Company), a plumbing supplier with plants in Chicago, Birmingham, Bridgeport, Connecticut, Chattanooga, and Trenton, New Jersey, opened a distribution center in the brand-new Kent building on Roberts Street in Asheville in the summer of 1924.⁴¹ On a frigid December morning in 1925, a huge fire destroyed the five-story, brick building displacing the Crane Company and several other businesses.⁴² It remains unclear where the company was located from 1925 to 1930, but during the latter year, the Crane Company, by this time the largest manufacturer of plumbing fixtures in the United States, leased a three-story, steel and brick building on Battery Park Avenue for its showrooms and North Carolina headquarters.⁴³ In 1936, the company gained some local notoriety when it came into possession of a copper bathtub that had belonged to Civil War-era governor Zebulon Vance. Crane Company later gave the tub to his grand-nephew.⁴⁴

⁴¹ "Crane Company, Manufacturers of Valves, Fittings, and Other Products to Open Branch Here," *Asheville Citizen-Times*, May 18, 1924.

⁴² "Half Million Dollar Fire in Depot Section," *Asheville Citizen*, December 28, 1925.

⁴³ "Announce Plans for Building to Cost \$100,000," *Asheville Citizen-Times*, May 31, 1930.

⁴⁴ "Vance's Bathtub is Presented to His Grand-Nephew," *Asheville Citizen-Times*, September 17, 1946.

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WE ARE now open for business at our new location. In the more spacious quarters of the new Crane Building, we'll be better equipped, more conveniently located to serve the needs of our customers.

To homeowners, architects, builders, plumbing and heating contractors, our larger, modern Display Room will be of special interest. Here, for the modern home as well as the mansion, will be bathroom and kitchen fixtures that will every time in style and color, every degree of convenience—that give greatest value in safe, dependable service. Here, for coal, oil, or gas firing, will be clean, heating equipment that is designed to give complete satisfaction in every way.

To our customers in industry, in the Asheville region, our increased stock facilities will be an advantage. In the great Crane line of valves and fittings, there is exactly the item needed for every problem of flow control. And Crane-quality equipment in the best assurance of low-cost piping in any industrial service.

We thank all of our customers for their patience with us during our move. It was a big job, but we made every effort to give you uninterrupted service during our move. We invite you to come out and visit our new location.

CRANE CO.

CRANE

VALVES - FITTINGS - PIPE - PLUMBING - HEATING - PUMPS

February 18, 1940 edition of Asheville Citizen-Times

In early 1940, the Crane Company's Asheville office had moved to 531 McDowell Street (that part of McDowell Street is now known as Short McDowell Street).⁴⁵ In an advertisement from February 1940, the company described the new location as "more spacious quarters...more conveniently located to serve the needs of our customers." The company also thanked its customers during the transition, remarking, "it was a big job, but we made every effort to give you uninterrupted service during our move."⁴⁶ The company installed a roof sign in 1964 (not extant).

After the Crane Company vacated the building—likely in the 1970s—Westburne Supply, a plumbing fixture supplier and later, Kenny Pipe and Supply, occupied the space. It now contains a pottery company.

Several brick industrial buildings from the mid-twentieth century stand in Asheville. One of the most intact is the 1950 barrel-roofed building with a stepped front parapet located at 81 South Lexington Avenue. Originally housing Duncan Wheel & Axle Service, the building's exterior is largely intact, as is the interior, which is composed of a large open space. Like many of barrel-roofed brick buildings, Duncan Wheel & Axle now serves as an art studio and gallery.



Former Duncan Wheel & Axle Service (1950) at 81 South Lexington Avenue

⁴⁵ "McCann Named Representative of Crane Firm," *Asheville Citizen-Times*, October 4, 1940.

⁴⁶ Advertisement in the February 18, 1940 *Asheville Citizen-Times*.

Evaluation

Crane Company dates to 1940. The building, composed of an office/showroom and two rear brick warehouses, remains in its original location in an area devoted historically to industrial and commercial activity and therefore retains its integrity of location and setting. Crane Company has recently been renovated to house a commercial pottery concern. The interior was gutted to remove interior walls to create large open spaces. Stucco has been added to the façade and most of the windows on the front block have been replaced with large plate glass windows. These changes negatively impact the integrity of workmanship, materials, and design. The building lacks integrity of association because the renovation transformed the building to such a degree that it no longer conveys itself as a commercial plumbing company. Finally, it lacks integrity of feeling because of the recent renovations that impacted the interior and façade.

Properties can be eligible for the NRHP if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. Crane Company is recommended not eligible for the NRHP under Criterion A. Because of its lack of integrity, the building cannot convey significance in any area related to an event or pattern of events.

Properties can be eligible for the NRHP under Criterion B if they retain integrity and are associated with the productive lives of persons significant in our past. Crane Company was a national corporation and no single person associated with the Asheville location achieved any particular significance on the national, state, or local level. Therefore, the building is not recommended eligible for the NRHP under Criterion B.

Properties can be eligible for the NRHP under Criterion C if they retain integrity and embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components lack individual distinction. Compared to more intact mid-twentieth-century industrial buildings remaining in Asheville, Crane Company lacks sufficient integrity and is recommended not eligible for the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, Crane Company is recommended not eligible for the NRHP under Criterion D.

5. Swift and Company: Property Description and Evaluation

Resource Name	Swift and Company
HPO Survey Site Number	BN6401
Location	25 Meadow Road, Asheville
PIN	9648-51-7144-00000
Construction Date	1937
Recommendation	Eligible under Criteria A and C



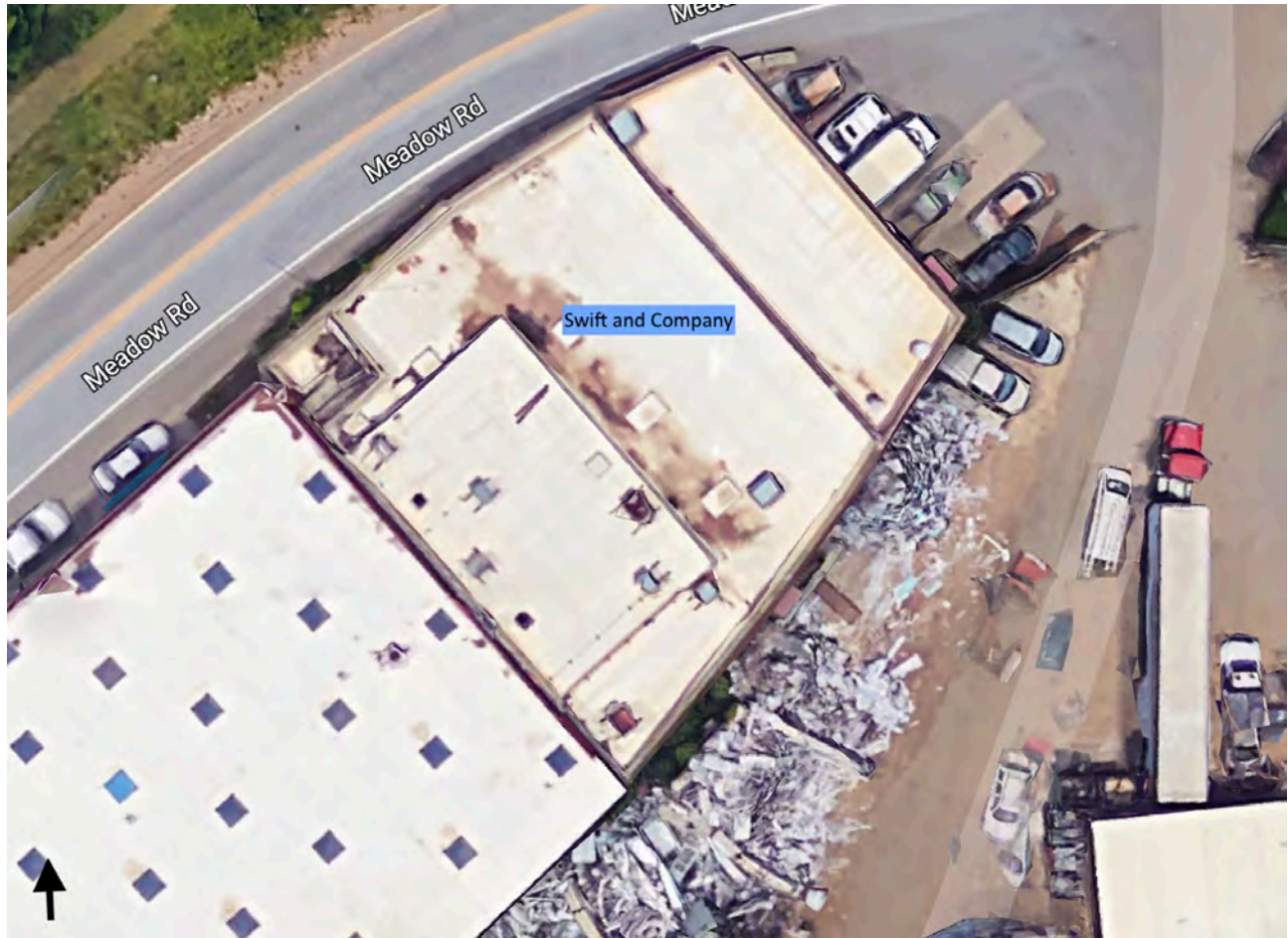
Northwest elevation along Meadow Road, view to the southeast

Description

The one-story, irregularly-shaped, brick building with a high concrete foundation attaches to the northeast end of its neighbor, 31 Meadow Road. It stands in a highly congested industrial and commercial area near Biltmore Village.

The building displays knuckle-joint corners and a flat roof with a stepped parapet on the Meadow Street elevation. The Meadow Street elevation is divided into three sections, each angled slightly to fit the curve in the street. The middle section contains the original steel and glass door flanked by paired windows that have been covered with wood or steel panels. A similar panel covers the transom above the door. A large roll-down loading dock door is to the left or northeast of the entrance bay. The southern bay contains two paired windows covered with wood or steel panels. The northeast end contains boarded-up windows and an original loading dock with a replacement loading dock door. The rear elevation displays several boarded-up windows and an entrance topped with a metal awning.

The building has housed food distribution businesses since its construction, so that the interior remains highly intact. Most of the interior space accessible to the public is taken up with large refrigerators and freezers.



Swift and Company site plan (source Google Earth)

History

Swift and Company constructed the building in 1937. Gustavus Franklin Swift (1839-1903), inventor of the refrigerated railway car, founded Swift and Company, the world's first meatpacking company in Chicago in 1885. He later expanded the business to Europe and Asia.⁴⁷

In 1980, after the company threatened to close its Asheville location, several Swift and Company workers joined to form Circle 8 Foods, which provided mostly meats to restaurants and institutions, and purchased the building on Meadow Road.⁴⁸ In 2007, the company sold the building to Biltmore Iron and Metal, a

⁴⁷ "Gustavus Franklin Swift," The Robinson Library, accessed March 18, 2019.

⁴⁸ "Business Gives Part of Profits to Church," *Asheville Citizen-Times*, April 10, 1991; Buncombe County deed book 1257, page 72, dated October 22, 1980.

business opened in the 1950s on Biltmore Avenue.⁴⁹ The former Swift and Company building currently serves as a food distribution warehouse for locally-sourced products.



Rear (southeast) elevation, view to the northwest



Northeast end loading dock, view to the southwest

⁴⁹ Buncombe County deed book 4383, page 1705, dated January 21, 2007; "Biltmore Iron & Metal Co. Wants to Buy All Your Scrap," *Asheville Citizen-Times*, July 20, 1953.



Interior, view to the southeast

Evaluation

Swift and Company stands in its original location in an industrial area near Biltmore Village and therefore retains integrity of location and setting. The building retains its form and exterior and interior finishes and therefore retains its integrity of materials, workmanship, design, feeling, and association.

Properties can be eligible for the NRHP under Criterion A if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. Swift and Company has served as a food distribution warehouse since 1937 when it was built along the tracks of the Southern Railway. The building is significant for its role in the history of refrigerated food distribution in Asheville. Swift and Company is the only known historic refrigeration warehouse in Asheville. Swift and Company is recommended eligible for the NRHP under Criterion A in the area of commerce as a surviving and intact food warehouse built during the Great Depression.

For a property to be eligible for significance under Criterion B, it must retain integrity and be associated with individuals whose activities are demonstrably important within a local, state, or national context. No one associated with the Asheville location of Swift and Company contributions to local, state, or national history, therefore the property is not recommended eligible for the NRHP under Criterion B.

For a property to be eligible for significance under Criterion C, it must retain integrity and embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Swift and Company is a highly intact, one-story, refrigerated brick warehouse

from the late 1930s. The building possesses the distinctive characteristics of a Depression-era refrigerated warehouse built to take advantage of its location along the railroad and highway.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, Swift and Company is recommended not eligible for the NRHP under Criterion D.

Boundary Description and Justification

The National Register boundary for Swift and Company includes the full extent of the current tax parcel at 25 Meadow Road (PIN 9648-51-7144-00000) in Asheville, Buncombe County. The boundary encompasses all the acreage historically associated with Swift and Company. On the northwest, the boundary follows the right-of-way of Meadow Road. On the south, the boundary corresponds with the edge of the Swift and Company building. The northeast boundary includes the warehouse loading area historically associated with the functioning of the building.



National Register Boundary Map (source HPOWEB)

6. Mountain Burley Tobacco Company: Property Description and Evaluation

Resource Name	Mountain Burley Tobacco Company
HPO Survey Site Number	BN6402
Location	31 Meadow Road, Asheville
PIN	9648-51-6002-00000
Construction Date	1945
Recommendation	Eligible under Criteria A and C



Northwest elevation along Meadow Road, view to the southeast

Description

Mountain Burley Tobacco Company consists of two brick buildings joined by a brick hyphen fronted by a loading dock. The northernmost section is a one-story, steel, brick, concrete, and structural terra cotta block building measuring approximately 220 feet on its longer elevations and ninety feet on its ends. Its north wall butts up against the southwest wall of the Swift and Company building at 25 Meadow Road. The one-story brick warehouse to the south is covered almost entirely in metal sheathing. Newspaper articles from 2003 when Habitat for Humanity occupied the building report that this southern section was built in 2003. Sanborn Maps from 1956 clearly show that warehouse standing at its current location. The northern part of the complex has a flat roof with a parapet and numerous skylights that have been covered. Three brick stacks rise from the outside wall on the northwest side of the north building. The interior of the entire complex has been altered to create a retail store, but the large open spaces associated with a tobacco warehouse remain intact.



Site plan (source Google Earth)



A small, unrelated warehouse obscures a portion of the southeast elevation, view to the northeast



West corner of north building, view to the east



Modern doors on northwest elevation of the north building along Meadow Road, view to the southeast



Southern section of warehouse, view to the northeast



North wall of southern warehouse with brick exposed, view to the southwest



Interior of north section, view to the east



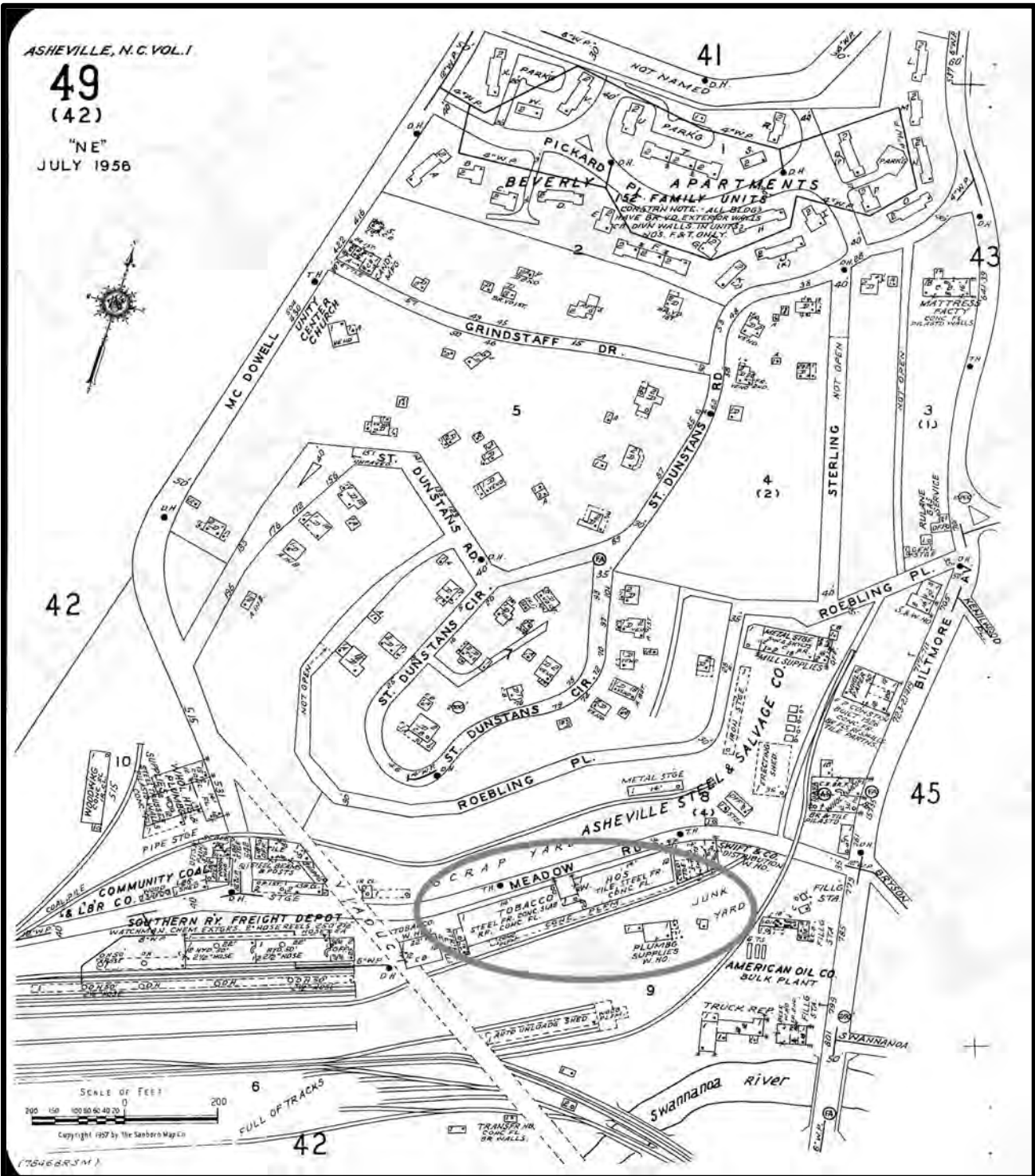
Interior of north section, view to the northeast



Interior of southern portion of Mountain Burley Tobacco Company, view to the west



Loading dock and hyphen between the buildings, view to the southeast



Sanborn Fire Insurance Map from 1956 shows both warehouses and another smaller tobacco warehouse to the southwest on the south side of Meadow Road just east of the viaduct. That smaller building has been demolished.

History

A group of Asheville men headed by C. Fred Brown formed Mountain Burley Tobacco Company in 1945. Asheville architect Anthony Lord (1900-1993) designed the Meadow Road warehouses. Lord, an Asheville native, graduated from Georgia School of Technology and New York University. In 1942, he helped found the architectural firm Six Associates, which formed to take advantage of defense contracts during World War II. Among his many projects, Lord designed Dillingham Presbyterian Church in 1934, the 1939 Asheville Citizen-Times building, and Ramsey Library at the University of North Carolina Asheville. Lord's work spanned a range of styles from modernism to revival idioms.⁵⁰

Merchant Construction Company completed Mountain Burley Tobacco in December 1945 at a cost of \$22,000. While under construction, the local newspaper called the plant "one of the best located prizing and reprocessing plants in the country."⁵¹

The burley tobacco market began in Asheville in 1877 and by the mid-twentieth century, the city emerged as one of the South's most important hubs for buying and selling the leaf. From 1947 to 1949, Mountain Burley Tobacco occupied a niche in the tobacco processing landscape of Asheville by operating a re-drying plant for tobacco purchased by the federal government under the farm loan program. Under this subsidy system, the government paid farmers market price when buyers fail to do so. The re-drying machine at Mountain Burley Tobacco Company formed the heart of the operation by processing between four and six million pounds of leaf per season.⁵² African American women constituted a significant portion of the workforce in the re-drying process.⁵³

Beginning in the summer of 1949, the company no longer concentrated on re-drying and focused only on buying and selling tobacco. They sold the re-drying equipment to a company in Greeneville, Tennessee.⁵⁴ C. Fred Brown, one of the business's founders and a vice mayor of Asheville, purchased the property from Mountain Burley Tobacco Company in 1955, but sold it in 1958.⁵⁵ The company likely closed sometime in the 1950s or 1960s.

Several businesses, including Holladay Paint and Wallpaper, occupied the building after the closure of the tobacco warehouse. In 2001, Mary and Marvin Pearlman, who had been using the building as a warehouse for Pearlman Furniture, donated the building to the current owner, Habitat for Humanity, which renovated the space before occupying it in 2003.⁵⁶

⁵⁰ Catherine W. Bishir, Michael T. Southern, and Jennifer F. Martin, *A Guide to the Historic Architecture of Western North Carolina* (Chapel Hill: University of North Carolina Press, 1999), 274.

⁵¹ "Rapid Progress Being Made on Burley Plant," *Asheville Citizen-Times*, November 18, 1945; "George VanDyne, Noted Tobacco Expert, Will Be Plant Manager Here," *Asheville Citizen-Times*, December 4, 1945; "Building Permits," *Asheville Citizen-Times*, October 7, 1945.

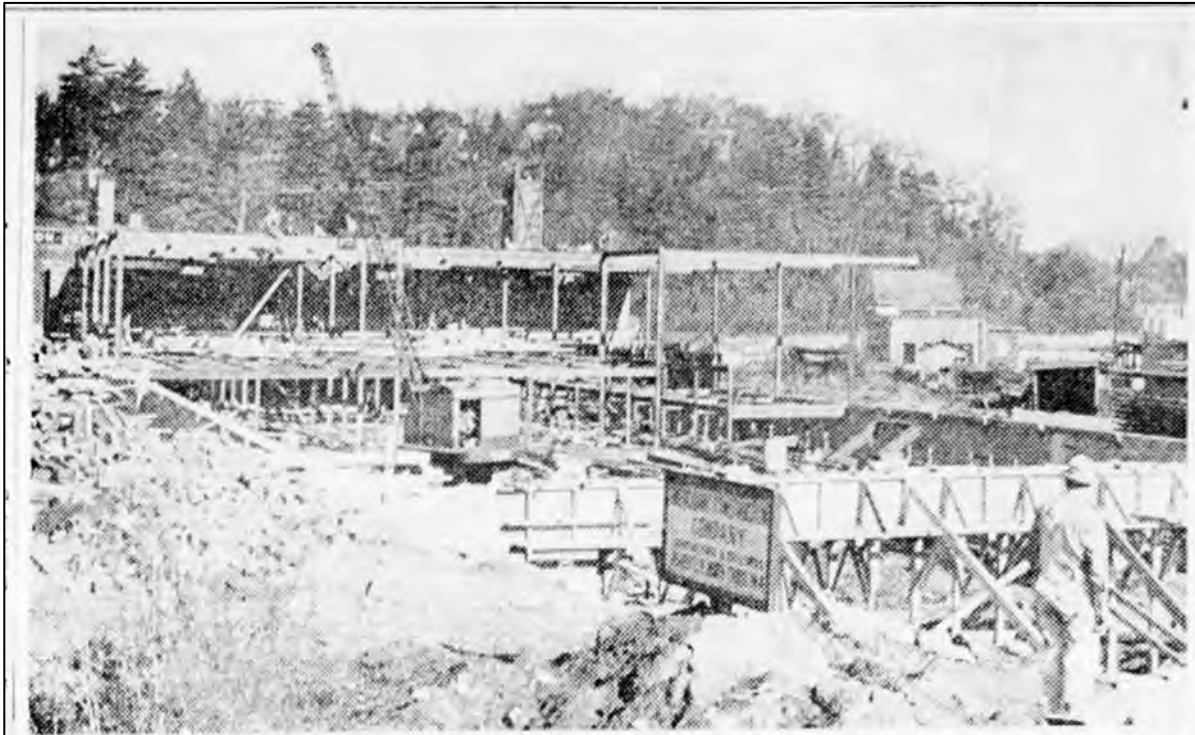
⁵² "Redrying Unit is Regional Burley Center," *Asheville Citizen-Times*, January 25, 1948.

⁵³ The company placed an advertisement in the Asheville newspaper dated January 3, 1948 asking for "20 colored women, ages 18-40."

⁵⁴ "Burley Company Here Sells Its Redrying Machinery," *Asheville Citizen-Times*, June 1, 1949.

⁵⁵ Buncombe County deed book 757, page 95, dated April 12, 1955; Buncombe County deed book 799, page 183, dated May 2, 1958; "Brown Dies; Former Asheville Vice Mayor," *Asheville Citizen-Times*, June 11, 1980.

⁵⁶ "Habitat Store Gets Bigger Quarters," *Asheville Citizen-Times*, June 6, 2003.



WORK PROGRESSING ON BURLEY COMPANY'S PLANT—Work on the Mountain Burley Tobacco company's plant on Meadow road, Biltmore, is progressing rapidly. The above photograph was made Friday while workmen were busy with the task of getting the plant constructed in time to operate by the opening of the Asheville burley tobacco market on Dec. 3. The building is of steel, concrete, and tile construction and will have a carrying load of 225 pounds per square foot.

November 18, 1945 edition of *Asheville Citizen-Times* reporting on the warehouse's construction

Context: Tobacco-Related Buildings in Asheville in the Late Nineteenth Century and Twentieth Century

Farmers grew the earliest tobacco in western North Carolina as a subsistence crop in the mid-nineteenth century. A few in Madison County traded it along the Buncombe Turnpike, but no formal market existed. By the 1870s, bright leaf tobacco became a cash crop in western North Carolina with production concentrated in Madison, Haywood, Yancey, and Henderson counties. A 1933 Asheville newspaper reminisced that tobacco was the main crop in the last quarter of the nineteenth century. Families cleared thousands of acres because “the tobacco market had to be supplied and farmers, like the pioneer Asheville business men of that time, were anxious to accumulate their share of the money paid out here” for the crop.⁵⁷

In 1879, S. B. West and J. D. Wilder opened Pioneer Warehouse, the first tobacco auction house in Asheville. Buyers came from across North Carolina and Virginia to buy tobacco from the warehouse located on Willow Street.⁵⁸ The Southern Railway boosted the tobacco market in the city with the *Asheville Weekly Citizen* reporting on November 11, 1880 that “last Saturday's train brought the first consignment ever

⁵⁷ “Asheville was Once Brisk Market for Flue-Cured Type of Tobacco: Eight Million Pounds Bought Annually Here,” *Asheville Citizen-Times*, January 8, 1933.

⁵⁸ “Buyers in Asheville,” *Asheville Weekly Citizen*, January 5, 1882.

brought by rail. It was sent to Wilder's Pioneer Warehouse." By 1882, two additional sales warehouses operated in Asheville—the Banner Warehouse and the Farmer's Warehouse.⁵⁹

From the 1879 to the end of the century, at least eight tobacco warehouses operated in Asheville. Farmers from nearby counties brought their crops by wagon over crude roads. In 1882, a rail line was extended from Asheville into Madison County allowing farmers to transport their tobacco directly to the warehouses.⁶⁰

In 1890, James B. Duke formed American Tobacco Company by taking over the country's five major cigarette manufacturers. The powerful holding company began buying flue-cured tobacco directly from growers in western North Carolina. This, coupled with a restructuring of tobacco marketing practices and a national financial crisis in the 1890s, led to the shutdown of all of Asheville's tobacco warehouses.⁶¹ By 1900, western North Carolina no longer produced flue-cured tobacco in significant quantities.⁶²

In 1911, the United States Supreme Court broke up the American Tobacco Company. This action coupled with the introduction of burley tobacco in the early twentieth century signaled the return of the crop to western North Carolina. By 1919, counties surrounding Asheville were growing large crops of burley tobacco, which they air cured in barns.⁶³

In 1930, Carolina Warehouse (not extant), Asheville's first burley tobacco auction warehouse, opened in a barrel-roofed building on Valley and Beaumont streets. In 1931, the New Banner Warehouse (not extant) was established on Walnut Street at Rankin Avenue.⁶⁴ In 1934, Bernard Tobacco Warehouse opened near Biltmore Village.⁶⁵

In 1943, the city boasted three tobacco warehouses. Carolina Warehouse remained on Valley Street and Bernard-Walker operated two warehouses near Biltmore. Madison County grew and sold more burley tobacco than any other western North Carolina county.⁶⁶

Tobacco sales continued through the 1940s and by 1949, ten tobacco sales warehouses operated in Asheville.⁶⁷ Burley tobacco production remained strong until 2005 when a federal buyout of the price support program went into effect forcing hundreds of mountain farmers to stop growing the crop. With less tobacco to market, the tobacco auction houses closed. None remains operating in Asheville.⁶⁸

Of the ten warehouses that stood in 1960, three in addition to Mountain Burley Tobacco Company are known to remain standing. Fred D. Cockfield and James W. Stewart built Planters Warehouse No. 1

⁵⁹ "Report of the Committee on Manufactures," *The Asheville Weekly Citizen*," April 19, 1882.

⁶⁰ "Tobacco Timeline," *Asheville Citizen-Times*, June 15, 2003.

⁶¹ "Asheville was Once Brisk Market for Flue-Cured Type of Tobacco: Eight Million Pounds Bought Annually Here," *Asheville Citizen-Times*, January 8, 1933.

⁶² "Tobacco Timeline," *Asheville Citizen-Times*, June 15, 2003.

⁶³ "Tobacco Timeline," *Asheville Citizen-Times*, June 15, 2003.

⁶⁴ Ibid. "New Banner Warehouse Will Receive 2,000 Tobacco Baskets This Week," *Asheville Citizen-Times*, November 8, 1931.

⁶⁵ "Four-Century Chronology of Western North Carolina," *Asheville Citizen-Times*, March 26, 1950.

⁶⁶ "Burley Now Arriving at Three Tobacco Warehouses," *Asheville Citizen-Times*, November 30, 1943.

⁶⁷ "Ten Warehouses to Operate Here," *Asheville Citizen-Times*, November 26, 1950.

⁶⁸ 19 million pounds of burley tobacco was sold in Asheville in 1982, *Asheville-Citizen Times*, November 12, 1983.

(BN6332, DOE 2018) at 75 Swannanoa River Road in late 1947.⁶⁹ A.S. Dixon built Big Burley Tobacco Warehouse at 226 Lyman Street in 1953. L. J. Hill and J. C. Adams operated Big Burley. It later became Days Tobacco Warehouse No. 1. The concrete block and metal and wood-sided building is topped with a low-pitched, metal-covered gable roof.

Built in 1946, Bernard-Walker Warehouse No. 3 occupies a little over an acre at the southeast intersection of Mulvaney Street and Glendale Avenue in the Koon Industrial Development on the south side of the Swannanoa River. A low-pitched gable roof with intact skylights tops the steel frame, corrugated-metal-sided building. Bernard-Walker Warehouse No. 3 presents a typical form for burley warehouses of the period: the longer elevation measures four hundred feet while the gable ends are ninety-five feet across. It currently houses a scrap metal business.



Big Burley Tobacco Warehouse (1953), view to the northwest

Evaluation

Built in 1945, Mountain Burley Tobacco Company is a brick tobacco warehouse. The building served its intended purpose until the 1950s. The building remains on its original parcel in an industrial and commercial area on the south side of Meadow Road and therefore retains its integrity of location and setting. Some windows have been bricked in on the northern building, the southern building has been covered in metal siding, and the interior has been altered. The building's integrity of workmanship, materials, and design remain because of the relatively intact exterior of the northern half of the complex. The building's integrity of association remains mostly intact because it still evokes the aesthetic of a tobacco drying factory. The building's integrity of feeling is mostly intact because it retains its open-plan interior, skylights in the northern half, and the original brick exterior on the northern building.

⁶⁹ "Planters Warehouse to be Rebuilt Here," *Asheville Citizen-Times*, February 10, 1947.

Properties can be eligible for the NRHP if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. Mountain Burley Tobacco Company was built as a tobacco drying warehouse in 1945 during the period from 1930 to 2005 when the burley tobacco market was active in Asheville. It is one of four extant tobacco warehouses remaining in a city that once had ten warehouses, but it is the only known tobacco drying warehouse remaining. Therefore, Mountain Burley Tobacco Company is recommended eligible for the NRHP under Criterion A in the areas of commerce and industry.

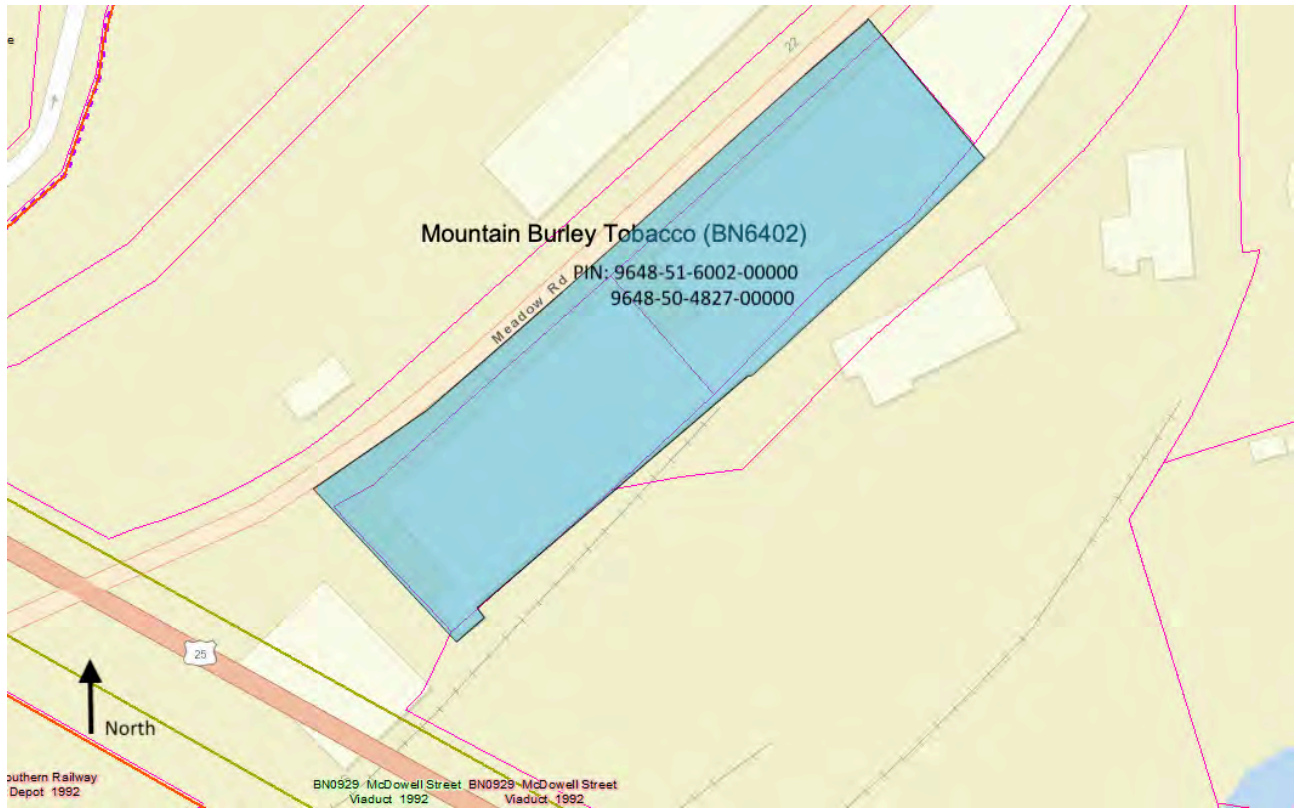
Properties can be eligible for the NRHP under Criterion B if they retain integrity and are associated with the productive lives of persons significant in our past. C. Fred Brown (1893-1980) and others founded the company. Brown served as vice-mayor of Asheville, worked in real estate, and owned a car dealership, but made no discernable contributions to local or state history. Neither Brown, nor anyone associated with the Mountain Burley Tobacco Company achieved any particular significance on the national, state, or local level. The building therefore is not recommended eligible for the NRHP under Criterion B.

Properties can be eligible for the NRHP under Criterion C if they retain integrity and embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components lack individual distinction. Mountain Burley Tobacco Company is the only known brick tobacco warehouse remaining in Asheville. At least one other brick tobacco warehouse stood on Valley Street in downtown Asheville, but it was demolished sometime in the late twentieth century. Mountain Burley Tobacco Company represents the typical form of tobacco auction warehouses of the 1940s—a long, flat-roofed building with an open interior and skylights to illuminate the selling floor. Mountain Burley Tobacco Company is also significant as the work of Asheville architect Anthony Lord, one of the founders of Six Associates. Lord designed an array of buildings in and around Asheville and is credited with shaping the city's built and natural environments through his architecture and work in the area of landscape improvement in Asheville. Mountain Burley Tobacco Company is recommended eligible for the NRHP under Criterion C in the area of architecture.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, Mountain Burley Tobacco Company is recommended not eligible for the NRHP under Criterion D.

Boundary Description and Justification

The National Register boundary for Mountain Burley Tobacco Company includes the full extent of the current tax parcels at 31 Meadow Road (PINs 9648-50-4827-00000 and 9648-51-6002-00000) in Asheville, Buncombe County. The boundary encompasses all the acreage historically associated with Mountain Burley Tobacco Company. The northwest boundary follows the right-of-way for Meadow Road. The remainder of the boundary follows the legal parcel lines except there they cut through the building. In those cases, the National Register boundary follows along the edge of the building.



National Register Boundary map (source HPOWEB)

7. Asheville Steel and Salvage Company: Property Description and Evaluation

Resource Name	Asheville Steel and Salvage Company
HPO Survey Site Number	BN6403
Location	40 Meadow Road, Asheville
PIN	9648-30-1162-00000
Construction Date	1964, 1974, 2000s
Recommendation	Eligible under Criteria A and C



Original (1964) section of Asheville Steel and Salvage Company, view to the northeast

Description

Asheville Steel and Salvage Company, now Dave Steel Company, stands on the north side of Meadow Road in an industrial area west of Biltmore Village. The plant occupies a level area in the Swannanoa River valley. Asheville-Buncombe Technical College is just behind the plant on a rise that overlooks Asheville Steel and Salvage Company.

The original 1964 gable-roofed portion of Asheville Steel and Salvage Company extends along Meadow Road and is the most prominent portion of the plant from the public right of way. The main rectangular corrugated metal and aluminized steel fabrication shop building measures 120 feet by 300 feet. A smaller, rectangular metal and steel shop, also built in 1964, attaches to the southeast end of the fabrication shop. The original 1964 brick office with a flat roof with wide overhanging eaves stands east of the plant. Additions built in the 1990s attach to the east and northeast of the original shop building. A free-standing brick office built in 2009 is located behind the factory.



Site plan with portions of plant labeled by dates of construction (from HPOWEB)



East end with 1990s addition in foreground, view to the northwest



1964 office, view to the northeast



The above photograph of our personnel was taken in front of our new office building.

Office building featured in June 21, 1964 edition of *Asheville Citizen-Times*



1964 portions of plant, view to the southeast

History

John L. Huntsman, Murray L. Strain, and Joseph and Hyman Dave started Asheville Steel and Salvage Company in 1944 in a single wooden building at the northwest corner of Biltmore Avenue and Meadow Road. The company later added a shop building, office, and metal shed at that location. None of those buildings remains. Initially, the company salvaged and sold steel, mostly from buildings being torn down.

In 1964, the company moved to the present location and built a steel and aluminized steel fabrication shop, an additional shop, and an office. By then, Asheville Steel and Salvage Company sold formed fabrication, structural and miscellaneous steel, built steel buildings, made smokestacks, tanks, and other heavy equipment and machinery, and steel and wire mesh for building warehouses.⁷⁰ In 1965, the company changed its name to Asheville Steel Company.⁷¹

In 1982, the company provided the steel for the Sunsphere, the hexagonal steel truss structure built for the World's Fair in Knoxville, Tennessee.



Knoxville World's Fair Sunsphere from 1982, photo from travelchannel.com

⁷⁰ "Asheville Steel and Salvage Co. to Hold Open House Saturday," *Asheville Citizen-Times*, June 21, 1964.

⁷¹ "Steel Company Changes Name," *Asheville Citizen-Times*, August 1, 1965.

Knoxville architects Community Tectonics designed the Sunsphere, a 266-foot-tall observation tower built to represent the fair's theme of "Energy Turns the World." Reported to be the first climate-controlled spherical building in the world, the iconic tower stands near an amphitheater, which is the only other feature remaining from the 1982 World's Fair.⁷² The Knoxville World's Fair was the second to the last World's Fair held in the United States. New Orleans hosted in 1984.



In 1986, after Asheville Steel declared bankruptcy, Dave Steel Company, Inc. purchased the property and all of the equipment. Joseph Dave, founder of Dave Steel, helped found Asheville Steel Company in 1944.⁷³ In the 1990s, Dave Steel added a new wing for its production process.

Context: Steel Companies in Asheville in the First Half of the Twentieth Century

Asheville Steel and Salvage Company and Dave Steel Company were the only major steel companies in Asheville in the first half of the twentieth century. Joseph Dave founded Dave Steel Company in 1929 at the corner of Roberts Street and Clingman Avenue. The company supplied steel to universities such as University of North Carolina at Chapel Hill, Duke University, and Western Carolina University and commercial projects throughout the south and mid-west. In 1986, Dave Steel took over Asheville Steel and moved most of its operations to the Meadow Road plant. The company abandoned the Roberts Street facility in 2010. The plant was demolished and the wedge-shaped site where it stood currently sits empty.⁷⁴

Evaluation

Asheville Steel and Salvage Company is a large industrial plant built in 1966 with additions in the 1990s and 2009. The original portions remain largely intact and are the most prominent portions of the building from Meadow Road. The additions from the 1990s are metal and steel, like the original sections, and are located on the north end and rear elevations. The original 1964 office remains intact, except for the modern windows. The 2009 brick office is behind the plant and not visible from Meadow Road. Overall, the plant, still a functioning steel factory, retains sufficient integrity. Because it remains in its original location in an area devoted historically to industrial activity, the plant retains its integrity of location and setting. The overall integrity of workmanship, materials, and design remains intact. The building retains its integrity of association because it continues to function as a steel processing plant. The building evokes the historic

⁷² Robbie D. Jones, "Sunsphere" [Knoxville, Tennessee], SAH Archipedia, eds. Gabrielle Esperdy and Karen Kingsley, Charlottesville: UVaP, 2012, <http://sah-archipedia.org/buildings/TN-01-093-0078>, accessed March 21, 2019.

⁷³ "Dave Steel Buys Out Troubled Competitor," *Asheville Citizen-Times*, October 24, 1986.

⁷⁴ "Dave Steel to Expand in S.C.," *Asheville Citizen-Times*, February 15, 2007.

sense of a building constructed for industrial uses during in 1964 and therefore retains its integrity of feeling.

Properties can be eligible for the NRHP if they retain integrity and are associated with a significant event or pattern of events that have made contributions to history at the local, state, or national level. Asheville Steel and Salvage Company was one of two steel companies in Asheville in the first half of the twentieth century and the only remaining large steel company in the city. The property holds significance in the areas of industry and commerce as a historic steel manufacturing company providing building and structural materials for projects in western North Carolina and the southeast.

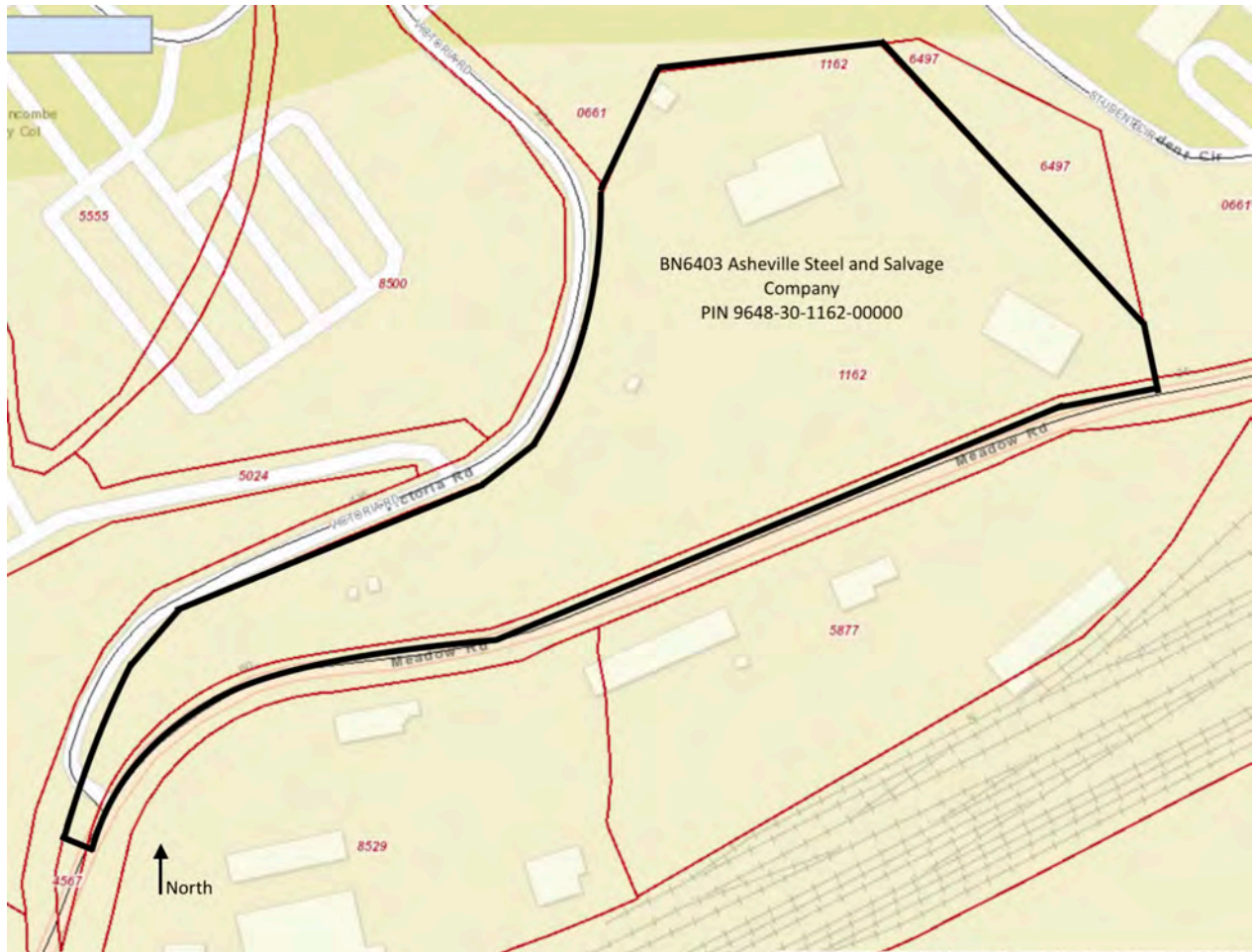
Properties can be eligible for the NRHP under Criterion B if they retain integrity and are associated with the productive lives of persons significant in our past. John L. Huntsman, Murray L. Strain, and Joseph and Hyman Dave, the founders of Asheville Steel and Salvage Company, were businessmen in Asheville in the 1940s. None of the achieved any particular significance on the national, state, or local level. Therefore, the plant is not recommended eligible for the NRHP under Criterion B.

Properties can be eligible for the NRHP under Criterion C if they retain integrity and embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components lack individual distinction. Asheville Steel and Salvage Company is an industrial building important in the history of steel processing in the mid-twentieth century in Asheville. With the loss of Dave Steel's 1929 plant on Robert Street, Asheville Steel is the only remaining historic building associated with the industry in Asheville. The additions on the side and rear do not detract from the plant's overall integrity and chronicle the company's continued growth and evolution as Dave Steel, the company that took over the business in 1986. The plant conveys significance in the area of architecture as a large-scale industrial complex and therefore Asheville Steel and Salvage Company is recommended eligible for the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews, building technology, and documentary sources. Therefore, Asheville Steel and Salvage Company is recommended not eligible for the NRHP under Criterion D.

Boundary Description

The recommended NRHP boundary for Asheville Steel and Salvage Company includes the legal parcel containing the 1966 building with additions in the 1990s and 2009. The boundary includes the railroad siding used historically for loading railcars. The boundary follows the existing right-of-way along Meadow Road. The parcel represents the land, resources, and features associated with Asheville Steel and Salvage Company, which has been associated with this parcel since 1966, the date of construction of the original buildings. The 9.6 acres is an appropriate setting to convey the property's significance in the area of architecture on the local level of significance.



National Register Boundary Map (source Buncombe County GIS)

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