

**NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICE**  
Office of Archives and History  
Department of Cultural Resources

**NATIONAL REGISTER OF HISTORIC PLACES**

**Winston-Salem Tobacco Historic District**

Winston-Salem, Forsyth County, FY3151, Listed 8/05/2009  
Nomination by Jen Hembree  
Photographs by Jen Hembree, February 2008



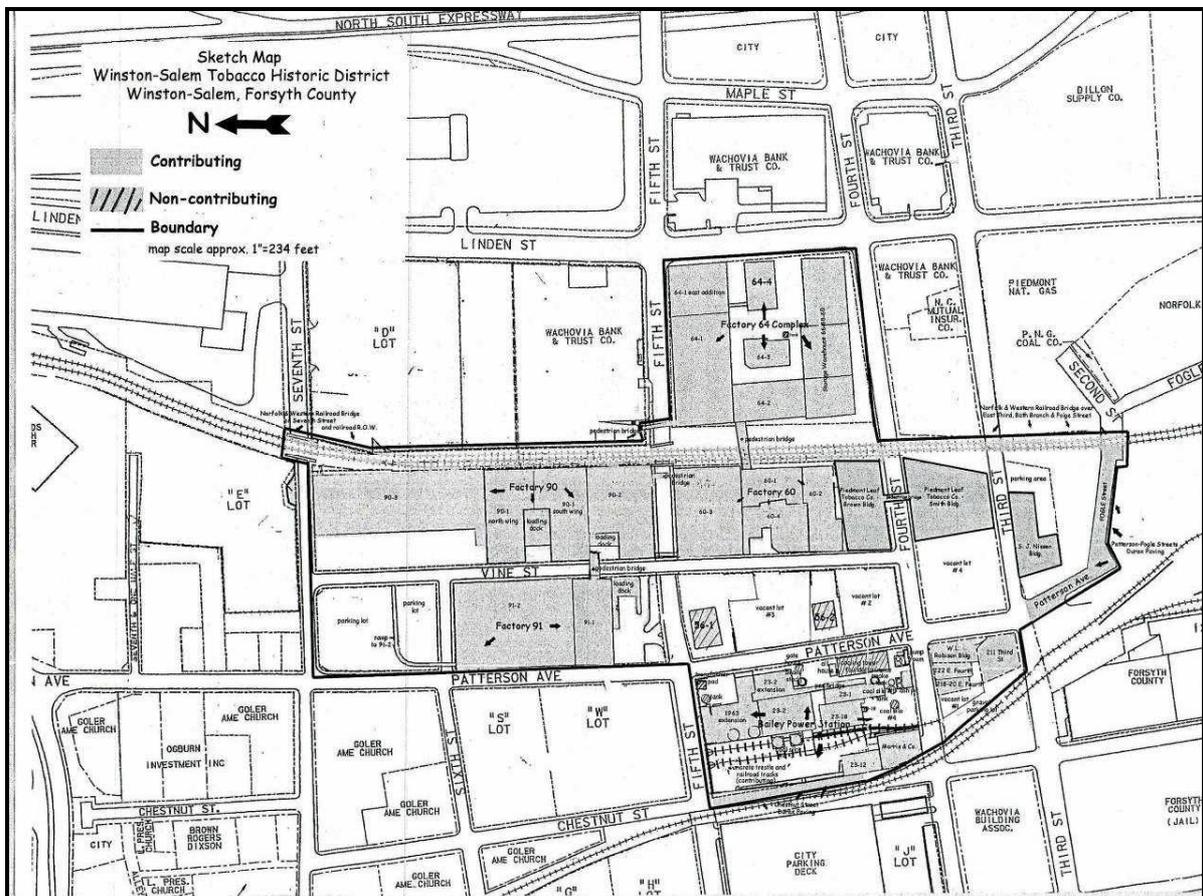
Factory 90 and pedestrian bridge to Factory 91, looking southeast



East Fourth Street commercial buildings, looking southwest



Bailey Power Station, east elevation



Historic District Map

**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 for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A) Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-9000a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

Historic name Winston-Salem Tobacco Historic District  
Other name/site number \_\_\_\_\_

## 2. Location

Street & number Roughly bounded by Chestnut St. on the west, Fifth and Seventh Streets on the north, Linden St. on the east and Fourth and Fogle Streets on the south.  not for publication N/A  
City or town Winston-Salem  vicinity N/A  
State North Carolina Code NC County Forsyth Code 067 Zip code 27101

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

North Carolina Department of Cultural Resources  
\_\_\_\_\_  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional Comments.)

\_\_\_\_\_  
Signature of commenting official /Title Date

\_\_\_\_\_  
State or Federal agency and bureau

## 4. National Park Service Certification

I hereby certify that the property is

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	Signature of the Keeper	_____	Date of Action	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____				
<input type="checkbox"/> determined not eligible for the National Register	_____				
<input type="checkbox"/> removed from the National Register	_____				
<input type="checkbox"/> other, (explain:)	_____				

Winston-Salem Tobacco Historic District  
Name of Property

Forsyth County, North Carolina  
County and State

### 5. Classification

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
16	3	buildings
0	0	sites
16	6	structures
0	0	objects
32	9	total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

4

### 6. Function or Use

**Historic Functions**  
(Enter Categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility

INDUSTRY/PROCESSING/EXTRACTION: industrial storage

INDUSTRY/PROCESSING/EXTRACTION: energy facility

COMMERCE/TRADE: warehouse

COMMERCE/TRADE: restaurant

COMMERCE/TRADE: specialty store

TRANSPORTATION: road-related (vehicular)

TRANSPORTATION: rail-related

**Current Functions**  
(Enter categories from instructions)

VACANT/NOT IN USE

INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: restaurant

INDUSTRY/PROCESSING/EXTRACTION: energy facility

COMMERCE/TRADE: financial institution

TRANSPORTATION: road-related (vehicular)

TRANSPORTATION: rail-related

### 7. Description

**Architectural Classification**  
(Enter categories from instructions)

Other: steel and concrete factory

Commercial Style

Late Victorian: Romanesque

Late Victorian: Second Empire

**Materials**  
(Enter categories from instructions)

Foundation: Concrete

Walls: Concrete

Brick

Glass

Metal

Stucco

Roof: Concrete

Other: Built-up

Stone: Slate

Other:

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

Winston-Salem Tobacco Historic District  
Name of Property

Forsyth County, North Carolina  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**Areas of Significance**

(Enter categories from instructions)

Industry \_\_\_\_\_

Commerce \_\_\_\_\_

Ethnic Heritage: Black \_\_\_\_\_

Social History \_\_\_\_\_

**Period of Significance**

1890-1959 \_\_\_\_\_

**Significant Dates**

1890 \_\_\_\_\_

1895 \_\_\_\_\_

**Significant Person**

(Complete if Criterion B is marked above)

N/A \_\_\_\_\_

**Cultural Affiliation**

N/A \_\_\_\_\_

**Architect/Builder**

J.E. Sirrine and Company \_\_\_\_\_

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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

Name of repository: \_\_\_\_\_

Winston-Salem Tobacco Historic District  
Name of Property

Forsyth County, North Carolina  
County and State

**10. Geographical Data**

**Acreage of Property** 31 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1

1	7	5	6	8	3	0	0	3	8	9	5	6	0	0
Zone		Easting						Northing						

2

1	7	5	6	8	2	2	0	3	8	9	5	3	2	0
Zone		Easting						Northing						

3

1	7	5	6	8	2	2	0	3	8	9	5	2	0	0
Zone		Easting						Northing						

4

1	7	5	6	8	3	0	0	3	8	9	5	1	0	0
Zone		Easting						Northing						

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

Name/title Jennifer F. Hembree, Senior Associate  
Organization MacRostie Historic Advisors LLC Date July 29, 2008; revised March 30, 2009  
Street & number 1400 16th St. NW, Suite 420 Telephone (202) 483-2020  
City or town Washington State DC Zip code 20036

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with SHPO or FPO for any additional items)

**Property Owner**

Name More than fifty  
Street & number \_\_\_\_\_ Telephone \_\_\_\_\_  
City or town \_\_\_\_\_ State \_\_\_\_\_ Zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16) U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503

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Winston-Salem Tobacco Historic District  
Winston-Salem, Forsyth County, NC

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**NARRATIVE DESCRIPTION**

**General Description**

The Winston-Salem Tobacco Historic District contains buildings relating to the tobacco industry, specifically R. J. Reynolds Tobacco Company, as well as the S. J. Nissen Building and the Piedmont Leaf Tobacco Company, and includes both African American-owned and wholesale commercial concerns that were established within and around the Reynolds factory complex. Railroad bridges and railroad R.O.W. are also incorporated into the district which features an undulating topography of varying street levels, a briefly emerging waterway, and surviving stone street blocks. The Winston-Salem Tobacco Historic District is located in the eastern part of downtown Winston-Salem, today the county seat and largest city in Forsyth County. Winston-Salem has been one of the primary manufacturing and transportation cities within the southeastern United States, noted for tobacco, textile and furniture manufacturing since the late 1800s.

The Winston-Salem Tobacco Historic District consists of the largest extant industrial section in downtown Winston-Salem, although the industrial area is a fraction of its original size. The district encompasses approximately thirty-one acres and is comprised of nine full blocks and one partial block. The district's boundaries form an irregular cross shape. It is roughly bounded by Chestnut Street, railroad tracks owned by Norfolk Southern Railroad and Patterson Avenue (formerly Depot Street) to the west; East Third, East Fourth and Fogle Streets to the south; Linden Street and railroad tracks owned by North Carolina Department of Transportation to the east; and East Fifth and East Seventh Streets to the north. Much of the district is situated in a triangle formed by the two, north-south rail lines that converge a few blocks south of the district. Farther south runs Business 40 and U.S. 158; farther east runs U.S. Route 52. Main Street, Winston-Salem lies two blocks west.

Within the district are twenty contributing buildings (including previously listed buildings), sixteen contributing structures, three non-contributing buildings, and six non-contributing structures. The importance of the district is two-fold. Thirteen contributing buildings are extant former R. J. Reynolds Tobacco Company factory buildings, storage warehouses, and associated power station facilities mainly constructed in the 1920s and 1930s during the company's boom years and building expansion campaigns. The principal factory-related buildings are: Factory 60 (1923, with 1923-24, 1927-28 and 1980 additions), Factory 90 (1926, with 1927 and 1957-58 additions), Factory 91 (1937 with 1961-62 addition), Factory 64 (1916, with 1923 addition), Building 64-3 (1922-24), Building 64-4 (1923-24), Storage Warehouse 66-68-69 (1916 and 1918), Building 23-1 (1925-26), and Building 23-2 (1947-50 with 1949, 1963 extensions).<sup>1</sup> Ancillary factory-related contributing buildings include: Building 23-12 (1956), Morris & Co. Wholesale Meat Distributors (later Armour & Co. and subsequently renamed Building 23-13) (ca. 1917; this building also played an earlier role in the district's wholesale commerce); a Pump Room (ca. 1949) and Oil House (ca. 1957). Once part of a more extensive group that covered approximately ten square blocks in the vicinity, these buildings form the largest and only intact collection of tobacco factory

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<sup>1</sup> Many of the R.J. Reynolds Tobacco Company factory buildings do not have physical street addresses. The buildings were named by the firm. Names typically include two numbers. The first number relates to the geographic location. In most instances, buildings located within the same block have the same preceding number; this number is often followed by a dash and the second number which was assigned—in most cases—in chronological order.

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resources in downtown Winston-Salem; the others have been demolished or, in limited instances, have lost integrity due to extensive modern alterations.

Equally significant though in some cases less prominent in size and scale are the extant contributing buildings that are associated with the once-thriving African American and the wholesale commercial business district that was situated within and around the Reynolds factory site, catering to the R. J. Reynolds Tobacco Company, its workers, and taking advantage of the adjacent rail lines. These buildings are: the S. J. Nissen Building at 310 East Third Street (1894-95 with 1953 addition), W. F. Smith and Sons Leaf House and Brown Brothers Company on Fourth Street (1890 and 1895 and listed together on the National Register as Piedmont Leaf Tobacco Company), 218-20 East Fourth Street (1922), 222-24 East Fourth Street (1922), 226-28 East Fourth Street (1922), 211 East Third Street (1917), and Morris & Co. Wholesale Meat Distributors (later Armour & Co. and subsequently renamed Building 23-13) (ca. 1917; this building also played a later role as part of R. J. Reynolds Tobacco Company factory). These were once part of a more extensive group and groupings of typically one- and two-story brick commercial buildings that extended blocks westward outside the district along the south side of East Fourth Street to North Main Street and outside the district along both north and south sides of East Third Street to North Main Street. Similar buildings extended eastward within the district along the north and south sides of East Fourth Street to Vine Street, as well as decreasingly in number northward along Vine Street between East Fourth and East Fifth streets. Additional one-to-two story commercial buildings were also once located along the south side of East Fourth Street between Vine and Linden streets. These seven buildings are the few that remain of the African American cultural and commercial district and the wholesale business district -including businesses tied to the tobacco industry- that were integrated within and around the Reynolds factory complex; many of the commercial and wholesale buildings were demolished as a result of urban renewal efforts that began in the late 1950s.

Elsewhere in the district along Patterson Avenue, the non-contributing Allegacy Federal Credit Union at 410 East Fifth Street and the non-contributing Steam Generator (Building 56-2) do not meet the age requirements for listing in the National Register and furthermore, were constructed after R. J. Reynolds Tobacco Company began decentralizing tobacco manufacturing away from downtown Winston-Salem. Neither these non-contributing resources, nor the four vacant lots within the district are a distraction from the tobacco industry-related or commercial buildings.

Vine Street bisects the Winston-Salem Tobacco Historic District north south, with the majority of the Reynolds factory buildings located along either side of the street. Railroads travel through the district in two areas, forming the district's northeastern boundary above East Fifth Street, forming the district's eastern boundary between Fogle and East Fourth streets, and forming the district's western boundary between East Third and East Fifth streets. With the exception of the Bailey Power Station facilities, the Storage Warehouse 66-68-69 and Factory 91, all of the Reynolds buildings feature facades or portions thereof fronting a railroad with associated loading docks and sidings for accessing the rail line. Much of the district's eastern boundary between Fogle Street and East Seventh Street in fact includes and is formed by railroad R.O.W. and associated railroad bridges, two of which are historic. The railroad tracks within the district boundaries are elevated above street levels. Those associated with the Bailey Power Station are situated atop a concrete, metal and wood substructure and run along portions of the power station above ground floor level; these spurs are no longer connected to the railroad line. The tracks within the east side of the district along Factories 60, 90 and 64 are situated between and elevated above the street levels of

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Fogle Street at the south and East Seventh Street at the north. Starting from the southeast corner boundary of the district, the R.O.W. is situated on a historic steel and concrete bridge that spans Fogle Street and crosses above East Third Street. The R.O.W. continues north, resting on an above-grade embankment and thus retaining its elevated height. Crossing above East Fourth and Fifth Streets the R.O.W. rests on steel beams and thence rests once again on an above-grade embankment. A historic steel and concrete bridge elevates the R.O.W. above East Seventh Street; the district's northern boundary terminates here. The historic bridges and R.O.W. were constructed as part of the Norfolk and Western railroad line in early 1900s. They were closely associated with R. J. Reynolds Tobacco Company operations. The tracks in the district are at present, infrequently used.

Historic granite street pavement is extant within the district and forms portions of the western boundary. Specifically, the pavement forms the western boundary between East Fourth and East Fifth streets on Chestnut Street, as well as the southwestern boundary on Fogle Street between Patterson Avenue and the Fogle Street railroad bridge. Known as Durax pavement, these street sections are comprised of small granite pavers laid in a curvilinear pattern. They date to circa 1915.

Within the district, the contributing buildings abut streets and sidewalks at varying elevations, with some buildings above street levels and others or portions of below street levels. Some of the tobacco factory buildings, such as much of the Bailey Power Station, as well as Factory 90's 90-3 addition and the parking lot and vehicular ramp associated with Factory 91's addition are secured behind metal chain-link fences. Landscaping in the district is minimal. The immediate property surrounding the non-contributing 1970s Allegacy Credit Union has been fully manicured, featuring green grass, trees, and shrubs; parking is also available within its immediate vicinity. Shrubs and unkempt grass have been planted on either side of the sloped driveway to Factory 91; minimal landscaping of grass, small shrubs and trees is also evident along Linden Street at Factory 64, Building 64-4 and the east elevation of Storage Warehouse 66-68-69. A small wooded area that is part of Vacant Lot # 2 and located between Patterson Avenue and Vine Street is where a creek, traveling in a southeasterly direction, emerges briefly aboveground from under Patterson Avenue. This lot also includes a paved parking surface. Another parking lot, associated with Factory 91 is located between Sixth and Seventh streets, north of the factory; a third parking lot is located between East Third and East Fourth streets and west of the Piedmont Leaf Tobacco Company. Lots are typically secured and surrounded by non-historic metal chain-link fences.

The district is characterized by industrial reinforced concrete buildings of two to four or five stories in height, which are rectangular in form with brick, concrete or glass walls and flat roofs. Factories 60, 64, and 90 are similar in materials, scale and design; of fireproof construction, they are reinforced concrete with exterior elevations featuring evenly spaced window bays and heavy horizontal concrete bands delineating each story. Ornamentation is typically limited to heavy concrete brackets at the cornice line, such as at Factory 60, for example, or in the case of Factory 64, crenellated stair-towers. Skywalks or pedestrian bridges, typically sheathed in metal are common elements of the factory buildings and connect Factories 91 and 90 together, as well as Factories 90 and 60, and Factories 60 and 64. An additional pedestrian bridge provides access from Factory 64 to a parking lot located outside the district boundaries. Later and non-historic additions to the factory buildings, such as 90-3 and 91-2 are concrete buildings with brick veneer and Modern-influenced concrete detailing. The factory buildings, including their additions typically each encompass a city block and feature open plan interiors with evenly-spaced columns throughout; their massive sizes and open interior plans accommodated the various tobacco

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processing operations, such as leaf stemming or blending, or storage space, including bonded storage, cigarette storage or tobacco leaf storage in bales, necessary for the enormous amount of tobacco production that occurred at the R. J. Reynolds Tobacco Company factories during the period of significance. The open interior plans allowed uses to change over time with the needs of the factory.

The buildings and structures associated with the R. J. Reynolds Tobacco Company Bailey Power Station, which is located west of the factory buildings near the western boundary of the district are also typically concrete, however are smaller in scale than the factory buildings. Some portions of these resources, as well as ancillary buildings associated with the power station, are of brick. Select power station buildings have received non-historic corrugated metal siding on sections of their exteriors. An assortment of metal tanks, brick silos, brick smokestacks, metal conveyor systems, metal superstructures and assorted scaffolding and piping is visible throughout the power station.

The buildings associated with the tobacco industry, but not owned or operated by R. J. Reynolds Tobacco Company are situated towards the southeast side of the district. These include S. J. Nissen Building and the two Piedmont Leaf Tobacco Company buildings. The earliest buildings within the district, they are of brick construction and exhibit Victorian-era features, such as the mansard roof on the W. F. Smith and Sons Leaf House, the stepped gable on the Brown Brothers Company building, and the Romanesque towers of the S. J. Nissen Building.

The smaller-scale commercial and wholesale buildings within the Winston-Salem Tobacco Historic District are all situated in the southwest corner of the district; they are typically one or two-story brick buildings with simple classical detailing such as corbelling.

### Integrity Statement

During the period of significance, the growth of the R. J. Reynolds Tobacco Company required increasingly enlarged facilities, which occurred in the form of large additions or alterations to the contributing R. J. Reynolds Tobacco Company factory buildings within the historic district. Since 1959 modifications to the contributing factory buildings have been relatively few and cosmetic: 1960s glass block infill has replaced historic steel multi-light windows in most of the buildings, including Factories 60, 90 and 64; metal siding has been installed on portions of some exterior walls, such as 90-3, and 23-1, for example; some factory interiors have received concrete flooring, and loading dock facilities have been constructed where necessary, such as at Storage Warehouse 66-69-69 and via the construction of 60-4 on Factory 60. Alterations to the commercial and wholesale business buildings within the district are few as well, mainly limited to the replacement of a minimal number of windows and doors, or the infilling of limited door and window openings. Alterations dating to within the period of significance to both the factory and commercial buildings are typical of industrial and industry-related architecture; alterations are necessary to adapt to changing technologies and reflect the growth over time of both the R. J. Reynolds Tobacco Company factory buildings and the associated commercial, wholesale business and tobacco-related industry buildings. These alterations do not detract from the integrity of these resources as they continue to convey the reasons for which they are deemed significant.

The Winston-Salem Tobacco Historic District buildings retain integrity of location as they remain situated in downtown Winston-Salem. The district encompasses the largest extant industrial sector remaining in downtown Winston-Salem and is the largest cohesive grouping that remains intact of the larger R. J. Reynolds Tobacco Company and tobacco-related industrial landscape that once thrived in the

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vicinity. Comprised of R. J. Reynolds Tobacco Company factories, storage warehouses, and power station, all of which were essential in the functioning of the former tobacco manufacturing center, the district retains integrity of setting. The S. J. Nissen Building and the Piedmont Leaf Tobacco Company reflect the tobacco-related industries of tobacco leaf-drying and wagon-repair that R. J. Reynolds Tobacco Company relied upon for acquiring or storing its product and for its transportation needs. The extant commercial buildings within the district contribute additionally to the setting, reflecting the associated thriving African American and wholesale business district that functioned within, around and as a result of the R. J. Reynolds Tobacco Company factory. The setting is further enhanced by the granite pavers; together with the railroad R.O.W. and bridges within the district these features are representative of historic transportation systems that the district's tobacco and tobacco-related industries and businesses utilized. The buildings within the district retain the majority of their historic materials, namely brick and concrete. The simple classical detailing on the commercial buildings such as brick corbelling, and the concrete piers and bracketed cornices on select factory buildings continue to express integrity of design and workmanship.

As the needs of the tobacco industry changed beginning in the late 1950s, R. J. Reynolds Tobacco Company decentralized its manufacturing away from downtown. By 1990, R. J. Reynolds Tobacco Company closed its last downtown factory. In the historic district today the Factory 64 Complex is utilized by a wood container business; the other factory buildings are vacant. Piedmont Leaf Tobacco Company was rehabilitated in the early 2000s into residential condominiums and offices; S. J. Nissen Building has also recently been rehabilitated into offices. The extant commercial buildings are currently used by a miscellaneous variety of small commercial concerns.

The contributing resources within the district are intact, are in good to fair condition and notwithstanding the changes described above, the district continues to evoke the appearance and feeling of a major tobacco-processing industrial complex within an industrial landscape that incorporates associated transportation systems, tobacco-related industries, wholesale businesses and a commercial center.

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**Description / Inventory of Resources** (CB = Contributing Building, NCB = Non-contributing Building, CST = Contributing Structure, NCST = Non-contributing Structure)

The following inventory list is keyed to the accompanying 1" to 200" G.I.S. map titled Winston-Salem Tobacco Historic District. The inventory is arranged geographically by city block from the west end of the district to the east and from south end to north. Contributing buildings and structures are those that were built within the period of significance which extends from 1890 to 1959, that relate to the documented significance of the district and that possess historic integrity. Non-contributing buildings are those that were not present during the period of significance, do not relate to the documented significance or that no longer possess historic integrity due to alterations.

As described above, the Winston-Salem Tobacco Historic District is comprised of a cohesive group of extant former R. J. Reynolds Tobacco Company buildings that were utilized as factories, storage warehouses, and as the firm's power station. It includes other tobacco industry-related buildings, as well as African American commercial buildings, wholesale business-related buildings and associated transportation system elements. The buildings associated with R. J. Reynolds Tobacco Company often do not have street addresses; as a result, the building number listed for each is the historic name utilized by the firm. Major components include Factories 60, 90, 91, 64, as well as the Bailey Power Station's Buildings 23-1 and 23-2 and each of their associated accretions or additions. The Bailey Power Station and Factory 64 Complex, also include a small number of ancillary buildings and/or structures.

Buildings and structures are described below, working geographically from the west end of the district to the east.

**1CST: Chestnut Street Durax Pavement (400-Block Chestnut Street), ca. 1915 (Photo #26)**

Historic granite pavement is preserved along the 400 Block of Chestnut Street, which forms a portion of the district's western boundary. Referred to specifically as Durax pavement, this street surface was laid in ca. 1915 and at the time was considered an innovative type of street pavement that provided durability and smooth rides for wagons and cars.<sup>2</sup> Durax pavers are small block pavers made of granite. The pavers range in width between two and a half to five inches, with blocks typically being slightly longer than wide. The blocks are cut square and they are tightly laid with thin joints, which in this instance appear to be filled with sand. The pavers are laid in a curvilinear fashion. The granite pavement of this block extends roughly twenty-six- to thirty-feet wide and runs from the north edge of Building 23-12's southern-most loading bay southward approximately 365-feet towards East Fifth Street. Patches of

<sup>2</sup> The name 'Durax' is a brand name originally used in the late-nineteenth century in England, but was generically used throughout Britain and the United States by the 1890s. Durax pavers became popular in the United States in the first two decades of the twentieth century, prior to the widespread availability of bituminous surfacing such as tar and asphalt. At the time, city streets, including those in Winston-Salem were being improved to accommodate increasingly heavier wagon loads, more traffic and the arrival of motorized vehicles. The Durax pavers provided a smoother ride than cobblestones or Belgian Block pavers as Durax joints could not be rutted by wheels and the curvilinear patterns in which they were laid prevent wheels from touching simultaneously on joint lines, reducing bumps and noise. See Kenneth W. Robinson, Carley H. Hartz and Kate S. Yeske, "Historic Architecture Resources Survey Report: Phase II Intensive – Final Identification and Evaluation in the Proposed Piedmont Triad Research Park, Winston-Salem, Forsyth County, North Carolina (TIP Project No. U-4918)," (Wake Forest University Archaeology Laboratories, Winston-Salem, North Carolina, June, 2008), 34-5; report available on file at North Carolina State Historic Preservation Office, Raleigh, N.C.

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asphalt cover some areas of the historic pavement and sub-surface utility repairs appear to have damaged small sections, but most of the pavement within the block is preserved and functioning.

**2CB: Morris & Co. Wholesale Meat Distributors (later Armour & Co. Wholesale Meat Distributors and subsequently renamed Building 23-13), ca. 1917-20 (Photo #s 15 and 32)**

Morris & Co. Wholesale Meat Distributors is a ca. 1917-20 two-story red brick building located at the southwest corner of Block 33 at the corner of Chestnut and East Fourth streets. Later becoming Armour & Co. Wholesale Meat Distributors, the building was purchased by R. J. Reynolds Tobacco Company in ca. 1957 from Armour & Co. to serve as a fork-lift and truck maintenance building. Historic images indicate that the 'Morris & Co.' lettering has been removed from the façade's fascia.

The building's western wall follows the angle of the railroad tracks to the west on Chestnut Street. Its first story on the façade and its west elevation's south end feature rusticated masonry; second story window openings at these locations feature continuous stone sills and a flat lintel. Window sash on these portions of the building are one-over-one wood double-hung windows, with the exception of the two first story window openings which are single paned. The cornice is denticulated and a flat roof is located behind a stepped parapet on the facade. The southwest corner is open, featuring a metal loading door and a pedestrian entry accessible from a concrete loading dock and short stair, all of which are recessed behind rusticated three masonry columns.

The remainder of the building's west elevation, following the angle of the tracks is situated on a stone foundation that is also visible at the east elevation. The west elevation features a brick belt-course above the second story's four evenly spaced window openings; a fifth window opening has been infilled at the north end. An elevator tower is featured in the first bay of this portion of the west elevation as evidenced by Sanborn maps and the associated rooftop penthouse. Window sash on this portion of the west elevation are six-over-six wood double-hung at the second story and eight-over-eight double-hung at the first story, although portions of two first story windows and their openings have been altered. Additional openings along the first story have been infilled with brick. A metal egress door is located towards the north end.

The building's east elevation fronts onto the railroad spur that serviced the Bailey Power Station. The east elevation features five, one-over-one double-hung wood windows in its southern half. Three additional window openings are featured above at the second story level; these include two six-over-six wood windows and one small one-over-one double-hung wood window. All of these windows have stone sills. Much of the northern half of the east elevation is a blank brick wall, although two window openings are visible towards the north end. Two basement level window openings are also visible in the southern half of the east elevation however details of these four windows are not discernable.

**3CB: Building 23-12, 1956 (Photo 13)**

Prior to officially acquiring the Morris & Co. building, R. J. Reynolds Tobacco Company had constructed Building 23-12 adjacent and to the north of Morris & Co. in 1956. This one-story ancillary brick building with rectangular footprint and concrete base fronts the railroad tracks at its west side and was constructed to serve as an air-conditioning building with a sub-station room. The building is utilitarian in design, employing concrete and steel construction with brick walls. Two multi-light steel sash windows are featured on the façade at first-story level. Several loading doors are also featured along

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the west elevation, two at the north end and a third in between the two steel windows. A paired pedestrian entry door is located at the south end of the façade; a heavy concrete awning is featured above it. The concrete awning extends northward along the elevation, becoming a continuous flat concrete lintel above the loading doors and windows. The building's roof is a flat concrete slab with built-up roofing and has a massive ca. 1963 non-historic concrete cooling tower on it. Portions of the secondary elevations of this building – the east and north elevations – are visible from within the Bailey Power Station property, which is below grade. From this lower grade, the building's concrete basement level is visible. The lower walls also appear to serve as retaining walls along this section of the power station property. Several multi-light metal windows are located on the building's east elevation at the first floor level. A large metal louver is located towards the north end, basement level. Metal piping, vents and scaffolding accoutrements are extant along this side of the building. At an unknown time in post-1957, Building 23-12 received a small one-story brick ancillary addition at its southeast corner, on the north side of Morris & Company. The extension is situated at grade; a concrete retaining wall is located to its north and east. Referred to as '23-12 extension,' this served as a transformer room. It is presumed to be non-historic.

**4CB: Swift & Company, 211 East Third Street, 1917 and ca. 1945 (Photo #s 19, 20, and 34 )**

This is a two-story brick building with partial basement situated on the corner of East Third Street and Patterson Avenue that slopes down from west to east as a result of the grade. The building features red and black Flemish-bond brick and a concrete water table painted dark brown.

Property tax records indicate that in 1917 Swift & Company constructed the existing building at East Third and Depot streets, relocating the firm from the north side of the block. In 1945, according to Sanborn maps, the firm constructed the two-story addition, and by 1949, the building was used by the firm as a meat warehouse.

Constructed in 1917 to serve the wholesale grocery and meat business, a rail trestle originally traversed along the building's angled west elevation and beyond into the vacant lot on the building's north side; the lot was used at the time as a coal yard. As a result, the building's southwest corner features an open loading area. Originally open at both of the west and south sides, as indicated on Sanborn fire insurance maps, the open, but covered space features recessed access points into the building. A non-historic railing has been installed along the perimeter at the south side to provide safety for an outdoor seating area.

The building's eastern third was constructed as an addition in ca. 1945 with the intent of providing a seamless transition to the new portion. Flemish-bond coursing was used although the red and black brick shading of the two sections differs slightly. The original section of the building features a flat roof behind a single-stepped parapet. A cornice of corbelled brick traverses the roofline. The corbelled brick continues across the addition and wraps around the length of the east elevation. A cast stone coping also traverses the entirety of the street-facing roof-line. Tile coping is featured along the west elevation. Double-hung wooden windows of the first and second story at the south elevation are typically three-over-one with concrete sills below. At the second story level, the original portion features a grouping of three windows at either end with two single windows in its center. The grouping at the west end has been infilled with glass block. At the first story level, the original portion features a single window with an adjacent grouping of three. Basement windows are wood and single-paned. A concrete belt course delineates the basement from the first story level.

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No openings are featured at the first floor level of the addition. Second story windows at its south elevation match those of the original portion. Three second story windows at the east elevation are one-over-one. Double-hung basement windows of the addition are multi-light and metal.

The historic main entrance is featured at grade level in the original portion, east of the loading area. The entry is a single, recessed door with transom above. Header bricks in alternating red and black outline the door as a surround. Above the door hangs a metal sign advertising the current café/coffee-roasting/entertainment establishment.

The building's west elevation is a secondary elevation fronting a graveled parking surface and railroad tracks beyond. It has been modified over time. The south end has been infilled at the former loading dock area to provide for a pedestrian entry, now featuring steps and awning. Windows along this elevation appear to be replacements of varying types; some openings are infilled. An exterior wood stair to the second story, as well as an accessible ramp has been installed towards the north end.

**Vacant Lot #1:**

A vacant lot fronting East Fourth Street is situated north of 211 East Third Street, west of 218-20 East Fourth Street, and east of the graveled parking area and railroad tracks associated with 211 East Third Street. The lot is approximately 0.22 acres and is partially enclosed by a wood fence. Sanborn fire insurance maps indicate this space historically served as part of a coal yard. This lot does not detract from the tobacco-related or commercial buildings.

**5CB: 218-20 East Fourth Street, 1922 (Photo #s 18, 20, and 34)**

*(Block 0042 Lot 001; Forsyth County property tax records list this as 218 East Fourth Street, however the central entry features the number '220' over the door. North Carolina Historic Sites Survey included this building as part of the W. L. Robison Building, described below, however, Sanborn fire insurance maps indicate this building as distinct from the W. L. Robison Building; property tax records indicate, too it was built at a slightly later date. )*

This is a two-story commercial brick building with simple classical-influenced details. Fronting East Fourth Street to the north, the building's west elevation is of red ceramic tile. A vacant lot, enclosed by a wooden fence is situated to the building's west; a gravel parking surface and thence railroad tracks lay beyond. The building features stretcher-bond courses of cream-colored brick on its north facade. The building has a flat roof with single stepped parapet and low-relief cornice of projecting stretcher bricks. A frieze panel outlined by header bricks is featured across the parapet; a similar panel also delineates the second story from the first story.

The first story features a storefront towards the east end. The storefront has a central door with screen door and transom; storefront windows are located to either side. The storefront windows feature sills of header brick. Immediately above the storefront system and traversing the length of the façade is a wooden signboard; a non-historic metal awning has been attached to it. A "bail bonds" commercial concern has applied lettering on the storefront windows advertising the firm. A single pedestrian entry to the building's second floor level is featured at the façade's northwest corner, slightly recessed and angled back from the street.

The second floor of the façade features two sets of three windows. These are one-over-one double-hung wood windows and are capped by a continuous metal awning or 'pent roof' that is scalloped,

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conveying the appearance of ceramic tiles. The awning traverses eastward and continues across the adjacent building at 222 East Fourth Street.

The initial concerns at 218 and 220 East Fourth Street in 1922 included the United Clothing Company and the Conely Clothing Company, respectively. The following year 220 East Fourth Street was vacated and 218 and 218 ½ East Fourth Street housed new wholesale businesses: Bee Hive Dry Goods and the Atlantic Coast Merc. Co., Inc. By 1925 African American commercial concerns, however, were established at both addresses. Reverend William Oates provided an employment agency, and the O. A. Drug Co. and O.A. Williams watch repair, as well as physician I. L. Johns operated out of these addresses. Through the 1930s, occupants and establishments changed a number of times, but consistently included African American owned-establishments including at times, an eat house and restaurant, furniture-, shoe repair-, pressing- and florist- services, as well as a dentist office. The African American-owned, Custom Tailoring Company at 220 East Fourth Street was established in ca. 1936 and was a mainstay until the 1950s when it moved next door to 222 East Fourth Street. In the 1940s, this building played an important role in the African American labor union movement as well. The Tobacco Workers International Union-Local 212 for African American workers established its office at 220 ½ East Fourth Street in 1945 and retained its upstairs office here until 1949.

**6CB: 222 East Fourth Street, 1922 (Photo #s 18, 20, and 34)**

*(Block 0042 Lot 002; Forsyth County property tax records list this as 222 East Fourth Street. North Carolina Historic Sites Survey included this building as part of the W. L. Robison Building, described below, however, Sanborn fire insurance maps indicate this building as distinct from the W. L. Robison Building; property tax records indicate, too it was built at a slightly later date.)*

This is a two-story commercial brick building with simple classical-influenced details, similar in some respects to the adjacent building at 218-20 East Fourth Street. The building shares a party wall with 218-20 East Fourth Street; 226-28 East Fourth Street abuts the building at the east. Like the building to its west, the façade features stretcher-bond courses of red brick. The building has a flat roof with single stepped parapet which features a non-historic finial, as indicated by 1982 photos. The building however retains a low-relief cornice of projecting stretcher bricks. A frieze panel outlined by header bricks is featured across the parapet; a similar panel also delineates the second story from the first story.

The building's first story wood storefront has been restored. It is in good condition and features central glass paired French-leaf doors. Two storefront windows are situated to the entry's west and a single storefront window to the east. Transom windows are located above the entire storefront and continue above the secondary pedestrian entry located at the façade's east end. This entry provides access to the second floor and features a single frosted glass door above stone steps. The storefronts and transoms feature mirrored glass and are delineated by classically-influenced pilasters that feature metal medallions at the base, above the storefronts, and at the capitals. Wood paneled wainscoting is featured beneath the storefront windows.

The second story features a central one-over-one double-hung wood window. A pair of one-over-one wood windows is situated to either side, separated from the central window. A continuous wood sill is featured across the second story windows. As described above a wood awning or pent roof caps the second floor windows. It features metal scalloping atop, giving the appearance of ceramic tiles and is accented by wood brackets.

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Like the neighboring building at 218-20 East Fourth Street, this building also played a role in the commercial district that developed within and around the R. J. Reynolds Tobacco Company factory site. In 1922, Harry's Café and the African American-owned Busy Bee Pressing Club, opened at 222 and 222 ½ East Fourth Street, respectively. The African American-owned barber business of F. C. McCall was established at 222 East Fourth Street by 1928; the Busy Bee Pressing Club had moved one block east. Both the barber shop and restaurant space changed hands through the 1920s, eventually becoming George Makios' restaurant in the 1930s and the African American-owned Delight Barber Shop by the mid-1930s. The Delight Barber Shop maintained its presence at this address until the early 1950s. The restaurant space too maintained a presence, although changing names and perhaps hands several times becoming Harry's Café again and eventually the OK Lunch by the early 1950s.

**7CB: W. L. Robison Building, 226-28 East Fourth Street/308-316 Patterson Street, 1920-22 (Photo #s 18, 20, and 34)**

*(Block 0042 Lot 010B; Forsyth County property tax records list this block and lot property also as 222 East Fourth Street, however the property tax records describe the building as one-story and accompanying photograph indicates the 226-228 East Fourth Street building. The building also features the numbers 226 above the westernmost entry.)*

This is a one-story, painted brick commercial building situated on the corner of East Fourth Street and North Patterson Avenue. The building slopes from south to north due to the grade of North Patterson Avenue. With the exception of a corbelled brick cornice along the two primary or street-facing elevations, the building features no ornamentation. The building is delineated on the interior into six commercial establishments; in most cases, the paint color of the exterior brick also delineates the boundaries of the various commercial establishments. Each establishment typically features individual customer access. The two pedestrian entries at the north elevation both feature a single paneled door with transom, both of which are infilled. A large multi-sash window with signboard above is featured to the west of each of these entries. The window at 226 East Fourth Street features nine lights; that at 228 East Fourth Street features six lights. Sills of header bricks are featured at both. A stone plaque marker indicating 'W. L. Robison 1921' is embedded into the façade east of 228 East Fourth Street's entry door. Property tax records indicate the building was constructed in 1920 with an additional portion added in 1922.

The east elevation is a series of four commercial entries concentrated along the southern half of the elevation. Each concern features a large square window with transom and in most instances, metal bars. Entry doors are located north of each window and have transoms, infilled to receive air-conditioning units. Door styles vary from solid to half glass or six-lighted doors.

The northern half of the east elevation is void of openings, with the exception of a single egress door for use by patrons of 228 East Fourth Street at the south and a six-lighted square window with signboard at the northeast corner. An additional door opening has been infilled along this portion.

Five commercial concerns established in this building have installed signage for advertising, typically utilizing adhered rectangular placards, or in one instance, painted the existing signboard on the north elevation. Extant signage includes advertisement for a barber shop, a bail bondsman, a construction and flooring company, a restaurant, and religious services group.

This building housed numerous African American-owned commercial businesses from its date of construction through the 1950s. In 1923, Rosa Little's eat house, Reverend Oates' employment agency,

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the New Idea Beauty Parlor and the Penn Rubber Co., all African American-owned, operated at this address. In the 1930s, the Jackson Transfer Company, which provided packing, crating, hauling, shipping, moving, and baggage transfer services, was established at 308-10 North Patterson Avenue. By the early 1950s, this company, still at the same, address was running full-page advertisements in the city directory. Additional African American commercial and related concerns in the 1930s and 1940s included barber and beauty shops, shoe hospitals and repair shops, the Brown Derby Hat Works and briefly, in 1936 the Tobacco Workers International Union's district office was located at 314 ½ Patterson Avenue. For the year 1955, too, the Safe Bus Co., Inc. dispatcher's office was listed at 312 Patterson Avenue.

**Bailey Power Station, North Chestnut Street (Block 33 Lot 101) (comprised of: 8CB, 9CB and ancillary components: 10CST, 11CB, 12CST, 13CST, 14CST, 15CST, 16CST, 17CST and 18CST; and non-contributing resources: 19NCB, 20NCST, 21NCB, 22NCST, 23NCST) (Photo #s 12, 13, 14, and 34)**

Today, the Bailey Power Station is a complex of buildings, their additions and associated structures bounded by East Fourth Street to the south, North Patterson Avenue to the east, East Fifth Street to the north, and railroad tracks to the west.

The Bailey Power Station is located on the former Bailey Brothers Tobacco Plant site. Established in 1880 by Mumford and Phillip Bailey, Bailey Brothers Tobacco was producing thirty-nine brands of tobacco by 1900. In 1924 R. J. Reynolds purchased the Bailey firm; aside from acquiring several of the Bailey tobacco brands, Reynolds acquired the Bailey's power plant or boiler room which included an Erie City Steam Boiler, a Westinghouse Generator and power transmission equipment. This may have been a factor in Reynolds' decision to turn the former Bailey Tobacco Plant property into what has since been referred to as the Bailey Power Station.<sup>3</sup>

The Bailey Power Station site features a maze of exterior metal conveyor systems, metal piping and scaffolding, electrical wiring, piping and various small corrugated metal sheds, added, altered or removed as deemed necessary over time. Some piping traverses across Patterson Avenue towards a one-story non-historic structure, Building 56-2.

A metal chain-link and barbed wire fence secures the Bailey Power Station along the south boundary line between Building 23-13 and the southeast corner of the property line at Patterson Avenue; the fence continues north along the entire length of the east boundary and turns west to secure the northeast corner of the site. The center portion of the north boundary is secured behind a brick wall with barbed wire above. The metal chain-link fence thence recommences at the west end of the north elevation and continues south along the perimeter of the site to Building 23-12. The grade slopes downward from west to east between Chestnut Street and Patterson Avenue; the power station buildings have been constructed at the lower elevation of Patterson Avenue. As a result, much of the site, particularly at the west is below grade and Chestnut Street level. To accommodate the lower grade level, concrete retaining walls are featured along portions of the interior perimeter at the southwest, west and northwest sides of

<sup>3</sup> History of the Bailey Brothers firm and Bailey Power Station provided in *R. J. Reynolds Engineering Department Records* compiled by R. J. Reynolds archivist, Anita Scism, 2002; unpublished report on file at MacRostie Historic Advisors LLC, Washington, D.C. Copy also available in *Winston-Salem Tobacco Historic District Working File at North Carolina State Historic Preservation Office, Raleigh, N.C.* Refer also to Section 8.

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the power station lot. The walls at the northwest extend upward above street level. Access onto the power station property is restricted and available only with owner permission and by escort.

**8CB: Building 23-1 (includes 23-1 and its additions, 23-18 and 23-19), 1925-26, 1930, 1934, 1947, 1956**

The first building RJRT constructed on the former Bailey Brothers site was Building 23-1. Constructed in 1925-26, Building 23-1 is a one- to two-story reinforced concrete and steel column building featuring a rectangular footprint and varying roof heights. Serving originally as a boiler room, it was designed by J. E. Serrine and Company.<sup>4</sup> The east elevation is set back from Patterson Avenue behind 18NCB and 19NCST and much of it is obscured by piping and scaffolding that runs both parallel, as well as perpendicular to the building's east side. An adjacent smokestack at the building's southeast corner also obscures the east elevation's two-story south end. The remainder of the east elevation features four multi-light steel windows evenly spaced along the first story. Adjacent to the fourth window from the south is a paired metal loading door opening; a single pedestrian door has been punched in one of the metal doors. At the north end of the east elevation is an open loading area; recessed behind its associated metal guardrail is mechanical equipment. The second story of Building 23-1's visible southern half is setback from the first story; the first story roof at this section is flat and features numerous metal piping and scaffolding that extend upward from it. The second floor exterior wall at this section is setback and features a multi-light steel window similar to those at the first story, as well as a paired metal door opening with lights for first story engineer roof access. The northern half of the second story exterior wall is even with that of the first story and features a multi-light steel window on either side of a paired door opening. One of the windows has been altered via installation of louvered mechanical equipment. A copper gutter extends across the roof line here; copper downspouts are featured at either end. This section of the building has a flat, built-up roof. The remainder of the building's volume is setback behind this section, featuring a roofline of evenly-spaced concrete pilasters running the length of the building. The roof here is flat, built-up with three evenly-spaced monitors – the south end monitor is a saw-tooth monitor.

At grade, the first story section's south elevation is visible, concrete and has paired metal doors, each with six lights. The two-story section's south elevation is obscured by the adjacent coal silos however its first story level is visible at grade, concrete and also has a paired metal door. Building 23-1's west elevation is only extant at the southern end due to a west side addition. The extant 23-1 west elevation is two stories, painted concrete with two infilled openings at the second floor level. The two first floor steel multi-light steel windows have been partially infilled; a loading opening at the south end has also received infill and a pedestrian door. The first and second floors here are delineated by parallel piping that traverses across the elevation, extending from the 23-18 addition to the adjacent coal silos. According to R. J. Reynolds Tobacco Company engineering records as compiled by the company archivist, Building 23-1 received an extension in 1930, as well as fan- and switch-gear rooms in 1934 and 1947, for an area totaling some 28,000 square-feet. The company engineering records and Sanborn fire insurance maps do not make a distinction, nor indicate as to which side(s) of Building 23-1 these particular subsequent extensions occurred, although it is noted in the records that these extensions are similar in construction

<sup>4</sup> Refer to Section 8 for further details about J. E. Serrine and Company.

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materials to the original portion. Sanborn fire insurance maps do indicate, however, that the two-story switch house was added at the south end of the building. It is possible, these additions account for the varying roof and floor levels and setbacks described above.

R. J. Reynolds Tobacco Company engineering records do detail that in 1956 the five- to seven-story, volume-height "power station" was constructed slightly offset and on the west side of 23-1. This addition, referred to as 23-18 by the firm, has a rectangular footprint, and according to Sanborn fire insurance maps is of concrete construction featuring concrete floors and roof and has an interior of exposed steel structure, which would have been required to accommodate the large interior equipment -- initially the coal hopper and boilers. The addition towers three to five stories above the original portion; as a result of its differing floor heights, the addition has a stepped roofline. Today, the addition's exterior is clad in ribbed aluminum siding similar to that of 23-2's 1963-north extension; the brown-colored cladding -portions of which are contaminated- was most likely added in ca. 1960s or later as indicated by ca. 1960-70s historic images. Due to restricted access, it is not known whether the addition's concrete walls are extant beneath the cladding, or if the cladding serves as new skin. A ca. 1950s photograph indicates that prior to the installation of the aluminum cladding, 23-18 addition originally featured punched rectangular and square window openings located in between concrete pilasters at each floor level and at minimum on both the west and south elevations. Most likely at the time the cladding was added in the ca. 1960s or later, some of the south side openings appear to have been altered and expanded into vertical window openings; plastic panels, off-white in color, have infilled long vertical ribbon window openings at both the south and east elevations. Similar paneling has infilled both a long rectangular and a square opening at the upper floor level of the west elevation, as well as infilled several long and narrow, and long and wide vertical ribbon window openings at the east elevation. Square punched window openings are featured along the top floor of the west elevation's south end. Limited louvered openings are located at both the south and east elevations. A metal superstructure, also appearing to post-date the ca. 1960s per ca. 1960s-70s images and featuring metal vents, a cylindrical metal chimney, scaffolding, exterior steps and a metal penthouse extends upward approximately two stories above the southern section of the addition's roof. Access into 23-18 is available at grade on the south elevation via: a metal rolling door at the west end; paired doors at the east end; and a single pedestrian door in the center, concealed behind 23-19 addition. An infilled square window opening is located on either side of this single pedestrian door. Additional access into this section is via 23-18 addition's north side, at grade. The north elevation of 23-18 is obscured by the proximity of Building 23-2, but grade level entry is available via a metal rolling door and adjacent wood pedestrian door, both located towards the west end.

In 1958, 23-18 addition received a one-story extension at its south side. The small, one-room, metal building has a flat roof and two doors at on its south side. It is referred to as both 23-19 and the "UPS Building," for Un-interrupted Power Supply in R. J. Reynolds Tobacco Company engineering records. It is attached to 23-18 only by an extension of its roof-line, thereby allowing continuing direct exterior access to the 23-18's central pedestrian door.

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**9CB Building 23-2 (includes 23-2 and its additions: 23-2 extension, and 1963-extension), 1947, 1949, 1950, 1963**

Building 23-2 was constructed adjacent to and north of 23-1 in 1947, with extensions added in 1949 and 1950. The building has two-, four- and five-story sections. With the exception of the 1949 extension, located on the northeast side of the building, it is not indicated in Sanborn fire insurance maps and R. J. Reynolds Tobacco Company engineering records where the other historic sections are delineated. The first two sections, constructed in 1947 and 1949, were designed by J. E. Sirrinc and Company.

With an irregular footprint, Building 23-2 is of reinforced concrete at the first floor level with upper floors of steel framing and brick walls. Due to additions at its north and northeast sides, as well as a result of the adjacent Building 23-1 to the south and two coal silos to its west, many of its exterior walls are obscured or are incorporated into the additions. Much of its west elevation is obscured from view by the coal silos and conveyor system, although some vertical ribbon windows, or portions of such, featuring multi-light steel sash are visible at the upper floors. Similar long, vertical multi-light steel ribbon windows are extant on the visible east side of the south elevation. A vertical ribbon window opening has been infilled at the south end of the east elevation. Pedestrian access is available into this building at grade along the south elevation that fronts Building 23-1. The areaway between these two buildings features a multitude of piping and metal accoutrements running between the two buildings at first story level, as well as east-west along the areaway. Paired metal doors, one of which has been altered to accommodate a pedestrian door, are located at the east end of the south elevation. West of the entry door is a large rectangular multi-light steel window with concrete sill. Additional multi-light steel windows are located adjacent to and above a metal rolling door located towards the center of the south elevation at grade. At the west end is a six-light metal window. The areaway terminates at the west end of the building where metal coal hoppers and concrete supports of the power plant's trestle are extant. A concrete loading dock with associated metal loading door is featured at the building's southeast corner at grade.

The building has a flat concrete slab roof with two massive metal superstructures. The superstructures appear to be comprised of four metal coalbunkers or hoppers. These structures are not indicated on the 1957 Sanborn fire insurance maps and most likely date to the 1960s or 1970s, possibly having been added in 1963 at the time the building was expanded again. A metal catwalk, painted yellow, surrounds the perimeter of the superstructures; additional yellow-painted metal ladders provide access to the top of the superstructures.

The building's northeast extension, referred to as '23-2 extension' by the firm, was constructed in 1949, is two- to- four-stories in height and features similar design and materials as the original portion. With a rectangular footprint, it is slightly offset to the north from the south side of the original section. Its south elevation is partially obscured by the adjacent smokestack, however, a paired metal entry door is featured at grade with a tall, vertical metal ribbon window and concrete sill above, both at the east end. The east elevation of this section features four additional evenly spaced vertical ribbon windows in the upper floor's brick walls. At grade, a metal paired entry door with eight lights is featured on either side of a multi-light steel window. This extension has a flat, concrete slab roof that is built-up. A metal monitor is featured towards the roof's south end. Additionally, metal piping and scaffolding elements extend from the roof.

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According to R. J. Reynolds Tobacco Company engineering department records, another two-story interior volume height -plus mezzanine- extension was added to Building 23-2 in 1963; this is presumed to be the north side extension, as 1957 Sanborn maps do not indicate this section existing at that time. Featuring an L-shaped footprint, the 1963 non-historic north extension's exterior walls are non-load bearing, partially of solid brick, partially ribbed aluminum siding, and partially of heavy plastic panels, although first story walls are reinforced concrete. Although intended to be a visibly seamless transition on the exterior between the 1949 23-2 extension and the 1963 addition, the color differentiation between both the concrete of the lower stories and the brick of the upper stories of the components is evident at the east elevation. A transition in the color of the exterior brick walls of the two sections is also visible at the west elevation. The east elevation of the 1963 extension has an elevated switch-gear room, projecting at the second-story level and clad in aluminum siding. The east side of this addition's roof is flat and built-up. Two brick silos that extend from the roof's west side, as well as a ten-foot wide and approximately 100-foot tall elevator tower, clad in aluminum siding, were constructed as part of this extension; they are non-historic. Additional associated metal superstructures at a similar height to the elevator tower are located between the silos and tower of the 1963 extension. A metal conveyor system runs between these non-historic silos to the historic silos adjacent to the building's original section. The north end of the 1963 extension appears to have received a one-story concrete addition that is below-grade here; access is provided via steps that lead to a below-grade entry door. 1963 R. J. Reynolds Tobacco Company architectural drawings indicate these stairs, thus it is assumed that this below-grade concrete extension was constructed concurrently as part of the 1963 addition. Two horizontal-laying metal above-ground storage tanks surrounded at the perimeter by concrete walls appear to be associated and incorporated into this northern concrete section; they are therefore, non-historic. Affiliated metal scaffolding and piping surround these non-historic tanks.

Post-1963 extensions, as indicated by exclusion from the 1963 drawings, are clad in matching aluminum siding and have been added to the 1963 extension. Today, the addition's northwest corner has a two- to four-story extension clad in brown-colored aluminum siding and situated on metal stilts; this appears to be part of the conveyor belt system running between it, the historic coal silos adjacent to Building 23-2, and the railroad trestle. The northeast corner of the 1963 addition also has a two-story extension, clad in similar, brown-colored aluminum siding and resting on a concrete foundation. A center-north two-story addition clad in brown-colored aluminum siding is situated atop the concrete slab at the north end. These extensions are non-historic.

**10CST: Pedestrian Bridge # 1, ca. 1949**

Buildings 23-1 and 23-2 are connected by a ca. 1949 pedestrian bridge. It is clad in corrugated metal and extends at the second story level from the northeast corner of 23-1 to the southwest corner of 23-2 extension.

**11CB: Pump Room, ca. 1949**

In ca. 1949, a one-story small and ancillary brick fuel oil Pump Room with flat concrete roof was constructed in the southeast corner of the Bailey Power Station block. The Pump Room has a metal door on its north side. A single square metal, four-light window has been infilled from the interior at its east side. Associated with and extending from the Pump Room at its southeast and northeast corners is a low,

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brick wall that surrounds four, above-ground storage tanks. In a rectangular fashion the low brick wall, which appears to have been added to as needed, surrounds each tank on all four sides. One long horizontal tank is situated south of the Pump Room at the south end of the property line and is presumed to contemporaneous with the Pump House. Two vertical tanks are situated at the Pump Room's northeast corner. Of these, the western one appears to be indicated in ca. 1957 Sanborn fire insurance maps, the other – slightly taller and closest to the Pump Room - is presumed to be non-historic. An additional horizontal metal above-ground storage tank is situated between the ca. 1949 horizontal tank and the two vertical tanks. This is also post-dates 1957 and is presumed to be non-historic.

**12CST and 13CST: Smokestack # 1 and Smokestack # 2, ca. 1949**

Additional historic structures related to and within the Power Station block include two free-standing red brick, tapered cylinder smokestacks. Smokestack #1 is located towards the south end, east side of Building 23-1 and Smokestack #2 is located towards the south end, east side of Building 23-2. Both were constructed circa 1949. Both smokestacks tower several stories above the seven-story addition of Building 23-1, as well as the various roof superstructures. The stacks' vertical exteriors feature large lettering in white brick: "R.J.R. TOB. Co."<sup>5</sup>

**14CST, 15CST, and 16CST: Coal Silo # 1, ca. 1957; Coal Silo # 2, Coal Silo # 3, ca. 1949**

To the south of 23-1 is a ca. 1957 cylindrical brick tile coal silo (Coal Silo # 1/14CST). This silo is situated atop an approximately fourteen-foot steel tower or stilts; the silo's lower portion is encased in metal siding. As indicated by ca. 1960s-70s historic images, it appears that by ca. 1965, the steel tower was extended westward to accommodate a white metal above-ground storage tank, extant today.

Two additional and identical fifty-foot-tall, ca. 1949 coal silos of tile brick (Coal Silo # 2/15CST; and Coal Silo # 3/16CST) are adjacent to the west side of Building 23-2. These are situated atop concrete stilts that extend from and tower above the elevated concrete coal trestle. Coal Silo # 2 is situated to the north of Coal Silo # 3. Attached to these silos is a long vertical metal structure or chute that culminates in a metal platform above each.

**17CST: Ash Pit, ca. 1957**

A concrete Ash Pit is located south of Coal Silo # 1/14CST and north of the lot line. The pit is partially covered by a corrugated metal shed on the west; metal framing extends eastward above the pit. Sanborn company maps indicate this area was utilized for "ash," by ca. 1949, although an actual pit is not indicated on the maps until ca. 1957. Constructed immediately north of the pit, also in ca. 1957 are two vertical, metal above-ground storage tanks, believed to be associated with the pit; they are surrounded by a low brick wall. Numerous metal piping protrusions extend into the pit and puncture its interior walls. The pit and tanks may have therefore been a means of ash collecting.

**18CST: Concrete Coal Trestle and Railroad Tracks, ca. 1949**

Block 33, within which the Power Station is situated, is divided into east and west sections via a pair of concrete trestles and associated railroad tracks that traverse to the north end of the block from East

<sup>5</sup> A third smokestack was located north of 23-2 1963-extension, but was removed sometime post-1957.

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Fourth Street. The paired trestle split just north of the Morris & Company building. At one time, the tracks would have come northwest across East Fourth Street, having originally joined with the railroad line at the western boundary of the district on the north side of East Third Street, west of 211 East Third Street. Although railroad tracks existed at this location or its vicinity since the time of the former Bailey Brothers' operations, the trestle is not described on Sanborn maps as a "concrete coal trestle" for coal delivery until 1949; thus the date of the existing concrete trestle is ca. 1949. The west concrete trestle features T-shaped concrete supports. Steel and wood beams laid north south are situated atop the concrete supports with the rails atop these. The east side trestle features round-arched concrete supports with horizontal concrete members running north south between each. Again, steel and wood beams are situated atop the supports with rails atop these. A portion of both rails is enclosed by corrugated metal at track level south of Coal Silo #3. The elevated rails are bounded in some locations by metal pipe or wood railings.

**19NCST: Cooling Tower Foundation, ca. 1949**

A later non-contributing component constructed for the Power Station includes the ruins of a former, ca. 1949 concrete cooling tower located to the east of Building 23-1 along the eastern lot line. With the exception of its full-story concrete foundation, this building was demolished sometime post-1970s as indicated by ca. 1960-70s historic images.

**20CB: Oil House, ca. 1957**

North and immediately adjacent to this ruin, is an associated ancillary building. This ca. 1957 one-story brick "oil house," as it is referred to on Sanborn maps has a slightly sloped concrete roof. A single square-shaped metal window is located on each of the east and west sides; a metal door is featured at the north elevation. It was most likely used in conjunction with and/or to fuel or store fuel for the adjacent cooling equipment (now gone).

**21NCB: Gate House, 1968**

A small non-historic 1968 gate house on metal stilts constructed of aluminum paneling is situated at the eastern edge/North Patterson Avenue side of the block. Constructed after the period of significance, it is a non-contributing resource.

**22NCST: Coal Silo # 4, ca. 1960s**

As indicated by ca. 1960s-70s historic images, a circa 1960s cylindrical brick tile silo is located to the west of Coal Silo # 1 and its associated metal tank. Like Coal Silo # 1, this silo is elevated atop a steel tower with its lower portion encased in corrugated metal. Constructed after the period of significance, the structure is non-contributing.

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**23NCST: Tank, ca. 1960s**

A non-historic free-standing vertical metal above-ground storage tank is situated towards the northeast corner of the Bailey Power Station block; this appears to post-date the 1960s which is after the period of significance and therefore, the tank is a non-contributing structure.

**24NCST: Concrete Transformer Pad, ca. 1960s**

A concrete transformer pad, surrounded on three sides by a metal piping guardrail is located adjacent and to the east of this non-historic tank in the northeast corner of the Power Station block. This appears to post-date the 1960s which is after the period of significance and therefore, the tank is a non-contributing structure.

**25CST: Patterson-Fogle Streets Durax Paving, ca. 1915 (Photo # 23)**

Additional historic granite paving, similar to that on Chestnut Street, is located at the intersection of Patterson and Fogle Streets and continues along Fogle Street to the Norfolk & Western Railroad Bridge over Fogle Street. Specifically, the paving here runs south approximately 182 feet from the intersection of Patterson and East Third Streets through the intersection of Patterson and Fogle Streets at a width of approximately thirty-seven feet. The Durax paving then continues westerly on Fogle Street, approximately 307 feet to the railroad bridge, at approximately thirty-five-feet wide.

**26CB: S. J. Nissen Building, 310 East Third Street, 1895, with 1953 addition (Photo #s 22 and 23)**

The S. J. Nissen Building was individually listed in the National Register of Historic Places in 2007 and is featured at the historic Durax pavement intersection of East Third and North Patterson streets described above.<sup>6</sup> It is a brick industrial building composed of an original 1894-95 primary structure with a 1953 south-side addition. The Romanesque Revival original building consists of three stories above two basements and is distinguished by two crenellated front towers and a strongly rhythmic use of round-arched windows. The addition has two stories and one basement and is simpler in design with rectangular windows set between plain pilasters on the façade. The building was constructed by Samuel Jacob Nissen (1859-1943) as the S. J. Nissen Wagons, Carriages, and Repair Shop, and S. J. Nissen's New Repository, which conducted repairs and sold buggies and phaetons. Nissen used the building as a wagon making, repair shop and a carriage repository for more than two decades under various names; his business was closely tied to the needs of the surrounding tobacco industry, but Nissen sold the property in 1929 as a result of the truck having overtaken the wagon as the primary mode of transportation for all manufactured goods. Since then the building has changed hands a number of times, with the longest subsequent ownership by Kester Machinery Company – a wholesale distributor of industrial equipment and mill supplies from 1941-70 that built the south side addition in 1953. The S.J. Nissen Building today is one of only two surviving buildings, and the only one dating from the nineteenth century, associated with the important wagon building and repairing industry that was a significant part of Winston-Salem's economy during the late-nineteenth and early twentieth centuries.<sup>7</sup>

<sup>6</sup> Description and history of the S. J. Nissen Building from: Laura A. W. Phillips, National Register Nomination for S. J. Nissen Building, Winston-Salem, North Carolina, 2007; and also supplemented by 2009 on-site inspection.

<sup>7</sup> Phillips, Section 8, p. 9.

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The building stands on a trapezoidal track of approximately one-half acre bordered by East Third Street on the north; railroad R.O.W. on the east; Patterson Avenue on the west, and Fogle Street at the south with a steep embankment beyond. The building is setback from East Third and Patterson streets behind red brick sidewalks with granite curbs. As described above Patterson and Fogle streets here feature historic Durax pavement. An associated asphalt paved parking surface is featured at the east and southeast sides of the building. At the northwest corner of the building, an octagonal tower projects ten feet beyond the façade and is fourteen feet wide. The building has a brick foundation and six-to-one common-bond brick walls that become less thick as the height of the building increases. The building is roofed by a shallow gable that is hidden by parapets on all but the rear elevation.

The octagonal tower forms the northern bay of the three-bay façade at the northwest corner, rising four stories and crowned by a crenellated parapet with a corbelled base and corbelled caps. On the first three stories, the tower windows are one-over-one sash and graduated in size with the tallest on the first floor. All have multi-layer flat-arched brick lintels and rusticated granite sills. Vertical brick ribs at the corners of the tower separate the columns of windows and culminate on the fourth floor in round arches that frame small round infilled windows and decorative brick panels. From the bottom of the third-floor windows to the ground, the tower walls splay outward, increasing its fortress-like appearance. Wrapping around the base of the tower is a low brick retaining wall that provides space for seasonal plantings.

A square secondary tower that rises three stories and projects slightly from the façade plane is located towards the south end of the Patterson Street elevation. This tower formerly housed the freight elevator, which was removed in the 1980s. The first story of the square tower contains a broad, inset, double-lead, glass-and-wood door with a segmental-arched transom framed by a matching brick arch. Two brick steps and a brick ramp sloping upward from the north provide access to the entrance from the sidewalk. Large granite blocks are inserted into the flanking walls near the base of the entrance, suggesting this was originally the entrance by which wagons entered the elevator and were lifted to upper floors. The second floor of the tower features a pair one-over-one sash windows with flat-arched brick lintels and a continuous granite sill. The third floor has a pair of one-over-one sash windows that together fit within a round-arched brick surround. The window sill is granite. Above the third floor window, the tower front has a series of vertical brickwork grooves whose lengths are determined by the curve of the round-arched window and its brick surround. The square tower is crowned with a crenellated parapet with corbelled caps and a two-step corbelled base.

Connecting the two towers, the flat center bay of the façade is three stories tall. The first story contains a large, nearly square window divided with a heavy wood muntin into six large panes. It is headed by a narrow, slightly projecting metal hood. This was likely another original wagon entrance. The second and third floors repeat the corresponding windows of the south bay. Across the top of the center bay, and set beneath a simple corbelled cornice, are raised bricks, now painted cream, that spell "S.J. Nissen."

Rows of arched windows define the north elevation along East Third Street. The ground slopes downward from west to east, exposing more of the two basement levels toward the rear of the building. Both basement levels have segmental arched openings. Those in the lower basement that remain exposed have been infilled with brick. A single-leaf door stands at the center of the elevation at the upper basement level. To the west of the side entry the segmental-arched fenestration has been infilled with brick; to the east the three openings have twelve-over-twelve sash with metal security bars attached to the

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outsides. In addition to one single window at the west end, both the first and second floors have six pairs of windows, separated by brick dividers. They are four-over-four sash with round-arched plain glass transoms. The third floor has single windows that are wider than those of the first and second floors. Each has a twelve-light single sash headed by a round-arched, three-part, glass fanlight-transom. A corbelled parapet tops the north elevation. Iron tie bolts with spoked caps stretch horizontally along the north elevation just below the parapet. Between the second and third floors are iron tie bolts with spoke caps. These are also present on the south elevation.

The three-bay-wide rear or east elevation repeats the window types of the north elevation in its upper basement, first, second, and third floors, although the first and second windows are not paired. The fenestration of the lower basement here, fully exposed, has been altered. A broad segmental arch of one opening, now bricked in, remains visible. Current openings at the lower basement level here consist of a single-paned rectangular window with metal security bars at the southeast corner and a pair of modern metal fire doors near the center. A fabric canopy shelters the two doorways. Extending eastward from the rear of the building is a brick patio bordered by a brick retaining wall. On the east and south sides, the wall is about four feet high; on the north side, along East Third Street, it is considerably higher. Decorative ironwork gates open onto the patio from the east end of the north side and near the south end of the east side. The retaining wall on the north side continues a short distance down East Third Street to the parking entrance.

On the south elevation of the 1895 building, no windows pierce the first floor. The second and third floors have only one window each, one on top of the other, matching the window types for those floors on the north and east elevations. The upper basement has three evenly spaced segmental-arched windows, matching those on the north and east elevations. The three segmental-arched openings at the lower basement level have been infilled with brick, although a metal fire door has been installed in the location of the westernmost opening. Exterior steps with a metal guard rail lead from ground level down to this door.

A two-story-with-single-basement brick addition was built to the south side of the original building in 1953. It has a brick foundation, stretcher-bond walls on the west and south elevations, and a flat roof with plain parapets on the west and south sides. The addition's eight-bay west façade parallels North Patterson Avenue, angling southeastward from the original façade. The windows on the three elevations of the addition are single pane and are rectangular or square in shape. On the façade, the rhythmic windows are separated by a series of plain brick pilasters that stretch upward to simple stepped corbelling above the second story windows. A glass, hip-roofed enclosure rises above the northernmost three bays of the addition façade; it covers the building's primary stair atrium and elevator. The enclosed elevator mechanical room rises above the hip-roofed enclosure. The south end of the façade meets the south elevation at an oblique angle; the two sides are joined by interlocking bricks. On the south elevation, the first story and basement windows are rectangular and all, but one have metal security bars. The windows on the second story are square. The rear or east wall of the addition is built of concrete blocks, painted to coordinate with the other brick walls and featuring brick edging around the windows. The second story has three evenly spaced rectangular windows. The first story has a single rectangular window near the north end. The basement level has two square windows, and at the north end, a double-leaf entrance. Concrete steps with a metal guard rail rise from south to north to the entrance. A fabric canopy shelters it.

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The interior of the building was not made available to the author at the time of the site survey.

**Vacant Lot #2 (Block 34 Lots 105, 000D, 000E, 000F, 000H, 000J, 000K)**

An approximately 300' by 140' part asphalt-covered parcel and part wooded area is situated along East Fourth Street, north side, between Patterson and Vine. The lot was once the location of commercial buildings that are no longer extant. A portion of the lot now provides parking. The lot is delineated in half by a metal fence; north of the fence is the wooded area, unkempt and with several trees. This area is below grade; in the northwest corner a creek emerges briefly from beneath Patterson Avenue, before disappearing below the lot. The lot is partially bordered by a pipe railing on the west and a metal fence along the east. A sidewalk forms the south border. This small lot is non-contributing and does not distract from the tobacco-related or commercial buildings.

**27NCB: R. J. Reynolds Building 56-2, 445 North Patterson Ave., 1976-77, with 1997 addition (Photo # 27)**

This is a one-story building with concrete foundation and walls; the walls and roof are sheathed in corrugated metal. Constructed by RJRT to serve as a steam generator, it is still in use. RJRT records refer to this building as Building 56-2. Some piping associated with the structure traverses across North Patterson Avenue to the Bailey Power Station facilities. The rear or east elevation of the building, at the south end has several extensions of corrugated metal and concrete block, constructed in 1997. Modern metal tanks and various piping and assorted mechanical accoutrements are also located at the rear of the steam generator. The building is non-contributing because it does not meet the age requirements for listing in the National Register and further because it was constructed after RJRT began decentralizing its factory operations away from downtown Winston-Salem.

**Vacant Lot #3: (Block 0034 Lots 101-103, and 020A)**

Adjacent and to the north of Building 56-2 and southwest of Building 56-1, this is an approximately 25,000 square foot L-shaped lot with remnants of concrete foundations, as well as two, out-of-service metal electrical towers. RJRT Buildings 56-3 (1987), 56-4 (post-1957) and a sub-station (also post-1957) were once located in this space. These non-historic buildings and associated structures were demolished in the early ca. 2000s. The lot is bordered partially by a brick retaining wall, and in some limited areas a concrete retaining wall. Metal fencing has also been installed. This lot does not detract from the tobacco-related or commercial buildings and none of the structures or foundation remains are substantial enough to require evaluation.

**28NCB: R. J. Reynolds Building 56-1 (Allegacy Federal Credit Union), 410 East Fifth Street, 1977 (Photo # 28)**

Housing the Allegacy Federal Credit Union, which serves RJRT employees, retirees, and their families this non-historic building was constructed in 1977 by the firm. It was formerly known as the Reynolds Carolina Credit Union and also referred to as Building 56-1 by RJRT. This two-story concrete building is situated at the corner of Patterson Avenue and Fifth Street; a paved drive provides drive-through access from Patterson Avenue around the rear or south side of the building to its west side. The building has a squat T-shaped footprint with a flat roof with a heavy projecting off-white colored cornice.

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The building has cream-colored textured concrete walls and elongated, rectangular, single-pane windows. A smooth band of light tan-colored stucco delineates the first story from the second story. The building is non-contributing because: it does not meet the age requirements for listing in the National Register; because it was constructed after R. J. Reynolds Tobacco Company began decentralizing its factory operations away from downtown Winston-Salem; and furthermore because it is not associated with the manufacturing or storage of tobacco or the operations of a factory facility.

**29CB: Factory 91, 401 East Fifth Street (includes main building 91-1, and its addition, 91-2), 1937 with 1961-62 addition (Photo #s 4, 17, and 34)**

Factory 91, including its addition, is located between North Patterson Avenue and Vine Street, north of East Fifth Street and extends to East Sixth Street. An associated parking surface and ramp are situated between East Sixth and East Seventh Streets. Factory 91 is comprised of two components: 91-1 and 91-2. As a result of the non-historic addition --referred to as 91-2 -- that extends along the entire length of 91-1's north side, only the fourth and fifth floor of 91-1's north elevation are extant, although they are not visible from street level because of the depth of 91-2.

The original building is referred to as 91-1 and was constructed in 1937 to provide tobacco storage.<sup>8</sup> It is a five-story building, twenty-six bays wide and ten deep approximately 93,000 square feet. Vertical metal bands divide the bays, with the exception of the two northern-most bays at the east and west sides. These bays are distinctive as a result of the stair towers' concrete exteriors which are located in the north end bays on both elevations. The building features reinforced concrete foundation, floors, frame, roof and a rectangular footprint. The roof is slightly pitched with a simple metal cornice. The building was designed by the Libby-Owens Glass Company which used 'glass bricks' for curtain walls.<sup>9</sup> The glass brick curtain walls are extant and of glass bricks and mortar. The glass bricks are rectangular in shape featuring vertical grooves and they are translucent in nature. They are stacked with the longer-side laying flat. The building corners are also of glass bricks, although these bricks appear to be square-shaped and smaller in size than the others. As indicated in historic images, initially, small rectangular four-light awning windows were featured in approximately every fifth bay at the upper four floor levels on the south elevation and large square louvers were featured in every eighth bay from the south on the west elevation. Since then, additional openings have been punched where necessary to accommodate various metal ducts, louvers, and vents, at the south and west elevations. Floor levels at the exterior are delineated by continuous heavy horizontal concrete bands that wrap around the west, south and east sides. The bands continue until reaching the building's northwest and northeast stair-towers, which feature concrete walls with a single small rectangular glass brick window opening at each floor. Only floors four and five of the building are visible at the rear -north- elevation as a result of the building's non-historic addition which extends northward from the lower floors. Like the south elevation, the rear elevation's upper floors are twenty-six bays wide. The end bays are the concrete exterior walls of the stair towers featuring a window of glass brick at each floor level. The remaining bays are glass bricks, delineated by vertical metal dividers, although many have been altered and have received metal louvers. In one instance at the fifth

<sup>8</sup> Later it was used as the engineering shop building.

<sup>9</sup> Nannie M. Tilley, The R. J. Reynolds Tobacco Company (Chapel Hill, N.C.: University of North Carolina Press, 1985), 307

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floor, the glass bricks have been removed from two bays to accommodate what appears to be a loading opening, which is now infilled. A limited number of bays towards the east end –seven in total- feature a single punched opening featuring a four-lighted window in each. Metal vents project from some bays. A concrete elevator tower extends from the center of the elevation and rises an additional floor height above the roof. Much of the western half of the fourth and fifth floor elevation here is obscured as a result of a non-historic mechanical rooftop penthouse that is situated on the roof of 91-2.

Pedestrian street level entry into the original building is available from paired metal doors at the base of each stair tower. The west stair tower's entry surround has been faced in brick -most likely at the time of the 91-2 addition's construction- and features a concrete awning above. The east entry is only demarcated by a light fixture on either side. In 1937 a two-story height concrete pedestrian bridge at floors four and five and connecting 91-1 to 90-1 was constructed in tandem with Factory 91. At an unknown time, the bay just south of the east side stair-tower was altered to accommodate a metal rolling door. Additionally, in post-1957 an L-shaped concrete and steel loading platform with metal canopy was constructed; it extends southward from the southeast corner of 91-1 and is presumed to be non-historic.

The interior of 91-1 is characterized by open floor plans with evenly spaced painted concrete square columns. Ceilings are full-height featuring the exposed concrete framing, electrical conduits, plumbing and ventilation ducts. Flooring material varies between concrete at some floors and wood flooring at the fourth and fifth floors. Some interior spaces have been delineated by metal cages. Mechanical, plumbing, and electrical ductwork and piping is exposed throughout. Walls are painted. 91-1 features concrete stairs with metal pipe railings.

Factory 91 received a non-historic addition, referred to as 91-2 in 1961-62. The non-historic addition is connected to 91-1 along its entire north side and extends to East Sixth Street. The addition is a two-story, approximately 141,000 square-foot reinforced concrete building with brick veneer façade. 91-2's façade fronts Vine Street and features Streamline Moderne-influenced details; metal and concrete storefronts with a continuous concrete canopy are located at street-first story- level, towards the center-north end. A projecting, metal, glass and concrete entry is featured near the center of the façade. This bay projects above the roof. Small, square openings, infilled with louvers, are located at the upper level. Approximately eighty percent of the addition's roof is a paved parking surface, accessible via a concrete ramp that slopes down from the west end of the north wall roof edge, over East Sixth Street, curving east across the street level parking surface in the adjacent Block 88A, down to Vine Street. A loading dock and stair tower entrance on the roof of 91-2, at the fourth story of the north side of 91-1 provides entry into the factory from the roof-deck parking. The roof of 91-2 also features numerous mechanical unit penthouses, the aforementioned elevator tower and other mechanical units, localized in the southwest corner.

**Piedmont Leaf Tobacco Company (comprised of 30CB: W. F. Smith and Sons Leaf House, 406 East Fourth Street, ca. 1890; and 31CB: Brown Brothers Company, ca. 1890-95 , 401 East Fourth Street; and 32CST: Pedestrian Bridge #2, ca. 1917-49) (Photo #s 21 and 31)**

The Piedmont Leaf Tobacco Company (N.R., 1978) is a two-building complex comprised of the W. F. Smith and Sons Leaf House at 406 East Fourth Street and the Brown Brothers Company building situated across the street at 401 East Fourth Street. Constructed in the late 1890s, both of these buildings served various purposes in the tobacco industry until they were unified under the Piedmont Leaf Tobacco Company in 1920 whence they continued to provide tobacco industry-related services. As indicated in

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Sanborn maps, by 1900 each was a tobacco 'prizery' or tobacco-packing house where dried tobacco was stored and packed into hogsheads. The buildings then changed hands a number of times during the first two decades of the twentieth century, however by 1920 Piedmont Leaf Tobacco Company (formerly Wright-Hughes Tobacco Company) acquired both buildings. The company specialized in buying, re-drying, and stemming leaf tobacco and retained its operations on East Fourth Street until 1976. In the early ca. 2000s, the buildings were rehabilitated into residential and commercial office space.

**30CB: W. F. Smith and Sons Leaf House, 406 East Fourth Street, ca. 1890, later additions**

The older of the two buildings, W. F. Smith and Sons Leaf House is a ca. 1890 four-and-one-half story brick structure, nine bays long along East Fourth Street and three bays wide. It is accented by a stepped gable at the west. The building's brick walls are stuccoed and the gable roof is covered with standing seam tin. Windows of this original section are six-over-six double-hung with segmental arches and painted stone sills. The building has received a two-story, square-shaped cinderblock addition at its northwest corner, as well as a single-story, cinderblock addition at its south side that extends almost to East Third Street. A one-story cinderblock addition, faced in brick has been constructed at this cinderblock's south side, reaching East Third Street. The additions have flat roofs behind parapets with tile coping. According to Sanborn fire insurance maps, these additions appear to date between ca. 1917 and ca. 1949, most likely constructed when Piedmont Leaf Tobacco Company acquired the building. In ca. 1957 another cinderblock addition was constructed on the original building's south side, adjacent to the existing rear addition. This addition also extends to East Third Street, its east elevation angled along the adjacent railroad tracks. The rear, west side cinderblock addition appears to have been intended as a loading facility as a result of three loading bays featured at its west side, towards the north end. A metal canopy shelters the openings, although two of the openings have been infilled. The south end of this addition has a wooden deck featuring a funnel-shaped metal superstructure. The brick-faced extension has an open rectangular-shaped garage bay on the west elevation; pedestrian access into this extension is recessed; a multi-light metal window is featured above the open bay. The south end of the rear addition that fronts East Third Street is brick-faced and features five square-shaped windows along the lower or basement level. These feature twelve-light windows behind metal security bars. The first story level features four-over-four double-hung windows. All windows have concrete sills. The east elevation of the building is inaccessible and obscured from view as a result of the adjacent railroad R.O.W.

**31CB: Brown Brothers Company, 401 East Fourth Street, ca. 1895, later additions**

The Brown Brothers Company building, constructed in ca. 1895, is six stories high, rectangular shaped brick building with a mansard roof and hip roof dormer windows. Curved slate shingles are featured on the roof; these are black in color with the exception of two horizontal stripes of light-gray colored slate that traverse across the mansard. Eleven dormers are featured along its south elevation fronting East Third Street with a twelfth bay serving a brick elevator tower; three dormer windows are featured across its west elevation, fronting Vine Street. Windows of lower floors align with the dormers. Dormer windows are paired four-over-four double hung sash. All lower floor windows are segmental arched with pairs of four-over-four double-hung sash. All paired windows are delineated by wood dividers. Exterior brickwork is laid in one-to-five common bond and is stuccoed up to the first floor windows. The first story level along Vine Street features a pedestrian entry door with metal awning above

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at the north end; a window similar to those on the upper floors is situated between the pedestrian entry and an adjacent metal garage door. This elevation of the original building also features non-historic painted lettering across the façade between the fourth and fifth floors: 'Piedmont Leaf Lofts,' and between the third and fourth floors: 'Leaf Tobacco.' The building's south elevation features segmentally arched six-over-six double-hung windows at floors two through five. First floor window openings are square, multi-light behind metal security bars.

Two brick additions are featured at the building's north side. The first is a three-story addition constructed in ca. 1917 with six-over-six double-hung windows at each of the second and third floors. The second floor openings are segmentally arched. The northern most addition is two-stories with a flat roof, tile coping and was constructed by ca. 1949. It features a single multi-light metal window at the west elevation's second story. The first story has an open garage bay. Its north elevation, which fronts the Reynolds Factory 60 to the north features evenly spaced multi-light metal windows along the second story and smaller multi-light windows at the first floor level. All windows have concrete sills. A five-story, five-bay brick addition was also constructed by ca. 1957 at the original building's east side. This addition features multi-light metal windows in each bay at each floor level on the south, with the exception of one bay that has a metal rolling door and another bay that has a pedestrian door, both at the first floor or street level. Each of these access points has a metal awning above. Bays and therefore window openings vary in width; the second bay from the west, for instance has two windows at each level, however all window opening have concrete sills. Multi-light metal windows are featured at this addition's east and north elevations. Bays at the east are evenly-spaced and delineated by brick pilasters. As a result of the elevated railroad R.O.W. adjacent and to the east, this elevation is visible at fourth floor and above only. Because the building was recently rehabilitated into residential condominiums, portions of modern residential wooden decks associated with the apartments within can be seen behind conifer plantings along the east side.

The interiors of the two Piedmont Leaf Tobacco Company buildings were not made available at the time of the site survey.

**32CST: Pedestrian Bridge, ca. 1917-49**

A pedestrian bridge, constructed at the second and third floors of the Smith building extends from these floors across and above East Third Street into the second and third floors of the Brown Brothers Company building. The pedestrian bridge, as indicated on Sanborn maps, dates to between ca. 1917 and ca. 1949 and was most likely constructed in the 1920s when Piedmont Leaf Tobacco Company acquired the two buildings. The bridge is sheathed in corrugated metal and features a limited number of punched window openings at the lower level on the west side and at both levels on the east side. White lettering, 'Piedmont Leaf Lofts' is painted on its west side.

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**Vacant Lot #4: (Block 0041 Lot 010)**

The western side of Block 41 -- to the west of the Piedmont Leaf Tobacco Company -- is an approximately 39,000 square foot square-shaped vacant lot, paved with delineated parking spaces and secured by a chain link fence. The lot is set back behind sidewalks along East Fourth Street, North Patterson Avenue and East Third Street. At the east side, the chain link fence abuts a narrow paved surface associated with and for occupants of Piedmont Leaf Tobacco Company. Entry points into Vacant Lot # 4 feature mechanical guard arms. This lot does not detract from the tobacco-related or commercial buildings.

**33CB: Factory 60, 403 Vine Street (includes main building, 60-1 and its additions, 60-2, 60-3, 60-4), 1923 with 1923-24, 1927-28 and 1980 additions (Photo #s 6, 7, 8, 30, 31, and 34)**

Factory 60 is a four-story building featuring five- and six-story additions, and a partial basement, situated between Fourth and Fifth Streets fronting Vine Street at the west and Fifth Street at the north. To the south is the 1890s Piedmont Leaf Tobacco Company building (N. R., 1978). The factory abuts railroad right-of-way at the east and a wooden two-story pedestrian bridge, sheathed in corrugated metal, connects Factory 60 (60-1) at the third story with Factory 64's addition, 64-2, located across the railroad R.O.W. Factory 60 is comprised of three sections featuring similar materials and design: 60-1, 60-2, 60-3, as well as a non-historic loading structure, 60-4.

The three similar-looking sections are fireproof construction of reinforced concrete frame, foundation, floors and roof with some brick party walls and built-up roofing. The exterior elevations of these sections feature evenly spaced window bays marked by concrete piers that extend to the roof and that are capped by paired cast concrete brackets hoisting a simple metal cornice. Heavy horizontal concrete bands delineate each story and feature narrower projecting concrete bands at their top and bottom, which mimic sills and lintels.

The historic components of Factory 60 have received 1960s glass block infill in all window openings of all exterior elevations, including within the elongated rectangular window openings of the historic stair-towers, located at the southwest corner of 60-1, for example. As indicated by Sanborn Map Co. and historic images, these components originally featured multi-light steel factory windows that were extant in the early 1950s. It is unclear when the openings received the infill; however, it likely occurred in 1961-62, the date of the complete changeover at 90-2 (see below).

The four-story original or main section of Factory 60, 60-1 is approximately 41,000 square-feet and was built in 1923 to serve as a granulating building, replacing an earlier one-story storage warehouse; it comprises the center section of the factory. This section was built adjacent and to the east of a ca. 1900 five-story masonry and steel warehouse, No. 24, that fronted onto Vine Street at the time and that is no longer extant. The west elevation of 60-1 is mostly obscured by the non-historic addition, 60-4, and has received non-historic metal cladding along the southern portion of the façade; four bays of glass block-infilled windows are visible, however at its fourth story.

In 1923-24, a five-story and approximately 79,000 square-foot, reinforced concrete extension, 60-2 and originally referred to by R. J. Reynolds Tobacco Company as 60-South Extension, was added to the south of 60-1 for leaf stemming and staging purposes. Reynolds company records indicate it was designed by J. E. Sirrine and Company. In 1927-28, additional stemming and storage work areas were provided for with the construction of an approximately 255,000 square-foot six-story extension, 60-3 and originally

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referred to as 60-North Extension, on the north of 60-1, giving Factory 60 its existing U-shaped footprint. By this time, too, a loading dock was along the north side, west end of 60-2 and south side of Warehouse No. 24, and a one-story shipping structure was along the south side, west end of 60-3 and north side of Warehouse No. 24. Neither this loading dock, nor shipping structure is extant.

A slightly recessed pedestrian entry is located at the southwest stair tower of 60-3; an additional similar entry is located on the south elevation, west end of 60-2. Also along the Vine Street elevation is a metal roll-up loading door in the center first story façade of 60-2. Along Fifth Street, metal awnings cap a loading bay at the north elevation, east end of 60-3 and a pedestrian entry at its west end.

Interiors of Factory 60-1, 60-2, and 60-3 are virtually identical; they feature open plans with evenly spaced painted concrete columns throughout. Many floors have concrete flooring however, the fourth floor of 60-1 has parquet flooring in fair to poor condition with limited areas featuring metal plate infill. The first through third floors of 60-3 also have wood flooring. Ceilings are unfinished with exposed mechanicals, plumbing and electrical ducts and piping, with the exception of the former cafeteria and kitchen spaces in the basement of 60-3, which have received a non-historic suspended ceiling. Walls throughout are typically painted brick, although some walls feature beige-colored glazed tiling including some walls of the first floor of 60-1, as well as some at floors one through four of 60-2. Stairwells are concrete with metal pipe railings. The factory's original section and its additions remain interconnected at various floor levels.

R. J. Reynolds Tobacco Company engineering department records indicate that in 1980 Warehouse No. 24, as well as the one-story shipping structure to its north and the loading facility to its south were removed and the existing one-to-two-story concrete and metal clad loading structure, 60-4 was constructed in their place. The construction of this new non-historic loading facility also appears to have included construction of two new five-story concrete elevator towers, one each at its north and south sides. The interior of the non-historic 60-4 provides loading facilities, is interconnected with the other portions of Factory 60, and features an open plan with minimal concrete structural column lines. It has a concrete floor, and a painted metal ceiling with exposed mechanical, plumbing and electrical ducts and piping.

The roof(s) of Factory 60-1 and its additions, 60-2 and 60-3 have received numerous mechanical units and mechanical penthouses over the years; the first cooling tower unit was installed in 1946 on 60-3, as indicated by Reynolds engineering department records.

**34CB: Factory 90, 601 Vine Street (includes main building, 90-1, and its additions 90-2, 90-3), 1926 with 1927 and 1957-58 additions (Photo #s 1, 5, 7, 8, 9, 16, 30, and 34)**

Factory 90 is located on Vine Street, between East Fifth and East Seventh streets, north of Factory 60. Factory 90 is comprised of three components 90-1 (middle), 90-2 (south), and 90-3 (north) that vary in height from two to six stories, with some portions featuring a partial basement. A concrete pedestrian bridge at the southeast corner of 90-2 and sheathed in corrugated metal connects Factory 90 with Factory 60 at the sixth story; the bridge is located above and crosses East Fifth Street. Factory 90, at eighteen bays long on the east, abuts railroad right-of-way and tracks to the east and features a concrete train loading platform with corrugated metal awning along a portion of this elevation, specifically at 90-1; the loading platform continues south along the east elevation of 60-3 crossing above East Fifth Street adjacent to the elevated railroad tracks that also run north south uninterrupted.

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Two of the building's components, 90-1 and 90-2 are similar in design and materials. These portions are reinforced concrete or concrete and brick foundation, framing, and roof deck, with built-up roofing. Their exterior elevations feature evenly spaced bays marked by concrete piers that extend to the roof and that are capped by paired brackets hoisting the factory's simple cornice. Heavy horizontal molded concrete bands, similar to those on Factory 60 and its additions, delineate each story. Due to the starkly similar exterior design of 90-1 and 90-2 to Factory 60's components: 60-1, 60-2, and 60-3, and because 90-1 and 90-2 are just north of 60-3, the resulting visual effect at the adjacent railroad track level and along Vine Street is the illusion of a single continuous and monumental factory building.

90-1 is the original section of Factory 90. It was constructed in 1926 as an approximately 220,000 square-foot, four-story Bonded Warehouse and Blending facility and features a north and south wing, creating a U-shaped footprint, open towards Vine Street. Each wing is four bays wide along Vine Street and runs eight bays east-west towards the railroad right-of-way. The center portion of the 'U' runs three bays north-south. In 1927, the four-story with partial basement south section, 90-2 was added, attached to the south wing to serve as a tobacco processing area. 90-2 is approximately 145,000 square-feet and features an L-shaped footprint, sharing its east side north wall with 90-1. It too runs four bays along Vine Street and three bays north-south. A rusted steel and concrete loading dock, that appears to be contemporary with 90-2, is situated between 90-1 and 90-2. Within the remaining open area between the loading dock and Vine Street is a 1937 concrete pedestrian bridge at the fourth-story level on a steel structure that connects the top floor of 90-1 with that of Factory 91 on the opposite side of Vine Street.

As indicated by Sanborn maps and historic images and like Factory 60, both 90-1 and 90-2 originally featured multi-light steel factory windows in all bays, including the elongated rectangular window openings of the historic stair towers, located at the southwest corner of 90-2, for example. The steel windows were extant as late as 1947 as evidenced by historic images. Moreover, according to R. J. Reynolds Tobacco Company engineering department records, glass block infill replaced steel windows on one floor only – the 'Casing and Cutting floor' of 90-2 sometime between 1948 and 1961.<sup>10</sup> In 1961-62, company records indicate that glass block infill was installed on all remaining floors of 90-2. It is likely that glass block infill occurred at that same time in 90-1.

A recessed pedestrian entry is situated at the northwest corner of 90-1's south wing; an additional pedestrian entry of paired metal doors is located at the southwest stair-tower of 90-2; this entry is capped by a simple concrete awning. Along East Fifth Street, metal awnings cap a loading bay at the south elevation, east end of 90-2 and a pedestrian entry at the west end. Metal fire escapes traverse the north and south elevations of 90-1's north wing towards the west end.

The interiors of 90-1 and 90-2 are similar to that of Factory 60. Floors are characterized by open plans with evenly spaced painted concrete columns throughout. Flooring material varies between concrete floors in some areas and existing parquet floors in others, although some areas of the parquet have deteriorated and/or parquet is missing. The spaces are unfinished with exposed mechanical, plumbing, and electrical ductwork and piping. Walls are typically painted including the brick firewalls between the building's various components.

In 1957-58, Factory 90 received a north side addition, 90-3, to serve as a processing plant. This reinforced concrete, approximately 109,000 square-foot addition features a rectangular footprint that

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<sup>10</sup> It is not clear on which floor the casing and cutting operation occurred.

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extends from the north end, east side of 90-1 to East Seventh Street; it is internally connected to 90-1 via three iron clad doors at the first floor level. Brick curtain walls are featured in the two-to-three-story height addition, and limited punched openings are located at the west façade's first story. These openings have glass block; a continuous concrete sill and lintel run the entire length of these openings. It is unclear whether the glass blocks date to the time of construction, or whether they were installed in 1961-62, the same time as the changeover at 90-2. Due to the slope of the grade between Vine Street and the railroad tracks, this addition is three stories in height at the east elevation, featuring a basement, first and second story at this side. Ribbon-style window openings are featured at both basement and first story levels along the east elevation and are delineated by concrete lintels and sills. Most openings in the center portion of the east elevation have been infilled with green-colored metal panes, as well as punched with various vents and ducts. Window openings at the northern and southern portions have glass block, or in some cases, metal louvers. Again, it is unclear whether the glass blocks date to the time of construction, or whether they were installed in 1961-62, the same time as the changeover at 90-2. Limited additional punched louver openings are located along the upper floor level at both the east and west elevations. The north end of the building has been faced with tan-colored metal siding.

The main entry, located at the center of the west or Vine Street façade is accessed by concrete stairs with metal railing. The paired entry doors with transom and sidelights are recessed behind a projecting concrete surround. 90-3 features a pre-cast concrete roof deck with built-up roofing and a central monitor, raised six feet and intended to accommodate two drying machines. Clerestory openings have received an opaque glazing.

The interior of 90-3 has a largely open plan, with full volume height. Enormous mechanical equipment, ductwork, piping is located throughout. The addition has a concrete floor, painted concrete block walls, although limited walls have glazed tiling. A mezzanine above portions of the first floor is of painted structural steel.

Later alterations to Factory 90 include construction of the existing concrete and metal truck dock located within the open area of 90-1, between the north and south wings, in 1965. Most likely at a later date too, the fourth story windows of 90-1's north wing at the north, south, west and a portion of the east elevations were removed and the openings were infilled with what appears to be concrete. Some smaller openings have also been punched in the glass block infill of other bays of the factory to accommodate louvers, or in some instances, louvers have infilled entire bays. A four-story non-historic shed addition, sheathed in corrugated metal was also constructed at the southwest end of 90-3 and is attached to the north side of 90-1.

The roof of Factory 90-1 and its addition, 90-2 has received numerous rooftop mechanical units over the years, including a cooler tower unit in 1948 on 90-2, with additional heating and ventilation units added in 1965. Rooftop penthouses include both metal clad and brick penthouses. A 100,000 gallon steel water tank is situated on the roof of 90-1, south wing. It extends approximately sixty-five feet above the roof and is situated on a steel tower. Circular in shape, it features a conical cap roof; it is unclear whether this is original to the building, however a similar-looking water tower appears in historic images dating to the late 1920s/early 1930s at this same location.

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**35CST: Pedestrian Bridge # 2, Vine Street between Factory 91 and Factory 90, 1937 (Photo #s 1 and 5)**

A two-story height pedestrian bridge was constructed in 1937 in tandem with Factory 91 and provides access from floors four and five of Factory 91 across Vine Street to floors three and four of Factory 90's 90-1 section. The pedestrian bridge is elevated on a steel frame. It has reinforced concrete floors and roof and also concrete walls.

**36CST: Norfolk & Western Railroad Bridge over Third Street, Bath Branch, and Fogle Street, 1901, 1916 (Photo # 24)**

This railroad bridge crosses East Third Street, a ravine that was formerly the upper part of Bath Branch, and Fogle Street and forms the southeastern boundary of the historic district.<sup>11</sup> The structure has two parts: a metal railroad bridge that spans East Third Street and a ravine that was part of Bath Branch, and a concrete structure that spans Fogle Street. The total length of the bridge is approximately 295 feet.

The metal portion of the structure was constructed in 1901 as part of the main line of the Norfolk & Western Railroad. Built by the Pennsylvania Steel Company of Steelton, Pennsylvania, the bridge originally was comprised of two spans that accommodated two separate tracks. The structure replaced an earlier single-track railroad bridge constructed for the Roanoke and Southern Railroad around 1887. The metal portion of the bridge is labeled as "steel girder bridge" on the Sanborn maps of 1907 and 1912. Later maps reference it as a "steel trestle." Each track of the bridge was originally supported by a separate deck plate girder. The girder ends are supported by concrete end bents and abutments. The middle of the span is supported by two steel beam columns braced across the top with a metal plate and at the bottom with diagonal beams. The column support is topped with a horizontal steel beam that supports four contact places that carried the load of the two girders. While the trestle was originally constructed with two deck plate girders, one has been removed, leaving only one functional track.

The concrete span over Fogle Street is about forty-five feet in length and was built in 1916, as noted by the date impressed into both faces of the concrete structure. The structure spans Fogle Street, and its construction coincided with the construction of the street and a major expansion of the railroad yards.

This Norfolk & Western Railroad bridge and railroad line became closely associated with the R. J. Reynolds Tobacco Company operations north of East Third Street as indicated by the extant loading docks and railroad sidings featured along Reynolds Factories 90, 60, and 64.

**37CST: Norfolk & Western Railroad Bridge on East Seventh Street and Railroad R.O.W., 1924 (Photo #s 25 and 9)**

This railroad bridge is located at the northeast corner of the district. It and the railroad R.O.W. extending south from it form a portion of the district's eastern boundary.<sup>12</sup> The two-track railroad bridge spans East Seventh Street. It is approximately fifty-five feet long. The bridge was constructed in 1924 by the Virginia Bridge and Iron Co. of Roanoke, Virginia. It was part of the main line of the Norfolk &

<sup>11</sup> Technical description of this structure taken from Robinson, et al, and supplemented by 2009 on-site inspection.

<sup>12</sup> Robinson, et al.

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Western Railroad. It is not clear whether it replaced an earlier bridge structure or whether East Seventh Street was routed under the bridge at the time.

Each track of the structure is supported by a steel deck plate girder. The individual girders are double-walled. Massive concrete end bents and abutments support the ends of the two girders. The railroad R.O.W. continues south, eventually connecting to the bridge over East Third Street described above. The tracks are elevated above street level on an embankment as they continue south along and between the R. J. Reynolds Tobacco Company buildings. The metal rails here rest on wood railroad ties on gravel. Sanborn fire insurance company maps indicate that the rail-line once split providing an additional track between the bridge and continuing as such until crossing the East Third and Fogle Street Bridge (35CST). This additional track has for the most part, been removed, although a portion of it is extant between the south end of Factory 90 and the north end of Factory 60 above East Fifth Street.

**Factory No. 64 Complex (currently Hensel Manufacturing), 500 East Fifth Street (comprised of: 38CB, 39CST, 40NCST, 41CB, 42CB, 43CST, 44CB and 45NCST) (Photo #s 2, 3, 10, 11, 29, and 34)**

An additional grouping of former R. J. Reynolds Tobacco Company buildings – the Factory 64 Complex, known as and utilized today by Hensel Manufacturing, is situated between East Fourth Street at the south, Linden Street to the east, East Fifth Street to the north and railroad right-of-way to the west. The complex consists of four contributing buildings: Factory 64 (1916, with 1923 addition), Building 64-3 (1922-24), Building 64-4 (1923-24), and Storage Warehouse 66-68-69 (1916). The complex encompasses city Block 36, and with the exception of Building 64-3, which is located in the block's center, buildings are constructed along the perimeter, providing an interior paved courtyard.

**38CB: Factory 64 (includes main building, 64-1, and its additions, east addition and 64-2), 1916 with 1923 addition**

The first building constructed in this grouping for R. J. Reynolds Tobacco Company was Factory 64. Factory 64 is a five-story plus mezzanine reinforced concrete building, with concrete floors, roof and frame. The west section of the building was constructed in 1916 with the rectangular building's short façade following the railroad R.O.W. at the west and its long elevation fronting East Fifth Street. In 1923 the building received a seamless east addition, extending the footprint along East Fifth Street to Linden Street. Today, the building encompasses approximately 254,353 square feet.

Designed by J. E. Serrine and Company, the building's exterior is marked by evenly spaced bays delineated by concrete piers that extend to the roof. Heavy horizontal modeled concrete bands delineate each story and feature narrower projecting concrete bands at their top and bottom, which mimic sills and lintels, similar to the other Reynolds factory buildings within the district. The building features sixteen large window bays along its north side, East Fifth Street elevation; this elevation culminates at the northwest stair tower and the center portion is set back behind a lattice-like concrete retaining wall. A pedestrian bridge extends northward from the west end of the north elevation at the stair tower's second floor to provide above-street level access to the employee paved parking lot which is outside the historic district boundaries. The building's roof is flat, with the exception of the crenellated- shaped parapet that caps the stair tower. The stair tower features two smaller window openings at each story. The east elevation of the building, fronting Linden Street, is similar to the north elevation. It features five, large,

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evenly spaced window bays; two narrower bays are located at the south end with an additional stair tower lying behind. Raised concrete bands frame these narrower window openings.

All window openings in 64-1 have received glass block infill. Historic images indicate the building originally featured multi-light steel windows; the changeover to glass block most likely occurred at the same time as that of Factories 60 and 90 in 1961-62.

The building's rear or south elevation fronts the interior courtyard of the Factory 64 Complex. It features similar design and materials to the north and east elevations. A number of window bays have been altered to receive metal louvers, metal pipes and vents. A post-1957 concrete and metal loading dock with metal awning is located at grade near the center of this elevation. A post-1957 one-room guard shack with pitched roof is situated at the building's southeast corner near the courtyard's Linden Street vehicular entry. Both of these components are presumed to be non-historic.

The northeast corner of 64-1's roof features a 100,000 gallon steel water tank on a tapered steel frame. This tank is elongated and cylindrical in shape with a conical cap-shaped metal roof. Its height is unknown, but the tank first appears on a Sanborn company map in 1957. The cooling towers on the roof were installed in 1939.

The west elevation fronts the railroad R.O.W. described above. As a result of the elevated grade, only the upper three stories are evident at this elevation. They are further obscured by a continuous corrugated metal awning that extends from the north end of 64-1 to the south end of the building's south addition, 64-2 along the middle of the fourth story's glass block infilled window openings. The awning shelters an additional railroad spur that abuts a continuous concrete loading dock that also extends along the entire elevation. Railcars would have backtracked along this spur in order to off-load or pick-up goods. The southern half of the west elevation is the 64-2 addition.

In 1923, Factory 64 received a south addition, referred to as 64-2 that extends from the original building southward along the railroad R.O.W. Constructed to serve as a sweat house, 64-2 is six-stories, with two mezzanines and is of reinforced concrete building with steel frame totaling 120,812 square feet. The roof is flat, built-up tar and slab. Sanborn fire insurance maps indicate the roof was originally lined with cork, which would have assisted in curing tobacco operations -- that is, drawing moisture out of tobacco. Exterior walls are red brick faced, although the east wall is partial stucco, its upper floor having received metal siding. The west elevation fronts the railroad R.O.W. and as described above, features the continuous concrete loading dock and metal awning that runs to the north end of the original building. At the north end, third story of 64-2, where it abuts the original portion of Factory 64, a pedestrian bridge extends above and across the railroad tracks to Factory 60.

64-2's south side, most of which is not visible as a result of the adjacent Storage Warehouse 66-68-69, features a stair tower in its center. Most likely this was added post-1957 as it does not appear on 1957 Sanborn fire insurance maps; it is presumed to be non-historic; a pedestrian bridge that connected the southeast corner to Building 64-3 was also removed post-1957. Window openings at the south elevation of the 64-2 addition are limited to one at each floor of the stair tower at visible floors. The addition's east elevation fronts the interior courtyard of the Factory 64 Complex. Like the west elevation, its lower floors are stucco and the upper have received metal siding. At grade near the center of the east elevation is a concrete loading dock with associated metal rolling doors. Two flat metal awnings project from above this area. An additional loading door is located at the south end of the east elevation. Some metal piping extends from the east side of 64-2 eastward into Building 64-3. Other limited punched

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openings of both the south and east elevations have typically been infilled with vents or are former loading door openings.

Limited, escorted access to the interior of Factory 64 was provided at the time of the on-site survey. The building's interior is described on Sanborn fire insurance maps as featuring a 'mushroom system.'<sup>13</sup> A site walk into the first and third floors of the original building confirms the mushroom system. The first floor is open plan, has concrete floors with full-height ceilings and exposed piping, ductwork throughout. The concrete mushroom columns are painted. The third floor is open plan and features parquet over concrete flooring, as well as full-height ceilings with exposed piping and electrical conduit. The mushroom columns on this floor are painted.

The interior of 64-2 was not made available to the author at the time of the on-site survey; however, R. J. Reynolds Tobacco Company engineering department records indicate that alterations were made to this section of the building in 1939, 1959 and 1964. The 1959 and 1964 renovations were necessary to convert the building to bulk storage. The floors were reworked as part of these alterations. The firm's engineering department records describe flooring in this section as varying between concrete, wood and steel plate.

**39CST: Pedestrian Bridge #3, ca. 1923**

At the north end, third story of the 64-2 addition, where it abuts the original portion of Factory 64, a pedestrian bridge extends above and across the railroad tracks to Factory 60. The two-story wooden bridge is sheathed in corrugated metal. It is presumed to have been constructed in tandem with the construction of the two buildings; both were built in 1923.

**40NCST: Pedestrian Bridge #4, post-1957**

Another pedestrian bridge, clad in corrugated metal extends northward from the west end of the north elevation of the original section of Factory 64 at the stair tower's second floor. It provides above-street level access to the employee paved parking lot which is outside the historic district boundaries and located on the north side of East Fifth Street between the R.O.W. and Linden Street. This bridge appears to post-date 1957; although some auto parking was available on the north side of East Fifth Street across from the factory by ca. 1949, no pedestrian bridge is indicated at the northwest corner stair tower and crossing East Fifth Street on the 1957 or earlier Sanborn fire insurance maps. The bridge is presumed to be non-historic.

**41CB: Building 64-3, 1922-24**

In 1922, Building No. 64-3 was constructed in the center of Block 36 to serve as a power plant. Building 64-3 is a two-story, reinforced concrete building with steel trusses; its southern half is approximately half a story taller in height than the northern half. Described as a two-story building in R. J. Reynolds Tobacco Company records and Sanborn fire insurance maps, the building from the exterior actually appears to have three levels. The building features a rectangular footprint with oblique southwest and northwest corners. With the exception of the east or rear elevation's southern half which is brick-

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<sup>13</sup> The term 'mushroom system' implies the use of flat slab flooring supported by columns that feature a column and column head resembling the appearance of a mushroom.

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faced, the outer walls are finished in stucco. The building features a flat roof. A concrete clerestory with metal coping is featured on its south side; clerestory windows appear to be infilled with opaque glazing. 64-3 has however retained multi-light steel windows on elevations. At grade are typically square or rectangular multi-light steel windows with concrete sills. Long, vertical multi-light ribbon windows are featured at the upper levels on each of its oblique corners and evenly spaced at the remaining elevations, with the exception of the brick-faced section of the east side, the center of the west elevation, and the east end of the south elevation. Each ribbon window is ornamented with flat surrounds and keystones. Rectangular multi-light steel windows are featured in the center of the west elevation and on the south elevation's eastern half at both the second and third story levels. These are delineated by decorative concrete panels above the second story level. The third story windows at these locations feature arched surrounds with keystones. Designed by J. E. Serrine and Company, ornamentation on the building also consists of a concrete cornice. Access into the building is available at grade via paired wooden doors, each featuring lights and located at the southwest oblique corner, for instance and at the east elevation's north and south ends. The paired doors on the east elevation feature identical openings and doors above at the second story level. Several post-1957 corrugated metal shed awnings on metal posts are located on the rear of the building, ground floor level; these are believed to be non-historic. Piping extends from the building's west side, second story level into 64-2. Other metal pipes extend from the building's north side into 64-1. Numerous other metal mechanical accoutrements are attached to and project from the building.

The interior of 64-3 was not made available to the author at the time of the on-site survey.

**42CB: Building 64-4, 1923-24**

In 1924 Building No. 64-4 was constructed south of Factory 64 and east of 64-3 within the interior courtyard of the Factory 64 Complex. Featuring a rectangular footprint, its shorter side fronts Linden. The building is similar in design and materials to Factory 64. It is a three-story reinforced concrete building with heavy horizontal concrete bands delineating each story, each featuring narrower molded concrete bands at their top and bottom that mimic sills and lintels. The building is three bays wide by five bays in length. All window openings have received glass block infill, most likely at the same time as the other R. J. Reynolds Tobacco Company factory buildings in 1961-62. A metal fire-escape is featured on the building's south elevation, as is a post-1957 concrete and metal loading dock near its center, presumed to be non-historic. A metal awning is featured above the dock and is incorporated as part of the fire escape. Access into the building is at the south elevation via a single pedestrian door towards the south end of the dock and a metal roll-up door towards the north end. Additional entry is available via paired entry doors at the north elevation, east end. A flat concrete canopy is featured above this entry. The northwest elevation at the third story is connected to Factory 64 via a pedestrian bridge covered in corrugated metal.

The interior of 64-4 was not made available at the time of the on-site survey. The building was formerly used, however, by R. J. Reynolds Tobacco Company for flavoring operations.

**43CST: Pedestrian Bridge # 5, ca. 1923-24**

The northwest elevation at the third story of Building No. 64-4 is connected to Factory 64 via a pedestrian bridge that is sheathed in corrugated metal. It appears on ca. 1949 Sanborn maps and is presumed to have been constructed in tandem with Building 64-4, in 1923-24.

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**44CB: Storage Warehouse 66-68-69, 1916 and 1918**

Factory No. 64 Complex also includes Storage Warehouse 66-68-69. This building is located along East Fourth Street and extends from the railroad right-of-way at the west to Linden Street at the east. This is a one-story warehouse with an elongated rectangular footprint; the building features exterior walls of corrugated metal on studding with brick bearing piers measuring fifteen-feet by twenty-feet that are spaced approximately every ten feet. Sanborn fire insurance maps indicate these materials as the historic construction. The roof is sloped and built-up over wood beams. The warehouse is comprised of three sections, totals over 43,000 square feet and runs ten bays wide north-south, along Linden Street. The eastern third, referred to as No. 66 was constructed first in 1916 and features 18 bays along the south side. The two western thirds, Nos. 68 and 69, followed in 1918; they were constructed slightly off-set and slightly wider than the original section. A brick parapet running north-south marks the delineation between the two 1918 sections. The westernmost third of the building –No. 69- features brick infill in its eight bays between the brick piers along the south elevation. The other sections retain their metal walls, although the center third –No. 68- has received a post-1957 recessed truck drive and loading platform with three loading doors and access from East Fourth Street; this alteration is presumed to be non-historic. The rear or north elevation of the warehouse is similar in design and materials to the south and east elevations, although metal, louvered vents have been installed in some bays. A modern concrete loading ramp and opening is featured at the west end of No. 66. Single, metal pedestrian doors are located at either end of the warehouse.

A limited area of the interior was made available during the on-site survey. The interior of No. 68 where access from the south side truck drive is located features an open plan with evenly spaced wood columns throughout. The lower portions of the wood columns have received steel supports. The warehouse's exposed ceiling and wood studding is visible. A metal fire door provides access from No. 68 into No. 66 to the north. The warehouse was utilized by R. J. Reynolds Tobacco Company as cigarette paper and carton storage.

**45NCST: Metal Tank, post-1960s**

A small, horizontal, metal above-ground-storage tank is located in the interior courtyard of the Factory 64 Complex east of the southeast corner of Building 64-3. A metal canopy on concrete and metal stilts shelters the tank. The tank is not indicated on the 1957 Sanborn fire insurance map. Its modern appearance indicates it has most likely been installed recently for use by the complex's current owner and is presumed to be non-historic.

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**SIGNIFICANT DATES Continued**

1915  
1916  
1922  
1923  
1925  
1926  
1937  
1943  
1947

**STATEMENT OF SIGNIFICANCE**

**Summary**

The Winston-Salem Tobacco Historic District is significant as important, intact resources associated with the city's industrial and African American heritage.<sup>14</sup> The R. J. Reynolds Tobacco Company buildings are among the limited number of remaining early twentieth century industrial buildings in downtown Winston-Salem. Hundreds of industrial buildings once existed in the eastern blocks of downtown and numerous commercial buildings, housing African American-owned businesses or catering to African Americans, lined the adjacent streets during this period

The tobacco industry was initiated in Winston-Salem in 1872 when a bugle call sounded the opening of the first auction sale of leaf tobacco in Winston.<sup>15</sup> At the time, the manufacturing of plug tobacco was only one of a small number of industries being conducted in the community.<sup>16</sup> However, the combined occurrences of tobacco leaf grown in the area with the establishment of the first permanent auction house and the recent rail connection from Winston and Salem to the Richmond & Danville Railway via Greensboro, which was completed in 1873, provided for a prime location for a tobacco manufacturing center.

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<sup>14</sup> In 2002, in the first efforts to recognize and revitalize the properties within this nomination, a Study List Application was completed by Sherry Joines Wyatt for the 'Downtown Winston-Salem Tobacco District.' This nomination draws heavily from that Study List in regards to the important historical contexts and themes of industry and African Americans in Winston-Salem, for which the district is significant.

<sup>15</sup> Janet Fox, Winston-Salem (North Carolina): a cooperative spirit (Montgomery, Ala.: Community Communications, 1994), 25. This first permanent auction house was operated by Major Thomas Jethro Brown (1833-1914), S.M. Hobson and Hamilton Scales (1821-1890). Brown had previously opened an auction house in 1869, but at that time, not enough tobacco seed was grown to support the business endeavor. See Tilley, 30; and Frank Tursi, Winston-Salem: A History, (Winston-Salem, N.C.: J.F. Blair, 1994), 115.

<sup>16</sup> Tobacco leaf was a cash crop in North Carolina prior to the Revolution however the crop then fell into disfavor as a result of the invention of the cotton gin and the Napoleonic Wars in the early 1800s. The first large quantity of 'bright leaf' tobacco was grown in northern Forsyth County in 1858; the silty soil was particularly suited for this new yellow-leafed tobacco plant. See Tursi, pp.114-15.

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Industrial development in Winston-Salem exploded during the 1880s and continued at an especially fast pace through the 1920s. Two factory districts, including both textile mills and tobacco factories, developed in Winston, with the largest concentration encompassing eighteen blocks bounded by Sixth, Depot, Belews Creek and Main streets and of which the Winston-Salem Tobacco Historic District is a part. Although not the first to establish a tobacco factory in Winston, Richard Joshua Reynolds (1850-1918) built his tobacco factory in 1875 on a 100-acre lot within one of the factory districts -- between Depot and Chestnut streets. During the last quarter of the nineteenth century, a total of thirty-nine tobacco factories were established in the city and with the R. J. Reynolds Tobacco Company soon at the industry's helm, Winston-Salem would produce by 1930 more tobacco products than any other city in the world.<sup>17</sup>

The growth of the city's factory districts, the tobacco factories -and specifically R.J. Reynolds Tobacco Company- and the associated growth of the city's economy attracted thousands of new residents, many of them African Americans. Much of Winston and Salem's astounding population growth after the Civil War and during the early twentieth century can be attributed to the influx of African Americans who came to work in the city's tobacco factories, seeking opportunities outside the agricultural economy. The African American population in Winston Township which included both Winston and Salem increased 216 percent between 1880 (1,482) and 1890 (4,687).<sup>18</sup> The tobacco industry relied almost entirely upon the African American population to work in its factories due to the fact that the work was considered manual labor by the whites who owned the factories. The newly arrived tobacco factory workers congregated in tenements and boardinghouses in neighborhoods immediately surrounding the factory districts. The 1880 federal census indicates that 79.6 percent of the Winston's tobacco workers resided within the twenty-one block area bordered by Main, Seventh, Depot and Belews Creek streets.<sup>19</sup> African American commercial concerns soon followed in the area, catering to the residents. In the early 1900s, the number of African American businesses surrounding the R. J. Reynolds Tobacco Company factory increased; Depot Street (now Patterson Avenue) was one of three African American commercial areas that developed in the city providing food, tailoring, and beauty services, to name a few. The other areas were Fourteenth Street to the north and Columbia Heights to the southeast. The presence of the railroads and passenger and freight depots along Chestnut and Depot Streets also initiated the influx of wholesalers, both grocers and meat, as well as tobacco-related industries such as leaf dealers and wagon works, in the immediate vicinity of the R. J. Reynolds Tobacco Company factory complex and the African American commercial district.

The Winston-Salem Tobacco Historic District is significant under Criterion A for R. J. Reynolds Tobacco Company's role in the industrial history of Winston-Salem as the firm developed into a nationally prominent tobacco company. Similarly, the district is significant under Criterion A as a result of the local wholesale commercial, as well as tobacco-related industries -- including wagon works, and other tobacco companies that were established within the district prior to R. J. Reynolds Tobacco Company. Some of these firms subsequently became closely allied to the R. J. Reynolds Tobacco

<sup>17</sup> Tursi, 170.

<sup>18</sup> Michael Shirley, *From Congregation to Industrial City: Culture and Social Change in a Southern Community*, (New York: New York University Press, 1994), 202.

<sup>19</sup> Shirley, 202.

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Company by providing materials or servicing vehicles used by the firm. Additionally, early twentieth century resources related to the transportation of R. J. Reynolds Tobacco Company products, including Durax pavements and railroad trestles and bridges that expand our understanding of the district's industrial function are present within the district. The district is also significant under Criterion A for its role in the African American history of Winston-Salem, in particular the interconnection between African American businesses in the eastern blocks of downtown and the tobacco industry. Furthermore, the district provides insight into the city's African American labor history. It is significant under Criterion A due to the pivotal strikes that Winston-Salem's R. J. Reynolds Tobacco Company employees initiated during the 1940s with the help of Local 22, the CIO-affiliated Tobacco Workers Organizing Committee. Local 22 was the major force behind the efforts of increasing the welfare of the African American tobacco workers on the job, energizing the employees to seek the fair wages and benefits they were entitled. Local 22 was further heavily involved in energizing the city's African American community as a whole, augmenting the participatory levels of African Americans in seeking and expressing their civil rights.

The period of significance begins in 1890 with the construction of the earliest extant historic building in the district. This is the Piedmont Leaf Tobacco Company, which displays the district's early tobacco industry. The use of the R. J. Reynolds Factory buildings by R. J. Reynolds Tobacco Company until 1990 does not constitute the degree of significance required for meeting Criteria Consideration G for activities within the last fifty years. Moreover, because R. J. Reynolds Tobacco Company began diversifying and decentralizing its manufacturing facilities away from downtown beginning in 1958, with the groundbreaking of the Whitaker Park Plant that year, and because the effects of urban renewal diminished and ultimately demolished much of the thriving African American business community within the district beginning at that same time, the period of significance ends in 1959.

### Historical Background and Industry Context

*Note: Winston and Salem were not officially joined until 1913. However, for several decades prior to that time, the names of the towns were frequently linked in conversation and in writing. For ease of discussion in this nomination, the name "Winston-Salem" may be used when the time under consideration pre-dates 1913.*

#### R. J. Reynolds Tobacco Company (RJRT): Early History

As discussed above, the tobacco industry was established in Winston-Salem in 1872 when the first auction sale of tobacco sale occurred. Three manufacturers of tobacco were established in the city by 1875 when R. J. Reynolds opened his factory. Hamilton Scales operated his tobacco factory beginning in 1872, selling to N.S. and T. J. Wilson in 1890. Thomas Livingston Vaughn (1848-1932) operated his tobacco factory beginning in 1873. Pleasant H. Hanes (1845-1925) and John Wesley (1850-1903) Hanes established their tobacco manufacturing business under the firm name P. H. Hanes and Company beginning in 1873. His original factory, later referred to as The Old Red Factory, was a frame building with two stories thirty-eight by sixty feet and was not the largest of the four in the city, but manufactured

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to its capacity of 150,000 pounds in its first year of operation.<sup>20</sup> The growing demands of the tobacco trade instigated Reynolds to expand almost immediately and he continued to do so until 1909 when the Old Red Factory was abandoned for new construction. During these years Reynolds kept “pace with the best [tobacco companies]...”... and, “...he was never seen to walk. He always ran.”<sup>21</sup>

R. J. Reynolds was born in Patrick County, Virginia, the son of a tobacco farmer. In his teens he attended Emory and Henry College for two years as a preparatory student before returning home in 1870 to work at his father’s chewing tobacco factory which Hardin W. Reynolds had erected circa 1865. Growing up within the tobacco industry, R. J. acquired general knowledge of the industry from start - planting- to finish -selling. He was provided the opportunity by his father to peddle chewing tobacco and briefly attended Bryant and Stratton Business College (later Strayer College) in Baltimore, where he continued soliciting orders for chewing tobacco on Saturdays, thus learning the nature of city trade and wholesale tobacco dealing. When asked in later years to attribute his success, R. J. stated that “he was trained in the value of work by my father...”<sup>22</sup>

As described by R. J. Reynolds Tobacco Company historian Nannie Tilley, Reynolds was “a man of unusual size, great energy, an independent will... [and a] quick-thinking mind.”<sup>23</sup> “Always aware of new trends in the tobacco world,” strategic and forward-thinking, Reynolds admitted to moving to Winston-Salem on account of the city’s new railroad facilities and the fact that it was in the center of the “Old Bright Belt” – the area where the new bright leaf tobacco -and preferred tobacco- was grown.<sup>24</sup> His first factory expanded multiple times and in 1880 Reynolds installed a steam engine, thus allowing more production capacity, as well as operation through the winter months.<sup>25</sup> By 1883, Reynolds was so distinguished among Winston’s tobacco manufacturers that the local newspaper, *Western Sentinel*, referred to him merely as “R. J. R.”<sup>26</sup> Recalled by his brother, William N. Reynolds (1863-1951), R. J. “built his factory largely on credit, with a dozen Negro workers, doing the buying, supervising, selling and bookkeeping himself.”<sup>27</sup> By 1886, the enterprising Reynolds produced eighty-six different brands of chewing tobacco. Reynolds quadrupled his output by 1897 and at that time was producing more than a fourth of the chewing tobacco in Winston-Salem.<sup>28</sup>

In 1899, Reynolds conceded to becoming a subsidiary of the American Tobacco Company trust, essentially a tobacco monopoly and producer of cigarettes that typically forced competitors to sell.<sup>29</sup> The

<sup>20</sup> In RJ Reynolds Engineering Department Records, the factory is also referred to as, “The Little Red Factory.”

<sup>21</sup> Tilley, 34.

<sup>22</sup> Tilley, 25 quoting *Open Door* 1: no. 6 [1917?].

<sup>23</sup> Tilley, 24-5.

<sup>24</sup> Tilley, 24.

<sup>25</sup> The nature of factory operations during this time period was seasonal. Winston factories typically suspended operations during the winter months due to lack of light and heat. Reynolds was not the first, however, to utilize steam power in his tobacco factory. P.H. Hanes and Company had done so in 1878. (See Tilley, 34.)

<sup>26</sup> Tilley, 34 quoting *Western Sentinel*, 28 June 1883.

<sup>27</sup> Tilley, 37 quoting William N. Reynolds, interview with Dell McKeithan, 26 July 1950-personnel dept., RJ Reynolds Tobacco Company.

<sup>28</sup> Tilley, 64.

<sup>29</sup> The American Tobacco Company was founded in Durham, N.C. by James B. Duke, 1856-1925, in 1890 through the consolidation of four major tobacco manufacturers.

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sale of controlling interest in his firm to the trust, however, actually allowed Reynolds to acquire the other tobacco factories in Winston-Salem, including T. L. Vaughn and Company, B. F. Hanes & Company, P. H. Hanes & Company, Brown & Brothers, and Liipfert, Scales and Company. Additional firms acquired include D. H. Spencer and Sons and Rucker and Witten Tobacco Company, both of Martinsville, Virginia. Located within the vicinity of his original factory, the local firms that Reynolds acquired were incorporated into the R. J. Reynolds Tobacco Company complex and Reynolds became the “plug [chewing] tobacco king.”<sup>30</sup> In 1900, Reynolds was producing over 11,000,000 pounds of plug tobacco, far exceeding the production of the firms he purchased, possibly due to the his company’s use of the recently invented Adams Duplex Automatic Tobacco Press and the use of the newly discovered artificial sweetener, saccharin.<sup>31</sup> The success of the Reynolds Company since 1880 had also led to construction of new factory buildings, including No. 256 in 1892 (no longer extant) and No. 8 in 1900 (no longer extant) within the factory district. Accounts of the time saluted these buildings, “as the largest plug factory in the State,” and as the “largest building thus far erected in our city [Winston-Salem],” respectively.<sup>32</sup>

Business in Winston-Salem was booming. In 1889, the Roanoke and Southern Railway was built in Winston-Salem, “which did more than anything else to fix the future of Winston and Salem,” by providing connections to the tobacco cities of Danville and Richmond, Virginia.<sup>33</sup> Located between the converging lines of the North Western North Carolina Railroad and the Roanoke and Southern Railroad and near the freight depots of both, the vicinity of the R. J. Reynolds Tobacco Company complex attracted other industrial concerns, many related to the tobacco industry. Among these includes the S. J. Nissen Building (1894-95; N.R., 2007; 26CB) at East Third and Depot Streets. Nissen’s wagon company made wagons, repaired wagons, and served as a carriage repository. Wagons were an essential component of the tobacco industry; they were needed to transport leaf tobacco from the auction sales houses to the manufacturing plants. The Piedmont Leaf Tobacco Company (30CB and 31CB) comprised of the W.F. Smith and Sons Leaf House (ca. 1890) and the Brown Brothers Tobacco Company (ca. 1895) on East Fourth Street was also heavily utilized by the tobacco industry as a tobacco packing and storage facility.<sup>34</sup>

<sup>30</sup> Tilley, 2. It should be noted that Reynolds’ firm actually became a subsidiary of the Continental Tobacco Company (a holding company of American Tobacco Company), which served as an agency to carry out the policy of consolidating the manufacturing of plug tobacco.

<sup>31</sup> Tilley describes Reynolds as the first plug tobacco manufacturer to adopt the Adams machinery and that there is no evidence showing any other manufacturer to have been first to utilize saccharin as a sugar supplement. See Tilley, pp. 83-5.

<sup>32</sup> Tilley, 69 quoting *Tobacco* 18 Mar. 1892, p. 5 (largest plug factory); and Tilley, 102 quoting Edward Rondthaler, *The Memorabilia of Fifty Years, 1877-1927* (Raleigh, 1928), p. 174 (largest building).

<sup>33</sup> Tilley, 64 quoting R.D.W. Connor, W.K. Boyd, J.G. de Roulhac Hamilton, et al., *History of North Carolina*, 6 vols. (Chicago, 1919), 5: 3. See also Laura A. W. Phillips, “S. J. Nissen Building National Register of Historic Places Nomination,” North Carolina Historic Preservation Office, Raleigh.

<sup>34</sup> The W. F. Smith and Sons Leaf House and the Brown Brothers Tobacco Company building (1895) were acquired by Piedmont Leaf Tobacco Company in the 1920s and continued to be used for tobacco packing and storage until the late 1970s. They were listed together on the National Register in 1978, and remain intact today, having been rehabilitated for condominium apartment use in the early 2000s.

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R. J. Reynolds Tobacco Company: The Boom Years, 1900-1930

In 1905, R. J. Reynolds Tobacco Company (RJRT) employed 2,932 workers and was the largest employer in the city; five years later, the workforce had almost doubled, increasing to 4,201.<sup>35</sup> During this period of company expansion through acquisition of other firms and their factories, sweat houses, and leaf sheds, Reynolds also expanded the company internally; a research department was established to help devise the tobacco flavoring, as was a legal department. A traffic manager knowledgeable of shipping facilities was hired; and payroll, premium, and sample departments were defined. Meanwhile, Reynolds himself was preparing the company to enter the smoking tobacco market and in 1907 the company introduced 'Prince Albert' smoking tobacco despite threats of a lawsuit from American Tobacco Company trust; as a subsidiary of the trust, RJRT was meant to only manufacture plug tobacco. This was one of the two instrumental moves during the early twentieth-century or 'boom' period for RJRT expansion. The first smoking tobacco brand to be marketed nationally through ads posted in *The Saturday Evening Post* and *Collier's Weekly*, for example, beginning in April 1910, Prince Albert became the leading brand and was referred to as the 'Nation's Joy Smoke.' The company's production of smoking tobacco jumped from 1.2 million pounds in 1907 to almost 11 million in 1910; Prince Albert production alone jumped from less than 250,000 pounds in 1908 to 14 million pounds in 1912.<sup>36</sup>

The second instrumental move during the early twentieth century that pushed Reynolds' downtown Winston-Salem manufacturing complex into expansion and the company further into the national arena occurred in 1913. Two years prior, the American Tobacco Company trust had been dissolved by United States Court order; the 'Big Four' successor tobacco companies resulting from the trust's dissolution: American; Liggett and Myers; P. Lorillard and RJRT emerged with Reynolds continuing business "along the same as heretofore."<sup>37</sup> At the time and despite the popularity of Prince Albert, Reynolds, at the national level, ranked below the other manufacturers in sales; third in chewing tobacco; fourth in smoking tobacco; and with zero production of cigarettes.

With aggressive policies, RJRT however would soon lift itself up to a company of leadership.<sup>38</sup> Reynolds introduced Camel cigarettes in 1913, along with four other brands. The first "truly American cigarette," Camel offered originality – it was a blended cigarette – a blend of more than one type of tobacco, both domestic -burley and bright leaf- and Turkish tobacco.<sup>39</sup> The blended taste became an instant success; Camel production was 425 million cigarettes in the first year (1914); in 1915 production jumped five-fold to over two billion.<sup>40</sup> A successful and genius marketing strategy may have also contributed to its success. Prior to the cigarettes availability, teaser displays in retail stores and ads in publications read '*The Camels are coming,*' with no indication of the product. Camel furthermore

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<sup>35</sup> Tilley, 144.

<sup>36</sup> Tilley, 171 (Prince Albert advertising); Table 6-2 (tobacco production, 1907-1910); and 164 (Prince Albert production). Prince Albert was not the only smoking tobacco brand Reynolds marketed. Initially, five distinct brands were marketed until 1910, including Refined, B. F. Gravely & Sons Special, George Washington and Stud. See Tilley, 157.

<sup>37</sup> Tilley, 188.

<sup>38</sup> Tilley, 189.

<sup>39</sup> Cigarettes were Turkish when first introduced to the United States.

<sup>40</sup> Tilley, 219.

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introduced price competition; they were sold five cents cheaper than the other 'Big Three' cigarettes which sold at ten cents a pack. Camel may have become, too, the agent for producing the modern cigarette industry; American Tobacco's vice-president, George Washington Hill, stated in 1944, "The competition of Camel forced us to put out Lucky Strike [brand cigarettes]." <sup>41</sup>

The increase of both smoking tobacco and the cigarette production during the first several decades of the twentieth century was reflected in the extensive building campaign(s) undertaken by RJRT. During the company's tenure as a subsidiary of the trust prior to 1911, RJRT constructed fourteen new structures or significant additions to existing buildings in the downtown factory district (none of these early structures are extant). <sup>42</sup> Many of these buildings, constructed between 1900 and 1911, were designed by J. E. Sirrinc and Company of Greenville, South Carolina, which specialized in the design of cotton factories. <sup>43</sup> The Reynolds Company's construction department built some of the buildings or constructed them in partner with outside contractors. Such contracts often went to the E. C. Bowman and Company, a local builder. Most of these early factories were built of reinforced concrete and brick; the distinctive red brick façade, with factory number prominently displayed across the top, lined street after street --some ten square blocks-- becoming a Winston-Salem icon. <sup>44</sup> With a continuing need for increased product amounts, the company also was consistently upgrading machinery and techniques to improve production. As a result, factories would become outmoded, resulting in demolition and their replacement by new state-of-the-art facilities. <sup>45</sup>

A second boom of factory building occurred after the trust had been dissolved and Camel cigarettes were on the market. Factory No. 64 (38CB) for smoking tobacco manufacturing and No. 12 on Chestnut Street between East Third and East Second Streets for cigarette manufacturing (extant, but has lost integrity due to a modern addition) were constructed in 1916 and were also designed by J. E. Sirrinc and Company. Cigarette paper and carton storage Storage Warehouse 66-68-69 (44CB) was constructed in 1916-18.

Already a success, Camel cigarette popularity increased again upon the country's entry into World War I in 1917, with men in service using sixty- to seventy-percent more tobacco than they did in civilian

<sup>41</sup> Tilley, 213 quoting *Am. Tob. Co. et al. v. U.S., Record on Appeal*, transcripts, 5: 3853-62.

<sup>42</sup> A major fire in 1998 destroyed the bulk of 256. A portion of the factory (referred to as 256-9 in R.J. Reynolds Engineering Dept. files and known today as Albert Hall) does remain. This portion was built in 1917 and is located at First and Chestnut Streets, several blocks south of the Winston-Salem Tobacco District.

<sup>43</sup> Tilley, 151; See also Tilley, Table 5.2. Joseph Emory Sirrinc (1872-1947) was born in Georgia. His family moved to Greenville, South Carolina shortly thereafter where he was raised, eventually graduating from Greenville Military Institute in 1886 and from Furman University in 1890. After schooling, he entered the field of civil engineering in which he worked for several years until establishing his own business, J. E. Sirrinc, Engineer and Architect in 1902. In 1921, he formed a partnership with a number of associates, J. E. Sirrinc and Company which remains active today (as CRS Sirrinc Engineers, Inc.). The firm was known for specializing in textile (i.e. cotton) mill and industrial plant construction. In 1912, Sirrinc in fact, spoke at the American Cotton Manufacturers' Association meeting to detail recent sanitary improvements in construction of cotton mills. See: "Application: The J.E. Sirrinc Scholarship," Greenville County Schools, <[www.greenville.k12.sc.us/gcsd/depts/tandl/docs/sirrinc0809app.pdf](http://www.greenville.k12.sc.us/gcsd/depts/tandl/docs/sirrinc0809app.pdf)>, Accessed 29 May 2008; and *New York Times*, 4 April 1912.

<sup>44</sup> Sherry Joines Wyatt, "Downtown Winston-Salem Tobacco District Study List Application," North Carolina Historic Preservation Office, Raleigh. See also RJR Engineering Department Records.

<sup>45</sup> *Ibid.*

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life, and production subsequently doubling from the previous year to 12 billion.<sup>46</sup> When Camel advertising resumed after the War ended, RJRT expended 6.4 million dollars, utilizing the now infamous phrase, *'I'd walk a mile for a Camel.'*<sup>47</sup> By 1925, over 34 billion Camel cigarettes were made, accounting for forty-three percent of all cigarettes sold in the United States; with the exception of only a few years between 1920 and 1930, Camel was the number one selling cigarette in the nation.<sup>48</sup>

Despite the death of R. J. Reynolds in 1918, the firm did not slow down; Reynolds' brother, William Neal, became president and continued R. J.'s company legacy of continual expansion. During this time, the remaining extant factory buildings within the Winston-Salem Tobacco Historic District were constructed, including Factory 60 (1926; 33CB) and Factory 90 (1928; 34CB) and several of their large-scale additions (i.e. 60-2 and 90-2 in 1927 and 1928, respectively). Similar in design to the slightly earlier Factory 64, both Factories 60 and 90 and their additions were constructed of reinforced concrete, flat-roofed and typically four or five stories in height featuring multi-light steel factory windows. A new power station was constructed (No. 64-3; 41CB) in 1922. Metal bridges above streets connected the expanded factory buildings together at various locations throughout the site, adding efficiency to the manufacturing process.<sup>49</sup> That same year, the company succeeded in listing its stock in the New York Stock Exchange.<sup>50</sup>

The period was also marked by new acquisitions. RJRT acquired the following Winston-Salem tobacco firms during this time, thereby consolidating and essentially controlling the city's tobacco manufacturing industry: Ogburn, Hill & Company, the N. D. Sullivan Company, and Bailey Brothers. The firm of Bailey Brothers had been established in 1880; in 1924, despite an inventory of twenty brands of chewing tobacco, two brands of smoking tobacco and two brands of cigarettes on the market, the company was put on auction in a bankruptcy sale. Located amongst the Reynolds company downtown complex, RJRT purchased the firm, including its brands and property. The property included a power plant and boiler room, which may have been a factor in the decision to turn the former Bailey factory site into the new source of power for RJRT, referring to it then on as the Bailey Power Station.<sup>51</sup>

New ways to increase efficiency and innovative means of production were a constant during these early building campaigns and continued into the 1930s. In 1912, RJRT packaged the first hermetically sealed tins of Prince Albert chewing tobacco; 'humidor' packing by competitors soon followed.<sup>52</sup> In 1931, RJRT introduced the first moisture-proof cellophane-wrapped Camel cigarette, providing a superior and fresh cigarette to unwrapped, dry products.<sup>53</sup> RJRT consistently worked to pioneer improved methods for stemming which entailed removing the tough center vein from tobacco leaves. This was typically done by hand, but the company purchased mechanical stemming machines periodically beginning in 1916 and

<sup>46</sup> Tilley, 314

<sup>47</sup> Tilley, Table 7-6.

<sup>48</sup> RJR Engineering Department; see also Wyatt, quoting RJR Company Archives, extracted from Wooten Reports.

<sup>49</sup> Wyatt, "Downtown Winston-Salem Tobacco District Study List Application."

<sup>50</sup> Tilley, 201.

<sup>51</sup> Tilley, 304-5.

<sup>52</sup> Tilley, 169-70.

<sup>53</sup> Large-scale cellophane production had begun in Western Europe in 1920, with the product manufactured in the United States by 1924. Moisture-proof cellophane was invented in 1927. Tilley, 334.

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at times discarding them and reverting to additional hand-stemmers. In 1929, Thomas E. Pasley and George W. Agee built a new improved stemming machine, the Pasley, at the Reynolds complex. In 1935, twelve of these machines were purchased and hand-stemming was fully discontinued at Factory No. 256-2.<sup>54</sup>

Construction of additional buildings continued in the late 1920s and 1930s, albeit at a slower pace than earlier. In 1929, the company, having outgrown its offices within the complex, erected a twenty-story office building several blocks west of the factories and several blocks west of the Winston-Salem Tobacco Historic District. The Reynolds Building, as it is known today, was the city's first skyscraper and was designed by architects Shreve and Lamb of New York who later designed the Empire State Building in a similar fashion. Within the company's factory district, Factory 91 (29CB) was built in 1937 for tobacco storage in bales and blending. The Libby-Owens Glass Company (later Libby-Owens-Ford Glass Company) constructed the building for RJRT using glass bricks and guaranteed to replace them if they were not acceptable. The widespread use of glass bricks in building began in the 1930s, when machine-made, mass-produced hollow glass bricks became available.<sup>55</sup>

Wholesale Commercial and Tobacco-related Industries

As described above, the RJRT factory complex converged near railroad lines. The Salem Branch line of the North Western North Carolina Railroad between Greensboro and Winston-Salem was completed in 1873 to East Third and East Fourth Streets, with Chestnut and Depot Streets on either side. As declared by a Winston-Salem newspaper editor, writing in 1885, the completion of these rail lines "ushered in a period of prosperity to Winston that nothing else could have produced, and the facilities that this railway have given our manufacturers and tobacco dealers have [*sic*] proved the very life-blood of the Twin-City."<sup>56</sup> The North Western N. C. Passenger Depot, in fact, was established by 1890 on the southwest corner of the block bounded by East Third, East Fourth, Chestnut and Depot streets (Block 42). As the railroad companies servicing the city changed, the depot's name changed too, becoming the Southern Railroad Passenger Station by 1900 and Union Passenger Station by 1917; the passenger station was replaced by a wholesale grocer by 1949 (this building is now gone and the lot remains vacant).<sup>57</sup> On the east side of the district, the existing railroad bridge between Fogle and East Third Streets was

<sup>54</sup> Hand-stemming was continued, however, in other RJRT factory buildings through 1953 because of the practice of selecting choice leaves for chewing tobacco during the process and perhaps also in consideration of the large number of employees hired for the work. Tilley, 239-41.

<sup>55</sup> The invention of hollow glass blocks or glass bricks, as they were originally known, goes back to the German engineer Friedrich Siemens in 1879. They became more easily applicable after the French inventor Falconnier had improved their stability in 1886. Their widespread use began in the 1930s, when machine-made, mass-produced hollow glass bricks became available. See Dietrich Neumann, "The Century's Triumph in Lighting: The Luxfer Prism Companies and their Contribution to Modern Architecture," *The Journal of the Society of Architectural Historians* Vol. 54, No. 1 (Mar. 1995): 48, citing "Blown Glass Bricks for Building Purposes," *Scientific American* 76, no. 1 (2 January 1897): 10; Fritz Neumeyer, "Glasarchitektur-ZurG eschichted es glasemen Steines," *Bauwelt* 73 (1982): 172-79; Anne-Laure Carre, "La Brique et le Pave de Verre de 1886-1937" (Master's thesis, Sorbonne, 1992).

<sup>56</sup> Tilley, 31.

<sup>57</sup> Sanborns, 1890, 1900, 1912, 1917, 1949.

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constructed as part of the main line of the Norfolk & Western Railroad in 1901, with an additional span completed in 1916. This bridge replaced an earlier single-track railroad bridge that had originally been constructed for the Roanoke and Southern Railroad circa 1887. The arrival of the Roanoke and Southern Railroad, had established crucial connections to the tobacco cities of Danville and Richmond, Virginia, which allowed Winston-Salem manufacturers to remain key players in the tobacco industry.<sup>58</sup>

The presence of the rail lines that cut northwest through Block 42 and thence north onto Chestnut Street, and the rail lines running parallel to, and between Vine and Linden Streets attracted freight-related businesses adding wholesale warehouses and grocery buildings, as well as tobacco-related industries to the landscape of RJRT factories. A wholesale grocer first appears on Block 42, for example by 1895. By 1900, the firm of Vaughn and Company Wholesale Grocers used the building (gone by 1949); a salt and guano warehouse was built adjacent by then as well. Across East Fourth Street, by 1917, Morris & Co. Wholesale Meat Distributors (2CB) was located in the existing building adjacent to the rail lines at the northeast corner of East Fourth and Chestnut streets; as described above in Section 7, the building was subsequently utilized by Armour & Company and later by RJRT when the company purchased the Bailey Brothers tobacco factory.<sup>59</sup> Swift & Co. Coffee Roasters and Wholesale Grocers (4CB) replaced the salt and guano warehouse in Block 42 by 1917 as well. Property tax records indicate that in 1917 Swift & Company constructed the existing building at 211 East Third Street, relocating the firm from the north side of the block. In 1945, according to Sanborn maps, the firm constructed the two-story addition, and by 1949, the building was used by the firm as a meat warehouse. During that time, four additional wholesale grocers and produce concerns were established along the south side of East Third Street between Church and Chestnut streets.

In addition to wholesalers, tobacco-related industries were established adjacent to the rail lines as well and the extant buildings on the southeast side of the historic district are examples of such. In 1890, Samuel Jacob Nissen (1859-1943) purchased the strategically located lot on the corner of East Third and Depot Street that was sandwiched between the two rail lines. He constructed the existing building in 1894-95 for his wagon making and repair shop and carriage repository. In the vicinity of RJRT and other Winston-Salem tobacco manufacturers, Nissen maintained a steady business; tobacco manufacturers relied on wagons to transport leaf tobacco from auction sales houses to manufacturing plants and keeping the wagons in good repair was essential.<sup>60</sup> The Piedmont Leaf Tobacco Company buildings were constructed around this same too. In 1890 the W. F. Smith and Sons Leaf House (30CB) was established, with the Brown Brothers Company (31CB) leaf storage firm, constructed shortly thereafter by 1895. Adjacent to the rail lines and RJRT buildings, these two firms provided leaf-related services to tobacco manufacturers. Smith and Sons initially was a leaf dealer; leaf dealers bought tobacco leaf for

<sup>58</sup> Laura A.W. Philips. National Register Nomination for S. J. Nissen Building, Winston-Salem, North Carolina, 2007, Section 8, p. 12.

<sup>59</sup> Morris & Company, a meatpacking firm, was founded by Nelson Morris (1838-1937) in Chicago, originally known as the Nelson Morris and Company. The firm became a pioneer in transporting dressed beef from Chicago to the Atlantic seaboard. The company eventually merged with Armour & Company in 1922; the history of the existing building on Fourth Street is indicative of this merger. (See John Ingham. Biographical Dictionary of American Business Leaders. (Westport, Conn.:Greenwood Press, 1983), pp. 976-77. See also *New York Times*, 1922.

<sup>60</sup> Philips, Section 8, p. 13.

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manufacturers for export, or for resale to manufacturers and other dealers, essentially serving as middlemen. Brown Brothers Company was initially a leaf storage firm. By 1900 both firms were serving as tobacco 'prizeries' or warehouses where re-dried tobacco was stored and packed into hogsheads; RJRT held storage areas in both warehouses in 1912. In the 1920s, the Piedmont Leaf Tobacco Company occupied the two buildings; continuing in the tobacco-related industry, the company bought, re-dried, and stemmed leaf tobacco for the local market.<sup>61</sup>

As this area developed into a rail line transportation hub and center of industry in the late-nineteenth and early twentieth centuries, it is no surprise that the streets in this area received Durax paving in ca. 1915. The granite Durax pavers provided a smoother ride than cobblestones or Belgian Block pavers because Durax joints could not be rutted by wheels and the curvilinear patterns in which they were laid prevented wheels from touching simultaneously on joint lines, reducing bumps and noise. These pavers could accommodate the increasingly heavier wagon loads, more traffic and the eventual arrival of motorized vehicles utilized by and for the tobacco industry and wholesale businesses in the vicinity.<sup>62</sup> Author, Manly Wade Wellman notes in *Transportation and Communication: Winston-Salem in History, Vol. 4* that granite block streets were laid in Winston-Salem's manufacturing district in 1917.<sup>63</sup> The extant Durax streets in the district are representative of this improvement.

### African American Commercial Context

#### Development of the Depot Street Neighborhood

The success of the Reynolds Company, compounded with the success of nearby wholesale and tobacco-related firms, including those within the district, such as Nissen's business, for example, as well as others in the vicinity, such as Hanes Hosiery and P. H. Hanes Knitting Company in the early decades of the twentieth century, resulted in the success of Winston-Salem as whole. In the first quarter of the century, the city grew to be the largest and wealthiest in North Carolina.<sup>64</sup> In 1916, despite being some 200 miles from the nearest ocean, the city was the eighth largest port of entry into the United States, having been made a port as a result of the huge quantities of Turkish tobacco and French cigarette paper that was imported to support Camel production.<sup>65</sup> By 1920, the city's population had nearly doubled from 30,000 in 1913 to over 48,000.<sup>66</sup> Thousands of people moved into the city each year during this time.

Many of these were African Americans who had been migrating to Winston-Salem, seeking work in the tobacco factories, cotton mills and domestic situations since the 1880s. By 1940, one in seven

<sup>61</sup> Gwynne S. Taylor, National Register Nomination for W. F. Smith and Sons Leaf House and Brown Brothers Company (Piedmont Leaf Tobacco Company), Winston-Salem, North Carolina, 1978, Section 8, pp. 1-2.

<sup>62</sup> Robinson et al.

<sup>63</sup> Manly Wade Wellman, Transportation and Communication: Winston-Salem in History, Vol. 4 (Winston-Salem: Historic Winston, Inc., 1976), 28.

<sup>64</sup> Fox, 34.

<sup>65</sup> Tursi, 169.

<sup>66</sup> *Ibid.*, 169-70.

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African Americans in North Carolina would work in manufacturing.<sup>67</sup> As stated above, Reynolds began his Old Red Factory with twelve African American workers. Much of the work related to chewing tobacco production in the factories and at RJRT was manual labor or handwork. Unskilled laborers were in demand and the rapid growth of industry in Winston-Salem in the early 1900s made labor scarce. The scarcity would soon also be exacerbated by the Great Migration of African Americans moving from the South to states in the North and from farmlands to cities beginning in the 1910s. In need of laborers, RJRT sent scouting commissions to other towns and surrounding states to recruit laborers. Charles Hunt, an African American employee was sent by the firm, for example to recruit additional South Carolinians in the early 1900s to work for five dollars a week. Migrants came from South Carolina, Georgia, Virginia and eastern North Carolina. Once at Reynolds, many African American employees remained with the company for years; Charlie Wells, for instance, began in 1908 loading freight cars for the firm; he retired in 1961.<sup>68</sup> RJRT increased its workforce from approximately 6,600 in 1915 to over 10,000 in 121 structures, most in downtown Winston-Salem, by the early 1920s; Reynolds Company records estimate that by 1925 it was employing five-sixths of Winston-Salem's African American population.<sup>69</sup>

Upon arrival in Winston-Salem, African Americans congregated into specific areas of the city, as a result of the laws of segregation and also the need to be close to or within walking distance of their places of employment, i.e. the tobacco factories. Official city maps referred to the neighborhoods as Columbia Heights and Boston, but colloquial names designated the subsections within these communities as well. Such neighborhoods included Happy Hill, Belview, The Pond, Kimberly Park, Boston Cottages, Grunt Town and Zig Zag Curve, to name a few.<sup>70</sup> In three key areas of East Winston-Salem, strong African American residential and business communities developed: Fourteenth Street, Columbia Heights and Depot Street (now Patterson Avenue).<sup>71</sup>

The Depot Street area, specifically between East Second Street to the south and East Seventh Street to the north and East Fourth Street between Chestnut and Linden streets traverses through what was the heart of the RJRT factory complex. The Depot Street neighborhood, where thousands of African Americans both worked at RJRT and subsequently resided, also attracted African American doctors, bankers and teachers and became a major center of African American enterprise, cultural and social life.<sup>72</sup> As a result of segregation and because most public facilities and public services were closed to them, African Americans in this neighborhood made their homes, as well as established their own educational, social and religious institutions, and commercial and retail businesses in the vicinity. By the late

<sup>67</sup> Jeffrey J. Crow, A History of African Americans in North Carolina. (Raleigh, N.C.: N.C. Dept. of Cultural Resources, Office of Archives and History, 2002), 120.

<sup>68</sup> Tilley, 145.

<sup>69</sup> Tilley, Table 8.8 (6,600 employees), 307 (10,000 employees); and RJR Company Archives (African American workforce).

<sup>70</sup> Society for the Study of Afro-American History (SSAAH), African American Neighborhoods in Winston-Salem, 1890-1950. (Winston-Salem, N.C.: Society for the Study of Afro-American History, 1997), n.p.

<sup>71</sup> Jane Steele, Key Events in the African-American Community of Winston-Salem, N.C., 1870-1950. (Winston-Salem, N.C.: Old Salem, Inc., 1992), 2.

<sup>72</sup> SSAAH, n.p. The Depot Street neighborhood is also referred to by some authors as the Liberty-Patterson Neighborhood; in these instances the neighborhood includes Depot Street from south of Liberty Street and the area around East Third, Fourth, Fifth Streets, east of Main Street. See Lenwood G. Davis, African Americans in Winston-Salem (Virginia Beach, Va.: Donning Co., 1999), 68-9.

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nineteenth century the first school for African American children in Winston-Salem was located in the neighborhood as were African Methodist Episcopal, Presbyterian and Methodist religious institutions.<sup>73</sup> African American tenements including twin dwellings, multifamily dwellings and detached buildings provided housing within the neighborhood. By 1912, a restaurant, candy shop, grocer, and repair shop were established along Depot Street, thus providing the first roots of a soon-to-blossom African American commercial district.

The upsurge of the growth of the Depot Street neighborhood from the beginning of the twentieth century through the 1930s mirrored the boom taking place at RJRT as a result of the Prince Albert smoking tobacco and Camel cigarette smoking craze. The Depot Street neighborhood and its environs soon provided African Americans a wealth of amenities by and for African Americans. In 1895 forty African American businesses existed in Winston-Salem; by 1920 this had increased to four-hundred, many of which were in the Depot Street neighborhood.<sup>74</sup> An explosion of businesses catering to the African American employees of RJRT and located in new commercial buildings constructed by the 1920s along East Fourth Street between Depot and Vine Street included barbershops, restaurants, a candy kitchen, furniture store, and pressing businesses. African American rooming houses, as well as ice cream manufacturers, a blacksmith shop, and stables were also situated within the boundaries of the district in close proximity to the RJRT complex; none of these buildings remain.<sup>75</sup>

Both former tobacco factory workers turned entrepreneurs, as well as black professionals turned developers established successful, long-lasting ventures in the area. An African American beauty school, La Mae Beauty College, was located at northern end of the neighborhood well into the 1940s. The YMCA opened in 1918 and held the first library for the African American community.<sup>76</sup> In the early 1940s, Naomi McLean had opened her Stenographic School, the first business school in the community; and shortly thereafter the Boy and Girl Scouts Negro Division established an office in that same building, as did a branch of the North Carolina Mutual Life Insurance Company.<sup>77</sup> Black-owned funeral homes were located in the Depot Street neighborhood, as were grocers and pharmacies.<sup>78</sup> A swath of restaurants, along with the Rex Theatre, which showed movies and brought in acts like Cab Calloway, and a pool and dance

<sup>73</sup> The Depot Graded School was constructed in 1887 at the corner of Depot Street (now Patterson Avenue) and East Seventh Streets. At the time it was the largest and most important public school for African Americans in North Carolina. The school burned in the 1920s. A Winston-Salem city waymark indicates the school's location today.

<sup>74</sup> Lenwood, 67.

<sup>75</sup> Sanborn maps 1907, 1912, 1917.

<sup>76</sup> Named the George Moses Horton Branch Library, the library was first housed in the YMCA. It later moved to a new building on Depot Street; in 1937 it expanded, adding a children's room. In 1952, a new location for the branch was selected; place not known. See Forsyth County Public Library History Timeline, <[http://www.forsyth.cc/Documents/library\\_timeline.pdf](http://www.forsyth.cc/Documents/library_timeline.pdf). > Accessed 29 March 2009; A new YMCA and YWCA building for African Americans would be constructed in 1953 on the former Depot Street Graded School site. This building would subsequently be demolished to make room for the addition and associated parking lot to RJRT Factory 91, 91-2.

<sup>77</sup> These three businesses were located in the Bruce Building on the 500-block of Depot Street; the Bruce Building was constructed by Dr. William H. Bruce, Sr. in 1927. See Steele, 20. Founded in 1898 in Durham, the North Carolina Mutual Life Insurance Company would become the largest black-owned business in the United States. Crow, 128.

<sup>78</sup> Anecdotes of specific African American businesses and entrepreneurs compiled from SSAAH, [African American Neighborhoods in Winston-Salem, 1890-1950](#) and Steele, [Key Events in the African-American Community of Winston-Salem, N.C., 1870-1950](#), as well as from Sanborn maps, 1890, 1895, 1907, 1912, 1917, 1949.

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hall were in operation in the southern section of the neighborhood by 1917.<sup>79</sup> Catering to the factory lunch crowds, the popularity of these restaurants and the enormous factory population forced the city's Department of Public Safety to close a section of Chestnut Street to vehicular traffic in 1919 during the daily lunch hour to eliminate the pedestrian danger from automobiles.<sup>80</sup> The factory district was booming, not only in industry, but also as a thriving African American community that provided all types of building functions and amenities – from housing and religious and educational functions, to banking, retail, healthcare, hospitality and entertainment, thus comprising a flourishing and vibrant urban neighborhood.

The extant commercial and contributing buildings within Block 42 were developed between 1920 and 1922 and prove to be representative of the African American commercial concerns that existed within and around the RJRT factory complex through the 1950s. Uses over time are evident via listings in Hill's Winston-Salem city directories. Although at times the turnover was high, the buildings were occupied by African American-owned businesses that included a pharmacy, watch and shoe repair concerns, and pressing clubs, barbershop florists, as well as a dentist; several long-term successful businesses also resided within, however. The African American-owned Custom Tailoring Company first opened at 220 East Fourth Street (5CB) in 1936, eventually moving to next door to 222 East Fourth Street (6CB) in the 1950s; it continued operations there into the 1960s. The African American owned barber business, Delight Barber Shop, too, first opened in 1936 in 222 East Fourth Street and remained on the block at least through the early 1960s. African American-owned Jackson Transfer Company opened for business at 308 Patterson Avenue (7CB) in 1934; a moving, hauling, packing and shipping company, city directories indicate the firm remained in business at this location until at least 1959.

Besides housing African American commercial concerns, as well as briefly housing the black-owned Safe Bus Company dispatcher's office in 1953, these buildings played a role in the African American labor union movement.<sup>81</sup> The Tobacco Workers International Union-Local 212 established its African American union office at 220 ½ East Fourth Street in 1945 and retained its upstairs office here until 1949. City directories indicate, too, that the union had previously set up its district office at 314 ½ Patterson Avenue, briefly, for the years 1935-36 (gone by 1938).

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<sup>79</sup> Tammy Regina Torain. 1994. *The development of the Liberty-Patterson community in Winston-Salem, North Carolina, 1900-1950*. Master's thesis, Wake Forest University, 66.

<sup>80</sup> Tilley, 307.

<sup>81</sup> The Safe Bus Company operated in Winston-Salem from 1926-72. The black-owned company was formed to provide African American workers in East Winston-Salem transportation to R.J. Reynolds Tobacco Company plants. At that time, electric trolleys and other forms of public transportation did not operate near the eastern part of town where most African Americans lived. Over the next 40 years, Safe Bus Company's riders and profits increased markedly, but eventually it was bought by the Winston Salem Transit Authority (WSTA) in an effort to expand integrated bus service. The Safe Bus Café was located on the east side of Patterson Avenue at street number 305 (now gone). It is not known whether an ownership affiliation existed between the Safe Bus Café and the Safe Bus Company, but the café was mostly liked name for the bus company. See: NC Cultural Resources Newsroom, "Exhibit Features Safe Bus Company," NC Department of Cultural Resources. < <http://news.ncdcr.gov/2008/02/05/exhibit-features-safe-bus-company/>> Accessed 2 June 2008.

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African American Labor History Context

R. J. Reynolds Tobacco Company and African American Labor Unrest

Despite a positive and bustling commercial district catering to African American RJRT factory workers, factory working conditions and wages for African Americans were not as positive. The wages paid at RJRT, in fact, received media attention early on, in 1916, when they were raised as an issue in the political race for North Carolina Senate race between Alfred Eugene Holton and James Alexander Gray. Holton claimed that manufacturing wages in Winston-Salem were lower than those in other major centers in North Carolina. This statement may have been aimed partly towards RJRT, it being the largest employer in the city at the time. The daily average wage in the city was \$1.635; RJRT paid a daily wage of \$1.42. It is not known whether this attention factored into the ten percent raise at RJRT that occurred in 1916.<sup>82</sup> Shortly thereafter, labor unions arrived in town. The Tobacco Workers International Union (TWIU), which was founded in 1895 and became an affiliate of the American Federation of Labor (AFL), first took an interest in RJRT workers in 1919 after RJRT reduced overtime bonuses that had been implemented a year prior. The TWIU operated a segregated organization. It organized a white union and a black union for RJRT workers as sanctioned by the AFL. Seventy-five African Americans joined the local and in July of that year. The union subsequently negotiated a contract that raised RJRT wages by twenty-percent, prescribed the work week to forty-eight hours, and maintained no discrimination against union employees; the contract was renewed through 1921.<sup>83</sup> It is not clear whether it was signed again, but interest in the union may have then waned because author Nannie Tilley notes that TWIU-AFL was trying again in the mid-1930s to (re)organize Reynolds employees.<sup>84</sup> It may have met resistance as indicated by the fact that the union's African American district office was located in the extant 314 ½ Patterson Street (7CB) for a limited only, from 1935 to 1936.

The average RJRT wage by the 1940s, however, was below the tobacco industry as a whole and there also existed dramatic variances in the pay scales between departments at RJRT. This was despite establishment by RJRT of a retirement plan for all employees in 1929, described by author Tilley as the 101<sup>st</sup> such plan in the United States. Later in 1943, RJRT established a group insurance plan inclusive of group life, total and permanent disability, accident and health insurance – both plans were the first of their kind in the tobacco industry.<sup>85</sup> Yet, hourly wages in the leaf processing department, in particular, which typically employed African Americans, fell substantially below those in the manufacturing department. In 1943, for example, the average Reynolds employee made fifty-nine cents per hour, whereas Velma Hopkins, a leaf department employee since the 1930s, was paid only forty-six cents per hour.<sup>86</sup> A larger wage gap existed within the leaf department between laborers and seasonal workers. The leaf department itself, too, presented harsh physical conditions; leaf re-drying machines produced intense heat and all

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<sup>82</sup> Tilley, 243-44.

<sup>83</sup> Tilley, 256-7; 261.

<sup>84</sup> Tilley, 374.

<sup>85</sup> Seasonal workers were excluded from the benefits, however, and did not receive such until 1962. Tilley, 358-362; See also Tilley, Tables 11-1, 11-2.

<sup>86</sup> Tilley, Table 11-2.

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work with leaf took place in a dusty atmosphere.<sup>87</sup> Segregation, stereotypes and resulting racial tensions further contributed to difficult working conditions at the factories. With the Tobacco Workers International Union of the American Federation of Labor (TWIU-AFL) returning again to Winston-Salem by 1945, and the Tobacco Workers Organizing Committee (Local 22) in town by 1942, the 1940s resulted in a series of labor disputes at RJRT.<sup>88</sup>

Looking back to the earlier development of the tobacco unions helps us understand their involvement with the RJRT workers of Winston-Salem in the 1940s labor disputes. At the national level in the 1930s, the AFL was suffering from internal conflicts. The organization maintained segregation of its unions and was continuing to favor supporting and defending white workers, ignoring the benefits interracial unionism might offer.<sup>89</sup> Fueled by the high level of unemployment resulting from the existing economic depression, spurred by the recent passing of the National Labor Relations Acts (The Wagner Act) in 1935, as well as being dissatisfied with the racist practices affiliated with the AFL, a movement emerged out of the 1935 AFL convention to organize the unorganized in the mass production industries, including tobacco manufacturing. This resulted in the formation of the Committee (later Congress) for Industrial Organization or CIO.<sup>90</sup> The CIO favored an 'open door' or nondiscrimination policy and in 1936 began conducting a massive organizing campaign, accepting all workers, regardless of race. As a result, and due to the support of the National Negro Congress, the CIO had an advantage over its rival, the AFL.<sup>91</sup> Thus, it is perhaps no surprise that the CIO-affiliate TWOC (Local 22), and not the AFL-affiliate TWIU, played the major role in the forthcoming successful RJRT strikes of the 1940s.

The first major strike at RJRT's downtown factories occurred in 1943 when an African American job hand, James Pickens McCardell (1905-1943), died on the job. A sit-down strike, initiated by 200-female stemmers, began that afternoon and subsequently turned into a walkout. The following Monday all RJRT factories closed after more than 2,000 workers in the leaf processing department struck, demanding adjustments in wages and working conditions. The leaf tobacco workers chose the CIO-affiliated Local 22 as their bargaining agent and in 1944 a contract with the company was confirmed which included new wage rates with an average increase of 6.32 percent, six unpaid legal holidays, rules governing seniority and promotions and detailed grievance procedures, as well as union security.<sup>92</sup> However, labor shortages

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<sup>87</sup> Tilley, 375.

<sup>88</sup> TWIU-AFL organized Brown and Williamson Tobacco Company as early as 1935. Tilley, 655. The Tobacco Workers Organizing Committee (TWOC) represented United Cannery, Agricultural, Packing, and Allied Workers of American of the Congress of Industrial Organizations (CIO) and was also known as Food, Tobacco, and Agricultural Workers (FTA); United Tobacco Workers; Food, Tobacco and Allied Workers; and in Winston-Salem, Local 22. Tilley, 375.

<sup>89</sup> *Ibid.*, 299.

<sup>90</sup> Philip Sheldon Foner and Ronald L. Lewis, ed. Black Workers: A Documentary History from Colonial Times to the Present. (Philadelphia: Temple University Press, 1989), 41. The CIO was expelled from the AFL in 1937; as an inclusive federation, the CIO subsequently changed its name to *Congress* for Industrial Organization in 1938; See Sheldon, 42; The Wagner Act legalized labor's ability to organize and collectively bargain. See Brown, 301.

<sup>91</sup> *Ibid.* The National Negro Congress, formed in 1936, was the result of the Communist Party's efforts to consolidate disparate organizations –civic, civil rights, labor, and religious - dedicated to ending racial discrimination. See: National Negro Congress – The Black Past: Remember and Reclaimed. <<http://www.blackpast.org/?q=aah/national-negro-congress>> Accessed 29 March 2009.

<sup>92</sup> Tilley, 379-86.

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resulting from the advent of World War II, strained remaining RJRT workers further.<sup>93</sup> In postwar 1946, due to introduction of new stemming machinery, 700 African American workers were laid off; a sit-down strike ensued and union efforts soon were re-ignited.<sup>94</sup>

The second major strike at RJRT occurred in 1947. Between May 1<sup>st</sup> and June 9<sup>th</sup> thousands of workers, mostly African Americans, maintained picket lines around the clock at the seventy-three gates of RJRT, carrying placards and singing spirituals including the moving force of, "I Shall Not Be Moved."<sup>95</sup> According to newspaper accounts, the workers were able to reduce production of the company by eighty-percent; company officials stated production was at one-half normal force.<sup>96</sup> The strike was the result of the breakdown of nine-week negotiations between RJRT and Local 22, which was demanding, for example, an average wage increase of 24 cents per hour (to establish a 90-cent minimum wage) in its new contract. The contract was eventually resolved with a 70-cent minimum wage established.<sup>97</sup>

During the period of labor unrest and contract negotiations, Local 22 played a pivotal role not only in improving the working conditions of RJRT laborers, but also in the broader African American community of Winston-Salem. It did so by providing a weekly radio program and a regularly published newspaper. Serving as a cultural center of sorts, the union offered classes in black history, leadership training and public speaking, for example, and provided access to a union library, which held resources on black and labor history. The union sponsored social welfare activities including a sewing circle and swimming club.<sup>98</sup> The union promoted political issues that would benefit its members such as public housing; the union also registered African Americans to vote.<sup>99</sup> By 1946, Winston-Salem boasted the largest NAACP branch in North Carolina; a voter registration drive by the union increased the number of black voters tenfold.<sup>100</sup> In 1947, Reverend Kenneth R. Williams was elected the first black alderman in the city. "It was through that arena [the union] that blacks became more visible [in Winston-Salem]."<sup>101</sup>

Not only did the strikes organized by the TWOC-CIO affiliated, formidable Local 22 gain attention for the progress made for and by RJRT's African American tobacco laborers, but major union leaders emerged from the local's rank-and-file as well. Moranda Smith (1915-1950), is one such example. Smith was an African American RJRT worker beginning in 1933 and she joined Local 22 in the 1940s. Soon elected as the local's educational committee chair, she became known as "a forceful negotiator," and "inspiring speaker," and was subsequently elected in 1947 to the executive committee of the Food,

<sup>93</sup> Wyatt, "Study List Application for Downtown Winston-Salem Tobacco District."

<sup>94</sup> Tilley, 487 (700 workers); 465 (strike).

<sup>95</sup> Tursi, 249.

<sup>96</sup> Akosua Barthwell, "Trade Unionism in North Carolina – The Strike Against Reynolds Tobacco," (American Institute for Marxist Studies, 1977) 1, citing *Winston-Salem Journal* May 12, 1947 (newspaper accounts); Tilley, 396 (company officials).

<sup>97</sup> Barthwell, 34.

<sup>98</sup> Cedric J. Robinson, *Black Movements in America*. (Routledge: New York, 1997), 128.

<sup>99</sup> Barthwell, 10. See also, Devinatz, Victor G. The Communist Party's Grassroots Labor and Political Activism Circa 1920 to 1960: Of North Carolina Tobacco Workers, Pennsylvania Anthracite Radicals and the Cold War, *American Communist History*, 4(2):247-262, 2005; also available on-line at: < [http://www.pubpol.duke.edu/centers/hlp/about/faculty/korstad-bob/devinatz\\_cru.pdf](http://www.pubpol.duke.edu/centers/hlp/about/faculty/korstad-bob/devinatz_cru.pdf)>, Accessed 29 March 2009.

<sup>100</sup> Crow, 149.

<sup>101</sup> Tursi, 249.

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Tobacco, Agricultural and Allied Workers (FTA), which had emerged from the TWOC.<sup>102</sup> She was the first African American to hold an executive position on the board of an international union and later was appointed the union's regional director. Smith, too, "like other union activists, joined the Communist Party, and through her involvement in both organizations, helped to develop what has been termed 'civil rights unionism' in the South, which connected workplace grievances to broader issues of social welfare and civil rights."<sup>103</sup>

Winston-Salem newspaper-published allegations beginning in 1947 that communists had infiltrated the leadership of Local 22, in fact, led to the union's eventual demise and decertification in 1951. The local media's communist exposé, a subsequent push for investigation by the House Committee on Un-American Activities, and the decertification of Local 22 was indicative of the eventual broader national movement to tie the CIO to the newly emerged Cold War with the Union of Soviet Socialist Republics (USSR). The CIO convention of 1949 proposed a resolution that barred from its Executive Committee anyone who advocated policies and activities directed toward advancing the Communist Party. As a result, a number of unions were subsequently expelled from the CIO, for being "communist-dominated," -- including the FTA.<sup>104</sup> Interestingly, Robert Rogers Korstad in his book *Civil Rights Unionism: Tobacco Workers and the Struggle for Democracy in the Mid-Twentieth Century South* argues that the social programs (i.e. educational and leadership training classes) and voter registration drives described above and run and provided by Local 22 can be attributed to a symbiotic relationship that existed between the Local 22 and the Communist Party.<sup>105</sup> However, he further purports that the success of Local 22 was also a result of its focus on improving the lives of the workers through such programs, which thus reveals a connection between the labor and civil rights movement -- civil rights unionism.<sup>106</sup>

Meanwhile, in 1951, RJRT announced a wage increase affecting more than 14,386 of its employees, as well as paid vacations; efforts in the early 1950s by other unions (such as TWIU) to re-organize RJRT failed.<sup>107</sup>

<sup>102</sup> Smith, Moranda (1915-1950) – The Black Past: Remembered and Reclaimed. < <http://www.blackpast.org/?q=aah/smith-moranda-1915-1950>>, Accessed 29 March 2009. Additional notable African American women RJRT employees heavily involved in Local 22 also include Velma Hopkins and Theodosia Simpson. See Robinson, 128.

<sup>103</sup> Smith, Moranda (1915-1950) – The Black Past: Remembered and Reclaimed. < <http://www.blackpast.org/?q=aah/smith-moranda-1915-1950>>, Accessed 29 March 2009.

<sup>104</sup> Foner and Lewis, 48.

<sup>105</sup> Devinatz, Victor G. The Communist Party's Grassroots Labor and Political Activism Circa 1920 to 1960: Of North Carolina Tobacco Workers, Pennsylvania Anthracite Radicals and the Cold War, *American Communist History*, 4(2):247-262, 2005; also available on-line at: < [http://www.pubpol.duke.edu/centers/hlp/about/faculty/korstad-bob/devinatz\\_cru.pdf](http://www.pubpol.duke.edu/centers/hlp/about/faculty/korstad-bob/devinatz_cru.pdf)>, Accessed 29 March 2009.

<sup>106</sup> *Ibid.*

<sup>107</sup> Tilley, pp. 411-12.

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RJRT and the Modern Era

During the early twentieth-century and through the 1940s, RJRT not only expanded, innovated, and experienced labor turmoil, but also became instrumental in the social and economic development of Winston-Salem. In 1916, R. J. Reynolds himself led the drive to build homes that would rent at six percent on the investments, providing an alternative to slum landlord housing for his employees. Intended for African American employees, Wheeler Street, as the development was called, was the forerunner to the housing program Reynolds started for both white and black employees in what became known as the Reynoldstown neighborhood of Winston-Salem several years later. Reynoldstown started as a rent-to-own program, with all houses sold by 1942, primarily to African American employees.<sup>108</sup> In another act of benevolence during Reynolds' tenure, RJRT contributed \$10,000 to the local YWCA in 1917.<sup>109</sup> Successor president, W. N. Reynolds, left his 1,000-acre estate in 1951 to the public, known today as Tanglewood Park, Arboretum and Rose Garden. Later in 1953 the profits of RJRT helped to establish Wake Forest College (now Wake Forest University) in Winston-Salem.

The 1950s saw change in both RJRT and within the intertwined African American commercial district and community. As a result of the labor turmoil of the 1940s, RJRT re-examined company policies. During the next decade, the firm expanded its personnel department and developed innovative personnel programs, such as the employee suggestion plan, implemented in 1953 that provided awards for successful suggestions; and pastoral counseling services, offered from 1949.<sup>110</sup> Innovations in products soon followed.

In 1954, RJRT introduced Winston filter-tip cigarettes. In the first nine months, six-and-a-half billion were sold; with clever jingle advertising and a classically designed package, Winston was the top filter brand, with sales totaling thirty-one billion by 1956.<sup>111</sup> That same year, RJRT introduced the first filter-tipped menthol cigarette on the market – Salem.<sup>112</sup> Sales surpassed expectations, reaching four billion in the first 12 months, and soon dominated the menthol field.<sup>113</sup> With top selling brands in three categories – regular sized (Camel); filter tips (Winston); and menthols (Salem), RJRT was in dire need of expanding its manufacturing facilities. Evidence of this within the Winston-Salem factory complex includes the expansion of Factory 90, which received a north side extension (90-3) in 1957-58.

During this time, however, RJRT was already moving forward with constructing additional production facilities elsewhere in Winston-Salem, away from the downtown factory complex. This plan was part of a national trend of removing industry from city centers as congestion and lack of space coupled with modern theories of efficient manufacturing practices.<sup>114</sup> The company purchased sixty-five-

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<sup>108</sup> Langdon Edmunds Opperman, National Register Nomination for Reynoldstown Historic District, Winston-Salem, North Carolina, 2007, Section 8, pp. 78 and 52.

<sup>109</sup> Tilley, 525.

<sup>110</sup> Tilley, pp. 468-474.

<sup>111</sup> Jerome Beatty, Our 100<sup>th</sup> Anniversary, 1875-1975, (R.J. Reynolds Industries, Inc., 1975), 21.

<sup>112</sup> Tilley, 502.

<sup>113</sup> Beatty, 21.

<sup>114</sup> Sherry Joines Wyatt. National Register Nomination for P.H. Hanes Knitting Company, Winston-Salem, North Carolina, 2004.

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acres on the northwestern edge of the city in 1954 for the purposes of a new cigarette plant, with an additional 183.74 acres purchased at the same time for future expansion. Groundbreaking for the new Whitaker Park Plant located in northwestern part of the city occurred in 1958 and the first Winston cigarette rolled off the line in 1961. The plant was named for John C. Whitaker who had been connected with the manufacturing department for forty-five years; at completion the plant was the “world’s largest, newest, and most modern cigarette factory,” covering approximately fourteen-acres.<sup>115</sup> The company expected to establish leaf storage and processing facilities elsewhere as well. The Brook Cove Plant in Stokes County, North Carolina, for leaf processing and storage, was completed in 1959.<sup>116</sup> RJRT was also expanding beyond State lines; in 1957, the company directors approved the construction of a new stemming and re-drying plant in Lexington, Kentucky; construction was completed in 1959. By 1960, the company announced the formation of Reynolds-Neuerburg G.m.b.H., which by holding interest in the German firm of Haus Neuerberg K.G., had plants in several cities throughout West Germany.<sup>117</sup> Although production at the Winston-Salem downtown factories continued, and Factory 91 received its northern extension, 91-2 in 1961-62, RJRT had already diversified and decentralized its tobacco production and manufacturing away from the downtown factory complex.

The surrounding and intermingled African American residential and commercial community within the RJRT downtown area was also altered. Urban renewal was one cause of change within the African American downtown commercial district. In 1959, Winston-Salem devised plans to reconstruct a thirty-five-block section of the city’s core; the African American businesses, churches, theaters, dance halls, restaurants and associated buildings along East Third and Church streets were some of the casualties of this program.<sup>118</sup> The construction of U.S. Route 52, routed through African American neighborhoods approximately two blocks east of the downtown factory district -and Linden Street- resulted in destruction of large sections of them.<sup>119</sup> In fact, too, the expansion of RJRT factories themselves and the associated need for employee parking demolished existing African American homes and businesses within the factory district to make way for new buildings and parking lots; examples include the demolition of African American commercial and residential establishments bounded by East Third, East Seventh, Patterson and the railroad R.O.W. Demolition of these existing structures provided for the construction of Factories 91 (in 1937) and its addition, 91-1 (in 1961-2); and the addition to Factory 90, 90-3 (in 1957-58), one-block east. The handful of commercial and wholesale warehouse structures extant within the Winston-Salem Tobacco Historic District are the few that remain of the once thriving African American commercial and wholesale business district within and near the former RJRT factory complex site.

RJRT was diversifying both the location of its manufacturing, as well as its products in the mid-to-late 1950s. The firm had amended its charter in 1956 allowing investment in non-tobacco enterprises. In 1963, the firm acquired its first food product, purchasing ‘Hawaiian Punch’ fruit drink and subsequently adding syrup, puddings, and ‘College Inn’ broth products to its holding, to name a few.<sup>120</sup> With such

<sup>115</sup> Tilley, pp. 507-08.

<sup>116</sup> *Ibid.*, 510.

<sup>117</sup> *Ibid.*, 511.

<sup>118</sup> Tursi, pp. 236-9.

<sup>119</sup> *Ibid.*, 237.

<sup>120</sup> Beatty, pp. 26-7.

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diversification, RJRT's tobacco production suffered, and by 1972, rival Philip Morris became the top cigarette manufacturer in the world.<sup>121</sup> A new RJRT president at the helm, J. Paul Stricht, beginning in 1975 led to a revamp of the company, including construction of new two-million-square-foot manufacturing facilities in Tobaccolville, North Carolina in 1986. The new facilities in Tobaccolville, coupled with renovation of the Whitaker Park Plant, closed operations of the last downtown factory in 1990, solidifying the end of the tobacco manufacturing in downtown Winston-Salem. Although RJRT had once operated dozens of industrial buildings within the downtown factory district, the RJRT factory buildings within the Winston-Salem Tobacco Historic District are the few that remain intact, as a cohesive group.

RJRT has developed and subsequently held a competitive position among the top tobacco manufacturers in America since its boom years. As described above, the competition among tobacco manufacturers in the late nineteenth-century when RJRT got its start was fierce. In 1897 in Winston-Salem alone there were thirty-nine tobacco factories, with only twelve remaining two years later. The competition was furthered by James B. Duke's (1856-1925) American Tobacco Company monopoly, which would often drive competitors to bankruptcy or force them to sell.<sup>122</sup> R. J. Reynolds, however, opted to join Duke's conglomeration or 'trust' in 1899. This proved an auspicious move because when the trust was dissolved in 1911 by the United States government, four companies emerged: American Tobacco Company, Lorillard, Liggett & Myers Tobacco Company, and RJRT. Almost a century later, only three of the four remain today as major players in the tobacco industry: Liggett & Myers (now Liggett Group, Inc.) which was incorporated in 1873 after establishing itself in St. Louis in the 1860s; Lorillard (1760), named for entrepreneur Pierre Lorillard (1833-1901) and the oldest continuously operating tobacco company in the United States; and RJRT. The fourth company to survive the dissolution, American Tobacco Company, is now Fortune Brands and no longer in the tobacco business, having shed its tobacco brands beginning the 1980s.

Today, RJRT remains a dominant player in the tobacco industry; Camel cigarettes are ranked third among the nation's top brands.<sup>123</sup> RJRT also maintains a presence in Winston-Salem with its company headquarters located on Main Street; the Whitaker Park Plant in the northwest area of the city is still in operation as is the Tobaccolville plant. The firm employs some 6,800 people; in 2002 it was rated among *Fortune Magazine's* '100 Best Places to Work.'<sup>124</sup>

In December of 2005, Piedmont Triad Research Park (PTRP) acquired former RJRT Factories 60, 90, and 91 and associated additions, the parking lot associated with Factory 91 as well as several paved

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<sup>121</sup> Tursi, 279.

<sup>122</sup> Tursi, 156.

<sup>123</sup> RJRT considers itself to be the second largest tobacco manufacturer in the United States. See "R. J. Reynolds Tobacco Company – Company – Profile." RJRT.com. <<http://www.rjrt.com/company/profileFactBook.asp>> Accessed 3 June 2008. RJRT's leading competitor today, Philip Morris, was founded in London, incorporating in the United States in 1902; Philip Morris did not emerge as a leading force in the American tobacco industry until 1983. See "About Philip Morris-USA: Philip Morris USA." <[http://www.philipmorrisusa.com/en/cms/Company/Corporate\\_Structure/default.aspx?src=top\\_nav](http://www.philipmorrisusa.com/en/cms/Company/Corporate_Structure/default.aspx?src=top_nav)> Accessed 30 March 2009.

<sup>124</sup> "100 Best Companies to Work For in America 2002." Great Place to Work Institute. <<http://www.greatplacetowork.com/best/list-bestusa-2002.htm>> Accessed 3 June 2008.

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parking lots adjacent to, but outside the Winston-Salem Tobacco Historic District boundaries. With the intention to redevelop the area, PTRP also anticipates acquiring the Bailey Power Station and other nearby former RJRT parking lots in the future. In 1998 Hensel Manufacturing acquired the Factory 64 Complex; Hensel continues to utilize the space for the manufacture of residential window blinds and tobacco hogsheads.

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Winston-Salem, Forsyth County, NC

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**UTM REFERENCES CONTINUED**

5.  

1	7	5	6	8	3	8	0	3	8	9	5	0	6	0
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6.  

1	7	5	6	8	4	6	0	3	8	9	5	0	4	0
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7.  

1	7	5	6	8	4	7	0	3	8	9	5	1	9	0
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8.  

1	7	5	6	8	6	2	0	3	8	9	5	2	2	0
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9.  

1	7	5	6	8	6	1	0	3	8	9	5	3	5	0
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10.  

1	7	5	6	8	5	0	0	3	8	9	5	3	8	0
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11.  

1	7	5	6	8	4	5	0	3	8	9	5	6	3	0
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**VERBAL BOUNDARY DESCRIPTION**

The boundaries are shown on the enclosed G.I.S. map titled Winston-Salem Tobacco Historic District. The map is derived from the Forsyth County, North Carolina Tax Office Geo Data Explorer. It is drawn at a scale of 1" = 190 feet.

**BOUNDARY JUSTIFICATION**

The boundary is drawn to include the highest concentration of surviving intact tobacco factory-related buildings and surviving African American-related commercial concerns and wholesale industry structures within an area in east Winston-Salem that retains integrity and is associated with the City's early-to-mid-twentieth-century tobacco factory district. The boundary excludes properties that have no historical association or integrity.

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**PHOTOGRAPIC INFORMATION**

Property Name: Winston-Salem Tobacco Historic District  
Location: Winston-Salem, Forsyth County, North Carolina  
Photographer: Jennifer F. Hembree  
Date: February 2008 and March 2009  
Location of Digital Images or Negatives:

MacRostie Historic Advisors, LLC  
1400 16<sup>th</sup> St., NW, Suite 420  
Washington, DC 20036

- Photo 1: View from roof of Factory 91 (91-2), looking southeast towards north and west elevations of Factory 90 (90-1) and pedestrian bridge between Factories 90 and 91.
- Photo 2: View northwest from east side of Linden Street towards south and east elevation of Factory 64 Complex
- Photo 3: View southeast from roof of Factory 90 towards north elevation of Factory 64 Complex (Factory 64), including water tank on northeast corner
- Photo 4: View northeast from Patterson Avenue towards west and south elevations of Factory 91 (91-1)
- Photo 5: Factory 90, view southeast towards north and west elevations of 90-2 from Vine Street; pedestrian bridge to Factory 91 at left
- Photo 6: View east on E. Fifth Street from Vine Street; Factory 60 at right; pedestrian bridge between Factories 60 and 90 above, center
- Photo 7: View southwest from Linden and East Seventh streets towards east elevations of Factory 60 (60-3 at far left) and Factory 90 (90-2, 90-1, and 90-3 from left to right)
- Photo 8: Factory 60 (60-3 at left) and Factory 90 (90-2 and 90-1 at right), east elevations, view southwest from Linden and East Seventh streets
- Photo 9: Factory 90, south and east elevations of 90-2, view northwest from railroad R.O.W.
- Photo 10: Factory 64 Complex, view southwest from northeast corner of Factory 64
- Photo 11: Factory 64 Complex, view northwest from Linden and East Fourth streets; south elevation of Storage Warehouse 66-68-69 at right; Factory 64 (64-2 addition) beyond

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- Photo 12: Bailey Power Station, east elevation, view southwest from roof of Factory 60
- Photo 13: Bailey Power Station, view southeast from northwest corner at East Fifth Street and Chestnut
- Photo 14: Bailey Power Station, view northwest from East Fourth Street and Patterson towards southeast corner of Power Station
- Photo 15: West and south elevations of Morris & Company Wholesale Meat Distributors, view northeast
- Photo 16: View southeast towards Factory 90 from Patterson Avenue and East Seventh Street (parking lot associated with Factory 91 in foreground)
- Photo 17: Factory 91, east and north elevations of 91-2, view southwest from Vine Street
- Photo 18: Commercial Buildings (from left to right), north elevations: W.L. Robison Building, 222 East Fourth Street, and 218-20 East Fourth Street, view south
- Photo 19: 211 East Third Street, south and east elevations, view northwest from East Third Street and Patterson Avenue
- Photo 20: View southwest towards commercial buildings (200-block of East Fourth Street) from roof of Factory 91
- Photo 21: View northeast from corner of East Third Street and Patterson Avenue towards Piedmont Leaf Tobacco Company buildings, showing west and south elevations; Brown Brothers Company at left, W. F. Smith and Sons Leaf Co. at right
- Photo 22: S. J. Nissen Building, west elevation, view east
- Photo 23: Patterson-Folge Street Durax Paving, view north
- Photo 24: Norfolk & Western Railroad Bridge over Fogle Street (at left) and East Third Street (at right), east elevation, view northwest
- Photo 25: Norfolk & Western Railroad Bridge over East Seventh Street, east elevation, view west
- Photo 26: Chestnut Street Durax Paving, view south
- Photo 27: Non-contributing Building 56-2, west elevation, view east from Patterson Avenue

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Photo 28: Non-contributing Building 56-1, north elevation, view southeast from East Fifth Street

Photo 29: Factory 64, northwest corner of 64-1; 64-2 at right; pedestrian bridge to Factory 60 under construction, ca. 1920s, courtesy R. J. Reynolds Tobacco Company

Photo 30: View northeast from East Fourth Street towards Factories 90 and 60, ca. late 1920s-30s, courtesy R. J. Reynolds Tobacco Company

Photo 31: View northeast from East Fourth Street towards Factory 60, ca. 1940s/1950s, courtesy Forsyth County Public Library Photograph Collection

Photo 32: West and south elevations of Morris & Company Wholesale Meat Distributors, ca. 1920s, courtesy Forsyth County Public Library Photograph Collection

Photo 33: 1947 R.J. Reynolds Tobacco Company workers strike. View towards north elevation of Factory 90 (90-2); pedestrian bridge between Factories 90 and 91 at left, 1947, courtesy Forsyth County Public Library Photograph Collection

Photo 34: Aerial view, R. J. Reynolds Tobacco Company Factory view northeast; Bailey Power Station in center, ca. 1950s, courtesy R. J. Reynolds Tobacco Company

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- 1. Bailey Power Station, North Chestnut St. (Block 0033 Lot 0101, includes: 2CB, 3CB, 8, CB, 9CB, 10CST, 11CB, 12CST, 13CST, 14CST, 15CST, 16CST, 17CST, 18CST, 19NCST, 20CB, 21NCB, 22NCST, 23NCST, 24NCST); 17NCB, 445 Patterson Ave.; a portion of Vacant Lot # 2 (Block 0034 105, Block 0034 000D and Block 0034 000F); and Vacant Lot #3 (Block 0034 0101, 0102, 0103 and 020A)**  
R. J. Reynolds Inc.  
PO Box 2959  
Winston-Salem, NC 27102-2959
- 2. Factory 64 Complex, 500 East Fifth St. (includes: 38CB, 39CST, 40NCST, 41CB, 42CB, 43CST, 44CB, 45 NCST)**  
Building 64 Company LLC  
500 E. Fifth St.  
Winston-Salem, NC 27101
- 3. Factory 60 (33CB), 403 Vine Street; Factory 90 (34CB and 35CST), 601 Vine Street; and Factory 91 (29CB), 401 East Fifth Street; and parking lot associated with Factory 91 (Block 0017 103 and Block 0017 101)**  
Piedmont Triad Research Park  
101 Chestnut Street, # 111  
Winston-Salem, NC 27101
- 4. A portion of Vacant Lot # 2 (Block 0034 000H); and land adjacent to S. J. Nissen Building (26CB) and Norfolk & Western Railroad Bridge above Fogle St. (36CST) (portions of Block 6673 006, 013, 010, 011, 017, 009)**  
PTRP Holdings, LLC  
101 Chestnut St. N, Apt/Unit 111  
Winston-Salem, NC 27101
- 5. 5CB, 218-20 East Fourth Street**  
Myers C W Trading Post, Inc.  
2718 Liberty St.  
Winston-Salem, NC 27105-4498
- 6. 6CB, 222 East Fourth Street**  
Deirdre Smith  
371 Webb Rd.  
Piney Flats, TN 37686

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**7. 7CB, 226-28 East Fourth Street**

Virginia B. Baldwin  
1500 Hawthorne Rd.  
Winston-Salem, NC 27103

**8. 4CB, 211 East Third Street**

John Henry Bryan  
211 Third St.  
Winston-Salem, NC 27101

**9. 28NCB, 410 East Fifth Street**

Allegacy Federal Credit Union  
PO Box 26043  
Winston-Salem, NC 27114-6043

**10. Norfolk & Western Railroad Bridges and associated R.O.W. between East Seventh and Fogle Streets (36CST, 37CST) (Blocks 0036 313; 0498 104; 0040 304; 6372 004)**

North Carolina Department of Transportation  
Piedmont Authority for Regional Transportation  
1605 Westbrook Plaza Dr. # 201  
Winston-Salem, NC 27103

**11. S. J. Nissen Building (26CB), 310 East Third St.**

Black Horse LLC  
310 Third St. E  
Winston-Salem, NC 27101

**12. Vacant Lot # 4 (Block 0041 010)**

Wachovia Bank & Tr Co Na #22  
301 Tryon St. S  
Charlotte, NC 28288

**13. W. F. Smith and Sons Leaf Company (Piedmont Leaf Tobacco Company) (30CB), 406 East Fourth St.**

Piedmont Leaf LLC  
406 Fourth St. E  
Winston-Salem, NC 27101

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- 14. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 000A, 205, 306, 303, 203, 405)**  
Brown Prizery Inc.  
406 Fourth St. E, Apt/Unit 201  
Winston-Salem, NC 27101
- 15. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 201)**  
Brown Prizery Investments LLC  
401 Fourth St. E, Apt./Unit 201  
Winston-Salem, NC 27101
- 16. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 302 and 204)**  
Thomas S. Underhill  
401 Fourth St. E, Apt/Unit 302  
Winston-Salem, NC 27101
- 17. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 302 and 204)**  
Travis A. Underhill  
401 Fourth St. W, Apt/Unit 302  
Winston-Salem, NC 27101
- 18. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 402)**  
Stephen A. Beese  
401 Fourth St. E, Apt/Unit 402  
Winston-Salem, NC 27101
- 19. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 402)**  
Sandra A. Winters  
401 Fourth St. E, Apt/Unit 402  
Winston-Salem, NC 27101
- 20. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 406)**  
Scott H. Ebert  
3618 Country Club Rd.  
Winston-Salem, NC 27104

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- 
- 21. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 501)**  
Arlene Martinez  
401 Fourth St. E, Apt/Unit 501  
Winston-Salem, NC 27101
- 22. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 505)**  
Gary W. Chambers  
401 Fourth St. E., Apt/Unit 505  
Winston-Salem, NC 27101
- 23. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 505)**  
Jamie B. Chambers  
401 Fourth St. E, Apt/Unit 505  
Winston-Salem, NC 27101
- 24. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 509)**  
Sunshine's Moonbeam LLC  
411 Marshall St. S  
Winston-Salem, NC 27101
- 25. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 202 and 206)**  
Marlon O. Hubbard  
401 Fourth St. E, Apt/Unit 202  
Winston-Salem, NC 27101
- 26. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 206)**  
Chevara Orrin  
401 Fourth St E., Apt/Unit 206  
Winston-Salem, NC 27101
- 27. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 307)**  
Matthew O. Dyson  
401 Fourth St. E, Apt/Unit 307  
Winston-Salem, NC 27101

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- 
- 28. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 307)**  
Alex G. Norwood  
401 Fourth St. E, Apt/Unit 307  
Winston-Salem, NC 27101
- 29. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 403)**  
Richard C. Stevens, Jr.  
401 Fourth St. E, Apt/Unit 403  
Winston-Salem, NC 27101
- 30. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 407)**  
Matthew F. C. Arundale  
401 Fourth St. E, Apt/Unit 407  
Winston-Salem, NC 27101
- 31. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 502)**  
Dewayne H. Anderson, Sr.  
401 Fourth St. E, Apt/Unit 502  
Winston-Salem, NC 27101
- 32. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 506)**  
Mark C. Chappell  
401 Fourth St. E, Apt/Unit 506  
Winston-Salem, NC 27101
- 33. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 506)**  
Debra I. Diz  
401 Fourth St. E, Apt/Unit 506  
Winston-Salem, NC 27101
- 34. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 510)**  
Ken Grayson Gwyn  
401 Fourth St. E, Apt/Unit 510  
Winston-Salem, NC 27101

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- 35. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 510)**  
Kimberly Dawn Whitener  
401 Fourth St. E, Apt/Unit 510  
Winston-Salem, NC 27101
- 36. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 207)**  
Russell D. Roland  
401 Fourth St. E, Apt/Unit 207  
Winston-Salem, NC 27101
- 37. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 207)**  
Bryan L. Brunette  
401 Fourth St. E, Apt/Unit 207  
Winston-Salem, NC 27101
- 38. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 304)**  
John L. Andronica  
1732 Meadowbrook Dr.  
Winston-Salem, NC 27104
- 39. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 304)**  
Grace M. Andronica  
1732 Meadowbrook Dr.  
Winston-Salem, NC 27104
- 40. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 308)**  
Christopher Wasko  
401 Fourth St. E  
Winston-Salem, NC 27101
- 41. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 308)**  
Erin Wasko  
401 Fourth St. E  
Winston-Salem, NC 27101

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- 42. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 404)**  
Mark J. Chiarello  
401 Fourth St. E, Apt/Unit 404  
Winston-Salem, NC 27101
- 43. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 408)**  
Francis M. James, III  
401 Fourth St. E, Apt/Unit 408  
Winston-Salem, NC 27101
- 44. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 408)**  
Adele L. James  
401 Fourth St. E, Apt/Unit 408  
Winston-Salem, NC 27101
- 45. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 503)**  
Jeffrey S. Shilt  
805 Magnolia St.  
Winston-Salem, NC 27103
- 46. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 507)**  
Ortencia V. Trantham  
401 Fourth St. E, Apt/Unit 507  
Winston-Salem, NC 27101
- 47. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 301)**  
Paul David Skinner  
401 Fourth St. E, Apt/Unit 301  
Winston-Salem, NC 27101
- 48. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 305)**  
Gretta D. Mccutcheon  
401 Fourth St. E, Apt/Unit 305  
Winston-Salem, NC 27101

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- 49. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 401)**  
Matthew J. Andronica  
3500 River Springs Ct., Apt/Unit 401  
Greensboro, NC 27410
- 50. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 409)**  
Michael H. Britt  
603 Tanners Run Dr.  
Winston-Salem, NC 27101
- 51. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 504)**  
Christopher J. Stutzman  
401 Fourth St. E, Apt/Unit 504  
Winston-Salem, NC 27101
- 52. A portion of Brown Brothers Company (Piedmont Leaf Tobacco Company) (31CB) (Block 6588 508)**  
Michael S. Ryden  
29 Cascase Ave.  
Winston-Salem, NC 27127

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The following information is provided as required by the North Carolina State Historic Preservation Office. The local elected officials for the properties within the Winston-Salem Tobacco District are:

Mayor Allen Joines  
City of Winston-Salem  
P.O. Box 2511  
Winston-Salem, NC 27102-2511

East Ward Council Member Jocelyn V. Johnson  
City Council  
City of Winston-Salem  
P.O. Box 2511  
Winston-Salem, NC 27102-25

Forsyth County Board of Commissioners  
David R. Plyler, Chairman  
211 Harmon Lane  
Kernersville, NC 27284