

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 15). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Winston-Salem Southbound Railway Freight Warehouse and Office  
other names/site number N/A

### 2. Location

street & number 300 S. Liberty Street N/A not for publication  
city, town Winston-Salem N/A vicinity  
state North Carolina code NC county Forsyth code 067 zip code 27101

### 3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	<u>1</u>	_____ objects
			<u>0</u> Total

Name of related multiple property listing: N/A Number of contributing resources previously listed in the National Register 0

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

William S. Price  
Signature of certifying official

10-27-91  
Date

State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

### 5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register.  See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions (enter categories from instructions)

COMMERCE/TRADE/business

7. Description

Architectural Classification

(enter categories from instructions)

Italianate

Materials (enter categories from instructions)

foundation Brick
walls Brick
roof Metal
other Wood
Limestone

Describe present and historic physical appearance.

The Winston-Salem Southbound Railway Freight Warehouse and Office (hereinafter referred to as the Southbound building) is a two-story brick railroad building measuring 40 x 224 feet with Italianate-influenced details typical of those popularly used during the early twentieth century for industrial and simple commercial buildings. Designed by Wilmington architect Joseph F. Leitner, it was constructed in 1913 by contractors Rhodes and Underwood of New Bern. The site of the Southbound building on the west side of South Liberty Street just south of Cemetery Street is strategically located across from the former Salem Town Hall (NR) and between the centers of Salem and Winston. The building is set at an angle of approximately forty-five degrees to the street. It is in a revitalized area where buildings such as the former Salem Town Hall, a former industrial building now known as "The Foundry," and the former Arista Cotton Mill (NR) have been rehabilitated and adaptively re-used. The city's landscaped strollway, which connects downtown Winston-Salem with Old Salem and the North Carolina School of the Arts, runs behind the Southbound building.

The Southbound building has undergone two major alterations during its history but retains strong architectural integrity which still clearly conveys its original exterior appearance. In 1964 the widening of South Liberty Street necessitated the removal of fourteen feet from the narrow southeast end of the building. The replacement facade was a plainly modern brick elevation with a pair of glass entrances and a band of central windows on the second story. In 1990 the building was sympathetically renovated for office use. At that time, the 1964 facade was removed and replaced with a new facade which nearly replicated the original, as evidenced by the surviving original northwest elevation. The original first story wareroom and the second story offices were redesigned for modern offices, but much of the original detailing (doors, window casings, exposed heavy timber supports) were retained.

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The Southbound building features a brick foundation, brick walls utilizing a stretcher bond and colored mortar to match the orange-red bricks, and a shallow gable roof covered with standing seam metal. The southeast facade consists of three bays, with a central pair of doors and multi-pane transom flanked by paired sash windows on the first story and three matching windows on the second story. While most of the facade windows, as well as the windows and doors of the other elevations, are trimmed with slightly projecting brick surrounds and limestone sills, keystones, and spring blocks, the main entrance and central window are further accentuated with a more complex stepped surround projection. The facade is crowned with a central round window with precast concrete keys and a shaped parapet with precast concrete coping. The rear elevation is similar to the facade, except that the windows are all single, those on the first story are shorter and have iron bars, and there is a basement door. On the rear elevation it is evident that the building's foundation bricks are a different type and color than those above the water table and do not have colored mortar joints.

The southwest and northeast elevations are nearly identical and are the most visually distinctive because of their repetition of details. The long side elevations have eleven bays of wareroom doors on the first story and twenty-two bays of one-over-one sash windows on the second story. While the windows match those on the facade and rear, the large rolling doors are designed with chevron panels of tongue-and-groove ceiling boards on the lower halves. The upper halves, which originally had more chevron paneling and some windows, have been modified with vertical glass panels. Sheltering the loading doors on both sides of the building are hip-roofed canopies running nearly full-length which are supported by large, shaped wooden brackets and have exposed, shaped rafter ends. The overhanging boxed cornice is also supported by shaped brackets. Because of the functional aspects of the loading/unloading of trains versus the loading/unloading of wagons and trucks, the southwest elevation of the building next to the railroad tracks has a wooden loading dock with a painted metal railing (a 1990 addition), while the northeast elevation does not. The tracks were removed several years ago. Paved parking is located along both sides and rear of the building.

The interior was originally composed of front offices and a large wareroom space on the first story and second story offices divided by a central hall running from the front to the rear of the building. The 1990 rehabilitation of the building converted

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the entire interior to offices of different sizes. Although the hall pattern of the second floor was altered and new partitions were added, original features were retained in many places. These include exposed brick walls, post and beam supports, and rolling door hardware on the first floor and doors, wood windows, and other woodwork on the second floor.

The unfinished basement consists of several large rooms with cement floors and circular sawn support posts. Of particular interest are the segmental brick arches along the side walls filled with rubble, the enclosed stair to the first story near the southeast end of the basement, and the vault room with two layers of metal doors, the outer door designed with six panels.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1913-1941

Significant Dates

1913

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Leitner, Joseph F. - Architect

Rhodes & Underwood - Contractor

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

**SUMMARY:**

The Winston-Salem Southbound Railway Freight Warehouse and Office was designed by Wilmington architect Joseph F. Leitner and built in 1913 by New Bern contractors Rhodes & Underwood. It served until 1985 as headquarters for the Winston-Salem Southbound Railway, an eighty-nine mile line to Wadesboro which was begun under the leadership of prominent local industrialists Francis H. and Henry E. Fries to link Winston-Salem to the larger rail systems of the state and region. The building's significance lies in its association with the development of rail transportation in Winston-Salem which enabled the phenomenal success of local industry--particularly tobacco--during the early twentieth century. With the long-past and recent demolition of other railroad buildings, the Southbound Railway Freight Warehouse and Office is the only surviving railroad building constructed prior to 1925 in Winston-Salem. It serves as a tangible reminder of this important facet of Winston-Salem's industrial and commercial growth during the boom years of the first quarter of the twentieth century. The building's period of local significance spans the years from its construction in 1913 to 1941, the last year in which it meets the fifty-year criterion for National Register listing.

See continuation sheet

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Warehouse and Office  
Forsyth County, NC**HISTORIC CONTEXT: TRANSPORTATION**

Improved transportation facilities were both a cause and an effect of economic development in late nineteenth- and twentieth-century North Carolina. Railroad expansion, which resulted in the construction of 3,831 miles of track prior to 1900 as part of the organization of the Southern, Seaboard Air Line, and Atlantic Coast Line systems, continued at a slower pace after 1900. In 1906 several short lines in the East consolidated to form the Norfolk and Southern Railway Company. In 1910 it was reorganized as the Norfolk Southern and the following year acquired control of several other lines in the state. Besides these four large systems, more than thirty companies operated short lines in North Carolina. The total railroad mileage in the state increased to 4,932 in 1910 and to 5,522 in 1920. Two new railroads were built during this period (1910-1920), one of which was the Winston-Salem Southbound (Lefler and Newsome, 586).

The problem of transportation had long been a concern to the Winston area, as suggested by the fact that in 1857 an unidentified North Carolinian urged Virginians of the Lynchburg area to build a railroad to Salem by way of Stokes County (Tilley, 57). In 1873 the first regular train arrived in Winston from Greensboro. The twenty-eight-mile track, known as the Salem Branch Line, was part of the Northwestern North Carolina Railroad, which later became the Southern Railroad (Tilley, 31, 57). In 1889 the Roanoke and Southern (later the Norfolk and Western) arrived in the city (Fries et al., 250).

Understanding that transportation arteries could be Winston-Salem's starvation or salvation, local businessmen and industrialists devoted much attention to their development. As the tobacco industry, in particular, grew, so the importance of good rail lines into and out of the city increased (Fries et al., 250). In 1910 Edward Rondthaler, pastor of the Salem Congregation of the Moravian Church, recorded in his Memorabilia that the great feature of the year was:

the completion of the Southbound Railroad, under the presidency of Mr. Henry E. Fries. This road connects Winston-Salem with Wadesboro. It is eighty-nine miles long, and was built in the most substantial manner, during a period of fourteen months, at an expense of four million dollars. It is the joint enterprise of the Norfolk and Western and the Atlantic Coast Line Railways. It will have the practical effect of putting our community on the main line instead of its being on branch lines as hitherto.

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Being operated under the control of the Atlantic Coast Line, the Southbound will give the community direct connection with all the large railroad systems of the State. (Rondthaler, 280-281).

In 1913 Rondthaler wrote that:

The greatest industrial feature of the year was the opening of the extensive Southbound Railway Station for freight traffic. The railroad spur up the Tar Branch has been most substantially built, and will prove of very great value to the community (Rondthaler, 314).

Other freight facilities followed in the ensuing years. In 1916 the Norfolk and Western built a new freight station, and in 1926 both Union Station and a new freight depot for Southern Railroad were completed. In 1927 and 1928 Southern Railroad and Norfolk and Western built new yards at an expense of three million dollars (Fries et al., 250-251).

This expansion of railroad facilities was closely linked with the city's phenomenal growth in industry, commerce, and population during the early decades of the twentieth century. In 1913 the towns of Winston and Salem merged, becoming Winston-Salem, and during the decade between 1910 and 1920 the population grew 113 percent, making Winston-Salem the largest city in North Carolina (Fries, et al., 205). The railroads continued their important role until well after the Second World War.

## **HISTORICAL BACKGROUND:**

During the construction of the Roanoke and Southern Railroad in the late 1880s, Salem industrialist Col. Francis H. Fries became impressed with the need for building a rail line from Winston-Salem to some point on the South Carolina line. The Winston-Salem Southbound was conceived in 1891 as the Winston and Wadesboro Railroad. The prime function of the line was envisioned to be to haul coal to the U.S. Navy at Charleston, S. C. and to bring fertilizer and other imports from the port. The line was also to serve Winston industries. At the other end, Wadesboro was a center of cotton farming and trade. The North Carolina General Assembly granted a charter to the Winston-Salem Southbound Railway on January 31, 1905. Incorporators were Francis H. Fries, W. A. Lemly, James A. Gray, A. E. Holton, C. A. Reynolds, J. C. Buxton, H. A. Pfohl, James K. Norfleet, A. H.

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Eller, Henry E. Fries, and C. B. Watson. Col. Francis H. Fries was named chairman. Under this charter the company was empowered to "construct, maintain, and operate a railroad and telegraph line from Winston-Salem, through the counties of Forsyth, Davidson, Davie, Guilford, Randolph, Chatham, Montgomery, Moore, Rowan, Stanly, Cabarrus, Mecklenburg, Union, Richmond, and Anson...to the South Carolina line" (Miller and Vaughn, 1-2).

The formation and completion of the Winston-Salem Southbound Railway was primarily the work of three men: Col. Francis H. Fries, Henry E. Fries, and Col. O. H. P. Cornell. The Fries brothers were members of a family of great significance to the development of Salem and the Piedmont region during the nineteenth and early twentieth centuries. Col. Fries helped develop the F. & H. Fries Mills in Salem, was responsible for the building of the Roanoke & Southern Railroad, organized the Wachovia Loan and Trust Company, and established several textile mills and accompanying mill towns in Piedmont North Carolina and southern Virginia. Col. Fries became the first president of the Winston-Salem Southbound Railway until ill health forced him to leave that position in 1907 (Miller and Vaughn, 3).

In 1907 Francis's younger brother, Henry Elias Fries, assumed the presidency of the Southbound, seeing to its completion and then guiding its development until his death in 1949. Through his Fries Manufacturing and Power Company, Henry Fries built the first hydro-electric dam (on the Yadkin River) to supply long-distance transmission of electricity in North Carolina. In connection with this, he operated an electric street car system and supplied homes and factories with electricity. As a member of the town board of Salem, he was one of the primary advocates of the consolidation of Winston and Salem and helped to organize the Winston-Salem Chamber of Commerce (Miller and Vaughn, 3; Journal and Sentinel, October 11, 1970).

Col. Oliver H. P. Cornell, from Ithaca, New York, was the son of Ezra Cornell, the founder of Cornell University. Col. Cornell, who was recognized as one of the finest mathematical minds in the country, was selected as chief engineer of the Southbound Railway in 1905. He personally surveyed the line in 1905-1906, and then directed the building of the railroad (Miller and Vaughn, 3).

After delays due to tight money and various negotiations with the Atlantic Coast Line and Norfolk and Western railroads for assistance, contracts for construction were let in August of 1909. The project was divided among several contractors in order to complete it in just over a year (Miller and Vaughn, 2).

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Original plans called for a first run on September 22, 1910, President H. E. Fries' birthday, but the last rail was not laid on the main line until November 23. The next day the first passenger coach to travel the line left Winston-Salem for Wadesboro. The grand opening celebration was held in Winston-Salem on December 15, 1910. City officials declared a half-day holiday and a full schedule of events which included addresses by Governor W. W. Kitchen and other dignitaries; parades; music; refreshments; a grand organ recital; open-houses at factories, Salem Academy and College, the Carnegie Library and elsewhere; and an evening banquet at the Zinzendorf Hotel. A special train brought officials and businessmen from each county traversed by the Southbound to Winston-Salem (Miller and Vaughn, 3, 5; Journal, December 10, 1910).

The first passenger station the Southbound used was Winston-Salem's second, having been completed in 1908 on Chestnut Street between Third and Fourth Streets; it is no longer standing. In 1926 the Union Station on Claremont Avenue (now Davis Garage) took over as the Southbound's passenger station, along with the Norfolk and Western and Southern railroads. After competition from highways decreased ridership, passenger service was terminated in 1933 (Miller and Vaughn, 7, 11).

Freight transport, however, continued to be important. On February 7, 1913, the Winston-Salem Southbound Railway purchased from the Salem Board of Commissioners a lot on the west side of Liberty Street across from the Salem Town Hall for the construction of the Southbound freight warehouse and office (Deed Book 80, 442). The lot was the site of Salem's earlier Town Hall.

Prominent Wilmington architect Joseph F. Leitner was commissioned to design the building, for which a local contractor had already constructed the foundation. Leitner was the official architect of the Atlantic Coast Line Railroad Company, which was based in Wilmington. In addition, his North Carolina work included the Columbus County Courthouse, numerous schools, banks and other commercial buildings, public and institutional buildings, churches, hotels, and houses (Brown, Research Notes).

The New Bern firm of Rhodes & Underwood was awarded the contract for construction of the freight warehouse and office, having submitted the lowest bid. The building was completed in July of 1913 (Winston-Salem Southbound Railway Company records). It housed front offices and rear warehouse space on the first story and offices on the second story. Trains would unload along the southwest dock and merchants would bring their wagons to the northeast side. Even after the basement and first story were

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leased to other companies for storage, the second floor continued to serve as the railroad's general offices until the building was sold in 1985.

In 1990 the former Winston-Salem Southbound Railway Building entered a new era with its rehabilitation into offices by the owners, Railroad Building Partners. At present, the handsome building is nearly at full occupancy by a variety of business firms.

**9. Major Bibliographical References**

Brown, Charlotte V. Typescript research notes on Joseph F. Leitner.

Forsyth County Records, Office of the Register of Deeds, Forsyth County Courthouse, Winston-Salem, N. C.

Fries, Adelaide, Stuart Thurman Wright, and J. Edwin Hendricks. Forsyth: The History of a County on the March. Chapel Hill: The University of North Carolina Press, 1976.

Lefler, Hugh Talmage, and Albert Ray Newsome. 3d ed. North Carolina: The History of a Southern State. Chapel Hill: The University of North Carolina Press, 1973.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

- Primary location of additional data:
- State historic preservation office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property Approx. 0.73 acre

UTM References

A 17 568030 3994190  
 Zone Easting Northing

C \_\_\_\_\_

B \_\_\_\_\_  
 Zone Easting Northing

D \_\_\_\_\_

See continuation sheet

Verbal Boundary Description

The nominated property consists of Lot 413 of Block 57, Map #630854, Winston Township, Forsyth County Tax Map. The boundary is shown as the heavy black line on the accompanying tax map.

See continuation sheet

Boundary Justification

The boundary encompasses the city lot of less than one acre on which the building stands and which has been associated historically with the Winston-Salem Southbound Railway Freight Warehouse and Office.

See continuation sheet

**11. Form Prepared By**

name/title Laura A. W. Phillips, Architectural Historian  
 organization N/A date June 12, 1991  
 street & number 637 N. Spring Street telephone 919/727-1968  
 city or town Winston-Salem state North Carolina zip code 27101

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Rondthaler, Rt. Rev. Edward. The Memorabilia of Fifty Years, 1877  
to 1927. Raleigh: Edwards & Broughton Company, 1928.

Tilley, Nannie M. The R. J. Reynolds Tobacco Company. Chapel  
Hill: The University of North Carolina Press, 1985.

Winston-Salem Journal, December 10, 1910.

Winston-Salem (Sunday) Journal and Sentinel, October 11, 1970.

Winston-Salem Southbound Railway Company, Records - Letters and  
other memoranda.

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The following information applies to all nomination photographs:

- 1) Winston-Salem Southbound Railway Freight Warehouse and Office
- 2) Winston-Salem, Forsyth County, North Carolina
- 3) Laura A. W. Phillips
- 4) May 29, 1991
- 5) State Historic Preservation Office, Raleigh, N. C.
- 6-7) A: overall view, to the north  
B: overall view, to the south  
C: detail of shed rafters  
D: context view, looking north along Liberty Street  
E: rehabbed interior, first floor, to the southeast  
F: detail of interior woodwork, second floor, to the northeast

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Winston-Salem Southbound Freight Warehouse  
and Office

Forsyth County Tax Map  
Winston Township  
Map #630854, Block 57, Lot 413

Scale: 1" = 200'



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

STATE OF N  
DEPARTMENT OF NATURA  
RALEIGH, N

1956 11 NE  
(RURAL HALL)

80°15'  
36°07'30"

568000m.E.

MT. AIRY 36 MI.  
RURAL HALL 7.7 MI.

569

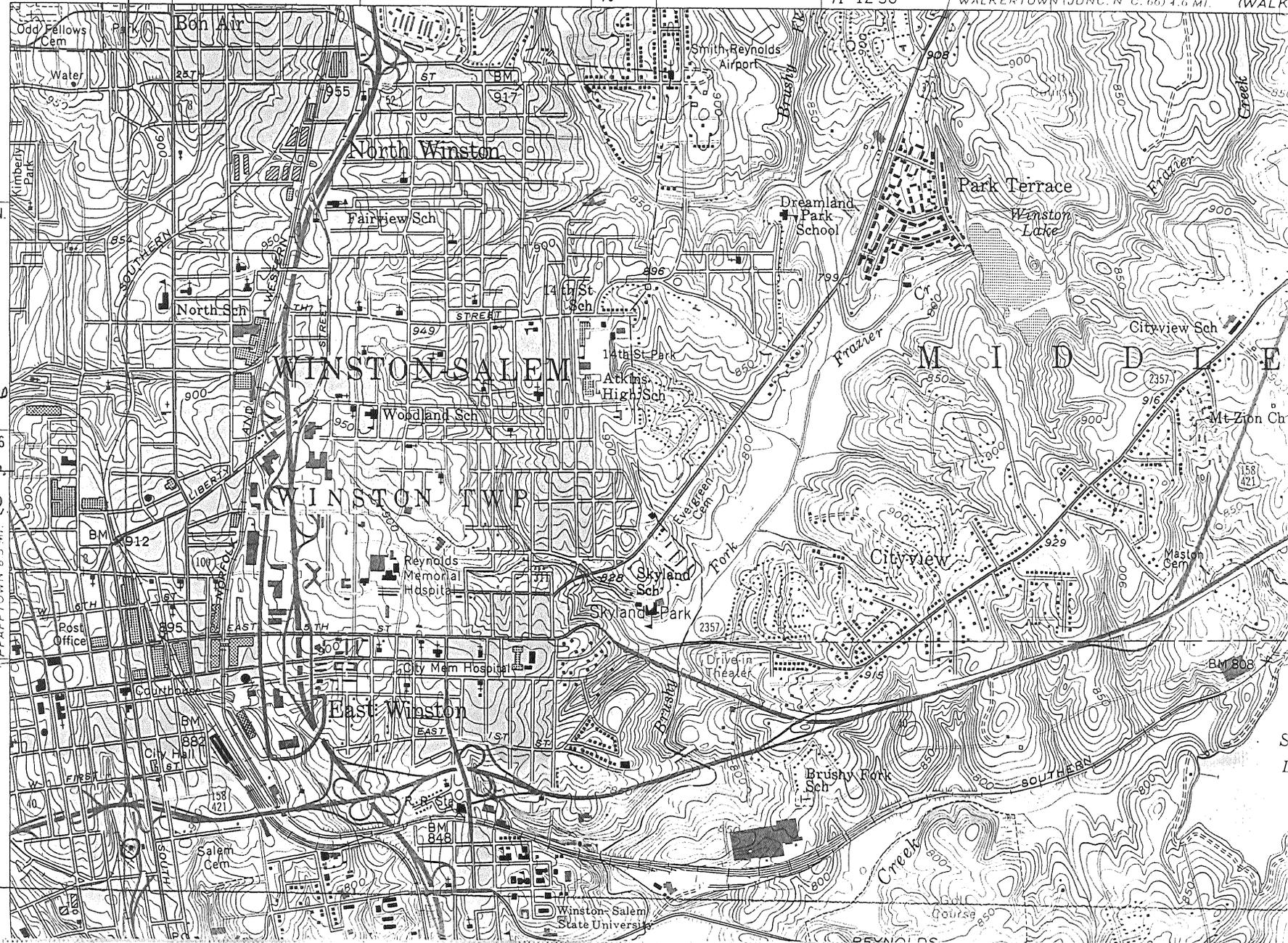
570

571 12'30"

495  
4.6 MI.  
WALKERTOWN (JUNC. N. C. 66)

495  
(WALK

3997000m.N.



WINSTON-SALEM SOUTHBOUND  
FREIGHT WAREHOUSE +  
OFFICE  
WINSTON-SALEM, FORSYTH CO.  
WINSTON-SALEM EAST QUAD,  
N. C.

1:24,000  
17/568030/3994190

YADKINVILLE 29 MI.  
PFAFFTOWN 3 MI.

