

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 any 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, computer, to complete all items.

1. Name of Property

Historic name Piedmont Buggy Factory  
Other names/site number Bearskin Cotton Mills, Monroe Cotton Mills

2. Location

Street & number 514 Miller Street N/A not for publication  
City or town Monroe N/A vicinity  
State North Carolina code NC county Union code 179 zip code 28110

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X locally. ( \_\_\_ See continuation sheet for additional comments.)

Jeffrey Crow SHPD 4/20/04  
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 or other official/Title Date  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

- \_\_\_ entered in the National Register. \_\_\_\_\_
- \_\_\_ See continuation sheet. \_\_\_\_\_
- \_\_\_ determined eligible for the National Register. \_\_\_\_\_
- \_\_\_ See continuation sheet. \_\_\_\_\_
- \_\_\_ determined not eligible for the National Register. \_\_\_\_\_
- \_\_\_ removed from the National Register. \_\_\_\_\_
- \_\_\_ other (explain): \_\_\_\_\_

**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	
<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>3</u>	<u>0</u>	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**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

<i>Category</i>	<i>Subcategory</i>
INDUSTRY	manufacturing facility
INDUSTRY	waterworks
INDUSTRY	energy facility

**Current Functions**

(Enter categories from instructions)

<i>Category</i>	<i>Subcategory</i>
WORK IN PROGRESS	

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

- No Style
- Craftsman

**Materials**

(Enter categories from instructions)

- foundation    Brick
- walls         Brick
- roof           Rubber
- other           Wood
- Concrete
- Asphalt
- Metal

**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.)

- 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 is 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 a 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 fifty years.

**Areas of Significance**

(Enter categories from instructions)

INDUSTRY

**Period of Significance**

1910-1954

**Significant Dates**

1910, 1919

**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):**

- 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:

\_\_\_\_\_

**10. Geographical Data**

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**Acreege of Property** approximately 2.4 acres

**UTM References**

(Place additional UTM references on a continuation sheet)

	Zone Easting	Northing	Zone Easting	Northing
1	17	541420	3	17
2	17	3871700	4	17

\_\_\_ 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**

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name/title	<u>J. Daniel Pezzoni</u>	date	<u>January 20, 2003; December 2, 2003</u>
organization	<u>Landmark Preservation Associates</u>	telephone	<u>(540) 464-5315</u>
street & number	<u>6 Houston St.</u>	zip code	<u>24450</u>
city or town	<u>Lexington</u> state <u>VA</u>		

**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 the SHPO or FPO.)

name	<u>Progressive Contracting Company, Inc.</u>		
street & number	<u>143 Charlotte Avenue</u>	telephone	<u>(919) 718-5454</u>
city or town	<u>Sanford</u> state <u>NC</u>	zip code	<u>27330</u>

**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 the 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 Project (1024-0018), Washington, DC 20503.

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Piedmont Buggy Factory  
Union Co., N.C.

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## NARRATIVE DESCRIPTION

### Summary

The Piedmont Buggy Factory, located at 514 Miller Street in Monroe, North Carolina, is a utilitarian three-story building of American-bond brick construction erected in 1910. The rectangular-plan building is oriented with its long elevations on the south and north sides. The exterior features a shallow-pitched gable roof with rubber membrane roofing, segmental-arched door and window openings, an elevator tower on the south elevation, and a partial basement story on the east end. The interior features heavy timber supports, wood floors, load-bearing brick interior walls, and exposed ceiling beams. A late-twentieth-century one-story cinder block addition on the north elevation links to a late 1910s one-story Craftsman-style office of weatherboarded frame construction. To the north side of the east end of the original section of the factory stands a late 1910s one-story brick boiler house. A ca. 1910 steel water tower stands to the south. Concrete retaining walls stand along Miller Street and there are parking areas on the west and south sides of the nominated area. A one-story cinder block warehouse dating to the late twentieth century stands at the east end of the parcel on which the factory stands, but it is not included in the nominated area of approximately 2.4 acres. The property is located on the banks of Bearskin Creek (the northern boundary of the nominated area) in an industrial section north of downtown Monroe. For much of the twentieth century the property was surrounded by one-story frame mill houses associated with nearby cotton mills (the buggy factory itself served as a cotton mill for several decades); these were torn down in recent decades leaving vacant acreage planted with grass and shade trees.

### Inventory

1. Piedmont Buggy Factory. 1910; late 1910s; 1920s; late 20th c.  
Contributing building.
2. Boiler house. Late 1910s. Contributing building.
3. Water tower. Ca. 1910. Contributing structure.

### Factory Exterior

The three-story rectangular mass of the building is distinguished by its rows of segmental-arched windows. Most of these had their sash removed and were boarded up in the late twentieth century, but they retain their historic molded surrounds. Recently, four-over-four wood window sash were added to selected window openings in order to provide natural illumination on the interior. In addition to the window openings are door openings of varying sizes and placement. An entry at the southwest corner is associated with a former first-floor office at that location.

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**Description (continued)**

Entries at the northeast and northwest corners are associated with interior stairways. Wide bricked-up entries at the basement and first-story levels at the southeast corner were probably used to bring materials into the building and to discharge finished buggies. These entries are located near a platform depicted on a 1914 Sanborn map, and near bricked-up openings on all four stories at the center of the east elevation that appear to have been associated with a former elevator shaft (a machinery housing associated with the shaft survives on the roof). The present rubber membrane roofing was laid after earlier roofing was damaged by Hurricane Hugo in 1989.

Brick in six distinct shades of red were used in the construction of the building. The basement and first story are constructed of one brick lot, the second story of a second, the third story of a third, the gables of a fourth, and a utilitarian four-story 1920s elevator tower on the south elevation of fifth and sixth brick lots. Except for the elevator tower, which was added and then had its top story partially rebuilt, the differences in the brick appear to be due to the use of different brick lots at the time of construction as an economy measure, rather than an indication of incremental enlargement (the building is known to have been three stories in height during its first year of operation). Other exterior features include the projecting ends of the third-floor ceiling beams, star-shaped tie-rod ends, a stoop at the northwest corner with historic parged brick piers and a modern wood floor structure, and a steel fire escape next to the elevator tower.

Attached to the elevator tower is a modern one-story loading dock with an asphalt-shingled gable roof, a concrete platform, and steel pole supports. Projecting at grade are various small brick and concrete foundations that may be associated with former sheds, machinery, or tanks. Extending from the north elevation is a modern one-story cinder-block wing. The wing has a flat roof, industrial-type windows with flat lintels, and four vehicle openings with motorized loading dock doors on the west end facing Miller Street. Above the loading dock doors is signage that reads "Comar Industries Inc., Bearskin Mill Distribution Center, Division of Host Apparel, 518." The wing attaches at its northwest corner to the office, built as a separate building in the late 1910s when the buggy factory was converted to textile production. In form the office is similar to the Craftsman gable-fronted bungalows of the era. Its front porch was enclosed in the late twentieth century. Other features of the office include asphalt-shingle roofing, triangular brackets in the gables, exposed rafter ends in the eaves, a brick pier foundation with brick infill, and modern six-over-six windows with vinyl shutters.

**Factory Interior**

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**Description (continued)**

The open-plan interior of the original section typically has painted brick walls, track-mounted iron-sheathed wooden fire doors, and chamfered posts. Five rows of non-chamfered posts support the first floor in the basement, many with later timbers scabbed on for reinforcement. Some posts were inserted within the past fifteen years to replace ones that had been removed. The basement posts stand on brick footers that rise from a concrete floor. The posts on the third floor are more slender than those on lower floors, indicative of the reduced loads they needed to support. Some fire doors are stamped "American Old Style, 40 pounds coating, Keystone, Copper Steel" with a keystone emblem. In the northeast and northwest corners are stairwells and water closets defined by brick walls. Each floor has a two-run stair with square-section newel posts and beaded matchboard solid railings.

The tops of most load-bearing interior brick walls are corbeled out to receive ceiling beams. The partitioned-off area at the east end of the first floor, which served as a picker room when the building was used as a cotton mill, has a ceiling of plaster over metal mesh. The building's interior is served by a "Central Automatic Sprinkler" system manufactured in Lansdale, Pennsylvania, and stamped "1961". The elevator in the tower on the south elevation was manufactured by the Park Elevator Company of Charlotte. A cage elevator was inserted beside the north wall in the late twentieth century. A crude ladder stair rises from the east end of the third floor to a roof hatch. Narrow wooden cove moldings are used to seal gaps between walls and ceilings in the original section.

The cinder-block addition has painted block walls, a concrete floor, and wood and metal roof trusses. The addition roofs over an originally exterior brick chimney with asymmetrical stepped shoulders on the east side of the office. The office interior has been modernized, with drop ceilings and paneled partitions. The original beaded matchboard ceiling survives in the enclosed front porch.

**Secondary buildings and structures**

The boiler house is a small rectangular building of American-bond brick construction with a poured concrete shed roof. It was originally two stories in height but in the late twentieth century the sunken area around it was filled in, thereby raising the grade to the second story level. The building has a circular hole in the roof that was once located at the base of a plate-iron smokestack, and its window openings are either bricked up or have had their glazing removed. The boiler remains inside, partially concealed under debris that includes sections of the former smokestack.

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**Description (continued)**

The steel water tower has a cylindrical reservoir with a conical cap and a hemispherical bottom. It is supported on four splayed legs of solid and webbed steel construction that stand on concrete footers. A water pipe in a board enclosure descends from the base of the reservoir to a low shed-roofed brick housing at ground level. The beams forming the legs are inscribed "Phonix" (perhaps "Phoenix"), which was presumably the name of the fabricator. A smaller tank was formerly suspended below the main tank.

**Integrity Statement**

The Piedmont Buggy Factory has good integrity from the period of significance. The building retains its basic form, construction, and character-defining features such as segmental-arched door and window openings, stairways, support posts, and exposed ceiling structure. Enhancing the property's integrity is the survival of associated resources such as the water tower (from the buggy factory period) and the office and boiler house (from the cotton mill period). Integrity is lessened by the loss of historic window sash and the addition of a modern cinder-block wing. A planned rehabilitation will replace missing window sash and proposes to eliminate the modern wing. The integrity of the property's setting is mixed. Several historic industrial plants are visible from the property, but mill housing erected on adjoining lots in the early twentieth century were demolished in recent decades.

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## NARRATIVE STATEMENT OF SIGNIFICANCE

### Summary

The Piedmont Buggy Factory meets Criterion A for its significant association with the history of industry in Monroe, North Carolina. The Piedmont Buggy Company erected its impressive facility in the town's industrial section in 1910. The three-story brick factory features segmental-arched door and window openings, exposed wooden posts and ceiling beams on the interior, and a steel water tower that was shared with adjacent cotton mills. The growing popularity of the automobile rendered the company's product obsolete, and in the late 1910s the factory was converted to textile production and renamed the Bearskin Cotton Mills. The new owner, which at one time employed 250 workers in the production of yarn, made modifications to the factory and built a detached office. Acquired by Monroe Cotton Mills in 1924, the facility remained in operation through 1956. An apartment rehabilitation is now planned for the factory. The period of significance extends from the date of construction in 1910 to 1954. Manufacturing continued at the factory through 1954 but the property is not of exceptional importance for the period after 1954 and therefore the National Register fifty-year cut-off is selected as the end of the period of significance. The Piedmont Buggy Factory is eligible at the local level of significance.<sup>1</sup>

### Historic Background and Industry Context

Monroe, the seat of Union County, North Carolina, lacked large-scale industry until the late nineteenth century. The 1882 Gray map of Monroe shows no large manufacturing plants in the town. The 1884 Branson directory lists one carriage manufacturer and two wagon manufacturers in Monroe; presumably these were small shops. A Piedmont Wagon Company with E. B. Springs as president existed in 1895; this may be the precursor of the Piedmont Buggy Company, although other sources note that the latter was not established until 1903 or 1904 at a site in downtown Monroe. It is interesting to note that a Piedmont Wagon Company operated in Hickory during the 1880s, although it is unknown whether the Monroe wagonworks was a

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<sup>1</sup> A number of individuals and organizations assisted in the preparation of this report. Foremost among these was the owner of the property and the nomination's sponsor, Brian Paul Bystry of Progressive Contracting Company Inc., and the company's Development Director, Joan (Joni) Martin. Others who provided assistance included Virginia Bjorlin, Archivist, Heritage Room, Monroe; Jim Field, Montreat; Eddie Goodman, Monroe; Ariel Lambert, formerly Survey and Register Specialist, Georgia SHPO; and Cliff Rhodes, MLIS, Public Services Librarian, Union County Public Library, Monroe.

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Statement of Significance (continued)

branch of or otherwise associated with the Hickory concern.<sup>2</sup>

The beginning of Monroe's industrial development dates to 1890, the year the Monroe Cotton Mill was established a block south of the future site of the Piedmont Buggy Factory on Miller Street (then named Depot Street). The mill's founding coincided with the establishment of North Monroe, a "healthy suburb" that soon filled with mill worker housing. In 1904 two additional cotton mills opened in Monroe, the Icemorlee Cotton Mill at Johnson and Engleside streets and the Crow Hosiery Mill, which stands next to the Piedmont Buggy Factory site on Miller Street. The Iceman Knitting Mill was established about 1920 at 1400 Goldmine Road. All four mills were large, one-story brick buildings typically distinguished by rows of segmental-arched windows. The rise of the textile industry in Monroe coincided with trends statewide. Mill construction increased steadily in North Carolina after 1880 with the most rapid development occurring between 1900 and 1905. Textiles became the state's leading industry in the early twentieth century.<sup>3</sup>

Availability of rail transportation and of a skilled industrial workforce were probably factors in the decision of the Piedmont Buggy Company to relocate to North Monroe from downtown. (The plant at the old location, now gone, remained in use as the company's wagon department.) The company purchased its Miller Street site in May 1907, but it did not erect its factory until 1910. The factory was in existence or under construction by March 1910, when the Piedmont Buggy Company arranged with the Seaboard Air Line Railway for the carrier to extend its Monroe Cotton Mill side track to the factory. A plat that accompanied the instrument of agreement depicts the buggy factory. In 1911 the company's officers consisted of president W. C. Heath,

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<sup>2</sup> "Gray's New Map of Monroe;" Branson, *North Carolina Business Directory [1884]*, 624; Union County Deed Book 25, p. 619; Lee, *Inventory of Historic Architecture, Monroe, N.C.*, 88; *Monroe Enquirer Journal*; and Deal, "Current economic woes."

<sup>3</sup> Pickens, *"Sweet Union"*, 44-45, 171; *Sketches of Monroe and Union County*, 60; Lee, *Inventory of Historic Architecture, Monroe, N.C.*, 84, 85, 87; and Pezzoni, "Glen Royall Mill Village Historic District." The Monroe Cotton Mill was standing in 1990; the Icemorlee Cotton Mill was described as being in substantially altered condition in 1990 (Pickens, *"Sweet Union"*, 44-45, 171).

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Statement of Significance (continued)

secretary and treasurer O. W. Kochitzky, and manager T. J. Payne.<sup>4</sup>

Buggy and wagon manufacturing appear to have been a common industrial specialization of the era among certain Upland South communities. The northern Georgia town of Barnesville manufactured almost 9,000 buggies a year around 1900, earning it the title "Buggy Capital of the South." Barnesville manufacturers relied on the railroad to distribute their products, and they also marketed in the immediate region by driving their buggies to prospective customers. The North Carolina Piedmont had its share of buggy and wagon factories; Hickory had one, as noted above, and buggy factories opened in Carthage and Sanford during the first decade of the twentieth century. The buggy factories of the era were typically full assembly plants. The ca. 1903 Atlanta Buggy Company of Atlanta, Georgia, for example, manufactured the wheels and bodies and painted and upholstered the finished products. These attributes--rail transport and full assembly--also characterized the Piedmont Buggy Company, which marketed its buggies, surreys, and phaetons throughout the South.<sup>5</sup>

The *Monroe Enquirer Journal* profiled the Piedmont Buggy Company in its May 25, 1911 edition. The article pictured the company's new three-story factory, which featured the corner office entry that survives today as well as a wide main entry--possibly for the workers--at the center of the west elevation first story, now replaced by windows. The article included a detailed description of the factory's operations:

This plant is used for the manufacture of buggies exclusively and the several floors include every department that enters into vehicle construction--blacksmith and wood-working shops, paint, trimming and upholstering departments, assembly rooms, crating and shipping departments and storerooms for the materials of all kinds that is [*sic*] used in manufacturing the best buggy on the market today. This building was erected one year ago. It is mill constructed, of brick, has steam heat and throughout the several departments are 670 sprinkler heads for fire protection.

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<sup>4</sup> Union County Deed Book 40, pp. 382 and 378, and Deed Book 53, p. 40; *Monroe Enquirer Journal*, May 25, 1911; and Pickens, "Sweet Union", 171.

<sup>5</sup> Sharpe and Thomas, "Barnesville Commercial Historic District;" Pezzoni, *History and Architecture of Lee County*, 267; Cloues, "Atlanta Buggy Company;" and *Monroe Enquirer Journal*, May 25, 1911.

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Statement of Significance (continued)

Assembly, crating, and loading onto rail cars occurred on the first floor level. The newspaper noted that the factory could manufacture 6,000 vehicles annually, and it counted the Piedmont Buggy Company "among [local] pioneers in the industrial lines from which such pronounced development and such improved economic conditions created labor opportunities and their consequent thrift."

The 1914 Sanborn map provides more detail on the early functional layout of the Piedmont Buggy Factory complex. Woodworking took place in the east end of the first floor and upholstery in the west half. The second and third floors were used for painting and printing, and the three floors were connected by an elevator that rose near the center of the building. An office occupied the southwest corner of the first floor, and the second floor was divided in two by a transverse wall (the wall and office partition are now gone). To the east, across the railroad spur, stood a warehouse for wheels and other supplies, and to the north stood a storage building and a sawmill, the latter connected to the factory by a boardwalk or breezeway. At three stories the buggy factory dwarfed the surrounding one-story cotton mills and mill houses.

The opening of the Piedmont Buggy Factory was badly timed. The early twentieth century marked the beginning of the automobile age, and the car replaced horse-drawn conveyances as America's vehicle of choice. In May 1914 the Piedmont Buggy Company sold its factory to the Heath Hardware Company. The deed noted that the water tower was jointly owned by the buggy manufacturer and its neighbors, the Monroe Cotton Mills and the Everett Cotton Mills. In June 1918 the Heath Hardware Company--renamed the Monroe Hardware Company--sold the factory to Bearskin Cotton Mills, Inc. The hardware company and cotton mill company were closely associated and shared the same secretary and treasurer, E. C. Carpenter. The Bearskin Cotton Mill went into production in 1919 with 250 employees and five thousand spindles.<sup>6</sup>

The 1922 Sanborn map shows the functional division of the factory during the early years of its use as a cotton mill. Carding was carried out on the first floor and spinning and winding on the second floor. A machine shop occupied the basement and the third floor was left vacant. The map shows the present interior partitioning of the space, with a transverse wall near the east end that separated a picker room from the carding floor, and stairs and water closets in the northeast and northwest corners. The depiction of these features on the 1922 map--and not on the 1914

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<sup>6</sup> Union County Deed Book 47, p. 647, and Deed Book 53, p. 227; "E. C. Carpenter;" "Piedmont Buggy Factory;" and Pickens, *"Sweet Union"*, 172.

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Statement of Significance (continued)

map--may indicate that they were inserted when the building was converted to textile manufacturing. The office of 1914 was gone and the present office is shown to the north of the mill. The wheel warehouse of 1914 had been replaced by or expanded as a cotton warehouse, the sawmill and storage building had been removed, and the present boiler house stood in a sunken area defined by brick retaining walls.

Bearskin Cotton Mills experienced financial difficulties in the early 1920s and in 1924 its stockholders and creditors forced its sale to Monroe Mills, Inc. The 1930 Sanborn map shows Monroe Mills--"manufacturers of cotton yarns"--as the operator of the factory. The elevator tower had been constructed on the south side by 1930. The other facilities of Monroe Mills were located at some remove from the Piedmont/Bearskin building and did not form a unified complex. Monroe Mills operated the plant through World War II and textiles were still manufactured there as late as 1956. Later the building served for warehousing, and in the late 1980s the Comar corporation, a division of Host Apparel, began to use the building as a distribution center. The cinder block wing was apparently added before Comar's association with the building, although Comar upgraded the loading dock doors and removed a deteriorated rain shed from the front of the wing. In 2002 the property was acquired by Progressive Development Company, LLC, which has begun planning for a tax credit rehabilitation of the building as apartments.<sup>7</sup>

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<sup>7</sup> Joni Martin, Eddie Goodman, and Jim Field personal communication; Union County Deed Book 62, p. 98; "Piedmont Buggy Factory;" Pickens, *"Sweet Union"*, 171; Sanborn maps; and Furr, "NCDOT Survey Report for B-3543."

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"Piedmont Buggy Factory." Typescript (no date) in the collection of the Heritage Room,

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Union Co., N.C.

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**Major Bibliographical References (continued)**

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**Verbal Boundary Description**

The nominated area is portrayed on the 1:200-scale map that accompanies the nomination.

**Boundary Justification**

The boundaries of the nominated area encompass the Piedmont Buggy Factory and two associated historic resources, a boiler house and a water tower.

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Union Co., N.C.

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PHOTOGRAPHS

1. 1. Subject: Piedmont Buggy Factory (same for all photos)  
2. Location: Union Co., N.C. (same for all photos)  
3. Photographer: J. Daniel Pezzoni (same for all photos)  
4. Photo date: September 2002 (same for all photos)  
5. Original negative archived at the Office of Archives and History, Raleigh  
(same for all photos)  
6. Description of view: West elevation of factory. View looking east.  
7. Photograph number appears at beginning of entry (same for all photos)
2. 6. South elevation of factory. View looking northeast.
3. 6. Boiler house. View looking northwest.
4. 6. Factory basement.
5. 6. Stairwell in northwest corner.

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Union Co., N.C.

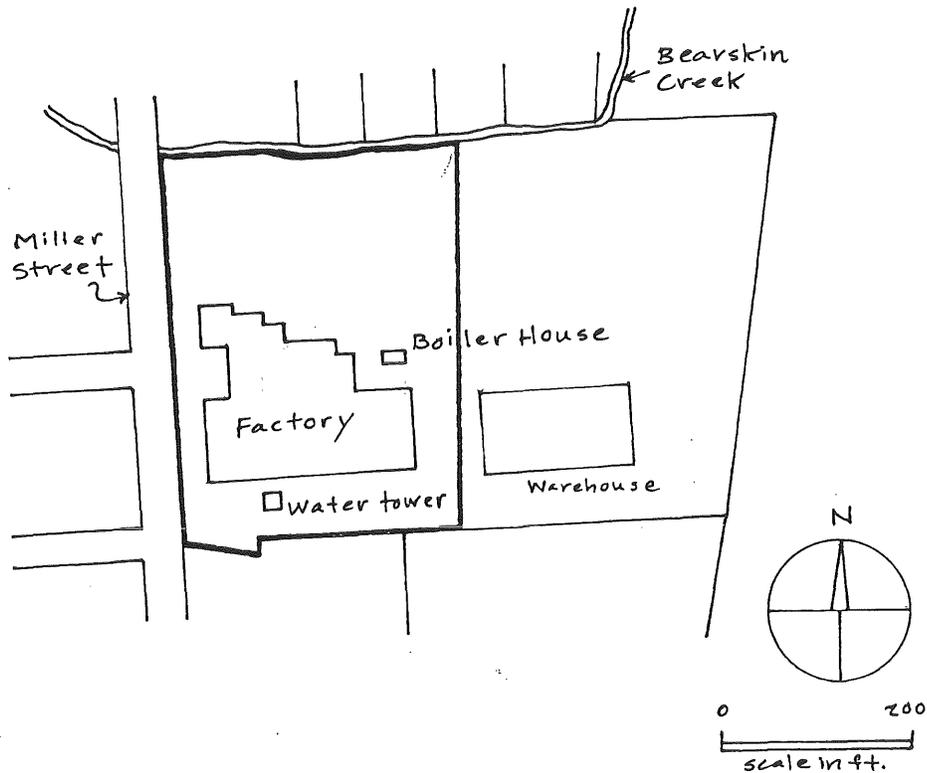


Exhibit A: Piedmont Buggy Factory nominated area. Scale: 1 inch equals 200 feet. Number and direction of view of exterior photographs indicated by triangular markers. Map adapted from Union County tax map 09-228.

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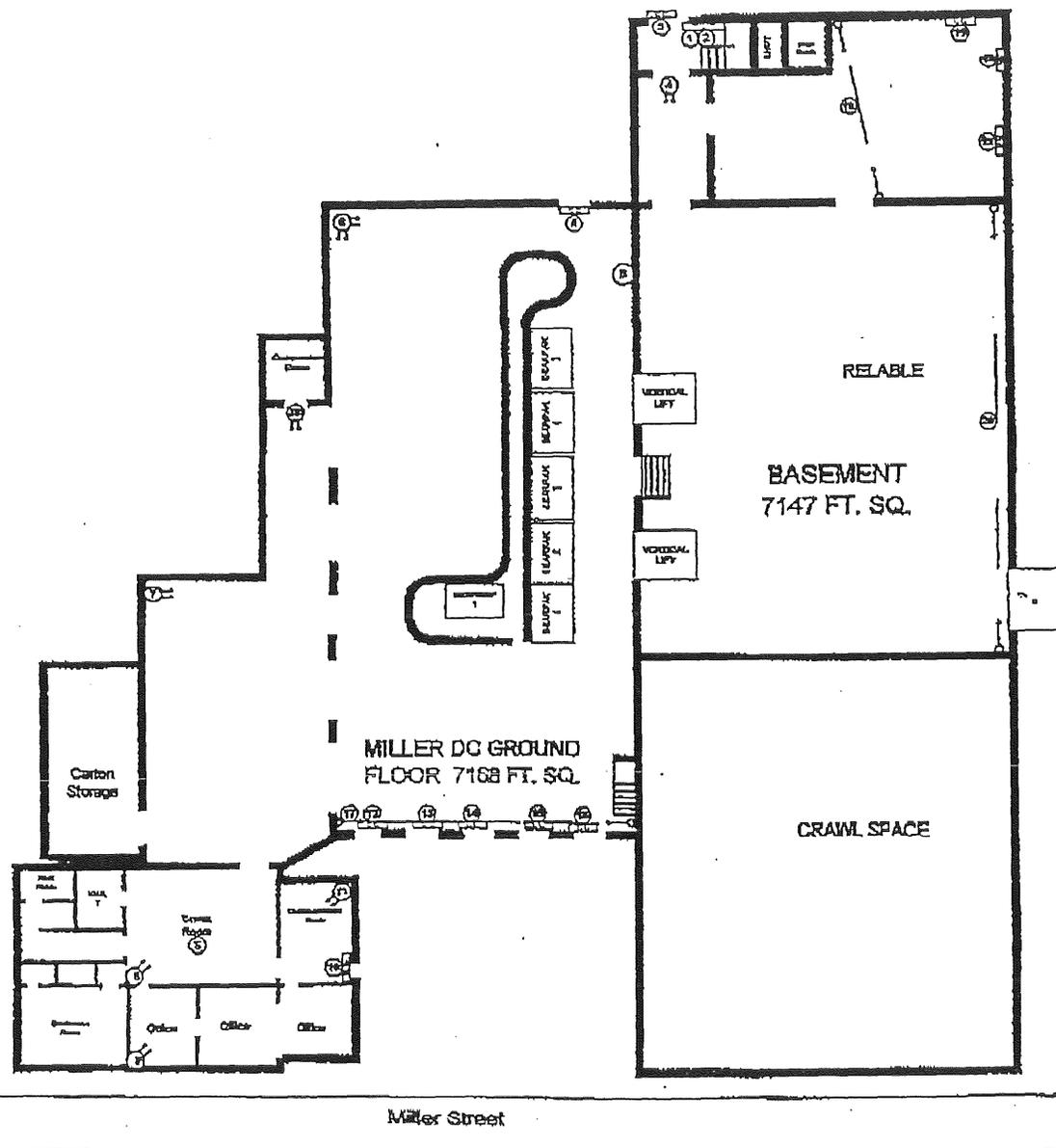


Exhibit B: Piedmont Buggy Factory. Basement and addition floor plan, 1998. Not to scale. North is left.

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Union Co., N.C.

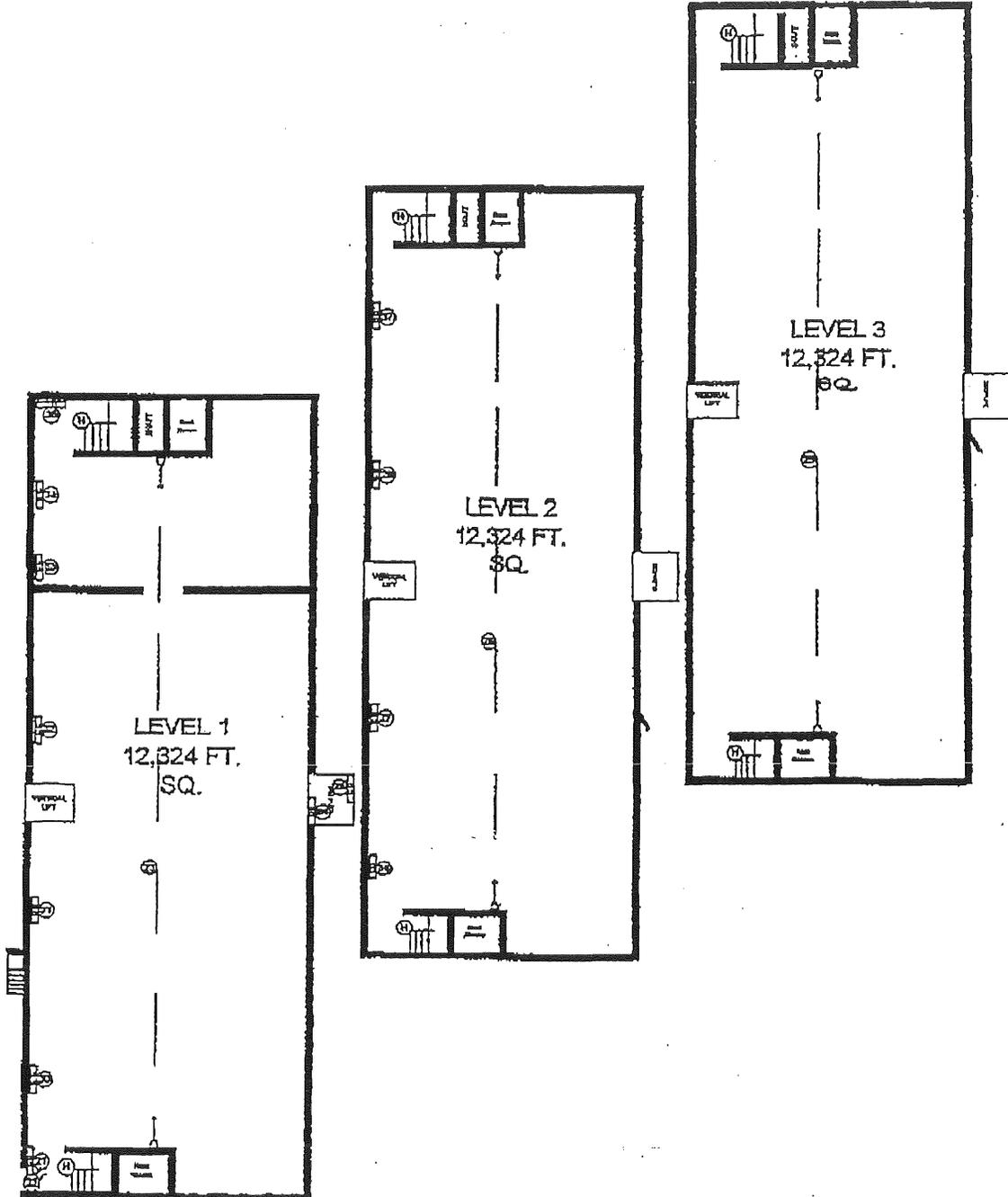
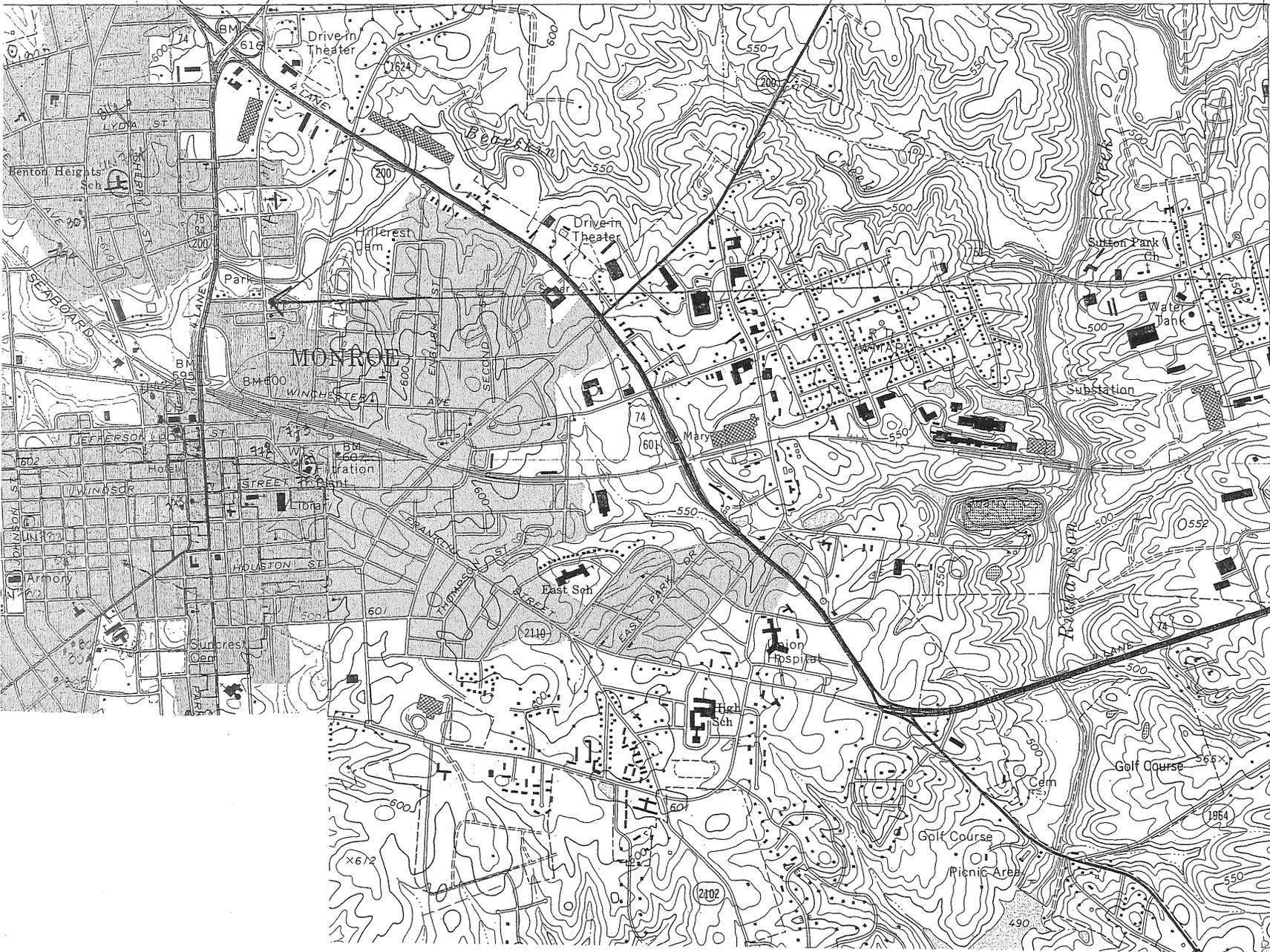


Exhibit C: Piedmont Buggy Factory. Upper floor floor plans, 1998. Not to scale. North is left.

MONROE QUADRANGLE  
 NORTH CAROLINA—UNION CO.  
 7.5 MINUTE SERIES (TOPOGRAPHIC)

4954 III SW  
 (WATSON)

CHARLOTTE 22 MI. BAKERS 4 MI. CONCORD 31 MI. 32'30" 542 543 9 MI. TO N.C. 218 544 1 550 000 FEET 80°30' 35°00'



Piedmont Buggy Factory,  
 Union Co., N.C.

UTM ref. (zone 17):  
 E541420 N3871700

3872  
 3871  
 450 000  
 FEET  
 WINGATE 1.7 MI.  
 WADESBORO 24 MI.

3869

