

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 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Salisbury Historic District (Boundary Amendment and Additional Documentation)

other names/site number N/A

2. Location

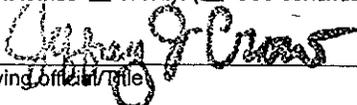
street & number Portions of E. Council, E. Innes, Lee & E. Liberty Sts. bet. Main & Depot Sts. N/A not for publication

city or town Salisbury N/A vicinity

state North Carolina code NC county Rowan code 159 Zip code 28144

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 _____

State of 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 certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<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:) _____	_____	_____

Name of Property

County and State

5. Classification**Ownership of Property**
(Check as many boxes as apply)**Category of Property**
(Check only one box)**Number of Resources within Property**
(Do not include previously listed resources in the count.)

- private
 public-local
 public-State
 public-Federal

- building(s)
 district
 site
 structure
 object

Contributing**Noncontributing**

26

4

buildings

0

0

sites

0

1

structures

0

0

objects

26

5

Total

Name of related multiple property listing
 (Enter "NV" if property is not part of a multiple property listing.)

N/A

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

0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

COMMERCE / business

COMMERCE / specialty store

COMMERCE / department store

SOCIAL / meeting hall

COMMERCE / restaurant

Current Functions

(Enter categories from instructions)

COMMERCE / business

COMMERCE / specialty store

COMMERCE / department store

COMMERCE / professional

COMMERCE / restaurant

COMMERCE / warehouse

LANDSCAPE / parking lot

VACANT

7. Description**Architectural Classification**

(Enter categories from instructions)

Commercial Style

Materials

(Enter categories from instructions)

foundation BRICK

walls BRICK

STONE

roof ASPHALT

other CONCRETE

STONE

WOOD

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

(Mark 'x' in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

Architecture

Commerce

Period of Significance

ca. 1890 - 1950

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

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

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):

- Criteria for previous documentation on file (NPS).

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

10. Geographical Data

Acreage of Property Approx. 6.5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 7	5 4 8 0 4 0	3 9 4 7 1 1 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

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 Laura A. W. Phillips, Architectural Historian / Langdon E. Oppermann, Preservation Planner

organization L & L Associates date June 1999

street & number 637 N. Spring St. / 1500 Overbrook Ave. telephone (336) 727-1968 / (336) 721-1949

City or town Winston-Salem state NC Zip code 27101 / 27104

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 the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Multiple owners

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.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 1

Rowan County, NC

NARRATIVE DESCRIPTION

The original Salisbury Historic District of 1975 contains 236 resources, including residential, commercial, governmental, and institutional buildings. In 1985 the district was expanded, bringing the total number of resources to 360. Located southwest of the original district, that extension contains primarily residential buildings. This amendment to the Salisbury Historic District includes a boundary increase that adds thirty-one resources to the district. All of these are commercial properties, eighty-four percent of which contribute to the district's historic character. Of the thirty buildings in the expansion area, all but four are contributing. The one non-contributing structure is an open metal shed that shelters a row of cars.

The area added to the Salisbury Historic District by this amendment is located along the southeastern edge of the original district between it and the Salisbury Railroad Corridor Historic District. It occupies parts of five city blocks (approximately seven acres) organized on a grid system. The properties in the district are located along E. Council, E. Innes, Lee, and E. Liberty streets.

The contributing buildings within the boundary increase area were erected between ca. 1890 and 1950--the last year in which the district meets the fifty-year criterion. All but two are of brick construction; one is stone. There is a noncontributing frame building in the area. Secondary materials include stone, concrete, and wood. Except for one three-story building, all the buildings are one or two stories. All but three are aligned with the sidewalk; most are contiguous with at least one other building rather than standing alone.

Stylistically, the buildings are representative of standard commercial design seen during the first half of the twentieth century. Although not as elaborate as many of those along Salisbury's Main Street, these buildings nevertheless are excellent representatives of their period. The most sophisticated of the added buildings is the group of six located in the 100 block of E. Innes Street. Dating from ca. 1920 to ca. 1935, they are unified in design by their use of yellow brick veneered facades and classical cornices. Most of these buildings retain their decorative pressed metal interior ceilings. Another group of handsomely designed buildings was originally--and in some cases the buildings still are--associated with automobile-related businesses and date from the 1920s through the late 1940s. The most striking of these is the former gas station at 201 E. Innes Street. It is built of rusticated stone blocks and features round-arched service bays and a crenelated cornice. Adjacent to it on the east are two more buildings associated with automobile service. Both 211 and 215 E.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 2

Innes Street are one-story brick buildings with simple but effective decorative detailing. Each is organized with display windows across the western two-thirds of the facade, while the eastern third consists of an automobile passage to the service area at the rear of the building. Other buildings associated with the automobile culture are located on E. Council, E. Liberty, and on the north side of E. Innes Street. Exhibiting a round-arched center bay, the one-story building at 118 E. Council Street was originally a livery stable but was later converted to use as an automobile dealership. Behind it, at 125 E. Liberty Street, is a large, one-story building with expansive windows, large front and rear vehicular doors, and a monitor roof. It was originally an auto repair facility. The large, one-story building at 205 E. Council Street was first used as another automobile dealership. Built ca. 1946, it displays large vehicular doors, expansive interior spaces, and simple modern design features, such as a wrap-around glass showroom. Other one and two-story buildings in the boundary increase area represent standard commercial design from the first half of the twentieth century. One of the most distinctive of these is found at 118 N. Lee Street. This diminutive one-story building is a narrow but deep structure that still displays remnants of painted Coca-Cola signs along both side elevations.

The boundaries for this expansion of the Salisbury Historic District are drawn to include all contributing buildings within a compact area that eliminates as many non-contributing resources as possible. As a whole, the boundary increase area retains a high degree of integrity in terms of location, setting, design, materials, workmanship, feeling, and association.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 3

Rowan County, NC

INVENTORY LIST

- Properties are listed alphabetically by street name.
- Dates are estimated using design, Sanborn Insurance Maps, Salisbury city directories, and secondary sources such as oral history provided by current and former store owners.
- All buildings are categorized as Contributing or Non-contributing based on the following criteria: Buildings built after 1950 are non-contributing due to age. Earlier buildings are non-contributing if they have lost architectural integrity due to substantial alterations incompatible with original character.
- Sources are noted following each entry. CD=city directory; SM=Sanborn maps. Also see bibliography.

E. COUNCIL STREET, NORTH SIDE:114 E. Council Street

Built between 1928 and 1931

Contributing building

Small, one-story brick commercial building with simple decorative details consisting primarily of three concrete squares in the upper facade. Storefront has an off-center recessed entrance with a tile floor, glass transom, and copper-trimmed display window. Built between 1928 and 1931 replacing a twenty-year old restaurant building. By 1939 was the Salisbury Sandwich Shop, by 1947 the City Smoke Shop which remained here until at least 1951. May also have housed E.L. Zimmerman's Shoemaker & Repairer shop. Currently occupied by Off Main Antiques. (CD, SM, Hemann materials, Wallace interview)

(Alley)

116 E. Council Street

Built between 1928 and 1931

Contributing building

Austerely plain two-story brick commercial building with narrow but deep form. Facade features a pair of six-over-one sash windows (one with an iron balcony/fire ladder) on the second story and a central entrance with a double-leaf door, flanking display windows with wood-paneled skirts, and multi-light transoms. Sides of building display common-bond brickwork, while the front is laid in running bond with a central, chain-like brick joint. Windows line exposed west side. Built between 1928 and 1931 replacing a two-story

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 4

building labeled "dilapidated" on 1922 Sanborn map.¹ The new building was first used as a wholesale fruit store. "Thompson's Produce" is inscribed in the steel beam at the back entrance. By 1931 Dedmon Cash Produce Co., another wholesaler, was using the building and remained until at least 1951. Currently occupied by Steve Norman Photography and Harwood House antique store with a second-story apartment above. (CD, SM, Hemann materials, 1944 phone book, Wallace interview)

E. Council Street
Vacant Lot

Vacant lot between 116 and 118 E. Council Street currently used for parking and a driveway.

118 E. Council Street
Built by 1902
Contributing building

One-story brick commercial building with pair of recessed panels in upper facade and a heavily corbeled, decorative cornice. Original segmental-arched livery entrance now features a central glass door, flanking display windows with wood-paneled skirts, and a multi-light, arched transom. Display windows on either side of the central entrance and windows down the west elevation all have rusticated stone lintels. Built by 1902 as a large, long building for Fisher Brothers Livery Stable. A separate covered hitching shed was in the back to the east. In 1917, McCanless Motor Company opened here with a show room, garage, and off-stock rooms in the front, storage behind, and repairs in the large basement. McCanless Motors was owned by John McCanless and his sister Claire McCanless Dawson. (Their brother Charles McCanless owned M-Y Motors at 215 E. Innes Street [see] with his wife.) McCanless Motors expanded, moving through the block to Liberty Street to become a major automobile dealership. By 1922 the Wharton Arcade had been built behind McCanless Motors and other Council Street properties.² This was a concrete walkway, elevated seven feet and taking people from the Salisbury Depot directly to Main Street. McCanless built a concrete drive from the rear of its Council Street building, beneath the raised walkway, to a

¹ The 2- or 2½-story building was used as a rectifier (distiller) and wholesale liquor store, by 1913 as a carriage repair shop with an elevator, and by 1922 for furniture storage.

² Named for the developer. Renamed Easy Street in a contest, perhaps in the 1920s. (E. Clement interview)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 5

Rowan County, NC

rear door of their new filling station facing E. Liberty Street. A 1944 advertisement pitches Dodge and Plymouth cars, Dodge trucks, and dependable used cars. After World War II, about 1946, McCanless built a new building on Liberty and changed the company's business front from 118 E. Council to Liberty Street. McCanless Motors remained in business until about 1980 when the elderly owners retired. The company was said to be the oldest continual Dodge dealer in North Carolina. The building was purchased in 1996 and renovated for architect's offices. (CD, SM, 1944 phone book, D. Clement and McCanless interviews, Hemann materials)

E. COUNCIL STREET, SOUTH SIDE:

(Alley)

113 E. Council Street

Built ca. 1928

Contributing building

Simple two-story brick commercial building. Shopfront has off-center, recessed entrance with double-leaf, wood-and-glass paneled doors flanked by display windows of unequal size. A transom of luxor prism glass carries across the top of the shopfront. Two windows are on the second story of the facade. The exposed west elevation is covered in stucco, while the rear of the building has segmental-arched openings. Built ca. 1928. About 1939, became home to Von Canon Transfer Company, started by Marvin Von Canon and his brother Gordon, and continued by Marvin's son Perry Von Canon. Von Canon's was agent for Weathers, a Charlotte company, and sent trucks around the United States. Both Von Canon Furniture Sales and Von Canon Transfer remained here for several decades, moving across the street when the Bamby Bakery Company bought most properties on the block in the 1960s, and closing in about 1964. Building more recently occupied by Flowers Bakery. Purchased by the City in 1997; currently vacant and proposed for rehabilitation as offices and apartments. (CD, SM, Von Canon interview, 1944 phone book, Hemann materials, *Salisbury Post* 2/28/1999)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Salisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 6

115 E. Council Street

Built 1902

Contributing building

Large, two-story brick commercial building with pair of remodeled shopfronts. Above each shopfront is a single second-story window with four-over-four sash and a segmental-arched lintel. Crowning the otherwise plain facade is a rectangular, recessed panel and a dentil-like cornice. The exposed east elevation features an expanse of brick interrupted only by two segmental-arched windows near the rear. An alley runs behind this building and 113 E. Council Street. Built 1902 or just after and used as a carriage repository and A.M. Basinger's buggy, harness, and mantel shop. By 1910 a portion of the building was used by Piedmont Auto Company and by Sides & Murdoch; A.M. Basinger's wagon shop remained there as well. The Twentieth Century Pressing Club was at 115½.³ The 1913 Sanborn Map shows the automobile and buggy businesses gone; the eastern part of the building was used as a bowling alley and pool hall and the western part as a restaurant. From 1919 to 1925 it was a Chero Cola Bottling Plant with an elevator installed by 1922; Big Boy Bottling in 1926; Shaw Transfer Company in the late 1920s and into the 1930s. In 1947, the western third was called #113½ and occupied by Veterans' Shoe Shop Repairs. The rest of the building housed Salisbury Poultry Co., wholesalers. By 1951, Lewis Furniture Co. was here. Became home to Allied Tile and Carpet which remains here today. (CD, SM, McCanless interview, Hemann materials)

E. Council Street, corner N. Lee

Vacant Lot

Large gravel lot, facing on both E. Council and N. Lee streets, currently used for parking for #118.

³ A pressing club was a small dry cleaning establishment where patrons could pay a small amount, perhaps \$0.25, and receive free pressing for a month. According to Raymond Head, owner of the Cleanwell Pressing Club in Griffin, Georgia, a man would walk in on a weekend wearing wrinkled pants, sit behind a curtain while the pants were pressed, and leave with pressed and creased pants.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 7

(N. Lee Street intersects)

205 E. Council Street

Built ca. 1946

Contributing building

Large, one-story brick commercial building originally used as an automobile dealership. An arched, bow truss roof distinguishes the main body of the building, which faces E. Council Street. A lower, flat-roofed showroom projects from the west half of the facade, while a flat-roofed service-bay wing projects from the rear half of the east elevation. The rear of the building features a stepped cornice. West and south of the building are paved parking areas. Built between 1944 and 1947, probably in 1946, as Walker Motor Company, an Oldsmobile dealership. Sanborn Map of 1951 is misleading, showing the building with the notation "from plans" that would indicate a construction date of about 1951. However, the 1947 city directory shows Walker Motor Company at this address. The 1944 phone book has no listing for Walker's, and the city's Oldsmobile dealer was another company on South Main Street. No information is available for the years 1945-1946. A filling station was immediately next door to the west set back from the corner of N. Lee Street. Behind Walker's was automobile parking which remains today. At that time, Depot Street had not yet been cut through the Council-to-Innes block. Walker Motor Co. was later named Walker-Mendenhall Motor Company. Used in recent years as the Flowers Bakery Thrift Store. Currently vacant; proposed for rehabilitation as office space. (CD, SM, Randy Hemann interview with Paul Bernhardt, *Salisbury Post* 2/28/1999)

E. INNES STREET, NORTH SIDE:110 E. Innes Street

Built by 1890 with 1970s front wall

Non-contributing building

Low two-story, two-bay-wide, brick commercial building. Although Sanborn Maps and city directories imply that this building had been erected by 1890, its plain, yellow brick facade with flat metal canopy dates from the late 1970s when the earlier front wall was demolished and rebuilt. In 1890, the building had a front porch or supported roof extending into the street and was used as a grocery store owned by the Smalls. By 1907 a saloon was on the second floor. The 1910 city directory lists S.C. Miller's soft drinks at this location, and the 1913 map shows a restaurant here. By 1922, D.C. Lentz, jeweler, was in the basement

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 8

Rowan County, NC

space. The building has a long history of housing a shoe repair service. The first was Dry Brothers (Ralph and Charlie Dry), who may have begun their shoe repair business here by 1904, although their first listing in this building is in the 1928 city directory. In 1941, M.G. Cline bought the business and continued under the Dry Brothers name. At that time, the basement housed Lentz Barber Shop and the second floor was occupied by a bar reached by stairs (now gone) from the alley. Cline bought the building two years later and in the late 1940s changed the name to Cline's Shoe Service Repair, which continues here today. The basement has been vacant since the 1940s and the second floor has been used for storage. Cline's has been in business here for fifty-seven years. The shoe repair use has continued here for at least seventy years and perhaps as long as ninety-five years. Still in the shop is the cash register used by Dry Brothers. In the late 1970s after a truck hit the front of the building, the front wall was taken down and the current new front wall was constructed with steel beams and yellow brick veneer, with door and window openings in the same positions as before. At the same time, new surfacing was added to the side wall in the alley and a partition was built inside to separate equipment from the customer area. (CD, SM, Cline interview)

112 E. Innes Street

Built by 1890

Contributing building

Although the first story shopfront of this two-story brick building has been remodeled, the rest of the facade appears to be largely intact. Three bays wide, it has segmental-arched, second story windows topped by segmental blind-arched panels. The cornice is slightly corbeled. Built by 1890, when the building had a porch or supported roof extending into the street, the front portion was occupied by a saloon, and the large rear one-story portion (now gone) was a billiard parlor. These uses continued until at least 1907, and M.G. West's pool hall was here in 1910. In 1910, W.A. Brown bought the building and moved his cash meat market here from S. Main Street. On the second floor was the office for his mechanical refrigerating business, which operated in the rear section of the building; city directories advertised refrigerators, electric motors, and refrigerating machines. Both Brown businesses remained here until 1928 when the refrigerating machine company moved to their newly constructed building at 2001 S. Main Street.⁴ In the 1930s, the back section was used by a blacksmith for horseshoeing. In 1939 the building was vacant; by 1947 the front section was occupied by The Rainbow Grill restaurant, owned by Albert J. Reizck who lived upstairs. In

⁴ W.A. Brown and Son Refrigerating Equipment continues today at 2001 S. Main Street with two branches elsewhere in Salisbury. Brown's grandchildren, Edward Brown and Lois Brown Hanes, remain involved with the business.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 9

1951 Sherwin Williams paint store was here with the A&F Beauty shop in the back. The rear portion was demolished after 1950. Since 1991 occupied by jewelry store, first Ralph Williams Jewelers in this building only, and then about 1995 renamed Dee's Jewelers and expanded to include #114 next door.⁵ (CD; SM; Brown, Cline, Dietz, and Hanes interviews)

114 E. Innes Street

Built between 1931 and 1950

Contributing building

Originally an individual building, this two-story brick structure has been joined internally to Dee's Jewelers next door at 112 E. Innes Street. This east portion of Dee's Jewelers is very plain. The second story of the facade has a pair of two-over-two sash windows with rusticated granite sills. Near the cornice line a rectangular recessed panel decorates the upper facade, and the whole is topped by a soldier course of bricks. The first story has been remodeled with modern display windows set atop a brick skirt. Attached to the eastern edge of the building are the remains of the adjoining building, demolished at an unknown date. Because of the removal of the adjacent building, the east elevation of this building has been stuccoed. Built between 1931 and 1950. There had been a one-story commercial building here by 1890, used as a grocery store and barber. By 1928 the Palace Barber Shop was here and remained until at least 1951. Sanborn maps indicate the current building was built during these years. Served as a podiatrist's office in 1995 when purchased as expansion store to Dee's Jewelers next door at #112. (CD, SM, Dietz interview)

E. Innes Street

Vacant Lot

Between 114 and 124 E. Innes Street is a vacant lot paved for parking. It extends northward, opening up for more parking in the interior of the block. On this site was a hardware and furniture warehouse built by 1907 and demolished after 1950. (SM)

⁵ By 1907 a one-story tile-veneered building had been erected behind this building and used as a hardware warehouse until at least 1950. It has since been demolished.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 10

Rowan County, NC

124 E. Innes Street

Built ca. 1923

Contributing building

Two-and-a-half-story, yellow-brick commercial building, similar in design and materials to several other buildings in this block of E. Innes Street. Although the first-story shopfront has been remodeled and has a projecting metal canopy, the second story remains intact. It features a row of one-over-one sash windows with transoms and granite sills and a metal-fabricated classical cornice with both dentils and modillions. Perhaps the most striking feature of the building is its interior, which retains decorative pressed metal ceilings and a fully encircling mezzanine between the first and second floors. Built ca. 1923 for Dixie Furniture Company, the mezzanine was part of the original design. When built, this building used as its western wall the existing wall of the building next door (now gone). That wall, once an exterior wall, retains its painted American Tailor advertisement. Owned and occupied by Simpson-Peacock wholesale grocers in the late 1920s. Peacock bought #126 next door from O.O. Rufty, as well as Rufty's business, and the buildings were joined internally. Rufty managed the business for Peacock. Peacock, a banker, needed cash during the Depression to cover loans, so sold #126 and the business back to Rufty just a year or two after buying them. By the late 1930s, #124 was occupied by Sterchi Brothers Furniture Store, by 1949 was home to Carolina Tire Company for a short while, and was vacant in September, 1951. Occupied by Rustin Furniture Company for many years. Currently vacant; the owner of O. O. Rufty's store next door is currently renovating this building for use as an old-fashioned soda fountain, downtown grocery store, butcher shop, and buffet-style restaurant. The openings between #124 and #126 made by Peacock ca. 1929 will be reopened and the painted American Tailor sign will be uncovered. (CS, SM, Wallace and Rufty interviews)

126 E. Innes StreetBuilt between 1922 and 1924⁶

Contributing building

Two-story, yellow-brick commercial building. The first-story shopfront has been partially remodeled, but the second story remains well-preserved with its three pairs of one-over-one sash windows with granite sills and classical cornice with both dentils and modillions. The interior is also remarkably intact, featuring decorative pressed-metal ceilings along with original shelving and retail counters. At the east end of the building, a wide enclosed

⁶ An earlier building on this site was used as the barber shop of Smith and Gant, African-American barbers, and as William A. Bringle's shoemaker shop.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 11

Rowan County, NC

wooden stair which also has a pressed metal ceiling rises from the first story to the second. Built between 1922 and 1924. Perhaps the first business in the building was O.O. Rufty's general merchandise. The second floor was home to the Christian Science church. Rufty's was established in 1905 on N. Main Street, moved here in the early 1920s, and continues today as a traditional general store. It is a local landmark. O. Oscho Rufty worked at the store for his uncle; at his uncle's death he became manager of the store, changing the name to O.O. Rufty's and later moving it to E. Innes Street.⁷ O.O. Rufty's General Store remains here today, a local landmark. It was used as the model for the general store scenes in the movie *The Color Purple*.⁸ The store expanded into the building to the east (#128) and is currently planning an expansion into #124 to the west. The Christian Scientist hall on second floor has served variously as roller skating rink, square dance hall, and additional retail space for Rufty's for many years. The space at #126½ was Harell Photography Studio in 1951 and Family Studio Photography in 1960. (CD, SM, Rufty interview)

128 E. Innes Street

Built ca. 1919

Contributing building

Two-story, yellow-brick commercial building with classical detailing. Although the first story shopfront has been largely remodeled, it retains its granite water table and classical cornice. The second story is distinguished by a pair of windows, each composed of two one-over-one sash windows united beneath a segmental-arched fanlight. Above the windows, a classical, parapeted cornice with scrolled brackets, modillions, and egg-and-dart molding extends across the facade. Appears to have been built ca. 1919 when Simpson-Peacock Co., wholesale grocers, moved here from 104 S. Main Street and remained until at least 1924. By 1926 was Hartman Motor Company (owner William D. Hartman also owned Dixie Furniture Company at #124); by 1928 occupied by Foil Motor Co., managed by Ernest L. Foil. In 1928 or 1929 Foil moved to 211 E. Innes Street [see]. By 1939, Ketners Grocery was here and moved between 1942 and 1947 next door to #130-132. Evidence of Ketner's remains: on the east side of the building is a painted sign reading "Ketner's Warehouse," visible from Lee Street. By 1947, #128 was occupied by Whitey's Restaurant and by Lawunston Backus, while #128½ was the Peter Pan Pastry Shop. By 1951, occupied by

⁷ O. Oscho Rufty grew up on Dutch Second Creek where his parents ran a roller mill. An Indian widow lived in one of the outbuildings. Rufty's mother liked the Indian name Oscho in one of the widow's books and gave the name to her child.

⁸ According to current owner Oscho Rufty, the filmmakers took still photographs of the areas of the store they liked, then purchased every item in the photographs and recreated the setting elsewhere for use in filming the movie.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 12

Rowan County, NC

Saleeby Hosiery Company, Peter Pan Pastry Shop at 128½, and Dixie Jo Beauty Shop on second floor. In 1960 the pastry shop remained, although named Luke's. Modern Finance was in 128½ for a short time. For many years the western portion was home to Sheila's wig salon and the eastern portion to Bill's Pastry. Rufty's store purchased the building in the 1950s and expanded into Sheila's Wigs space in the 1980s. Bill's Pastry remains here today. (CD, SM, Rufty and other interviews)

130-132 E. Innes Street

Built 1919

Non-contributing building

One-story, brick, commercial duplex. Although the N. Lee Street (east) elevation--with its six-to-one common-bond brickwork, brick pilasters, and eight-light pivoted windows high on the wall--suggests the age of the building, both the brick veneer and glass facade and the interior have been completely rebuilt following a fire. Behind the building is a paved parking area. Built 1919 when the city directory notes, "Under Construction," and served many automobile-related businesses. Among these were, by 1922, Motor Sales and Service Company (1922 Sanborn map notation reads "capacity 150 cars"); by 1926, Jarrett-James Motor Company; by 1928, Trexler, Ijames and Blackmer (Chrysler Sales and Service); and Salisbury Motor Company in the 1930s.⁹ During Salisbury Motor Company's use, the front facade of the building had an automobile entrance and driveway through the middle of the building with office and parts on one side and the Buick showroom on the other, leading to open space in the back. A large basement was reached from an entrance, now enclosed, on the Lee Street facade. In the basement was a body shop and repair shop. By 1939 the upper floor was occupied by Haden's Economy Auto Store, which recapped tires during World War II when new tires were unavailable. During Haden's occupancy in about 1941, an accidental fire burned much of the building, the burning rubber creating billowing deep black smoke. (Haden's later moved to 200 E. Liberty Street.) The building was vacant after the fire and by 1944 was used by Ketner's Grocery until at least 1951 (Ketner's Warehouse

⁹ Salisbury Motor Company was a Buick dealership founded in 1919 by Donald Clement upon his return from World War I. Started in 100 block of W. Innes Street, then moved to this location and operated the first used car lot in Salisbury across the street on part of the property where #123-129 is today. Later moved to 215 E. Innes Street for a few years before returning to the original location on W. Innes. In about 1947 they moved to their current location in the 700 block of W. Innes. The company is in its eightieth year as a Buick dealership and remains in family ownership.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 13

Rowan County, NC

advertized here in 1944 phone book)¹⁰. Occupied by a Winn-Dixie grocery store in 1960, later occupied by Advance Auto Store. The building has been reworked and remodeled several times. Currently occupied by Rent-a-Center and the Visitor Center. The rear section was demolished between 1931 and 1950. (CD; SM; D. Clement, E. Clement, Ingold, and Wallace interviews)

(N. Lee Street intersects)

202 E. Innes Street

Built between 1931 and 1950, probably 1930s

Contributing building

Rectangular, one-story brick building, most of which is painted white. Tile pent roof has cresting over corner entrance. Parking lot north of building. Built between 1931 and 1950, probably in the 1930s, as a service station, replacing another service station (Innes & Lee Service Station) that was positioned diagonally on the corner lot. Known as Atlantic Service Station (1939, 1942), Smith's Atlantic Service Station (1947), Atlantic Refining Company office (1949, 1951), Crotts Atlantic Service Station (1953), Jones Service Station (1955). Later was the office of African American dentist Dr. Lee Jones, and by 1960 the office of his son, also a dentist, Dr. Clinton M. Jones who remained for many years. Currently occupied by Hair Designs by Shirley and proposed for demolition. (CD, SM, interviews)

206 E. Innes Street

Built 1960s

Non-contributing building

Small, one-story frame building with vertical siding and a flat roof. Set back from street and surrounded by a paved parking area. By 1942 the Foil Motor Company (across the street at #211) was operating a used car business here. This small building was built in the 1960s to

¹⁰ Glenn Ketner founded Ketner's Grocery, a Salisbury-based chain of twelve to fifteen supermarkets, and operated a store in the 100 block of East Innes Street. He sold his chain in 1955 or 1956 when eight or ten chains were purchased to create the Winn-Dixie corporation including Ketner's, Dixie Home Store (out of Greenville, SC, with a Salisbury branch at 127 E. Innes Street within the boundary expansion area), and Winn-Lovett stores of Raleigh. Glenn Ketner went into the real estate business and left the grocery business after selling his Ketner's chain. A second major grocery chain was started in Salisbury by Ketner's brothers. This was Food Town (now Food Lion) founded in 1957 by Ralph Ketner, Brown Ketner, and Wilson Smith. Ralph and Brown Ketner were brothers of Glenn Ketner. Glenn, by this time in the real estate business, built the Ketner Shopping Center in Salisbury in 1957 with Food Town's first store as the tenant.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 14

Rowan County, NC

serve that operation which continued until 1974. Later used by Hoffman's Rental Cars. Currently vacant. (CD, interviews)

210 E. Innes Street

Built ca. 1912

Contributing building

One-and-a-half-story brick building with granite block quoins running up either edge of the facade. Shop front altered; transom removed but in storage. Slightly corbeled brick cornice. West side laid in five-to-one common bond with stepped parapet. Five segmental-arched windows have been bricked in. Interior mostly remodeled, but mezzanine survives along east side. Built ca. 1912 for Cathey Buggy Company which operated in conjunction with Henkel-Craige Live Stock Company. (See at 109 N. Lee Street; Henkel-Craige built attached rear brick and frame sections, later remodeled.) The buggy company was owned by Joseph Pinckney Cathey who moved to Salisbury from Statesville in 1904-1905.¹¹ The livestock company sold horses and mules and was owned by friends of Cathey. The two businesses worked closely together and helped each other. The buggy company sold and repaired carriages and provided parts and wheels. Sanborn Maps show that by 1922 Cathey was selling "automobiles and carriages;" however, the business closed around 1923. The building then had a series of occupants, including Yount Motor Company in 1924, MY Motors in 1926, Carolina Feed Store in 1928-1929, Genuine Auto Parts by 1939 and until at least 1950; later was The Lamp Restaurant and currently is The Livery Stable antique shop. Building originally elevated with raised basement and five or six steps to reach the main floor; steps were removed in 1947 when the level of the street was raised for the new bridge over the railroad; basement remains. (CD, SM, E. Clement & Ingold interviews, Hemann & Clement research)

¹¹ Cathey was grandfather of Elizabeth Hanford Dole, US presidential candidate in 1999.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Salisbury Historic District Boundary
Amendment and Additional Documentation

Section number 7 Page 15

Rowan County, NC

212 E. Innes Street

Built 1949 or 1950

Contributing building

One-story brick commercial building with plain facade except for slightly corbeled cornice. Metal and glass paneled doors and windows. Exposed rear of east side laid in seven-to-one common bond. The 1950 Sanborn Map shows "steel posts" on the west side. Built in 1949 or 1950 by Ernest L. Foil as Rowan County's first ABC store (Alcoholic Beverage Commission) after liquor law was passed; remained in this use until at least 1960. Foil owned the tractor company behind #210, 212, and 214; the vacant lot at 212 had been the driveway to the tractor company for a few years until this building was erected. Currently vacant. (CD, SM, Ingold interview)

214 E. Innes Street

Built ca. 1949

Contributing building

One-story brick commercial building nearly identical to 212 E. Innes. Plain facade except for slightly corbeled cornice. Glass and metal storefront. Built ca. 1949 as the U.S. Organized Reserve Corps, which remained until 1954 or 1955. Identified as "Armory" on 1950 Sanborn Map. Currently vacant. (CD, SM)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 16

Rowan County, NC

E. INNES STREET, SOUTH SIDE:

(Alley)

119-121 E. Innes StreetBuilt between 1918 and 1924¹²

Contributing building

Two-story commercial building with red brick common bond on the sides and rear and yellow brick veneer on the facade. Although the shopfront of #119 has been remodeled, the rest of the building remains largely intact. Of particular interest are the second-story fenestration with three-part and single windows with Craftsman-style upper sash, the ironwork grill vents above the row of windows, and the classical, parapeted cornice with both dentils and modillions. Built between 1918 and 1924 by brothers Leo and Jake Wallace, just a few feet from a two-story rooming house next door to the west that had occupied a quarter of the block for decades, known as the Caldwell House for owner Dr. Caldwell. First occupant of the new commercial building was Odell Auto Equipment Company. In 1924, became home of the Great Atlantic & Pacific Tea Company, a grocery chain better known as A&P. A&P opened two branches in Salisbury that year. On the second floor were the Jno. F. Clark Co., C.I. Jones and Co., and Fairley and Dungan, all cotton brokers, and the office of the Zenith Guano Company, whose plant was in the country outside Salisbury. In 1931 the neighboring Caldwell House was demolished. The A&P store remained at least until 1940, and by 1942 Walker and Rusher Grocers and Trexler's Meat Market were here, sharing a telephone. After construction of the buildings next door (123-129), the second floors of both were known as the Victor Building, named for Victor Wallace, father of Leo and Jake. The second floor of the A&P building by 1950 was a "sewing room" for the Adams-Johnson Co., manufacturer of ladies underwear. Other occupants in 1951 included a tailor, dance school, sewing machine repair shop, and a masseur. As offices moved away from downtown, the second floor became apartments, still known as the Victor Building. Second floor has been vacant for six or seven years. Wallace Realty retains ownership and plans to rehabilitate the building for continued use as commercial storefronts with apartments above. Continues commercial uses on first floor; current occupants are Piedmont Carpet at #119 and Simply Good Natural Foods at #121. (CD; SM; 1944 phone book; Wallace, Hoffman, and Ingold interviews)

¹² The current Leo Wallace, grandson of Victor Wallace for whom the building was named, remembers the building was constructed in 1918. However, the building is not shown on 1922 Sanborn map or the 1922-1923 city directory. City directories first list the building in 1924.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 17123-129 E. Innes Street

Built 1931

Contributing building

Long, two-story brick commercial building with four storefronts. It is faced with yellow brick that is somewhat darker than the yellow brick used on the two adjoining buildings. Each storefront has a pair of three-part windows similar to those on the adjacent building (119-121 E. Innes St.) and a classical cornice. The three easternmost storefronts (#125-129) retain decorative pressed metal ceilings on the interior. In the 1920s the easternmost part of this site was a vacant lot used by Salisbury Motor Company as Salisbury's first used car lot. An interesting bit of local history took place on this site. Dr. Caldwell's house stood on this lot, set back from the street. In the 1920s a tiny frame store was built in front of the house near the street and was used for the sale of cold drinks and hot dogs. In December, 1930, notorious criminal and escape artist Otto Wood was in Salisbury. During their search for the escapee, the sheriff saw Wood enter this building, captured him, and put him in the sheriff's car. Wood pulled a gun, the sheriff and deputies jumped out of the car, and a gunfight ensued on the street. Wood was shot and killed. The store and the Caldwell House were demolished in 1931 and the current commercial building was built that same year by the Wallace family. Salisbury Cut-Rate Furniture Company occupied the store at #129 for about twenty-five years. Other early occupants included Allen Grocers at #127. Allen later merged with Dixie Home Store Grocers and remained in the building. (The Dixie chain later became part of the Winn-Dixie grocery chain). At #125 was the Western Auto store; it remained until World War II when it closed because the owner could get neither tires nor batteries. In #123 was Herrington Co. Grocers, a well-known butcher. The second floor was known as the Victor Building along with the building next door at 119-121 (see), and was used for offices for several decades, then as apartments. Second floor is currently vacant with plans for rehabilitation as apartments. First floor continues its commercial use; current occupants are Rainy Day Bookstore and Coffee Shop (#123), Burkhardt's Rainbow Vacuum (#123A), Habitat for Humanity General Store (#125), Carolina Computer Resources and Butler's Office Machines (#127), and The Sports Section (#129). (CD; SM; 1944 phone book; D. Clement, E. Clement, Wallace, Hoffman, and Ingold interviews)

131 E. Innes Street

Built 1925 or 1926

Contributing building

Dominant, three-story brick commercial building. Although the first-story shopfront has been remodeled and the center enclosed stair has been removed, the rest of the building

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 18

remains largely intact. The facade and the front bay of the N. Lee St. elevation are faced with yellow brick and feature both single and paired windows with granite sills and a heavy classical cornice. Window-sized panels in the center of the facade are filled with darker yellow brick like that used on the adjacent building, 123-129 E. Innes St. Above each row of windows is a long, brick panel. The east elevation is distinguished by rows of windows and the use of red Flemish-bond brickwork, while the upper level of the west elevation and the rear elevation use common bond. Two double-leaf rear entrances with segmental-arched heads remain intact. The interior retains decorative pressed-metal ceilings on all three floors. Partitions were built into the upper levels in 1955 for offices and remain today. The building was constructed in 1925 or 1926 and known as the Yancey Building for its owner. Third floor "hall" was designed for the Elks Club who moved here from S. Main Street. First floor was first occupied by Penders Grocery in #131, and L.J. Klutz and Son furniture store in #133. In about 1940, Hardiman and Son appliance, furniture, and hardware store moved here from 111 S. Main Street and has used both storefronts ever since. William E. Hardiman and his wife Nannie B. Hardiman owned this store, two branches in Concord and Kannapolis, and the Hardiman's Ladies Shoppe on S. Main Street. They lived in Spencer but moved in 1939 to Edgewater, Florida. Offices occupied the second floor. The 1938 city directory lists only three offices, including Furniture Direct Supply Co and Collins-Durax wholesale granite company. By 1951, Hardimans remained on the first floor with 15 offices, including Temple Israel, on the second floor and the Elks Club remaining on the third. The Moose Lodge used the hall after the Elks Club moved to a new building in the 1950s. When built, the building had a center stairway on the street facade between the storefronts. The front was remodeled, the stair removed, and an elevator installed in 1954-1955 at the time Hardiman's became owner rather than tenant. Beneath the panels placed on the front facade in 1955 are bullet holes from the shootout with Otto Wood in 1930 (see entry for #123-129). Today the building continues its use as Hardiman's furniture store; Hardiman's uses the upper levels for storage. (CD; SM; 1944 phone book; E. Clement, Hoffman, and Wallace interviews)

201 E. Innes Street

Built between 1931 and 1935

Contributing building

One-story stone automobile service building set back from the corner of E. Innes and N. Lee streets. The bold use of rusticated cut-stone blocks, round-arched service bays, and a crenelated cornice make this a visually striking building. The shed roof wrapping around the northwest corner of the building was originally covered with clay tiles; these have been replaced with tiles of a modern material. A concrete wing has been added to the rear (south side) to increase the service area. Built between 1931 and 1933 as Shell Service Station No.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 19

80507, the third Shell station in Salisbury, with three gas tanks in front and used auto sales in back; owned by Old Hickory Oil Company. By 1938 it was Salisbury Tire and Battery, owned by Edgar B. Bankett. In the mid-1940s it became Bankett Tire and Battery. For a short while Fisher Oil Company rented the building for wholesale distribution of home heating oil. In 1972 Tom Dendy Tire opened here. In the early 1990s the front was home to Cliff's Muffler and Auto Express and is currently occupied by Johnny's Muffler and Auto Express. (CD, SM, Ingold, Dendy, Clement, and Keen interviews)

211 E. Innes Street

Built ca. 1928

Contributing building

One-story brick automobile service building with name panel in the upper facade and a stepped parapet cornice. Western two bays contain display windows headed by luxor prism transoms, while easternmost bay serves as a passage to the service area at the rear. The interior of the service drive is handsomely detailed with a vertical-board wainscot, a pair of interior windows, and a block of glass and wood-paneled doors. The rear wall of the building has three large, multi-paned glass sections to admit as much natural light as possible into the work area. Numbers 211 and 215 were the first commercial buildings in this block. A house at this site was demolished about 1925; these two adjoining businesses then operated with houses on either side for some years. Number 211 was built in 1928 or 1929 as a large, two-part building with concrete floors and the steel roof truss; built by Wallace Realty for Foil Motor Company (Ernest L. Foil), which moved a block from 128 E. Innes where it had been in business for only about a year. Foil remained in the building for forty-five years and a Foil offshoot operated here for twenty more. Foil was first a Nash dealership and later became Salisbury's Chrysler dealer. At first Foil used a lot across the street from #211 for parking, quickly constructing a body shop there, using part of the former Cathey Buggy building for automobile painting. By 1942 and continuing into the 1970s, Foil was operating a used car business across the street at #206. In 1948 or 1949, Foil expanded its automobile services to include Acme Finance Company and the office for Rowan Salvage Company, whose warehouse was on Highway 29 South. In the early 1950s, Foil leased land behind #201 from Edgar Bankett or Sink Walser and built the open metal shed for expansion of its new and used car sales, giving the dealership a Lee Street frontage as well. All three businesses remained into the 1970s. Foil Motor Company closed in November 1974. Three associates leased the building and equipment and opened Foil Motor Parts and Services, later franchising with Chrysler under the same name until it closed in 1993. Today the building continues its automotive use as Taylor Tire and Automotive which moved here from S. Main Street. (CD, SM, Ingold and D. Clement interviews)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 20

Rowan County, NC

215 E. Innes StreetBuilt ca. 1927
Contributing building

One-story brick automobile service building, significantly longer than it is wide. Western two-thirds of facade consists of display windows, while eastern third serves as a passageway to the service area in the rear. Bricks arranged in squares, diamonds, and panel borders and painted in a contrasting color from the rest of the facade form the only decoration. A vertical-board wainscot and a row of five windows line the west side of the service passage. Numbers 211 and 215 were the first commercial buildings in this block which had been purely residential until about 1927, when the first house was demolished and this building constructed. The two adjoining businesses operated with houses on either side for some years. Number 215 was built ca. 1927 for M-Y Autos, named for M(arion) Y. McCanless, secretary of M-Y Autos and wife of Charles McCanless, president and treasurer. M-Y Autos moved here from across the street at #210 and sold Hudson, Essex, and Packard autos. By 1935 this building was home of Crescent Motor Co., Inc., a Pontiac dealership owned by O.C. (Octavius Charles) Godfrey, Southern Railroad engineer, and managed by Clyde H. Harriss, Godfrey's son-in-law. They closed a Pontiac dealership in Spencer and opened Crescent Motor Company here. By 1942 Crescent was selling used cars next door. Harriss continued Crescent and by 1947 had opened Atlantic Acceptance Corp. auto financing with O.C. Godfrey, Jr., son of Crescent's owner, as his vice president. Both businesses were still here in 1951, but gone by 1961. The building was later used as a furniture warehouse by Rustin Furniture. Today, this building continues its automotive use as home of Ray's Transmissions. Entrance to the building was changed in 1947 when the high steel bridge over the railroad was replaced by the current concrete bridge and Innes Street was modified to create a more gradual incline approaching the new bridge. The level of the street was raised considerably, making access to some buildings difficult. Accessibility to #215 was especially difficult and the building was so much lower than the street that it could no longer serve as a display area for automobile sales. There had been side and rear entrances with vehicle access to Innes Street; however, this was eliminated by the elevated street level. The steep ramp from Innes Street to the #215 workroom resulted and ended the building's use for auto sales.¹³ (CD, SM, D. Clement and Ingold interviews)

¹³ Behind #215, Clyde Harriss built a body shop building now used for coffin storage by Noble & Kelsey Funeral Home with frontage on Fisher Street. The property next door to #215 (#219, now a parking lot) was the last on the block to retain a dwelling house when all others had been demolished for commercial uses. The house was demolished about 1944 by Crescent Motor Company which used the land as a Pontiac car lot. After the new bridge and street approach were

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Salisbury Historic District Boundary
Amendment and Additional Documentation

Section number 7 Page 21

Rowan County, NC

N. LEE STREET, EAST SIDE:

N. Lee Street (100 block)
Vacant Lot currently used for parking.

109 N. Lee Street
Built ca. 1912 with major rebuilding ca. 1947
Non-contributing building

Appearance and history indicate this was originally built behind and adjacent to 210 E. Innes. Rebuilt ca. 1947 reusing ca. 1912 brick exterior walls in front section. Large brick building has north and south stepped parapets and open interior with metal truss roof. Oldest section (ca. 1912 brick) retains bricked-in arched openings. Replacement windows in original 1940s window openings and painted signage, "Ford Tractor-Ferguson System." A two-part building was constructed about 1912; the southernmost part adjoining the back of the building at 210 E. Innes Street was brick while the rearmost part was of frame construction with a rear shed. The building was built for Henkel-Craige Live Stock Company, owned by two families who moved to Salisbury from Statesville. They sold horses and mules and operated in conjunction with the adjoining Cathey Buggy Company (see at 210 E. Innes). The two businesses were separate but worked closely together and helped each other. The Henkel-Craige building was later used by other businesses and was for many years the body shop for Foil Motor Company (across the street at #211). This was one of the largest body shop buildings in Salisbury. In 1946 or 1947, Foil demolished all the ca. 1912 frame portion and the back wall of the brick section. The side walls of the ca. 1912 brick building were retained and incorporated into a new brick structure with steel truss roof and concrete floor. Built for the Salisbury Tractor Company with its driveway at 212 E. Innes Street. Today the 1912 and 1947 building is a separate property with address at 109 N. Lee Street. (CD, SM, E. Clement & Ingold interviews, Hemann & Clement research)

N. LEE STREET, WEST SIDE:

118 N. Lee Street
Built 1913-1914
Contributing building

occupied for some years after the street level was raised, with its front porch roof about even with the surface of the street. It was demolished in the early 1960s. The lot then remained bare because it was significantly below street level until it was filled in in the late 1970s by Robert Ingold and Robert Morgan and paved with #219 to create the current large parking lot to serve their Foil Service business in the building at #215.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 22

Rowan County, NC

This diminutive commercial building is the only one facing N. Lee Street in this block. It is a simple one-story brick structure that features a narrow two-bay facade composed of a glass-and-wood-paneled door and a pair of two-over-two sash windows shaded by an awning. In front of the windows, steps--surrounded by an ironwork fence--lead from grade down to a basement entrance (now closed by metal gates). A brick dentil course forms the simple facade cornice. Both sides of the building retain remnants of painted Coca-Cola signs. While a solid wall forms the south elevation, the north elevation has a row of small windows and a single door toward the rear; the rear has a single larger window. All have segmental-arched heads. Apparently built 1913-1914; Sanborn Map shows this building on a previously vacant site with notation "From Plans." In 1922, was W.A. Roseman's grocery; by 1928 Capital Barber Shop was in the front (then #114), with H.A. Roseman's shoe repair at 114½. The barber shop was an African American business; Roseman was white. By 1931 the building was used as "office," perhaps that of Dr. Lee C. Jones, African American dentist, whose office was here by 1939 and remained for many years into the 1950s. Today is the Lee Street Clayworks and Gallery. (CD, SM, interviews)

(Alley, known as Hogans Alley in 1910 CD and as Bencina's Alley in 1922-1923)

Rear of 123 N. Main Street

Built in stages, by 1922, by 1950, ca. 1959, ca. 1938
Contributing building

The center of this block face contains a long, multi-section, one and two-story brick structure that serves as the rear wing of 123 N. Main Street, identified as #162 in the Salisbury Historic District of 1975. It is included here because it was inadvertently left out when the 1975 district boundaries were drawn. When the Bamby Bakery was built at 123 N. Main Street (between 1913 and 1922), two separate "feed stables" were already located behind and to the south, near the alley to N. Lee Street.¹⁴ Behind three Main Street buildings was a rear section adjoining one feed stable with interior access to the rear of the Bamby Bakery. It appears that this pre-1922 stable was remodeled as a bake room with two large brick ovens; the second floor was the sifting room. The eastern feed stable was labeled "livery stable" in 1922. By 1931, the bakery, bake room, and livery stable remained apparently unchanged. The stable was demolished ca. 1950 and in its place a two-story rear addition was built to the bake room, labeled "Bake House and Shipping." Sanborn map labels this "From Plans." It was of steel post-and-beam construction with a one-story tile addition with concrete floor and steel roof trusses was built, housing a private garage. In about 1959 several buildings fronting on N. Lee Street were demolished and the rearmost portion of the bakery was added with truck bays on the east and south sides (tractor-trailer "relay" trucks on east and local route trucks on the south). In about 1983, the southern truck bays were closed and a small side addition was built, creating the square shape of the current structure. (CD, SM, interviews)

¹⁴ The 1975 nominations gives 123 N. Main Street a construction date of ca. 1880-1895. However, the series of Sanborn maps shows different buildings on the site, with the 1913 notation, "Ruins, roof gone, part of wall stands." By 1922 the current buildings at 123 N. Main had been built and was in use as a bakery.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 7 Page 23

Rowan County, NC

S. LEE STREET:S. Lee Street (west side 100 block)
Vacant Lot

Behind (south of) 119-131 E. Innes Street with frontage on the west side of S. Lee Street is a vacant lot paved for parking. It is separated from the E. Innes Street buildings by an alley.

S. Lee Street (east side 100 block)
Vacant Lot
Non-contributing structure

Behind and south of 201 E. Innes Street with frontage on the east side of S. Lee Street. One-story, open shed with metal posts at east and west ends supporting a metal, gabled, canopy roof. Runs east-west. Built by Foil Motor Company (211 E. Innes Street) in the early 1950s for its new and used car sales. Until 1950 this had been a gravel lot; later paved by Foil. (SM, interviews)

E. LIBERTY STREET, SOUTH SIDE:

(Alley)

119 E. Liberty Street
Built mid- to late-1940s
Contributing building

Nearly square, one-story brick commercial building with simple stepped-parapet facade and side elevations. Although all windows have been bricked up, the whole has been over-painted to diminish the visual effect. The original form of the building remains intact, contributing to the overall period image of the streetscape. Built in the mid- to late-1940s as an auto repair shop. A.C. Menius built a filling station on the SE corner of Main and E. Liberty about 1930. He expanded this for auto sales, selling Packard automobiles and, for a while, Studebakers. He built the building at #119 probably in the mid to late 1940s as his Packard repair shop. Most recently served as a warehouse for Norman's Draperies. Currently vacant; under consideration for demolition by F&M Bank for parking. (CD, SM, Wallace interview, *Salisbury Post* 2/28/1999)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 24

(Alley)

123 E. Liberty Street

Built by 1931

Contributing building

Two-story, dark red brick commercial building. The first story of the facade consists of plate glass windows and an off-center, double-leaf glass entrance. Although the second-story facade windows have been bricked up, the brick window sills and lintels remain intact, along with brick-bordered panels beneath each window. A concrete panel above the center window, concrete diamonds above the flanking windows, and a concrete cornice coping decorate the upper facade. Windows on the west elevation and rear have been enclosed, and a small brick addition has been added to the rear. This is the third known commercial building on this site. The first was the Salisbury & Spencer Railroad car sheds, demolished by 1913. The second was built between 1913 and 1922 as McCanless's Auto Service Station, a small one-story masonry filling station with a concrete drive leading to McCanless Motor Company's Council Street headquarters. (McCanless Motors was owned by John McCanless and his sister Claire McCanless Dawson. See entry at 118 E. Council Street.) By 1922 the Wharton Arcade had been built; it was an elevated concrete walkway from the Salisbury Depot through this block to Main Street. McCanless built a concrete drive from the rear of the Council Street building, beneath the raised walkway, to a rear door in this new filling station at 123 E. Liberty. By 1931, the filling station had been either completely rebuilt, or demolished and replaced by the current two-story masonry building with concrete first floor to serve as McCanless Motor Company's service department. A 1944 McCanless advertisement promotes its Dodge and Plymouth cars, Dodge trucks, and dependable used cars. By 1950 McCanless had installed an elevator and used this building for sales and service in conjunction with its new building at #125 next door. The business shifted its focus to the E. Liberty building. McCanless Motors remained in business until about 1980 when the elderly owners retired. The company was said to be the oldest continual Dodge dealer in North Carolina. Currently vacant; possibly proposed for demolition by F&M Bank for parking. (CD, SM, Clement and McCanless interviews, *Salisbury Post* 2/28/1999)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 7 Page 25125 E. Liberty Street

Built 1946

Contributing building

Large, one-story, automobile service building. In addition to multi-paned garage doors on the center front and rear of the building, large multi-paned windows on the rear and east elevations and--most significantly--a monitor roof down the center (north-south) of the building provide ample natural light to the interior. Display windows on the facade have been covered with vertical wood paneling. Built in 1946 of brick-faced cinder block on steel posts with a concrete floor, steel roof trusses, and a four-foot raised monitor roof. Built as McCanless Motor Company's auto repair shop together with the older building at #123 next door (see). The business shifted its frontage from Council Street to its two Liberty Street buildings. Continued this use until about 1980 when McCanless Motors closed. Currently vacant; proposed for rehabilitation for undetermined use. Current proposal, however, calls for demolition of McCanless's earlier adjacent building next door at #123, the first of McCanless's expansions and without which #125 would not have been built.¹⁵ (CD; SM; 1944 phone book; *Salisbury Post* 2/28/1999; McCanless, D. Clement, and Wallace interviews)

¹⁵ The building at #127 was demolished while this nomination was being prepared. Built by 1931; in 1939 was Jacob M. Kepley's Service Station and a branch of Kepley's Dry Cleaning Works. By 1951 it was Sides Mobile Service Station and Trexler Transmissions. The building served as Jay's Restaurant for perhaps twenty years, was vacant for about ten, and was demolished in March 1999. (CD, SM, Interviews)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Salisbury Historic District Boundary
Amendment and Additional DocumentationSection number 8 Page 26

Rowan County, NC

SUMMARY

The purpose of the Salisbury Historic District (Boundary Amendment and Additional Documentation) is to expand the boundaries and revise the period of significance of the Salisbury historic District (NR 1975). These changes are in response to the passage of nearly a quarter century since the original nomination was prepared and a decade since the Salisbury Historic District (Boundary Increase) was listed in 1988. The intervening years, along with expanded survey and research, have provided the basis for a broader perspective and a fuller understanding of Salisbury's architectural history. As a result, the boundaries of the district have been expanded to include thirty additional commercial buildings located in a five-block area southeast of the original district that includes portions of E. Council, E. Innes, Lee, and E. Liberty streets. The period of significance extends from ca. 1890, the date of construction of 112 East Innes Street, to 1950, the last year in which the district meets the fifty-year criterion for National Register listing. Salisbury is one of those increasingly rare cities in North Carolina with an historically significant commercial center that has remained a viable, active place for the community's business activity.

This expanded area of the district fulfills Criterion A for listing in the National Register because of its significance in the continued commercial development of Salisbury. The area southeast of Main Street, and particularly between it and the railroad, developed both with retail stores and with businesses associated with that all-important product of the twentieth century, the automobile. Dealerships, gas stations, and automobile service centers proliferated in the area. The expansion of the Salisbury Historic District also fulfills Criterion C for the architectural significance possessed by its buildings as a group. Among the buildings are fine examples of brick and stone commercial structures typical of those built during the first half of the twentieth century. Together these present a unified whole representative of the period, tying in with the more ornamental commercial buildings on Main Street.

HISTORICAL BACKGROUND AND COMMERCE CONTEXT --**Commercial Expansion**

The expanded area of the district has been an important part of Salisbury's downtown commercial area through most of the twentieth century. As the 1975 nomination states, the rail lines passing through Salisbury brought growing commerce and prosperity to the town and led to the expansion of the Main Street commercial area. Several blocks of the area now being added to the historic district were first developed for residential use; the transition to commercial use occurred in the late nineteenth and early twentieth centuries. Sanborn maps

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 8 Page 27

Rowan County, NC

and city directories are available from as early as the 1880s and 1890s, especially in the blocks closest to Main Street, the primary commercial corridor. Innes Street was the first to change. It was a major east-west route, identified in city directories as "...one of the principal business streets of the city, runs east and west from Main and is the dividing line between streets running north and south.¹⁶" By 1885, the 100 block of East Innes Street was already primarily commercial with the commercial buildings closer to Main Street and three dwellings farther east on the block. Five years later, the north side of the street was fully commercial. Sanborn Maps show retail, wholesale, and service providers in the 1890s. Among these were boarding houses, cobblers, saloons, grocers, a harness shop, hides sales, barber, and printer, as well as the fire company and the mayor's office. Across the street, the south side was dominated for years by the Caldwell House and its large lot. The house and lot, used as a rooming house, remained undisturbed until the 1920s when a commercial building was built immediately next door, and in 1931 the house was demolished as the block became fully commercial.

One block north, the north side of the 100 block of East Council Street was already commercial by the 1890s with a large distillery, bakery, grocer, livery, and a "Negro" restaurant. (Several early African American businesses in this block were in the portion of the historic district near Main Street listed in 1975.) The south side of the same block remained residential until the turn of the century, when it rapidly changed. A buggy shop, barber, and pool hall opened, and in 1902 a row of four commercial buildings was erected and put to use as saloons and restaurants. Density increased by 1907 and more by 1913, with new commercial uses and new commercial buildings.

Farther north, and farther from the major traffic corridor of Innes Street, the 100 block of East Liberty Street was slower in its development. In the 1890s there was only a small building on the block and, on the corner of Lee, two buildings associated with a tan yard; all were labeled "old" on the 1896 Sanborn map. By 1907 the Salisbury and Spencer Railroad Company had built its large car barn, but it had been destroyed by 1913 leaving the south side of the block essentially vacant. It was not until the 1920s that commercial development began, continuing in the 1930s and 1940s. Several buildings were built to serve the thriving automobile industry in this part of Salisbury.

¹⁶ 1910 city directory.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 8 Page 28

In contrast to the first blocks were the 200 blocks of Council and Innes streets; they remained residential for several decades into the twentieth century. At this time Lee Street was the dividing line between commercial use to its west and residential use to the east. East of Lee Street in the 200 block of Innes Street, residential buildings were replaced, one by one, by automobile enterprises on both sides of the street. The exception was the Cathey Buggy Company at 210 E. Innes Street, opened about 1912 with the Henkel-Craige Live Stock Company behind it. Crossing Lee Street on Council, the south side of the 200 block was sparsely developed with only a hotel, its annex, and a fruit store until the 1920s when a corner filling station replaced the fruit store. In 1946 the Walker Motor Company (later Walker-Mendenhall) was built as an Oldsmobile dealership reflecting the expanding automobile business in this section of Salisbury.

Also included in this boundary expansion is the west side of the 100 block of North Lee Street. Divided by an alley, in 1890 the northern part of the block was residential while the southern portion, closer to Innes Street, was already in commercial use. By 1907 the northern portion had become commercial as well, and was a center of black-owned businesses for decades. As early as 1910, city directories show two African American businesses: a pool hall and an eating house. Both were close to Council Street. Among the new black-run businesses opened by 1922 were a meat market, Granite Realty and Insurance Company, two barbers, a cleaner, two doctors, a dentist, the Eureka Drug Store, and an office of the American Federation of Labor. By 1928 the entire west side of the block was fully commercial and almost completely African American. Professionals (two dentists, a physician, a funeral home) and trades predominated. As late as 1951, all the businesses on the west side of N. Lee Street continued to be operated by African Americans. These included dentist Dr. Lee Jones, who had opened his dental practice at #118 in the 1930s and remained for several decades. He later moved down the street to the corner of Innes. Later still, his son, also a dentist, practiced there as well. The building at #118 remains today in use as a crafts gallery.

The Automobile Industry

The expansion area also helps tell the story of the transition from buggy to automobile in the first quarter of the twentieth century. The area was home to a large number of automobile showrooms, filling stations, service shops, and body shops. Their construction coincided with the decline in the number of buggy and carriage shops. The 1907 Sanborn map shows three horse-and-carriage related businesses and no businesses related to automobiles, and the 1910 city directory listed four horse-related businesses and only one automobile company. However, twelve years later, the 1922-1923 city directory still listed four businesses related to horse-powered transportation, including harness, buggy, livestock, and blacksmith

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSalisbury Historic District Boundary
Amendment and Additional DocumentationSection number 8 Page 29

Rowan County, NC

operations, but there were by then seven businesses associated with automobiles, including sales, garages, and a filling station. By 1928-1929, only a feed store and harness shop remained of the horse-related businesses, while the number of automobile-related businesses had more than doubled in six years, numbering sixteen, and including sales, a bus station, filling stations, taxi, tire, and repair businesses. Ten years later in 1939, directories showed twenty-two automobile-related businesses and none associated with horses or buggies. Even a bicycle repair shop had opened. The 1947 city directory showed similar listings, with twenty-four automobile-related businesses and the one bicycle repair shop. A large number of these buildings associated with the automobile industry remain in the expansion area. These are noted in the inventory in Section 7 of this boundary expansion nomination.

ARCHITECTURE CONTEXT --

The expanded area of the Salisbury Historic District is architecturally significant because it forms a continuation of the generally high quality of commercial architectural design exhibited along Main Street in the original district. In the area included within the original district, the commercial buildings date mostly from 1870 to 1930, though there are some exceptions from both before and after that period. Primarily two and three stories tall and of brick construction, these buildings are frequently characterized by cast iron shopfront features, segmental-arched windows, decorative brickwork, and corbeled cornices. Stylistically, examples of Gothic Revival, Italianate, Romanesque, Beaux Arts, and standard commercial design are present.

Though generally more simple in design than many of the commercial buildings along Main Street in the original Salisbury Historic District, those in the expanded district area are solidly representative of commercial buildings erected primarily during the first half of the twentieth century. More than half date from the 1920s and 1930s and give the district its strongest stylistic character. A much smaller number of buildings--one-fifth--dates from the years between ca. 1890 and ca. 1910, while even fewer buildings date from the 1910s or 1940s.

The most sophisticated buildings in the district expansion area are a group of six located along the 100 block of E. Innes Street. They are two and three-story brick structures finished with yellow-brick facades and classical cornices. Many of these retain original pressed-metal interior ceilings. Other buildings in the expansion area often exhibit a simplicity of design while using typical segmental-arched windows, paneled brickwork, and brick corbeled cornices. There are exceptions, however, including the eclectic stone former gas station at the southeast corner of E. Innes and S. Lee streets, the streamlined modernism

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Salisbury Historic District Boundary
Amendment and Additional Documentation

Section number 8 Page 30

Rowan County, NC

of the former automobile dealership at 205 E. Council Street, and the utilitarian design with monitor roof of the former automobile repair shop at 125 E. Liberty Street. Together, these buildings extend the richness of the commercial architectural design of the Salisbury Historic District.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Salisbury Historic District Boundary
Amendment and Additional Documentation

Section number 9 Page 31

Rowan County, NC

(on Continuation Sheet w/ proper heading)

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Material provided by Randy Hemann, director of Downtown Salisbury, Inc.

Salisbury city directories.

1944 Salisbury Telephone Directory.

Sanborn Insurance Maps: 1890, 1896, 1902, 1907, 1913, 1922, 1931, 1950 update.

INTERVIEWS

Interviews were conducted by Langdon Oppermann in February and March, 1999.

Edward Brown, grandson of W.A. Brown and continuing involvement with W.A. Brown & Son.

Lois Brown Hanes, granddaughter of W.A. Brown and continuing involvement with W.A. Brown & Son.

Donald Clement, son of founder and current dealer at Salisbury Motor Company.

Edward Clement, son of founder of Salisbury Motor Company and noted preservationist.

M.G. Cline, owner, Cline's Shoe Service Repair, 110 E. Innes Street.

Tom Dendy, owner, 201 E. Innes Street.

Robert Dietz, owner, Dee's Jewelers, 112 and 114 E. Innes Street.

Nancy Fisher, librarian, Salisbury Post.

Shirley Hampton, owner, Hair Designs by Shirley, 202 E. Innes Street.

Raymond Head, owner, Cleanwell Pressing Club, Griffin, Georgia.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Salisbury Historic District Boundary
Amendment and Additional Documentation

Rowan County, NC

Section number 9 Page 32

Al Hoffman, current owner of Hardiman's Furniture and son-in-law of Herman Hardiman.

Robert Ingold, longtime employee of Foil Motor Company; worked at 211 E. Innes Street for 45 years.

Johnny Keen, owner, Johnny's Mufflers and Auto Express, 201 E. Innes Street.

Robert McCanless, great nephew of John and Charles McCanless and Claire Dawson.

Clarence A. Mayfield, owner, C.A. Mayfield & Company, 106 E. Innes Street.

O. Oscho Rufty, O.O. Rufty's General Store, 126 E. Innes Street.

Raymond Rufty, son of founder of O.O. Rufty's and lifelong involvement.

Larry Shue, employee of Flowers Bakery, 1961 to the present (interviewed November 1999).

Margaret Von Canon, widow of Perry Von Canon (113 E. Council Street).

Leo Wallace, Wallace Realty, grandson of Victor Wallace.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Salisbury Historic District Boundary
Amendment and Additional Documentation

Section number 10 Page 33

Rowan County, NC

10. Geographical Data

Verbal Boundary Description

The boundaries of the district amendment are shown by the heavy dotted black line on the accompanying map, at a scale of 1" = 100'. The solid black line is the boundary of the Salisbury NRHD listed in 1975.

Boundary Justification

The boundaries are drawn to include the densest concentration of contributing resources in the area southeast of the original Salisbury Historic District listed in 1975. Boundaries generally follow property lines.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Salisbury Historic District Boundary
Amendment and Additional Documentation

Section number _____ photos Page _____ 34

Rowan County, NC

PHOTOGRAPHS:

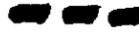
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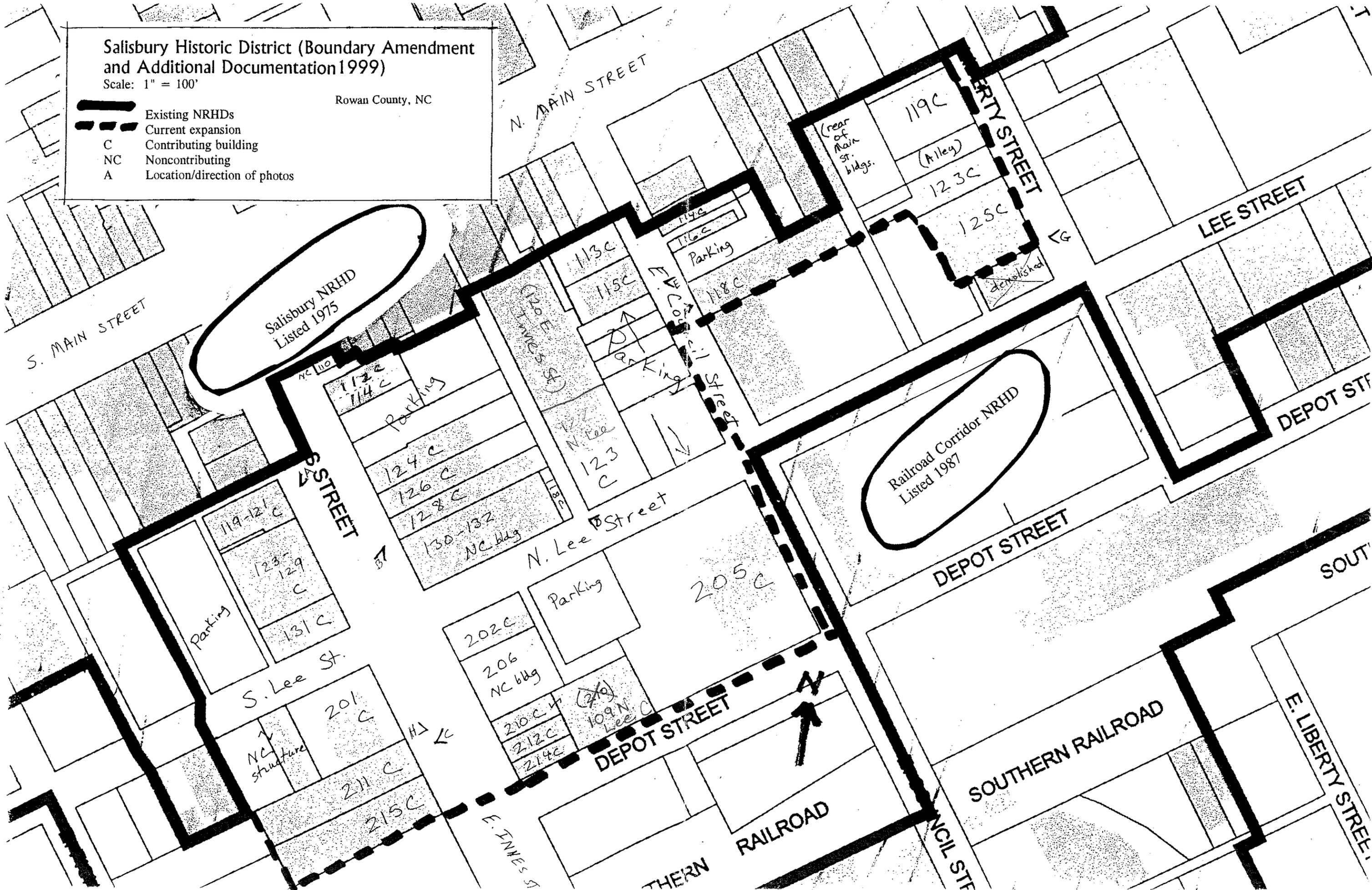
- 1) Salisbury Historic District Amendment (1999)
- 2) Rowan County, North Carolina
- 3) Laura A. W. Phillips
- 4) 2/99
- 5) State Historic Preservation Office, Raleigh, North Carolina
- 6-7) A: 119-131 E. Innes St., view to S
B: 124-128 E. Innes St., view to N
C: 211 E. Innes St., view to SW
D: 118 N. Lee St., view to W
E: 113-115 E. Council St., view to W
F: 118 E. Council St., view to NE
G: 125 E. Liberty St., view to NW
H: 210, 212, 214 N. Liberty St., view to E

Salisbury Historic District (Boundary Amendment and Additional Documentation 1999)

Scale: 1" = 100'

Rowan County, NC

-  Existing NRHDs
-  Current expansion
- C** Contributing building
- NC** Noncontributing
- A** Location/direction of photos



Salisbury NRHD
Listed 1975

Railroad Corridor NRHD
Listed 1987

S. MAIN STREET

N. MAIN STREET

LEE STREET

DEPOT ST

DEPOT STREET

SOUTH

SOUTHERN RAILROAD

E. LIBERTY STREET

SOUTHERN RAILROAD

COUNCIL ST

E. INNES ST.

DEPOT STREET

S. Lee St.

N. Lee Street

S STREET

King Street

INNES ST

NC 110

119-121 C

123-129 C

131 C

201 C

211 C

215 C

202 C

206 NC bldg

210 C 4

212 C

214 C

109 N Lee C

205 C

113 C

115 C

118 C

122 N Lee

123 C

124 C

126 C

128 C

130-132 NC bldg

114 C

116 C

119 C

123 C

125 C

127 C

129 C

131 C

133 C

135 C

137 C

139 C

141 C

143 C

145 C

147 C

149 C

151 C

153 C

155 C

(rear of Main St. bldgs.)

119 C

(Alley)

123 C

125 C

127 C

129 C

131 C

133 C

135 C

137 C

139 C

141 C

143 C

145 C

147 C

149 C

151 C

153 C

155 C

157 C

159 C

161 C

163 C

165 C

167 C

169 C

171 C

173 C

175 C

177 C

179 C

181 C

183 C

185 C

187 C

189 C

191 C

193 C

195 C

197 C

199 C

201 C

203 C

205 C

207 C

209 C

211 C

213 C

215 C

217 C

219 C

221 C

223 C

225 C

227 C

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249 C

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445 C

447 C

449 C

451 C

453 C

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457 C

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