



Figure 39: Southeast corner of cotton warehouses complex (ca.1896-1902); note parapet firewalls



Figure 40: Southwest corner of office building (ca.1886-1896 with later additions)



Figure 41: Northeast corner of warehouse (ca.1902-1907), at right, and Mill No.1 to rear, from Salisbury Street



Figure 42: Southeast corner of cotton storage building (ca.1886-1896) with Mill No. 1 at right



Figure 43: East side of cotton warehouse (ca.1886-1896) at right with opening room (ca.1929-1948) portion of cotton warehouse complex at left; the track of a spur line once ran between them



Figure 44: West side and long south elevation; of stockroom (ca.1929-1948 and later)



Figure 45: Proposed National Register boundaries of Wenonah Cotton Mills outlined in blue (source: Davidson County)

**MOUNTCASTLE KNITTING COMPANY/DIXIE FURNITURE COMPANY SHOWROOM-
OFFICES (URS survey #7A)
South side of South Salisbury Street between East 4th Avenue and East 5th Avenue**

History

The Mountcastle Knitting Company factory was opened in late 1928, in time to be included on the Sanborn map of 1929, but not in the 1928-1929 Lexington city directory. The company was founded by George Williams (G.W.) Mountcastle (1871-1945), who was a major industrialist and financial figure in late nineteenth and early twentieth-century Lexington. Among his activities, Mountcastle was president of the Bank of Lexington from 1893 to 1930; one of the founders of the Lexington Electric Light & Power Company in 1894; the founder of the Oneida Chair Company in 1905; and one of the investors who reorganized Oneida into Lexington Chair in 1911 (Burke's Peerage website; Sink 1925:37; Leonard 1927:324; FindAGrave website). A story on the death of Mountcastle's wife, Frances Holt Hunt Mountcastle, referred to Mr. Mountcastle as "one of the builders of Lexington, banker, manufacturer and insurance executive..." (*Lexington Dispatch* August 19 1948).

An account of the factory's opening in the *Lexington Dispatch* of November 15, 1928 describes the enterprise and its operation in detail:

With forty-eight modern Jacquard knitting machines in operation yesterday and two others being made ready for work, the Mountcastle Knitting Company's modern plant is swinging into steady operation on the manufacture of boys' sport hose. As the building and machinery are new and up to the minute, so is the product a new one for this city and an article of wear coming into general use among the boys, and many of the smaller girls as well, throughout the country.

The present operating unit is the first of three similar units for which the present building is designed....

....

The third floor is used as the machine room, with the knitters in long rows on the north side of the large and airy room and the cutting and toe machines on the south side. In between is ample space for tripling [sic] the number of knitters now in place.... Men are being used in operating the knitters, with women doing the careful work of operating the cuff and toe machines....

From the knitting room the stockings are sent in large sacks to the basement, down an elevator that is about as near accident proof as can be devised....

No dyeing process is necessary now for the yarns are dyed in solid colors and knit into the designs desired on the machines that almost can talk in their mechanical intelligence. The stockings are dumped in a big rotary washer of eight compartments that removes all oily substances or stains, and then they go into a whirling dehydrator that removes the water and leaves the stockings moist and pliable, ready for the steel forms where they are shaped natural for the foot and at the same time dried under high steam pressure.

From the drying and shaping room the stockings are sent up to the ground floor via dumb waiter where on the entire floor devoted to matching and packing they are made ready for the market.

One of the most noticeable features about the plant is the fact that all ceilings are high, with the side walls almost solid windows, built in sections with steel sash, so that ventilation may be regulated at will without admitting drafts and without interfering with natural lighting in daytime.

The interior walls are painted white adding further to the airiness. On each floor is a large electrically refrigerated drinking fountain.

The present large building is designed to be only one-half the eventual size of the plant, as room has been left for extending the building westward to Salisbury street and make it an entire block.

The company survived the Great Depression, but the planned build-out to Salisbury Street never occurred. In August 1944 the corporation filed for dissolution (Eure 1946:174), but it did not dissolve, as indicated by the updated 1948 Sanborn map and a 1949 newspaper reference (*Lexington Dispatch* April 12, 1949). In the early or mid-1950s, however, the Dixie Furniture Company acquired the Mountcastle building as part of its rapid post-war expansion in the area (*Lexington Dispatch* November 13, 1986).

When Dixie purchased the former knitting factory from Mountcastle, it converted it into offices and showrooms (*Lexington Dispatch* March 2, 1971). The company hired the High Point architecture firm of Voorhees and Everhart to add a new façade to the building's north-facing elevation, which was completed by late 1957 (*Lexington Dispatch* October 16, 1957). The Overly Manufacturing Company included a photograph of the new Modernist front façade in the March 1958 issue of *Progressive Architecture* (*Progressive Architecture* March 1958). In that full-page advertisement, Overly touted its new Overline Tilt-A-Front, prefabricated, wall-framing system used at the Dixie Furniture Company Showroom-Office:

This unique concept of wall framing is a combination of curtain wall techniques and hollow metal production methods. The result is a pre-engineered, economical wall framing system which presents an exceptionally rigid, structurally sound construction.

For example, units for the building shown here—which enclose an opening 50' wide x 30' feet height—were shipped in full height lengths. Intermediate horizontal members in four of the sections were shipped knocked down. The erector simply tilted and hoisted the welded units in place, secured them, then finished up by bolting in the horizontal members. Total installed cost—including Overline Colorclad entrances, hardware, freight, erection and glazing—slightly over \$3.00 per sq. ft.

The Tilt-A-Front system is available in baked enamel steel (Colorclad), stainless steel or aluminum....

The building continued to be used as offices and a showroom until as late as 2003, when Dixie Furniture and its successors closed down the factory complex of which it was a central part late (*Furniture Today*, August 24, 2003). It currently stands empty.

Because of its office and showroom function, the building retained its windows during the 1950s and continues to display long multi-light sash on both side elevations and at the rear. It also retains its basic rectangular, four-story shape, masonry structural frame, brick-veneered walls, and slightly peaked, gable-front roof. The original two-story wing at its southwest corner, however, had an additional two stories added to it, likely in the mid-50s, which are not lit by windows.

Louis F. Voorhees and Eccles D. Everhart, individually and as a firm, were successful architects in North Carolina from the late 1920s into the 1960s (see Benjamin Brigg's entry for Voorhees at the North Carolina Architects and Builders website and the Triangle Modernist Houses website). Many of their traditional and modernist, residential and nonresidential commissions are still extant in High Point and elsewhere in the state.

Description

In 1928 Mountcastle Knitting erected as its principal factory block a long, well-lit, brick building (Figure 46 - Figure 47 and Figure 52 - Figure 54). Due to the uneven terrain, the building was three stories tall on the south where it fronted on Railroad Avenue and two stories and a basement tall on the north where it faced Salisbury Street. Three of the block's four elevations appear to be relatively little changed since construction. The east and west side elevations retain rows of spacious, metal-mullioned windows that first served knitting factory workers and later office employees. The south elevation retains these windows at its second and third stories and also a basic stepped parapet wall at its roofline. Its first-story bays, however, have been filled in. Along the west side elevation of the principal block at Railroad Avenue, Mountcastle had also erected a smaller two-story (or one-story and basement) brick wing that held the washing room and boiler room. Dixie Furniture likely added an additional two stories, which are windowless, above this wing in the 1950s when it acquired the factory.

The most notable change to the original factory building, visually and in terms of architectural design, is the airy, three-story-tall, glass extension that Dixie commissioned Voorhees and Everhart to design as the face of its new company offices in the mid-1950s (Figure 48 - Figure 52). It is dominated on the exterior by an innovative tilt-up curtain wall of metal posts and glass, and on the inside by a soaring open space, a floating stair, flush pale wooden paneling, and a floor of gray stone blocks. An openwork brick wall at the west was later added. Although the building is vacant and water damage is apparent, the addition appears to be unchanged since its construction, other than the placing of a framed-in glass entry beneath the cantilevered roof of its original entryway. The lawn and landscaping that separate the Modernist front from Salisbury Street are contemporary with the façade and continue to be maintained.

Recommendation and Boundaries

The former Mountcastle Knitting Company/Dixie Furniture Company Showroom-Offices building is a largely intact example of an early twentieth-century factory in Lexington and of a mid-century Modernist building facade. Almost all of its windows remain in place and are not boarded up and its Modernist façade is also almost entirely intact. It retains all seven elements of National Register integrity, which support its significance and eligibility for National Register listing under Criterion A for its association with early twentieth-century manufacturing in Lexington and under Criterion C as an excellent example of industrial architecture during the time. It is also eligible under Criterion C for its notable mid-century Modernist façade, which was designed by the prolific High Point firm of Voorhees and Everhart. As many of the firms' buildings are still extant in High Point and elsewhere in the state, the building is not believed to be eligible under National Register Criterion B for its association with it. The resource's period of significance extends from its 1928 date of construction to the 1957 date of construction of its mid-century Modernist façade. This encompasses the period it functioned as a knitting factory and its two principal dates of construction. The resource's National Register boundaries are recommended as those of its historic footprint and the property extending north of its façade to Salisbury Street. This excludes the later buildings to either side of the building and includes the historic landscaped lawn that buffers it from Salisbury Street. This boundary takes in less than one-acre of the building's current lot—Parcel Number 11078000F0009 / Pin ID 6725-02-75-9984—which covers 18 acres and is owned by the City of Lexington (Figure 55).

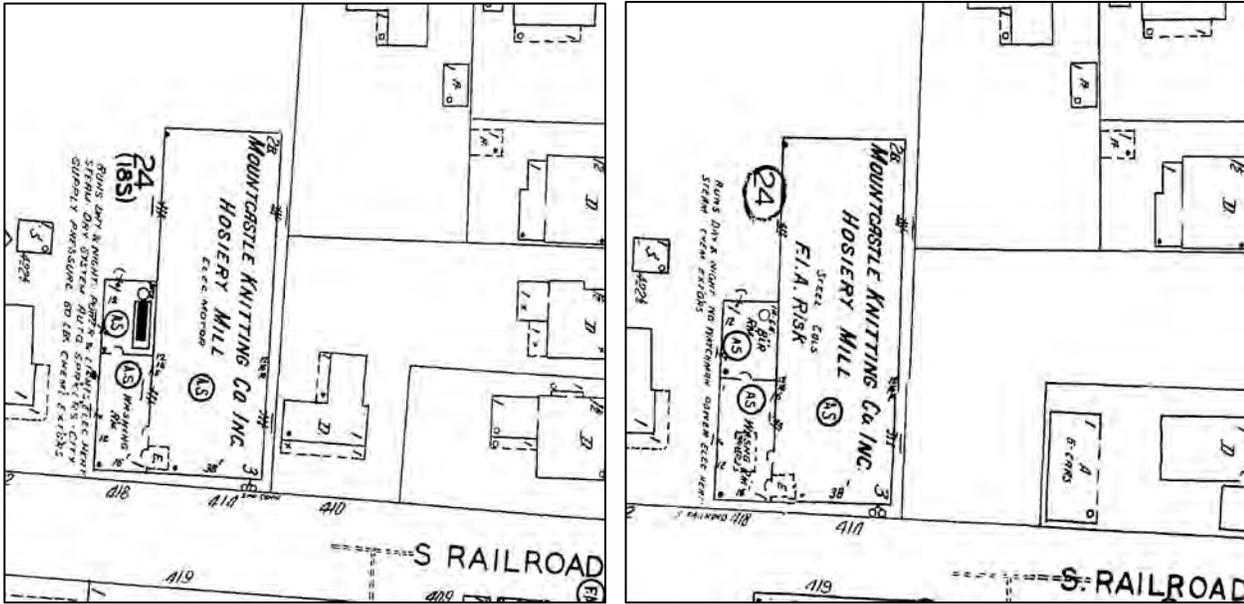


Figure 46: Mountcastle Knitting Mill, 1929 Sanborn map, at left, and map updated through 1948, at right, depicting virtually no changes to the building



Figure 47: East side elevation of Mountcastle mill building, at left rear, displaying generous windows, ca.1950 (source: Davidson County Historical Museum, H. Lee Waters collection 96.11339)

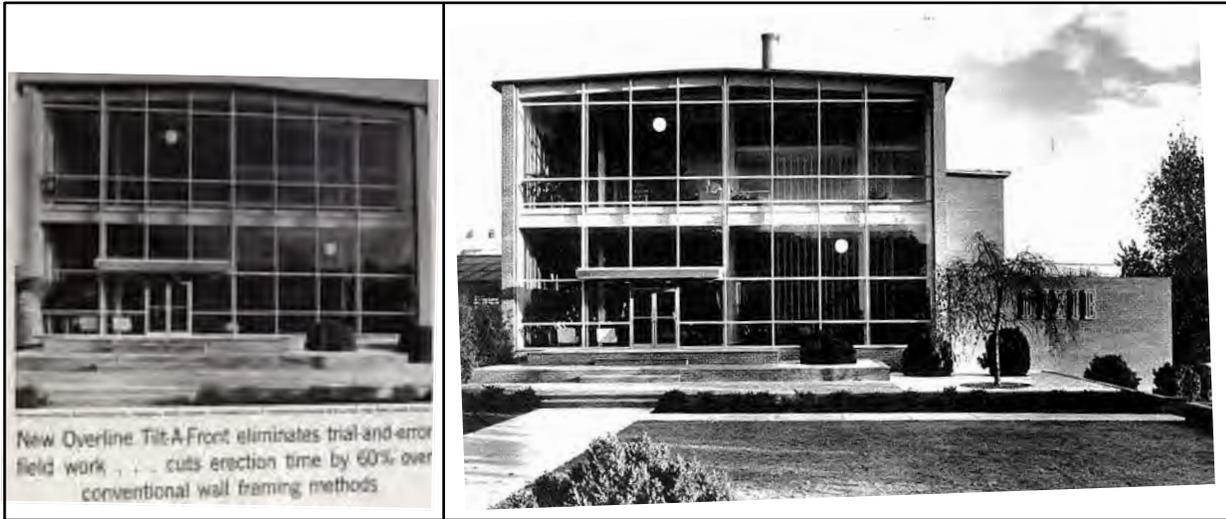


Figure 48: Voorhees and Everhart addition—*Progressive Architecture*, March 1958, at left; undated but contemporaneous image, at right (source: Davidson County Historical Museum, H. Lee Waters collection 96.649a)



Figure 49: North-facing mid-century Modernist façade with contemporary landscaping



Figure 50: Detail of north-facing Modernist façade



Figure 51: Floating stair behind Modernist façade



Figure 52: North front façade and east side elevation retaining intact windows



Figure 53: South elevation along Railroad Avenue and west side elevation with intact windows at left and windowless two-story addition at right



Figure 54: South elevation along Railroad Avenue and east side elevation

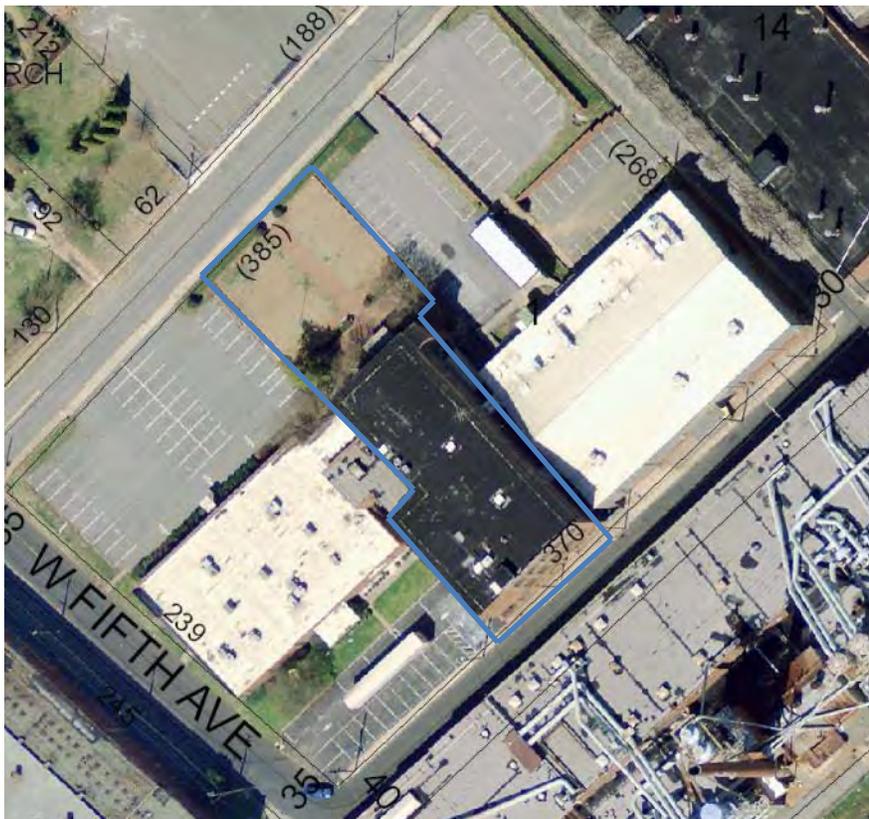


Figure 55: Proposed National Register boundaries of Mountcastle Knitting Company/Dixie Furniture Company Showroom-Offices outlined in blue (source: Davidson County, with lines added)

**NORTH CAROLINA CANDY COMPANY (URS survey #7B)
Northwest corner of South Railroad Avenue and East 3rd Avenue**

History

The North Carolina Candy Company erected a factory on this site between 1919, when the company was founded, and 1923, when it first appears on a Sanborn map (Tate 2008). According to a brief account in the *Lexington Dispatch* of March 23, 1949, which looked back 20 years, the company was sufficiently successful to survive a fire in 1928: “North Carolina Candy Company, burned out last December, reopens in its modern new factory built on the site of the old one. J.L. Young is president and associated with him are E.F. Ebelein and C.J. Owen.” Another account indicates that the “modern new factory” was not entirely new, referring to “repairing of the building,” rather than new construction (*Lexington Dispatch*, October 11, 1928). The company slightly enlarged the new factory’s footprint, extending it to the north onto the site of a former city barn. It also replaced a one-story wing at the west of the factory with a smaller single-story wing. The dimensions of the factory on the 1923 and 1929 Sanborn maps, coupled with marks on the south parapet wall, strongly suggest that the company retained most of the east, south, and west walls, but pushed out to the north and further expanded the factory up. Most notably, the new building had a steel truss roof containing a central clerestory window over the factory floor (Figure 56). The Sanborn map is sufficiently detailed to show the location of six round candy kettles at the west side of the factory. The 1948 updated Sanborn map depicts the building unchanged, but for the removal of its kettles. By that date it was used as a dairy products and cold storage warehouse. Not long after the drawing of that map, it was acquired by the Dixie Furniture Company. Lexington Home Brands utilized the building as a finishing plant. It has been vacant since no later than 2003, when the factory complex shut down (*Furniture Today*, August 24, 2003).

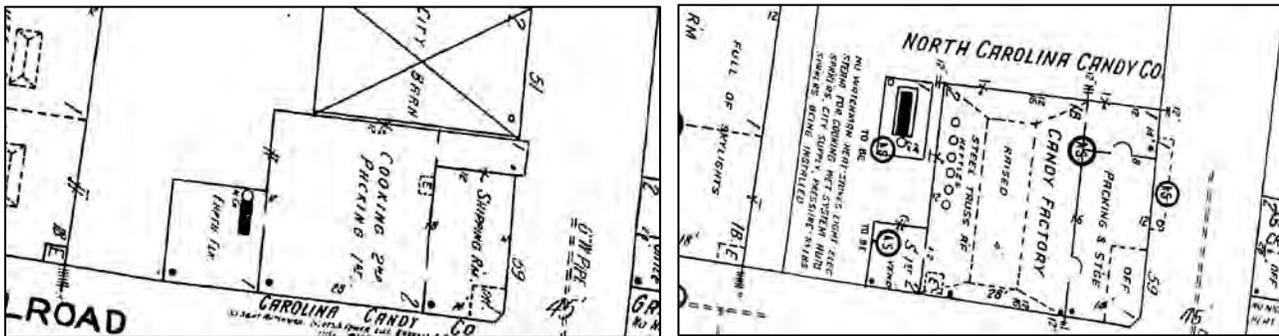


Figure 56: 1923 Sanborn map at left and 1929 map at right; newspaper accounts, partitions, and physical evidence indicate that the company retained much of the east, south, and west walls following the 1928 fire

The Carolina Candy Company, the name included on the 1923 Sanborn, and the North Carolina Candy Company, the name on the Sanborn map of 1929, were the same entity. The North Carolina Candy Company had been founded by Edward F. Ebelein, Sr. (1873-1945) and others in 1919 (Tate 2008; FindAGrave website). According to his granddaughter, Jeanne Leonard, Ebelein had learned how to make candy in Baltimore about 1890 and moved to Lexington to join two local investors in starting the company (*Charleston Post and Courier*, January 3, 2005). During the Great Depression, the company went bankrupt and Ebelein moved to Puerto Rico to help an ice cream company extend its reach into candy. When he returned to North Carolina, he re-acquired the company equipment and brands and started a new business called the Piedmont Candy Company. When Ebelein died in 1945, his sons, Edward, Jr. and Robert, continued to operate the factory with their mother, Louise Findling Ebelein (1887-1956). In 1987 they sold the business to Doug Reid, whose son, Chris, has been the company’s president since 1993. The business, which has remained in Lexington, continues to produce two longtime North Carolina Candy Company products, Red Bird brand soft peppermint puffs and sticks (Tate 2008; *Charleston Post and Courier*, January 3, 2005; FindAGrave website; Piedmont Candy Company website) (Figure 57).



Figure 57: Modern box of Red Bird soft peppermint sticks (source: Piedmont Candy Company website)

Jeanne Leonard, Leigh Foster, and Beth Dean—granddaughters of Edward Ebelein, Sr., and sisters—continue to sell Piedmont Candy Company peppermints and other sweets from The Candy Factory, a store at 15 North Main Street near the Davidson County courthouse, according to the Candy Factory website. The store occupies the front of the former Piedmont Candy Company factory building that succeeded the factory under assessment.

Next to nothing has been written on the history of candy manufacturing in North Carolina. A table compiled by the North Carolina Department of Labor and Printing in 1919-1920—contemporaneously with the establishment of the North Carolina Candy Company—identifies 28 companies that produced “Confections” in the state. These included businesses that manufactured confections, candy, peanut candy, and candy or confections plus ice cream. They were located in 19 cities: Asheboro, Asheville, Burlington, Charlotte, Concord, Durham, Elizabeth City, Fayetteville, Greensboro, Henderson, High Point, Lexington, Lumberton, Raleigh, Rocky Mount, Salisbury, Wilmington, Wilson, and Winston-Salem. Internet searches identified addresses for six of these including the North Carolina Candy Company and an additional one, the Piedmont Candy Kitchen in Winston-Salem (Table 5):

NORTH CAROLINA CANDY COMPANIES		
Name	Location	Building Status
Crescent Candy Company	416 N. Front St., Wilmington	No longer extant
Gate City Candy Company,	331 S. Elm St., Greensboro	No longer extant
Henderson Candy Kitchen	121 S. Garnett St., Henderson	Likely no longer extant
North Carolina Candy Company	59 E. 3rd Ave., Lexington	Extant
Peerless Candy Company	137 Main St., Winston-Salem	No longer extant
Piedmont Candy Kitchen	527-533 N. Trade St., Winston-Salem	Extant
A.D. Royster & Company	207 Fayetteville St., Raleigh	Extant

Table 5: Early twentieth-century North Carolina candy companies with identified addresses

Only two early buildings erected as candy factories in the state have been identified: the former North Carolina Candy Company building in Lexington and the former A.D. Royster & Company or Royster’s Candy Store in Raleigh. The Royster enterprise was started as a candy shop by a Union soldier named Wierner after the Civil War. Brothers A.D. and V.C. Royster bought the business at 207 Fayetteville Street in 1873 and replaced the store with the current two-story masonry building about 1910 (Figure 58, at left). It is a contributing building to the National Register-listed Fayetteville Street Historic District (Raleigh City Museum Staff 2008; de Miranda and Martin 2007). (The Piedmont Candy Company in Winston-Salem moved into a ca.1907 commercial block at 527-533 North Trade Street (a contributing building to the National Register-listed Downtown North Historic District) after 1917 (Phillips 2002).)

A photograph of the three-story, masonry Crescent Candy Company building in Wilmington survives, but the building does not (Figure 58, at right). A photograph depicts the interior of the E. Warren & Son Candy and Ice Cream Manufacturers, also in Wilmington, but where the building was located and whether it survives could not be determined (Figure 59).

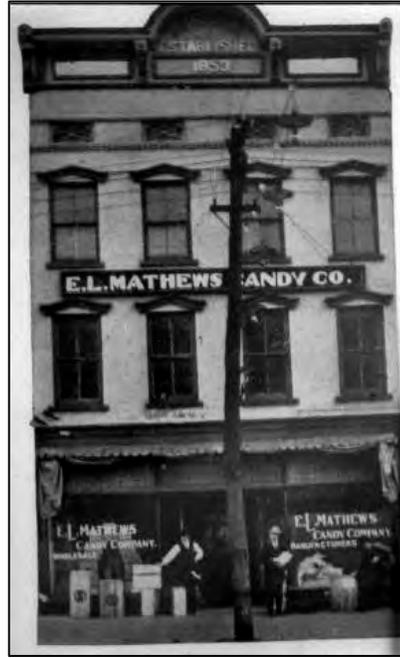


Figure 58: Former A.D. Royster & Company candy store, 207 Fayetteville Street, Raleigh, at left (source: Raleigh Historic Development Commission website); undated photograph of E.L. Mathews Candy Company building at 416 North Front Street, Wilmington, at right (source: New Hanover County Public Library Digital Archives)



Figure 59: Undated photograph of interior of E. Warren & Son Candy and Ice Cream Manufacturers, Wilmington (source: New Hanover County Public Library Digital Archives)

Description

The main body of the two-story brick North Carolina Candy Company factory building, erected in 1928 utilizing parts of earlier walls, remains largely intact (Figure 60-Figure 65). Its south-facing (Railroad Street) elevation retains its segmental-arched bays. While these have been bricked over at the first story, all but two at the second story remain open and continue to hold their original or early sash. The original, one-story, brick wing at the block's east is also in place. (Why its brick is a different shade than that of the main factory is not clear, but it is pictured on the 1928 Sanborn map as part of the new factory. Perhaps its walls had not survived the 1928 fire.) It has been altered more than the main block through the filling in or replacement of its bays, but it retains its angled corner entryway and a raised soldier course of bricks just beneath its flat roof. The uppermost portion of the main block, which is notable for its parapet front on Railroad Street and a long clerestory window, dates from between 1923 and 1928. (The brickwork of the original lower parapet roof, which apparently survived the fire, is still visible.) The windows and metal framework of the clerestory appear to be an intact feature dating from 1928. The one-story wing at the main block's west elevation also dates from 1928, although its bays have been filled or altered.

Recommendation and Boundaries

The former North Carolina Candy Company Factory building is a largely intact and rare example of an early twentieth-century candy factory in North Carolina. Its period of significance is its dates of construction, ca.1919-1928. Although many of its bays have been bricked in, it retains its brickwork, the arches of its bays, and a steel-truss-supported clerestory window that appears to retain its original glass. It therefore has sufficient integrity of all seven National Register elements of integrity to support National Register listing under Criterion A for its association with early twentieth-century candy manufacturing in Lexington, and perhaps North Carolina, and under Criterion C as an excellent example of industrial architecture during the time in Lexington. The resource's National Register boundaries are recommended as those of its historic footprint and the small amount of land to its west and north with which it was historically associated. This excludes the later buildings to the immediate west and north that were not associated with its historic significance. This boundary takes in less than one-acre of the building's current lot—Parcel Number 11078000F0009 / Pin ID 6725-02-75-9984—which covers 18 acres and is owned by the City of Lexington (Figure 66).



Figure 60: Clerestory window atop former North Carolina Candy Company building at center left (red arrow) with stacks of Elk/United Furniture Company immediately behind, ca. mid-1950s (source: Davidson County Historical Museum, image P 01.58.3a)



Figure 61: Modern view of Figure 60



Figure 62: South front and east side elevations of North Carolina Candy Company



Figure 63: South front elevation of North Carolina Candy Company



Figure 64: South front elevation of North Carolina Candy Company

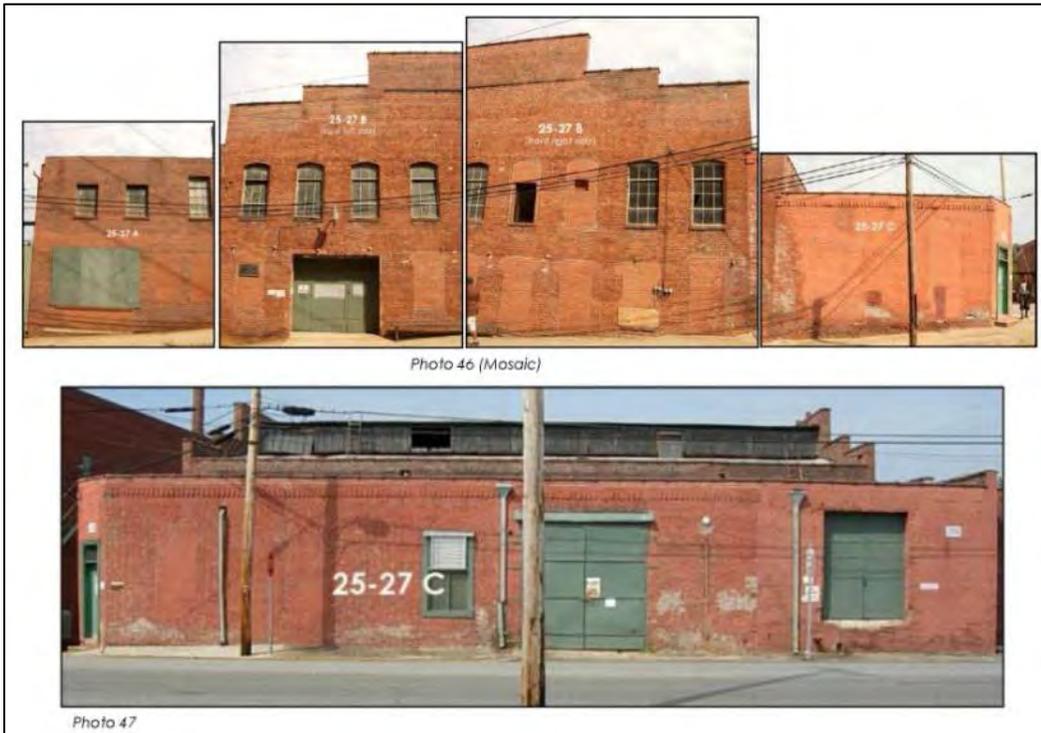


Figure 65: Composite image of south front elevation of North Carolina Candy Company at top and view of east side elevation at bottom (source: Lexington Redevelopment Commission 2010)



Figure 66: Proposed National Register boundaries of North Carolina Candy Company marked in blue (source: Davidson County, with lines added)

LEXINGTON SOUTHERN RAILWAY FREIGHT DEPOT (URS survey #8)
South side of South Railroad Avenue just east of intersection with East 2nd Avenue

History

Railway service first came to Davidson County in 1855 as part of the ongoing construction of the North Carolina Railroad from Goldsboro to Charlotte (Phillips 2002). The 1885 and 1890 Sanborn map picture a small portion of the line along with a brick freight and frame passenger depot. The railway and both depots were then the property of the Richmond and Danville Railroad Company, which had leased them from the North Carolina Railroad (Haley and Mobley 1981). The 1896 Sanborn map reflects the major railroad consolidation that took place in Lexington, North Carolina, and elsewhere in the 1890s: the same buildings and line by then were owned by the ubiquitous Southern Railway.

The current Southern Railway Freight Depot (DV-32) on the south side of Railroad Avenue—just east of East 2nd (formerly Depot) Avenue—is first depicted on the 1948 Sanborn map (Figure 67 and Figure 68). On August 11, 1930 the *Lexington Dispatch* reported that the Southern was “completing a splendid new rail depot.” The predecessor frame depot also stood between Railroad Avenue and the tracks, but to the west of 2nd Avenue. That earlier building, the second on its site, had been built in the 1890s or early twentieth century by the Richmond and Danville or the Southern, according to the Sanborns. The maps note that it functioned as a freight depot and office and, in the teens and early twenties, as a passenger depot as well. Between 1923 and 1929 the frame freight depot reverted to its original function, as the Southern erected a new brick passenger depot to the east opposite East 1st Avenue. It was then supplanted entirely by the current brick freight depot. Neither the original frame freight depot nor the 1920s brick passenger depot still stands.

Paul Touart in his architectural history of Davidson County points out that the depot’s “rather plain design is standard for the Southern Railway, and this building is identical to ones in Morganton and Shelby” (Touart 1987). A review of photographs of Southern freight depots in approximately 20 North Carolina towns shows that while the Lexington, Shelby, and Morganton depots are not identical, they are very similar in design and distinguishable from the depots in the other towns (Piedmont and Western Railroad Club website) (Figure 69). Sanborn maps indicate that the Morganton freight depot was erected between 1924 and 1931, and that the Shelby freight depot rose between 1926 and 1947. (A similar though less closely matched depot also still stands in Asheboro (Piedmont and Western Railroad Club website).) The size, scale, and Colonial Revival-style finish of the Lexington, Morganton, and Shelby depots suggest that they all sprang from the same basic design. The Lexington depot was closed about 1969 (*Lexington Dispatch*, August 25, 1992).

Description

The Lexington Southern Railway Freight Depot is described and depicted on the 1948 Sanborn as having an office at its east end, a wooden roof on steel trusses, a large covered platform extending to the west, and a shallow extended roof at its freight bays on its north. Touart described it in 1987 as a single-story brick building, with an office at one end, marked by parapet gables and windows edged by concrete caps and lintels. He pictures it as having nine-over-one sash, a trabeated entry at its east office end, a protective overhang across the freight bays of its Railroad Street (north) elevation, a concrete foundation, and a tile roof. The covered platform extending from the west end of the depot had apparently already been removed by that date.

The depot has changed little since its construction and certainly little since Touart photographed it in 1987 (Figure 70). (Functionally, it is now home to a seasonal farmers’ market and owned by the City of Lexington.) It retains three bays at its east office end and two bays at its west end (Figure 71 - Figure 75). Its north side elevation is marked by three window bays that once served the freight office and nine large freight-door bays crowned by flat concrete lintels. Its south side elevation has two rather than three window bays at the office and ten rather than nine freight bays that are topped by glass transoms that once lit the interior of the freight portion of the building.

A gabled roof of tiles, possibly of concrete, continues to top the depot. The only notable alteration is the filling in of the office bays. A modern ramp that provides handicapped access connects to the south elevation. A concrete platform pad to the depot's west covers an area smaller than that of the original covered platform that extended out from the building's west gable end. Its size and construction indicate that it was not the platform historically associated with the depot. It appears to be less than 50 years old, although its basic poured concrete construction makes it difficult to date with precision. In spite of the loss of the covered platform, the freight depot—with its freight bays and location adjacent to two unused spur tracks and to the main rail line beyond—clearly retains its association with its original function.

Recommendation and Boundaries

The significance of the Lexington Southern Railway Freight Depot is similar to that of the North Wilkesboro Southern Railway Depot, a brick freight and passenger depot listed in the National Register in 2004 (Phillips). The Lexington depot is the only surviving depot in Lexington—an industrial city that required rail service to thrive—and the most tangible rail-related building in the city. It is largely intact and retains all seven elements of National Register integrity. It is therefore eligible for National Register listing under Criterion A in the area of significance of transportation. Its largely intact design and form are notable surviving representatives of railroad depot design in small communities—such as Lexington, Morganton, Shelby, and Asheboro—and it is therefore also eligible for National Register listing under Criterion C for its architecture. The depot's period of significance is 1930, its date of construction.

The Lexington Southern Railway Freight Depot National Register boundaries are recommended as the building's footprint as well as the sidewalk to its east side that borders an adjacent parcel; the sidewalk to its north that borders on Railroad Street; a strip of land to its west that takes in its associated concrete platform; and a strip of land to its south that includes the two moribund railroad spurs that once served it. This encompasses property historically associated with the resource and does not take in any property, particularly to the north and east, not historically associated with it. Tax maps do not identify the number of the much larger parcel of which this land is a tiny part. That parcel extends through and beyond Lexington in discontinuous and often long segments along railroad right-of-way. The boundary encompasses less than one-half acre of land (Figure 76).

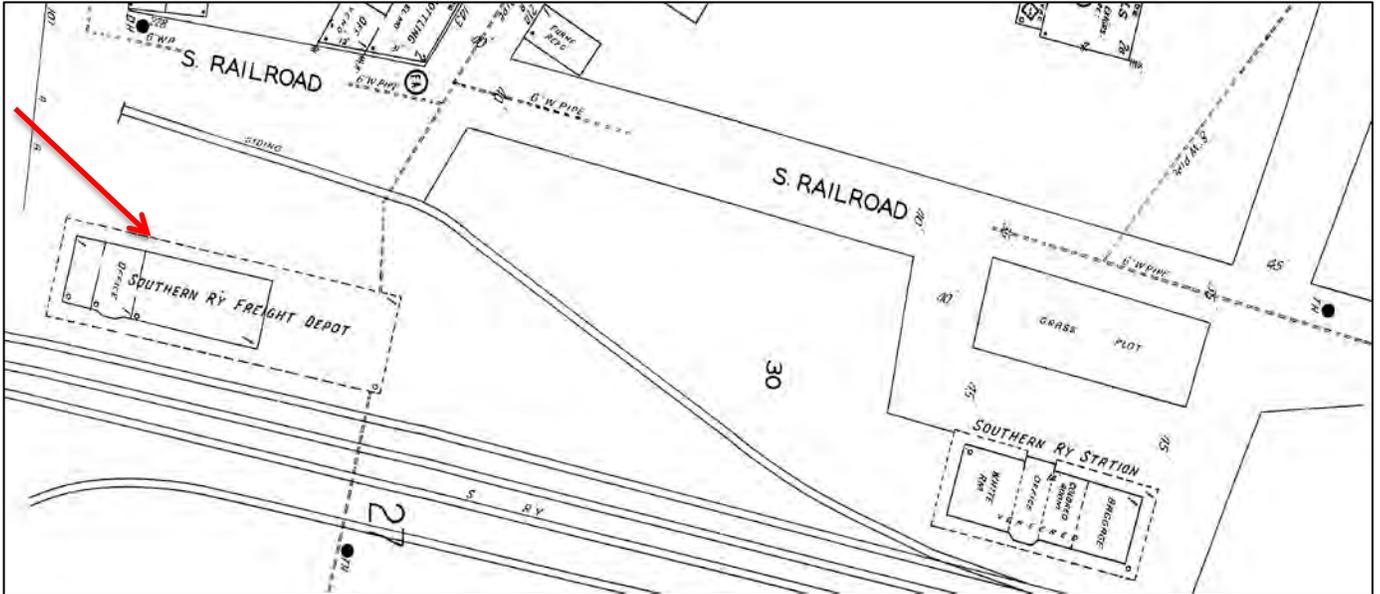


Figure 67: 1929 Sanborn map; note location of previous depot at red arrow

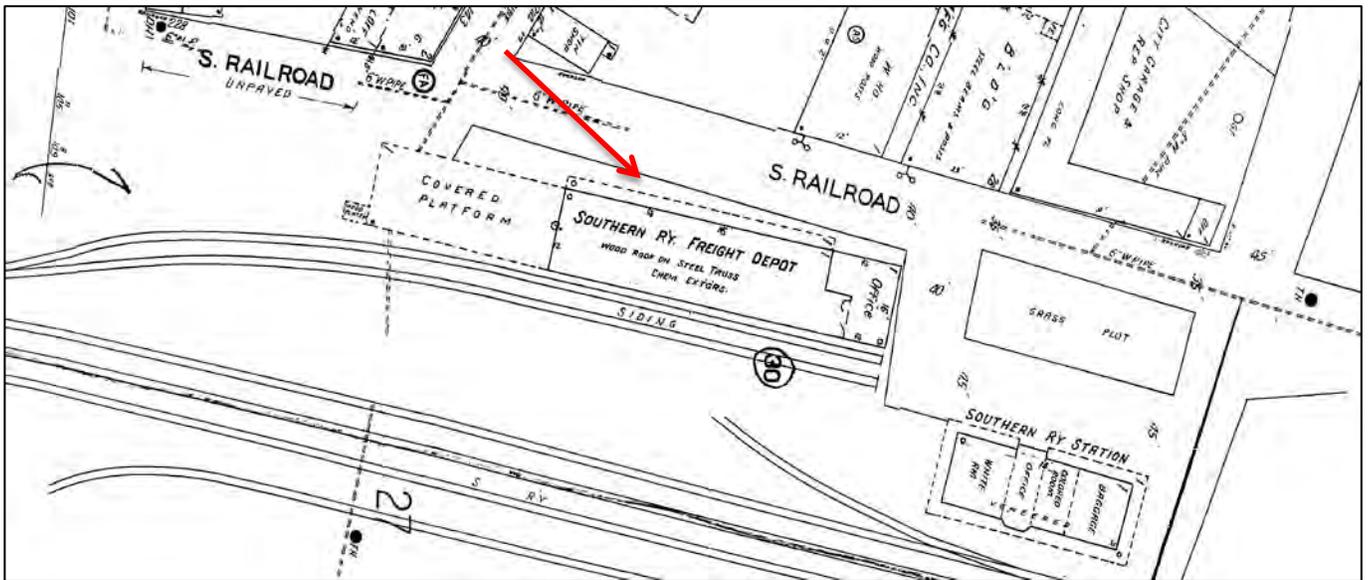


Figure 68: 1929 Sanborn map updated through 1948 with location of current depot at red arrow; note removal of previous depot and that the Southern Railway Station at the lower right (southeast) is also no longer extant



Figure 69: Southern Railway freight depots in Morganton at left and Shelby at right (source: Piedmont and Western Railroad Club website; photographers Tim Skidmore, 2007, at left, and John D. Jones, 2004, at right)



Figure 70: Lexington Southern Railway Freight Depot, east office end and south office windows and freight bays in 1987 (source: Touart, *Building the Backcountry*)



Figure 71: Lexington Southern Railway Freight Depot, east end and north side elevations



Figure 72: Lexington Southern Railway Freight Depot, north side and west end elevations



Figure 73: Lexington Southern Railway Freight Depot, east end and south side elevations



Figure 74: Lexington Southern Railway Freight Depot, west end and north side elevations with two spur lines in foreground



Figure 75: View from western edge of later concrete freight platform and proposed National Register boundaries toward Dixie Furniture Company/Lexington Home Brands complex at right



Figure 76: Proposed National Register boundaries of Lexington Southern Railway Freight Depot marked in red, with locations of depot and later platform at red arrows; note that current parcel marked in blue, only a small part of which is shown, is large and discontinuous (source: Davidson County, with red lines added)

LEXINGTON CITY LIGHT AND WATER OFFICE (URS survey #9) 201 East 1st Avenue

History

Between 1890 and 1896, according to the Sanborn maps, the Lexington Light and Power Company erected a light and power station on Railroad Street east of East 3rd Avenue. According to a period trade journal, in 1903 the city “newly incorporated” the Lexington Water and Light Company (*Municipal Engineering* 1903:69; see also *Engineering News* 1903:5). It had done this by purchasing the privately held utility during the first few years of the new century (*Lexington Dispatch* February 19, 2001). The Sanborn map of 1907 confirms this chain of events, identifying a new municipal pumping station and electric light and power plant on Railroad Street just east of 1st Avenue. The 1913 Sanborn shows the system essentially unchanged, but the 1923 Sanborn map depicts yet another new building program (Figure 77). The earlier facilities had been removed and relocated to two new locations: the municipal pumping station had been relocated about four miles to the northeast on Greensboro Road, beyond city limits; and the current building—identified as the City Light and Water Office—had been erected on the southwest corner of Pugh Street and 1st Avenue.

The 1923 Sanborn map identifies the new Municipal Pumping Station as having been built in 1922. Historic photographs of the water works facility depict a building very similar in form and finish, albeit much larger, than the City Light and Water Office that had been built in town (Figure 78). The map also identifies the building as having a concrete floor and roof and exposed steel girders—the same description as that for the in-town building on the 1929 map. This strongly suggests that the City Light and Water Office building dates to 1922 as well.

The 1929 Sanborn notes that the rear (southern) section of the City Light and Water Office building held a transformer room. Although water storage, filtering, and pumping had been shifted out of town, power generation had remained behind. The 1929 map depicts a garage to the building’s west and the 1948 update shows an even larger automobile and storage building on the site of that garage. That associated building was subsequently replaced by a smaller building affixed to the main building, perhaps in 1950, the date assigned to the complex in tax records. The 1948 map also depicts a city garage and repair shop to the south, the property of which is still part of the light and water building parcel and owned by the city. To its south, a “grass plot” had taken over the site of the earlier pumping station and power plant. Lexington still owns the City Light and Water Office building and maintains offices for its water resources division there.

Description

The ca.1922 Lexington City Light and Water Office is a solid, ornately finished building well fitted to its original function as the city’s utilities office and power plant (Figure 79 - Figure 84). It is a boxy building, about 30-feet across and 40-feet deep, with a tall first story set over a basement. Its brick walls are structural and highly decorative. The building is divided in Beaux Art fashion into three horizontal bands: a basement, a main body or *piano nobile*, and an attic or cornice. Its basement is demarcated by a plinth formed of a raised belt course. Steps climb to the off-center entry of its main body at its north-facing front elevation. Eight recessed brick courses ring the main body, etching into it the appearance of rusticated stone bands. The bands start below the brick sills of the window bays and rise above their lintels. They give the main body an exceedingly sturdy base that is accented by the wide plain band of brick above and matched by the heavily rusticated cornice that crowns all four elevations. A concrete-floored platform at the rear elevation appears to be original or early; its brick foundation is hidden by a veneer of large regular blocks that give it the appearance of having been constructed of stone. Pipe railings at the platform are early though likely not original features. While the brickwork, form, and stolidity of the building remain intact, its bays have been altered. The front and rear (south) doors are not original, nor is any of the sash. Further, some of the bays may have been shortened and perhaps the building initially had small window openings beneath the cornice or plans for such openings. If the window bays were altered, this was likely done early, for the

brickwork of the bands and the cornice was maintained through any alterations. As already noted, the lower, flat-roofed, one-story, brick wing to the main block's west is a later addition, possibly dating to about 1950.

Recommendation and Boundaries

The Lexington City Light and Water Office building is a largely intact and rare example of an early twentieth-century utilities building, a domestic and industrial need provided in Lexington by the city since 1903. Its period of significance is ca.1922, its approximate date of construction. Although its bays have been altered, it retains its ornate brickwork, three-part form, and stolidity, all of which were appropriate to its important role in city life. It therefore retains sufficient integrity of all seven National Register elements of integrity to support National Register listing under Criterion A for its association with the local provision of utilities and under Criterion C as an excellent example of Beaux Arts-style architecture during the time in Lexington. The resource's National Register boundaries are recommended as those of its historic footprint and a portion of the open parking area to its south that was historically associated with it. The boundaries include the ca.1950 addition to the building's west. Although it does not contribute to the building's integrity, it is an integral part of the building and its plain finish does not unduly detract from the architectural integrity of the main block. The boundaries exclude more modern city buildings that occupy the remainder of the parcel to the south. These boundaries take in less half of the building's current lot—Parcel Number 11078000D0001 / Pin ID 6725-02-86-8204—which covers 0.65 acres and is owned by the City of Lexington (Figure 85).

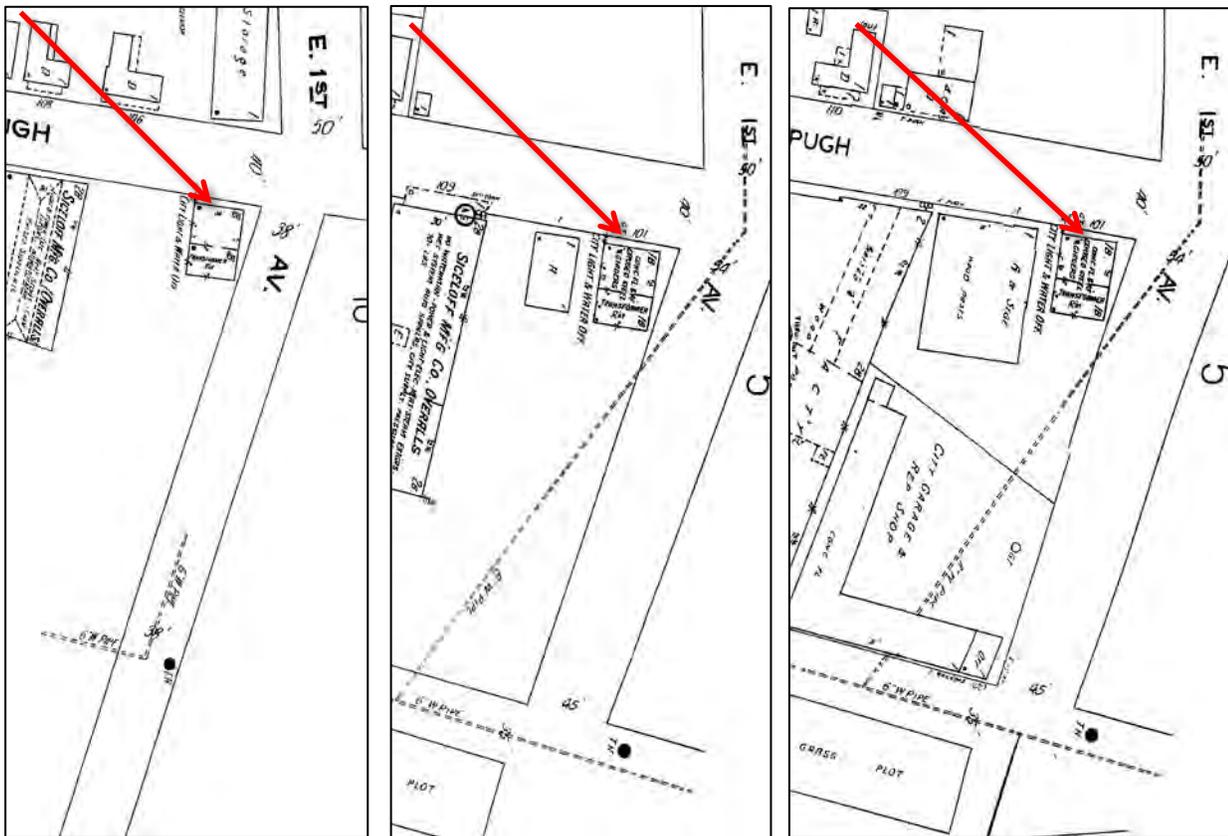


Figure 77: City Light and Water Offices building denoted by red arrows on Sanborn maps of 1923 at left, 1929 at center, and 1948 at right

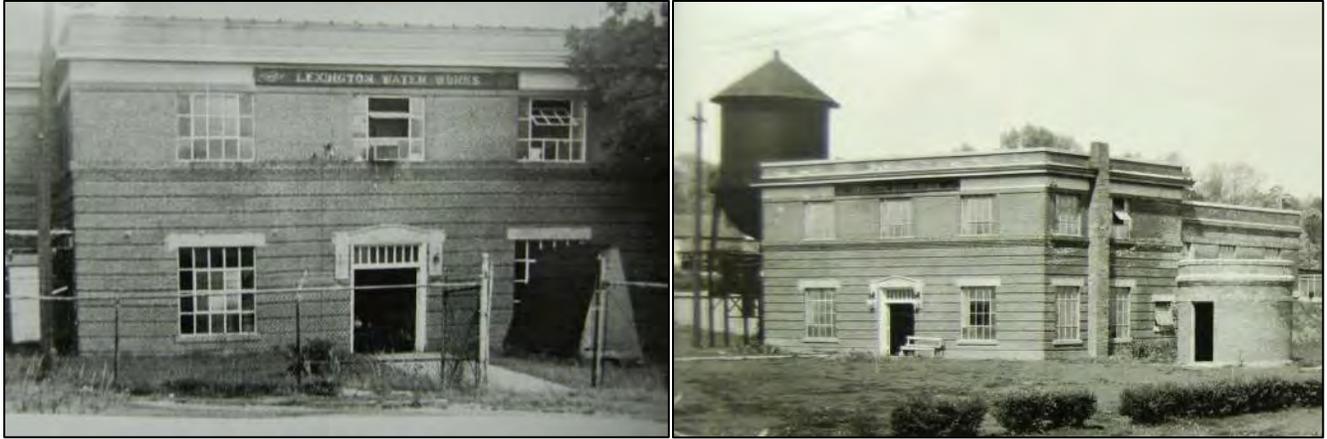


Figure 78: Lexington Water Works, no longer extant (source: Davidson County Historical Museum, H. Lee Waters collection 96.751a and 96.752b)



Figure 79: North front elevation of Lexington City Light and Water Office



Figure 80: North front elevation detail of Lexington City Light and Water Office



Figure 81: North front and east side elevation of Lexington City Light and Water Office; ca.1950 service building at right



Figure 82: East side and north front elevations of Lexington City Light and Water Office



Figure 83: South rear elevation of Lexington City Light and Water Office



Figure 84: South rear elevation of Lexington City Light and Water Office with detail of rear platform and, at left, rear of service building



Figure 85: Proposed National Register boundaries of Lexington City Light and Water Office marked in red and complete tax parcel outlined in blue (source: Davidson County, with red lines added)

SICELOFF MANUFACTURING COMPANY (URS survey #10)
200 East 2nd Avenue

History

D. (David) S. Siceloff came to Lexington in 1904 from Midway in Davidson County with, according to a newspaper account (*Lexington Dispatch* May 6, 1921), “an old suit case which contained an extra shirt and a pair of socks that had been well darned, and owing \$600.00 for his schooling he had just completed.” He found a job with the Eureka Trouser Company (see following entry) as a bookkeeper and stenographer, where he worked until it suspended operations in 1909. Rather than seek employment elsewhere, he acquired part of the pants factory’s machinery and set up his own business in his former employer’s former plant. The account noted that by 1921 Siceloff had already served eight years as chairman of the board of county commissioners and was active in the Methodist church. It described his business in some detail:

The Siceloff Manufacturing Company manufactures the famous Big Winston overalls and work pants. The company is now beginning to market a well made work shirt that promises to be a leader in its field. About 90 to 100 people are employed, practically all being native Lexington people, who are honest and industrious workers.

According to an early county history (Leonard 1927:339), in 1915 Siceloff “purchased a lot on South Pugh Street, on which he erected a modern factory” that manufactured overalls and work pants. According to the 1907 Sanborn map, the site on which Siceloff was to build his plant was occupied by the Yadkin Knitting Mill, producers of ladies cotton hose, which had built its brick plant the previous year. In March 1908 that factory burned, but Yadkin announced plans in November to rebuild (*Asheboro Courier*, March 19, 1908; *Textile World Record*, November 1908:151). A new factory, depicted on the 1913 Sanborn map, was built on the site (Figure 86). By 1913, however, it was the vacant home of Thompson, Watson & Company. Siceloff apparently built his “modern” factory on the site of that closed plant in 1915, the third different factory building to occupy the site in ten years. Between 1923 and 1929, according to the Sanborns, Siceloff extended his factory to the rear (south), increasing its size by about 50 percent (Figure 87).

In 1938 D.S. Siceloff (1879-1938) died. The business then passed to the hands of his five sons—James, Pledge, D.S., Jr., Everett, and Fred—and his wife, Georgia. (Mrs. Siceloff’s principal role was reportedly “weaving moral fibre into the day-to-day transactions of a highly competitive industry.”) D.S. Siceloff, Jr., only 23 years old in 1938, followed in his father’s footsteps in many ways. He assumed the company presidency, was to serve as on the board of county commissioners for four years, and was also a bank director and a lay leader in the Methodist church.

Under the leadership of the younger D.S. Siceloff, the company grew dramatically (*Lexington Dispatch*, November 11, 1955) (Figure 88). In 1939 he extended the original factory/addition south all the way to Railroad Street, at a cost of \$25,000 (*Lexington Dispatch*, May 15, 1939). By 1948 he had increased the factory and warehouse space more than fourfold. These latter buildings were erected in 1946 following a design by architect Leonard Craver of Lexington, who also constructed them. A 1990 article about Craver’s naming as Lexington “Realtor of the Year”—he only solely practiced architecture for a short time before going into the architecture/construction and then realty business—states (*Lexington Dispatch*, January 16, 1990):

Craver came home to Lexington and opened an architectural firm in June 1945. One of his first jobs was to design the Siceloff Manufacturing plant. But there was a problem—there was no one to build his design. “This was immediately after the war and you just couldn’t find a builder to build it,” he said, noting that most builders had gone out of business during the Depression and most of those that were still in business had gone into defense contract work.

Out of necessity, Craver decided to get into the construction business with a former employee of his father's, Clyde Essick of Welcome, and they formed Craver and Essick Construction Company, which they ran together, until 1960 when Essick retired.

The factory indeed received a “major plant addition” between ca. 1946 (*Lexington Dispatch*, August 24, 1954) and the drawing of the 1948 Sanborn map. Craver was the architect and contractor: between 1945 and 1980 his company built 54 churches, about 2,000 houses, and many commercial buildings and factories within a 50-mile radius of Lexington, and, he recalled in 1990, “I don’t build anything I didn’t design” (*Lexington Dispatch*, January 16, 1990).

The 1948 Sanborn depicts an extension of the factory to the south out to Railroad Street (done in 1939) and the construction of a large adjacent warehouse. The factory had also been extended to the west all the way to 2nd Avenue after the war. The company continued to build onto and between its buildings, greatly increasing its square footage. By 1955 (*Lexington Dispatch*, November 11, 1955) it employed 700 on a regular basis and:

The “little red factory” in which the business began has been multiplied more than 40 times with a modern plant in Lexington covering more than 200,000 square feet of space, a factory at Starke, Florida with 45,000 square feet of space, and a sales office at Suite 1006 Empire State Building, New York.

The build-out likely occurred in the summer of 1954, when the company was in the process of constructing a “three-story brick addition” (*Lexington Dispatch*, August 24, 1954). By the compilation of the 1959-1960 city directory, it had grown further, taking over its former home, the adjacent former Eureka Trouser plant, which it occupied at least until 1970.

In 1938 Siceloff Manufacturing trademarked its “Big Dad” brand logo, which featured the brand name set within an elongated golden diamond. In 1944 it filed for trademark of its similarly designed “Lil Dad” brand for “Boys’ work pants and boys’ semi-dress shirts or sport shirts” (Trade.Mar.Cx website) (Figure 89). It also owned the similarly fashioned “Jolly Jill Jeans” brand trademark. A ca.1940s paperweight depicts the three brand names and logos with the motto “The Best Work and Play Clothes” (Worth Point website) (Figure 90). Some Big Dad-brand overalls can be found on vintage denim and other websites. A pair of denim Big Dad bib overalls was recently offered for sale for ¥34,545 (about \$380.00) by a store/website in the trendy Aoyama section of Tokyo (Archive and Style website). These overalls were likely manufactured in Lexington, for according to the *Lexington Dispatch* of August 24, 1954, “Overalls, work pants, Western jeans, work shorts [sic] and the girls and ladies jeans comprise the output here [Lexington] with sports shirts coming from the Stark[e] plant.” (The Starke plant was the Big Dad Manufacturing facility opened by Siceloff in Florida in 1951 (*Bradford County (Florida) Telegraph*, October 5, 1951).) Another pair of truly vintage denim overalls offered for sale online may well predate the 1938 trademarking of the Big Dad logo (Figure 91). If so, they were certainly produced in Lexington. The advertisement says they “belonged to a railroad worker from the turn of the century” (Antique Mystique website).

The Siceloff Manufacturing Company—rather suddenly considering its planned addition to its Starke plant in 1966 (*Bradford County (Florida) Telegraph*, September 1, 1966)—went out of business at the beginning of the 1970s: when Burlington House Industries bought the plant at the end of 1972, it had been closed “for several years” (*Lexington Dispatch*, December 26, 1972). The facility was subsequently acquired by the Lexington Furniture Industries Dixie Furniture branch, which produced its upholstered line of Henry Link brand furniture there. In 1986, however, Dixie announced plans to construct a new plant for that line, making the former Siceloff facility redundant (*Lexington Dispatch*, June 13, 1986). The former Siceloff plant buildings currently stand vacant.

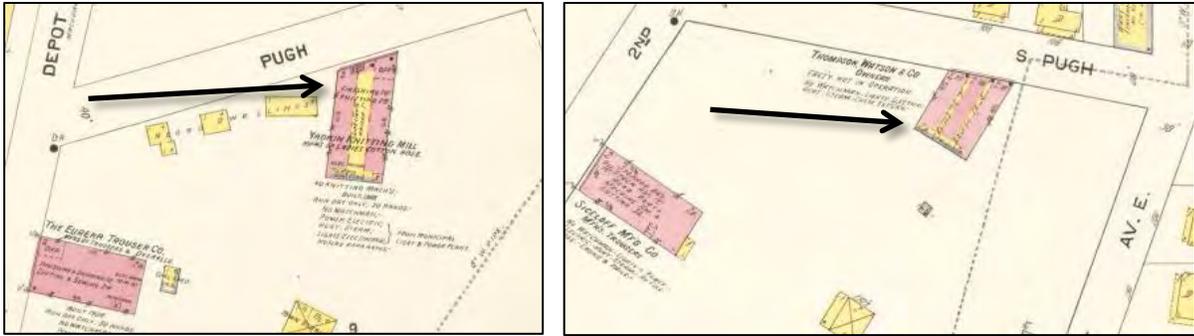


Figure 86: 1907 Sanborn map at left, 1913 Sanborn at right; former factories marked by black arrows

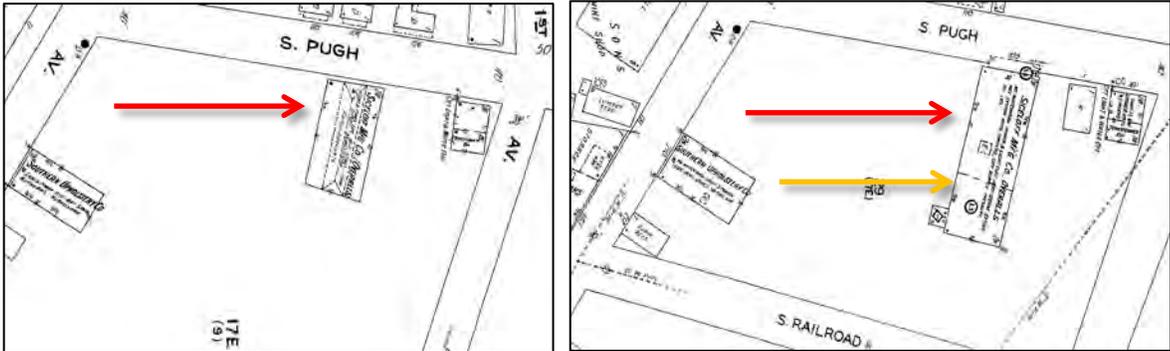


Figure 87: 1923 Sanborn map left, 1929 Sanborn at right; factory marked by red arrow and addition by orange arrow

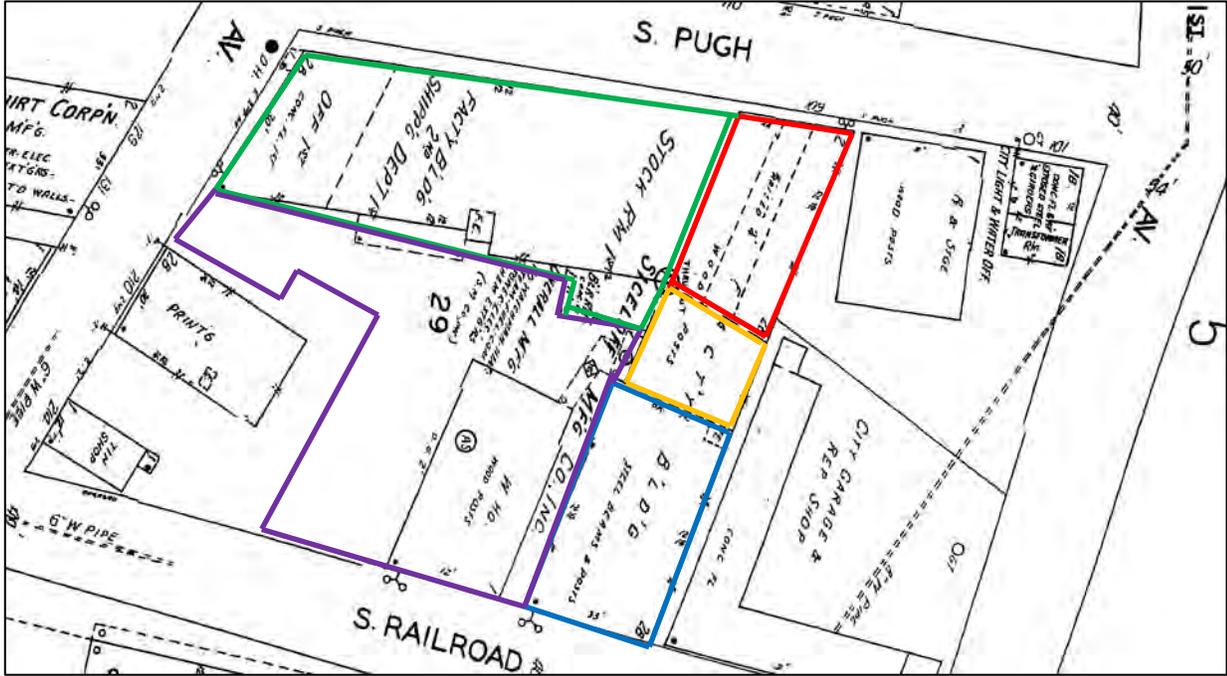


Figure 88: Updated 1948 Sanborn map: original factory (1915) marked in red; early addition (ca.1923-1929) marked in orange; 1939 building marked in blue; building erected ca.1946-1948 marked in green; and ca.1954 build-out marked in purple



Figure 89: Bid Dad-brand denim bib overalls and logo, likely manufactured in Lexington (source: Archive and Style website)



Figure 90: Paperweight advertising Siceloff Manufacturing products “Big Dad,” “Lil Dad,” and “Jolly Jill Jeans” with motto “The Best Work And Play Clothes” (source: Worth Point website)



Figure 91: Early Big Dad denim bib overalls (source: Antique Mystique website)

Description

The Siceloff Manufacturing Company complex consists of buildings erected and altered during at least five phases of construction that occurred in 1915, ca.1923-1929, 1939, ca.1946-1948, and ca.1954. The original 1915 factory is a two-story brick building topped by a clerestory or, as the 1923 Sanborn puts it, “raised sidelights.” A ca.1946 photograph depicts the building with segmental-arched openings at its front and side bays (Figure 92 - Figure 94). The front (north) elevation had seven bays at its first store, seven above, end pilasters, and a parapet roof. The arches and pilasters look much like those of the 1906 Eureka Trouser Company building, which was the company’s first home and stands only half-a-block away. The side elevations also had rows of segmental-arched bays at its two stories. Between 1923 and 1929 the building was extended by a two-story brick addition to its rear (south). The addition was a bit shorter than the original factory and lacked a clerestory, but its bays were also segmental-arched (Figure 95 - Figure 97).

In 1939 an additional two-story-and-basement brick ell was added to the rear of the 1920s addition, extending the factory clear through from Pugh to Railroad Street (Figure 98 and Figure 101 - Figure 103). It was served by large casement windows that remain in place, but for the basement bays on the south rear elevation, which have been bricked over. When the addition went up, some of the bays on at least the west side elevation of the original factory were replaced with similar casement windows. Subsequently all bays of the east side elevation of the original factory were similarly altered, as were the second-story bays of the 1920s addition on the east elevation. Additionally, the clerestory was removed and all sash was updated. Therefore, the only intact components of the original factory and 1920s addition are their walls and the segmental arches of the front elevation of the original building and the east side second-story elevation of the addition. Between 1946 and 1948, after the taking of the historic photograph, the factory was extended by a long two-story-and-basement wing on Pugh Street that reached all the way to 2nd Avenue (Figure 98 and Figure 99). Its finish matches that of the 1939 addition; it is a straightforward industrial building served by large casement windows. These windows remain intact at the second story, but have been bricked over at the first story of the north and west elevations. By ca.1948, therefore, the factory complex was essentially L-shaped with its hinge located at the original building.

About 1954 the complex received one final and extensive build-out. A one-story frame warehouse depicted on the 1948 map and in the historic photograph (Figure 92) was replaced by a two-story brick building with a much larger frontage on Railroad Street (Figure 101 - Figure 103). A photograph from the 1950s captures the build-out on Railroad Street, probably not long after its completion (Figure 102). Additions were also made to the south side of the long Pugh Street addition (Figure 100). These additions were, again, functional, two-story, brick buildings lit by expansive casement windows. Only one historic interior photograph of the factory has been identified (Figure 104). Taken in 1954, it depicts women sewing in a large open space supported by wooden or steel posts (*Lexington Dispatch*, November 11, 1955). It was likely taken in the long factory building that extends between Pugh and Railroad Streets.

Recommendation and Boundaries

The former Siceloff Manufacturing Company is a rare local example of a largely intact factory complex that was constructed over the course of much of the first half of the twentieth century—from 1915 to ca. 1954—and which was utilized as a textile factory from 1915 until ca.1970. The complex is National Register eligible under Criterion A for its association with this significant industrial history and its period of significance is that of its building episodes, 1915 to ca. 1954. Its 1915 and ca.1923-1929 buildings were much altered during major building episodes in 1939, ca.1946-1948, and ca.1954. The complex as a whole, however, retains sufficient integrity of all seven aspects of National Register integrity to support its historical significance under Criterion A. The alterations, however, have had a negative impact on the integrity of design, material, and workmanship of the 1915 factory and its 1920s addition, and the post-World War II additions are commonplace and not architecturally notable. The complex therefore does not have sufficient integrity or significance to support National Register eligibility for its architecture under Criterion C. The resource is also not eligible under Criterion B, for D.S.

Siceloff and Leonard Craver, although locally notable, were not significant persons in terms of the requirements of that Criterion. The resource’s recommended National Register boundary is all of the its lot–Parcel Number 11078000D0002 / Pin ID 6725-02-86-6183—which covers 1.03 acres (Figure 105).



Figure 92: Siceloff Manufacturing Company, ca.1939 photograph with original factory building at left, 1920s addition at center, and 1939 addition at right; no-longer-extant one-story frame warehouse at far right (source: Davidson County Historical Museum, H. Lee Waters collection 96.1912)



Figure 93: Siceloff Manufacturing Company, north front (Pugh Street) elevation of original factory building; note retention of arches and pilasters, but filled bays, replacement sash, and altered brickwork at parapet, likely due to removal of clerestory



Figure 94: Siceloff Manufacturing Company, north front (Pugh Street) elevation of original factory building at left and ca.1946-1948 addition at right



Figure 95: Siceloff Manufacturing Company, east side elevation of original factory with small section of 1920s addition visible at far left



Figure 96: Siceloff Manufacturing Company, east side elevations of 1915 factory with altered bays and sash at right; ca.1923-1929 addition with intact segmental arches at first story and altered second-story bays and sash at center; and 1939 addition at left



Figure 97: Siceloff Manufacturing Company, east elevation of 1939 addition from Railroad Street



Figure 98: Siceloff Manufacturing Company, ca.1946-1948 addition with north (Pugh Street) elevation at left and west (2nd Avenue) elevation at right



Figure 99: Siceloff Manufacturing Company, ca.1946-1948 addition, with west (2nd Avenue) elevation at left and ca.1954 additions at right



Figure 100: Siceloff Manufacturing Company, ca.1954 additions; note that section with concrete-block infill once connected with Eureka Trouser Company building, the corner of which is visible at far left



Figure 101: Siceloff Manufacturing Company from Railroad Street with ca.1954 additions at center, 1939 block at far right at parapet roof, and Eureka Trouser Company building at far left



Figure 102: Sicheloff Manufacturing Company, 1950s photograph from Railroad Street with ca.1954 addition behind black truck and 1939 addition at right behind semi-trailer truck (source: Davidson County Historical Museum, H. Lee Waters collection 96.11323)



Figure 103: Sicheloff Manufacturing Company, south (Railroad Street) elevations of ca.1954 addition at left and 1939 addition at right



Figure 104: Women operators at work in Sicheloff factory in 1955 (source: *Lexington Dispatch*, November 11, 1955)



Figure 105: Proposed National Register boundaries of Sicheloff Manufacturing Company marked with blue line that outlines parcel (source: Davidson County)

**EUREKA TROUSER COMPANY (URS survey #11)
210 East 2nd Avenue**

History and Significance

The Eureka Trouser Company filed for incorporation in 1902 (North Carolina Secretary of State 1904:vii) and opened a factory the beginning of the following year. The *Lexington Dispatch* of January 28, 1903 noted that the factory was “in full blast” and described some of its operations. The paper “found about forty young ladies being rapidly trained to skill and speed.” They worked on 24 machines “driven by a 6-horse power Fairbanks gasoline engine.” Plans were for the operatives to produce 1,000 dozen pairs of pants a month initially, the number to rise as the operatives became more skilled and machines were added. In booster fashion, the paper stated that “A superior grade of medium pants will be the specialty of the Eureka Co., which will find a ready sale in any of the markets in the country.” The company’s grand plans appeared well grounded, at least in the short run, for it erected a new plant within a few years. The *Asheboro Courier* of February 15, 1906 stated: “The Eureka Trouser Company will build a new factory, to cost six thousand dollars. This factory sold one hundred thousand dollars worth of trousers last year.” According to the Sanborn map of 1907, the company indeed built the current factory building in 1906 (Figure 106). How the original factory and its machinery related to the 1906 building is not known. During its short tenure, however, the company developed a motto—“They Never Rip”—which it stamped onto tokens that encased 1906 Indian head pennies (Encased Indian Head Cent-Clothiers website) (Figure 107). And in spite of its numerous changes of ownership, the company’s factory building has remained remarkably little altered to the present.

In 1907, according to the Sanborn map, the plant operated only during the day and employed 50 hands. Cutting and sewing was done on the second floor, finishing and shipping on the first. Electricity for its power and incandescent lights came from the municipal light and power plant, as did its steam heat. In 1909 the company had to shut its plant “on account of delayed freight” (*Men’s Wear* May 8, 1907:83). That fall, after Eureka had already suspended business, it was acquired by D.S. Sicheloff, who had been its bookkeeper. He took over the building and part of its machinery and operated a pants factory there until 1915, when he built a new factory next door (Leonard 1927:339) (see previous entry). The Southern Upholstery Company moved into the old Eureka factory sometime between 1916-1917, when a city directory places its business on North Main Street, and 1923, when the Sanborn map locates it in the former Eureka/Sicheloff building. The 1923 and 1929 Sanborns picture the building, with the same footprint as 1907, as home to Southern Upholstery. The company apparently went out of business during the Great Depression. It is not included in the 1937 city directory: in that year the building functioned as a Dixie Furniture Company warehouse. In a rare turnaround, Dixie—which ultimately acquired numerous factory buildings as part of its expansion in the area—did not retain the building. The 1941-1942 city directory lists the factory as the home of Printcraft and the 1948 updated Sanborn map identifies it not as a printing company, but as a food manufactory, although still with the same footprint. By 1959-1960 the Sicheloff Manufacturing Company was using the building, again, as part of its manufacturing complex. It did so at least through the compilation of the 1970 city directory. By 1980 the building was empty and it remains vacant at present.

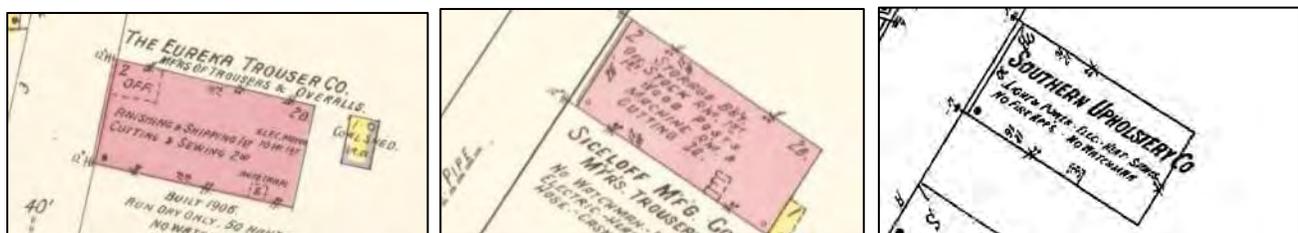


Figure 106: Factory under three different names, Eureka on 1907 Sanborn map at left, Sicheloff on 1913 Sanborn in center, and Southern Upholstery on 1923 Sanborn at right



Figure 107: Encased 1906 Indian-head penny token with “The Eureka Trouser Co. Lexington, N.C.” on obverse and “Eureka Trousers They Never Rip” on front (source: Encased Indian Head Cents - Clothiers website)

Description

The former Eureka Trouser Company (DV-583) building likely looks little different than it did in 1906 (Figure 108 - Figure 113). It remains a rectangular, two-story, brick building fronting on East 2nd Avenue. Its front (west) façade has five bays enframed by pilasters at either end along with decorative brickwork beneath a flat cornice. The window bays have been boarded up, but retain their projecting brick sills and segmental-header-laid brick arches. The two central front entries—one with a single door, the other doubled—have wooden doors, each with five flat panels, that are original to the building or early additions. The window bays that march down the north and south sides of the building are framed by the same minimally decorative brickwork as those of the front façade. They have been boarded up, but are otherwise almost entirely intact. At the rear of the north elevation, one bay and part of a second have been hidden by an infill of concrete block. (The building once connected here with the Siceloff factory complex immediately to the north.) Near the center of the south elevation, at the first story, a later entry that displaced two window bays has been sealed with metal and concrete. The rear elevation still retains its five window bays at each story, intact, even though a storage building is shown abutting it on the 1948 Sanborn. Its addition and removal left no mark on the rear of the building.

Assessment and Recommendation

The former Eureka Trouser Company factory building is a remarkably intact example of an early twentieth-century factory and of industrial architecture in Lexington. Its windows are boarded up and a few of its bays have been damaged, but it essentially looks much like it must have in 1906. It retains all seven elements of National Register integrity and is eligible for National Register listing under Criterion A for its association with early twentieth-century manufacturing in Lexington and under Criterion C as an excellent example of industrial architecture during the time. Its recommended period of significance is its 1906 date of construction. Its recommended National Register boundaries encompass its entire lot—Parcel Number 11078000D0003A / Pin ID 6725-02-86-5084—which covers 0.13 acres (Figure 114 and Figure 115).



Figure 108: Eureka Trouser Company, west front and north side elevations



Figure 109: Eureka Trouser Company, west front elevation



Figure 110: Eureka Trouser Company, west front elevation detail



Figure 111: Eureka Trouser Company, west front and south side elevations



Figure 112: Eureka Trouser Company, south side and east rear elevations



Figure 113: Eureka Trouser Company, east rear and north side elevations



Figure 114: Proposed National Register boundaries of Eureka Trouser Company, encompassing entire parcel, marked in blue (source: Davidson County, with blue lines slightly shifted to correct off-center overlay)

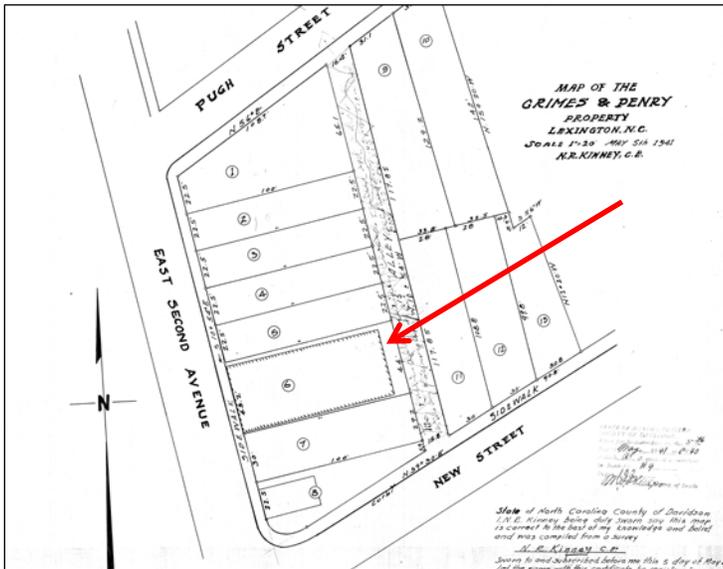


Figure 115: Eureka Trouser Company factory building and its lot shown clearly, at added red arrow, on Davidson County Plat Map 4/Page 102 (1941)

**EXPANSION OF UPTOWN LEXINGTON HISTORIC DISTRICT (URS survey #18)
210 East 2nd Avenue and 201 through 211-215 South Main Street**

The following five buildings on East 2nd Avenue and South Main Street are assessed individually and then as part of a potential expansion of the National Register-listed Uptown Lexington Historic District (DV-639).

**Sink, Taylor & Evans Auto Sales and Service Building (URS survey #14)
11 East 2nd Avenue**

This building is not included on the 1929 Sanborn map or in the 1937 city directory. In the 1941-1942 directory its site was occupied by the Lexington Bowling Center. The 1947-1948 city directory identifies it as the automobile business of Sink, Taylor & Evans, Inc. and it appears on the updated 1948 Sanborn as an Auto Supply and Service Center. It was either built as a bowling alley in the late 1930s or early 1940s or as an automobile business not long after World War II. If it was originally a bowling alley, all evidence of that activity appears to be gone. The building now holds stock for Kimbrell's Furniture, which is located on Main Street immediately to its north. It is an open, boxy, one-story, brick building topped by a hipped roof. Window bays on all four of its elevations have been bricked over (Figure 116 - Figure 118). One of these, on the north side, was a large display window that has been filled with concrete block. At the northern part of the building's front (east) façade it retains a large bay served by a rolling metal garage door and a large, plate-glass, former display window. The building is believed to have no historic or architectural significance and to have lost its integrity through alterations to all of its bays. It is therefore recommended as not individually eligible for National Register listing. As discussed further below, due to its loss of integrity, it is also not recommended as a part of any addition to the Uptown Lexington Historic District.



Figure 116: East front and south side elevations of Sink, Taylor & Evans Auto Sales and Service Building



Figure 117: East front and north side elevations of Sink, Taylor & Evans Auto Sales and Service Building



Figure 118: West rear and south side elevations Sink, Taylor & Evans Auto Sales and Service Building

W.T. Grant Department Store/Kimbrell's Furniture Building (URS survey #15)
201 South Main Street

The site of the Kimbrell's Furniture Building once held Dr. E.J. Buchanan's house, which was erected or greatly enlarged between the drawing of the 1907 and 1913 Sanborn maps. Buchanan, the owner of the Dixie Furniture Company, was also a medical doctor and maintained an office just to the west at 205 South Main. The house and office had been demolished by World War II: the 1941-1942 city directory identifies 201 Main as home to the Family Shoe Hospital and Yellow Top Service Station and 205 Main as the site of the Deluxe Diner. Historic photographs clearly depict the Buchanan house and the service station (Figure 119 and Figure 120). The updated 1948 Sanborn also depicts the service station, but not the diner. The current building first appears in the city directory of 1959-1960, which identifies it as the W.T. Grant Co. Department Store. It was therefore likely erected between about 1948 and 1959. By 1972 the building held the Rayless Chain Store and by 1979 the RDR Chain Store. It became home to its current tenant, a branch of the Kimbrell Furniture Company chain, about 1982 according to the directory of that year. Kimbrell's has 50 stores in 43 cities in North Carolina, South Carolina, and Georgia. Its website depicts the buildings, which have no common architectural design. The Lexington store is stylistically similar to Kimbrell's Raleigh store, because both were originally built as W.T. Grant stores. The Raleigh store was erected about 1954 by Grant and taken over by Kimbrell in 1977, which added the large red plastic "KIMBRELL'S" letters at about that time (deMiranda and Martin 2007). The same lettering adorns the Lexington store. The stores are not identical, but both have long expanses of plate glass windows and "buff-colored Roman bricks laid in stack bond with flush mortar joints in a matching shade." The one-story Lexington store has an angled principal entry at the corner of Main and 2nd Avenue (Figure 121 - Figure 123). The building is believed to retain its integrity; it has no notable alterations other than the addition of the plastic Kimbrell letters. It has no particular historic or architectural significance, however, and is therefore recommended as not individually eligible for National Register listing. As discussed further below, though, the building is recommended as a contributing part of an addition to the Uptown Lexington Historic District.



Figure 119: Buchanan House at southwest corner of 2nd Avenue and South Main Street, site of current Kimbrell Furniture building (source: Davidson County Historical Museum, H. Lee Waters collection 96.304)



Figure 120: Yellow Top Service Station at site of current Kimbrell Furniture building (source: Davidson County Historical Museum, H. Lee Waters collection 96.957)



Figure 121: East side (East 2nd Avenue) and south rear elevations of W.T. Grant Department Store/Kimbrell's Furniture Building



Figure 122: North front (Main Street) elevation of W.T. Grant Department Store/Kimbrell's Furniture Building



Figure 123: North front elevation of W.T. Grant Department Store/Kimbrell's Furniture Building

Redwine's Grocery and Clodfelter's Market (URS survey #16)
207 South Main Street

This building was likely erected between 1937 and 1941-1942, according to city directory listings. In the latter directory, it is identified as Redwine's Grocery and Clodfelter's Market. The same market still occupied the building in 1945 when the Carolina Theater burned down, for a photograph of that event captures the west end of this building, including the word "vegetables" (Figure 124). It is first depicted on the updated 1948 Sanborn map. The former store is currently occupied by Real Life Photography. A long, narrow, one-story building, it is likely little altered from when it was erected, but for the replacement of signage (Figure 125 and Figure 126). It retains a recessed entry flanked by plate-glass windows and a recessed brick panel above that now bears a large "PHOTOGRAPHY" sign. The building has no particular historic or architectural significance and is therefore recommended as not individually eligible for National Register listing. As discussed further below, though, the building is recommended as a contributing part of an addition to the Uptown Lexington Historic District.



Figure 124: Detail of old Carolina Theater burning in 1945 with Redwine's Grocery and Clodfelter's Market at the far left (source: Davidson County Historical Museum, H. Lee Waters collection 96.11499)

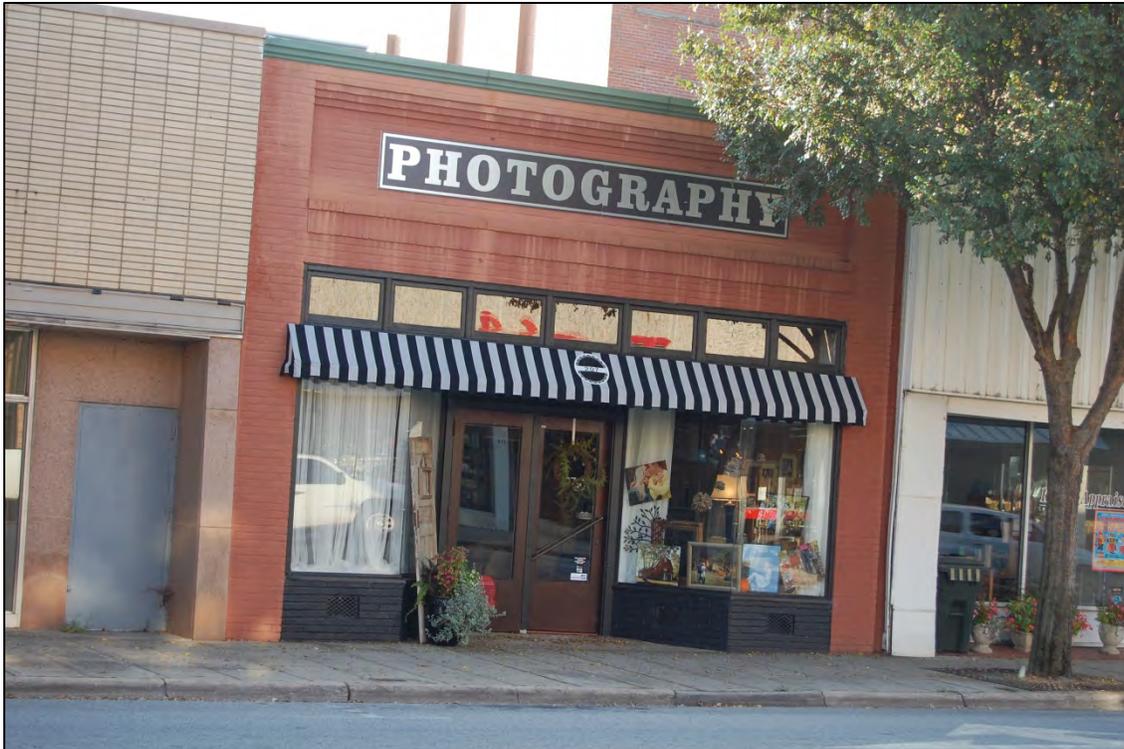


Figure 125: Redwine's Grocery and Clodfelter's Market, north front (Main Street) elevation

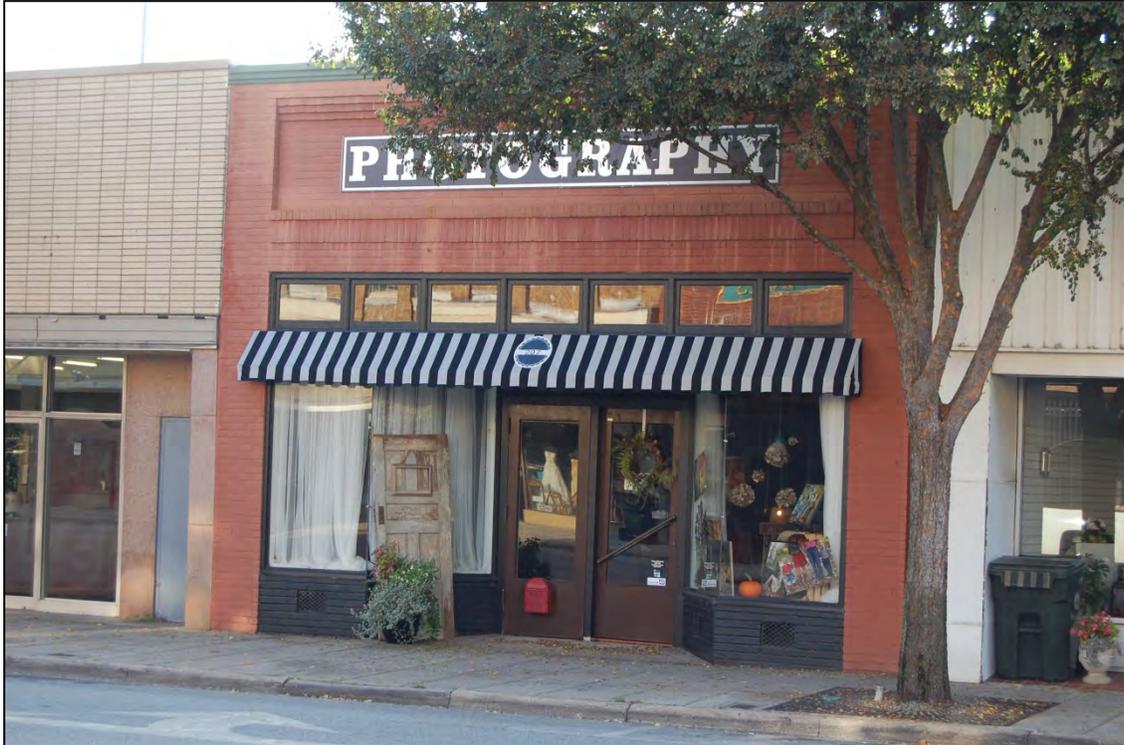


Figure 126: Redwine's Grocery and Clodfelter's Market, north front elevation

Family Shoe Center (URS survey #17)
209 South Main Street

This building was likely erected between 1937 and 1941-1942, according to city directories. In the latter directory, it is included by address, although it was vacant. By 1945, when it can be seen in a photograph taken when the adjacent Carolina Theater burned down, it housed the Family Shoe Center (Figure 123, above). (This business may have been the predecessor of the Family Shoe Hospital, which had occupied part of the site of the Grant's/Kimbrell's store in the early 1940s.) It is first included on the updated 1948 Sanborn map. Ragan Appraisal now occupies the long, narrow, one-story, masonry building, which has been extensively altered (Figure 127 -Figure 129). Either its original reflective, black, structural glass sheathing has been removed or it has been covered with metal panels. Its plate-glass windows have been altered and its original eastern entry replaced with its current west-end doorway. The building is believed to have no historic or architectural significance and to have lost its integrity through alterations to its entry, windows, and cladding. It is therefore recommended as not individually eligible for National Register listing. As discussed further below, though, the building is recommended as a noncontributing part of an addition to the Uptown Lexington Historic District.



Figure 127: North front (Main Street) elevation of Family Shoe Center



Figure 128: North front elevation of Family Shoe Center

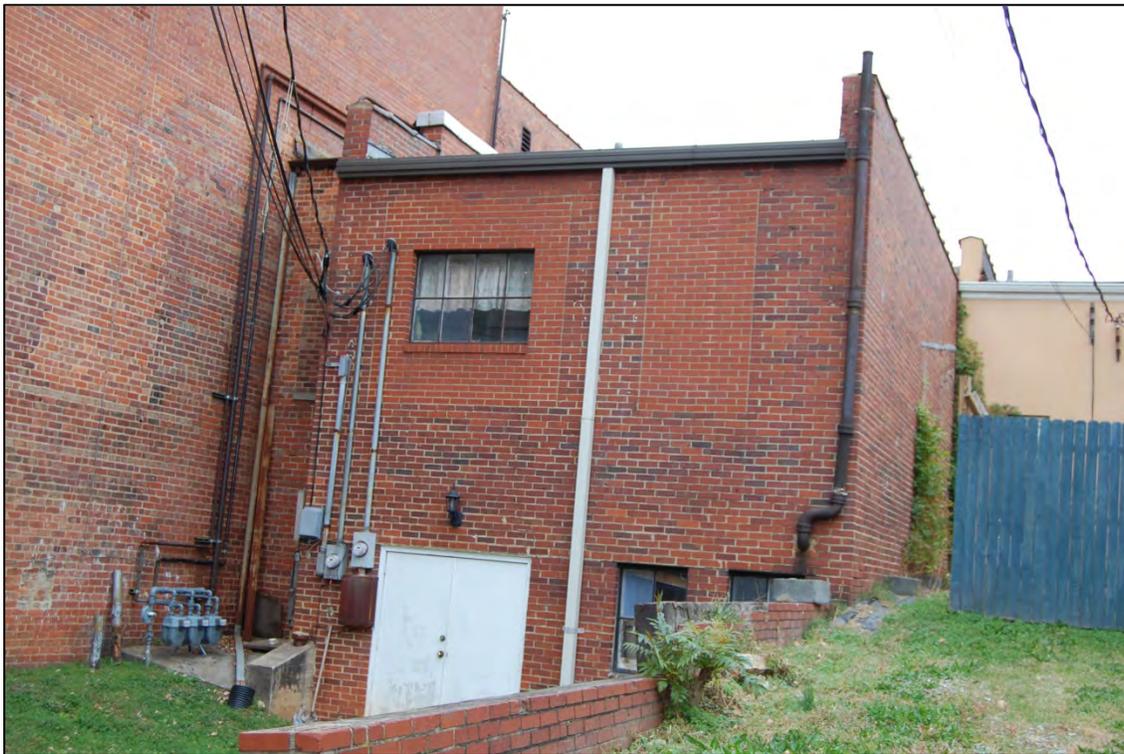


Figure 129: South rear elevation of Family Shoe Center

Hedrick Block (URS survey #18)
211-215 South Main Street, Lexington

The Hedrick Block (DV-584), built in 1947, is an unusual local example of the Art Moderne style clad in Carrara structural glass panels (Figure 130). It is recommended as individually eligible for National Register listing. More information on it and additional images can be found below at its individual entry (URS survey #18A). Also as discussed below, the building is additionally recommended as a contributing part of an addition to the Uptown Lexington Historic District.



Figure 130: South front (Main Street) elevation of Hedrick Block

Potential Expansion of Historic District: Assessment, Recommendations, and Boundaries

The Uptown Lexington Historic District was listed in the National Register in 1996. It extends along the spine of North and South Main Street from East 2nd Street on the east to West 3rd Avenue on the west, between Marble Alley on the south and State Street on the north. It includes 56 contributing resources and 12 noncontributing resources on Main Street, 1st Street, Center Street, 1st Avenue, 2nd Avenue, and 3rd Avenue (Figure 131).

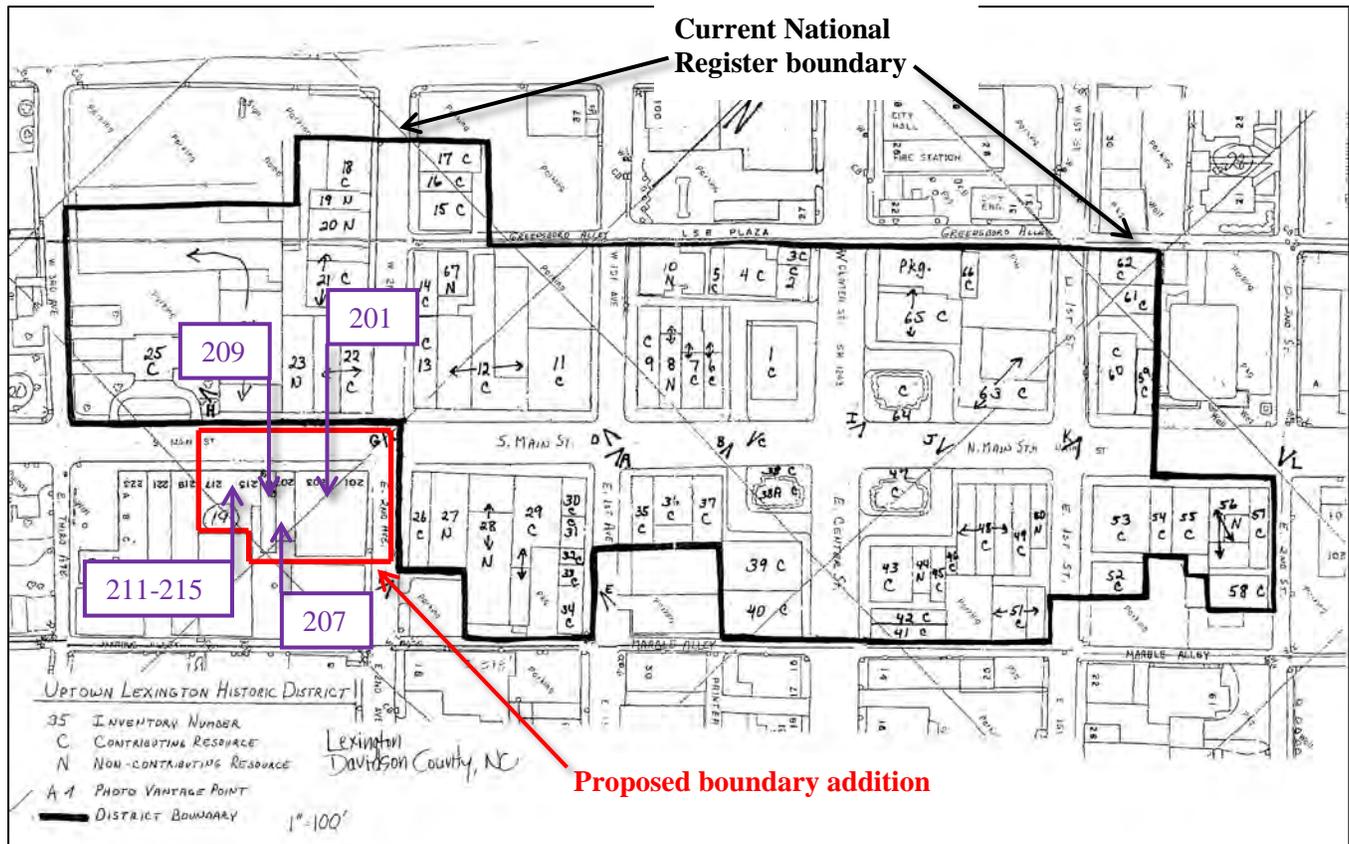


Figure 131: National Register boundaries of Uptown Lexington Historic District in black with proposed boundary addition marked in red and South Main Street addresses marked in purple (source of base map with boundaries: Laura Phillips’ National Register nomination 1996)

The first two paragraphs of the historic district nomination describe the general nature of the resources included within and excluded from its boundaries (Phillips 1996):

The Uptown Lexington Historic District constitutes the historic core of Lexington’s commercial and governmental center. Situated roughly along Main Street between Third Avenue and Second Street, the district is made up of sixty-eight resources, including sixty-four buildings, three sites, and one object. Eighty-eight percent of the resources are commercial in nature.... Sixty-eight percent of the resources date from ca. 1890 to ca. 1930, and the rest are fairly evenly distributed among the periods prior to 1890, 1930-1946, and post 1946. Eighty-two percent of the resources in the Uptown Lexington Historic District contribute to its historic character, reflecting its 1824-1946 period of significance. One property, the former Davidson County Courthouse, is already listed in the National Register.

The Uptown Lexington Historic District is a tightly-knit historic urban commercial space that is distinguished from its surroundings in several ways. Outside the boundaries of the district the character of the buildings and the urban space changes. South of Third Avenue, the buildings become more spaced out and consist largely of churches, modern service stations, and generally non-contributing buildings. The east side of S. Main Street between Second and Third Avenues was excluded from the district because all but one of these buildings, in their current form, do not contribute to the historic character of the district because of post-1946 construction dates or substantial alterations. East of Marble Alley, the buildings become more recent and more spread out, merging with industrial areas. West of Greensboro Alley/LSB Plaza, buildings become more spread out and more recent, and the commercial and governmental buildings here quickly give way to residential areas. North of Second Street, the commercial fabric along N. Main Street becomes considerably more spread out and, for the most part, more recent in date of construction. There are several good 1920s-1930s commercial buildings as well as the remodeled mid-nineteenth-century jail in this area, but these buildings are too separated from the main body of the district by more recent noncontributing buildings and open spaces to warrant their inclusion in the district.

The opening paragraph of the statement of significance states (Phillips 1996):

The Uptown Lexington Historic District, composed of the historic commercial and governmental core of this central Piedmont town, is locally significant in the history of Lexington and Davidson County in the areas of architecture, commerce, and politics and government. Lexington began as a small village in the late eighteenth century, and when Davidson County was formed in 1822, it was soon selected as the county seat. The twenty-five acres which were purchased adjacent to the village in 1824 and laid out into a courthouse square and surrounding lots with a grid pattern of streets became the center of government and commerce in Lexington and form the nucleus of the Uptown Lexington Historic District. As the location of the Davidson County Courthouse from ca. 1825 to 1958 and other local government buildings, the district was the center of local politics and government for over 125 years. The area encompassed by the district developed into a primary center for commerce and trade in Davidson County and remains so today. The district meets Criterion A for listing in the National Register because of these strong associations with local government and commerce. As the center of Lexington developed to serve the needs of government and commerce, it acquired a collection of architecturally significant buildings dating from the nineteenth century and first half of the twentieth century. Several of these buildings, including the 1856-58 (former) Davidson County Courthouse, the ca. 1910 (former) March Hotel, and the 1911-12 (former) United States Post Office, are significant individually for their well-articulated variations on classical design. At the same time, the group of buildings in the district as a whole forms a fine representative collection of late nineteenth- and early-to-mid-twentieth-century brick commercial stock expressive of the distinctive design and physical characteristics of standard commercial architecture of the period. As such, the district also meets Criterion C for National Register listing. Although many of the buildings in the Uptown Lexington Historic District have experienced some typical mid-to-late twentieth-century alterations—particularly of first-story shopfronts—the district as a whole maintains integrity of location, design, setting, materials, workmanship, feeling, and association representing its period of significance from the 1824 purchase and layout of the county seat to 1946, the last year in which the district meets the fifty-year criterion for listing in the National Register.

The nomination excludes resources that do not contribute to the district's significance because of their date of construction, their residential nature, or a loss of integrity. It establishes a somewhat arbitrary cut-off date of 1946 for exclusion of peripheral resources, to keep within the National Register's general exclusion of resources less than 50 years old that do have exceptional importance. Of particular relevance to the assessment of the buildings on Main Street under consideration here is its statement that "The east side of S. Main Street between Second and

Third Avenues was excluded from the district because all but one of these buildings, in their current form, do not contribute to the historic character of the district because of post-1946 construction dates or substantial alterations.”

It is recommended that the period of significance for the historic district be extended to 1963. This will allow the addition of resources erected within the past 50 years that are part of the “historic core of Lexington’s commercial” center. A date later than 1963 is not recommended, for there do not appear to be resources of exceptional importance on the periphery of the district that might be included within its boundaries and because there is no clear cut-off date past 1963: like most towns in North Carolina, the commercial core of Lexington has continued to evolve within the past 50 years.

With an extension of its period of significance to 1963, it is recommended that four resources on the south side of South Main Street—just west and south of the current boundaries—be added to the district: the former W.T. Grant Co. Department Store/Kimbrell’s Furniture Building (URS survey #15) at 201 South Main; Redwine’s Grocery and Clodfelter’s Market (URS survey #16) at 207 South Main; the Family Shoe Center (URS survey #17) at 209 South Main; and the Hedrick Block (URS survey #18) at 211-215 South Main (Figure 132 - Figure 138). They are part of the historic commercial core of Lexington and fit within the (extended) historical and architectural contexts of the historic district. The Grant department store, Redwine grocery, and Hedrick building are recommended as resources that contribute to the historic district. The Family Shoe building is recommended as a noncontributing resource due to its loss of integrity on both of its visible (north and south) elevations. This conforms with the standards set out in the nomination, which gives contributing status to resources such as 125 South Main Street (nomination #26)—altered at its front (north) elevation, but largely intact at its side (west) elevation—and noncontributing status to resources such as 109 South Main Street (nomination #28), which has seen extensive alterations to its front (north) elevation and retains its secondary rear (south) elevation exposed to view. The district is recommending as terminating at the south on East 2nd Avenue just north of the former Sink, Taylor & Evans Auto Sales and Service Building (URS survey #14). This resource is excluded from the district because of its many alterations, which have seriously damaged its integrity. The district is recommended as terminating at the west on Main Street just past the Hedrick Block. Beyond the Hedrick building are three buildings that would not contribute to the district: (1) the former Carolina Theater (URS survey #46) at 217 South Main, which was built in 1948 but has a modern front façade and marquee and a modern addition to its west, and which therefore does not have sufficient integrity to contribute to the historic district; (2) Verona’s Fabrics store at 211 South Main, which was built in 1944 according to tax records (and appears on the 1948 Sanborn map), but also has a modern façade and therefore would not have sufficient integrity to contribute to the district; (3) and a small strip mall at 223 South Main, which erected in 1981 according to tax records and would therefore fall outside of the district’s extended period of significance. As can be seen from a comparison with resources that are already included within the district on the adjacent sections of South Main Street, the four recommended additional resources conform with the character of the current district (assuming its period of significance is extended to 1963) (Figure 139 and Figure 140).

The recommended increase in boundaries of the historic district encompasses the following four lots or parts of lots and the sections of South Main Street and East 2nd Avenue opposite them necessary to connect them with the current boundaries of the district: (1) W.T. Grant Co. Department Store/Kimbrell’s Furniture Building—northern portion of Parcel Number 11083000A0001 / Pin ID 6725-02-86-1652; (2) Redwine’s Grocery and Clodfelter’s Market—northern portion of Parcel Number 11083000A0002 / Pin ID 6725-02-86-1526; (3) Family Shoe Center—northern portion of Parcel Number 11083000A0003 / Pin ID 6725-02-86-0587; and (4) Hedrick Block—all of Parcel Number 11083000A0004B / Pin ID 6725-02-86-0509. This recommended addition would increase the size of the historic district by approximately one acre.