

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 (former) Carolina Power & Light Company Car Barn and Automobile Garage

other names/site number _____

2. Location

street & number 116 N. West Street N/A not for publication

city or town Raleigh N/A vicinity

state North Carolina code NC county Wake code 183 zip code 27605

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.)

Jeffrey A. Crow SHPD
Signature of certifying official/Title

9/26/97
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

☐ 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:) _____

(former) Carolina Power & Light Company
Car Barn and Automobile Garage
Name of Property

Wake County, North Carolina
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing
1	
	buildings
	sites
	structures
	objects
1	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**

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: rail related
Transportation: road related (vehicular)

Current Functions
(Enter categories from instructions)

Vacant/Not in Use

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Early 20th Century Art Deco

Materials
(Enter categories from instructions)

foundation concrete
walls brick
roof metal
other glass

Narrative Description

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

(former) Carolina Power & Light Company

Name of Property

Car Barn & Automobile Garage

Wake County, North Carolina
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register 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 grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Period of Significance

1925-1947

Significant Dates

1925

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:

(former) Carolina Power & Light Company
Car Barn and Automobile Garage
Name of Property

Wake County, North Carolina
County and State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	117	712800	3962170
Zone	Easting	North	ing
2			

3			
Zone	Easting	North	ing
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 Brad Brewster/Planner

organization EDAW, Inc. date May 2, 1997

street & number 1505 Western Ave., Ste. 601 telephone (206) 622-1176

city or town Seattle state WA zip code 98101

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 Mr. Les Pearce, Manager-Real Estate, Carolina Power & Light

street & number 411 Fayetteville Street Mall telephone (919) 546-4208

city or town Raleigh state NC zip code 27602

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 Reduction Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

(former) Carolina Power & Light Company Car Barn and Automobile Garage
Wake County, NC

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Narrative Description

Exterior:

This simple but elegant one-story, common bond brick building was constructed in 1925 by the Carolina Power and Light Company in the then-popular Art Deco style. It is located on the north quadrant of a 1.03-acre, an otherwise vacant block, that is bounded on the north by West Jones Street, on the south by West Edenton Street, on the east by Harrington Street, and on the west by N. West Street. The topography of the site slopes upward from west to east.

Originally constructed to serve Carolina Power and Light Company as a streetcar barn, the building is a long, rectangular block measuring 210 feet and 6 inches in length, and 59 feet and 7 inches in width. Reinforced concrete foundation walls support the entire structure. On the N. West Street facade, the entrance opens at the floor level (basement level), forming the business entrance to the property. The Harrington Street entrance (on the east) was associated with streetcar entry originally, and automobile entry, parking, and a service area later. The Harrington Street entrance is also at grade, thus allowing the overall one-story building to rest on a half-basement on its west end. The roof consists of corrugated metal panels.

Art Deco building elements grace three of the four facades, with the south side facade showing only a blank brick wall above the concrete foundation level (see Attachment #1 which illustrates the north, south, and west elevations). On the other three facades, a series of multi-light metal-mullioned windows, which rest on precast concrete sills with steel lintels, are placed between vertical brick piers, creating the effect of a series of broad window walls. Each thin, brick pier is placed twenty feet on center. The piers protrude slightly from the face of the wall, creating a stylish "A-B-A-B" rhythm. Three terra cotta rectangles, surmounted by a single terra cotta diamond, grace the top of each pier, and each pier is capped by a stylized Art Deco concrete capstone (see Attachment #2). At the intersection of the wall and the roof, terra cotta coping has been applied, and functions as both a stylistic element and protection to the elements.

This exterior stylistic treatment was carried to the west, or the N. West Street facade. At street level, a set of double doors, consisting of multi-light panels, and wooden panels below, marked the original entrance, and are still present today. At the northeast corner, a paired window with thirty-two lights punctuates the wall. At the southwest corner, a modern window has been inserted next to an original doorway opening. Identical windows to those found on the first floor level in the north facade were placed at the second floor level.

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On the Harrington Street entrance facade, the original set of centrally-placed double doors have been replaced by a single rolling door. Cast metal bumpers, approximately three feet tall, protect the outer edges of the opening. Original sets of multi-light windows do, however, still flank the opening. Attractive stylistic elements include an inset brick diamond in the apex of the front gable, and terra cotta coping protecting the tops of the false front.

Interior:

The interior features of this building were utilitarian, and marked the functional nature of the building. While the greatest amount of space on the main floor level was provided for streetcar parking or servicing, smaller spaces at the ends of the building were used for different purposes. On the Harrington Street end, space was provided for an office, store room, and car wash. On the N. West Street end, a second office and electrical department were placed.

On the main floor of the building, interior features appear to be unchanged from its 1925 construction date. This floor is a large, unembellished, industrial space. Roof trusses are exposed steel, and span the entire width of the garage. These trusses are supported by simple brick piers. A few small offices were created on the east and west ends of the building through the use of vertical board partition walls. Both partitions and brick walls are painted white, with the concrete floor left unfinished.

Because of the slope of the property on which the building is located, a finished basement was created under one half of the structure, running from N. West Street towards Harrington Street. The original functions of this area, shown in interior plans included as Attachments #3 and #4, were a repair shop, gasoline pumping area, a power and light area, a store room, and quarters for workmen. Like the floor above, all walls are painted white, and the floor left unfurnished. This area's most prominent architectural features are a series of columns with board, mushroom-shaped capitals which support the upper floor.

The specific uses of the building's interior spaces also changed over time. Historically, the N. Harrington Street entry located on the upper level functioned as parking and maintenance for streetcars, and later automobiles. The lower level, entered from N. West Street, was also used for streetcar maintenance. This space later contained office and storage area, as well as segregated toilet facilities for colored and white workers.

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Integrity Statement:

Although minor fenestration alterations have occurred with the insertion of a modern window at the southwest corner of the building, the exterior retains its original appearance. Similarly, the interior is essentially unchanged from its 1925 appearance. The (former) Carolina Power & Light Company Car Barn and Automobile Garage is a nearly intact example of an Art Deco transportation-related facility; it retains a high degree of interior and exterior integrity.

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Summary

Designed and constructed in 1925, the (former) Carolina Power & Light Company Car Barn and Automobile Garage is architecturally significant at the local level under Criterion C as a rare and largely intact example of an Art Deco-style transportation-related facility. It was built originally to house the company's electric streetcars and buses that serviced the urban core and early-twentieth-century suburbs of the Capital City. As private vehicle ownership increased in the late 1930s and early 1940s, Carolina Power & Light Company (CP & L) phased out its fleet of streetcars and sold its bus system, and the 1925 Car Barn was converted to automotive and service vehicle storage.

The sleek Art Deco styling of the building spoke to the forward-thinking corporate image the rapidly-expanding power company wished to project in the 1920s. One of only two other known surviving Art Deco transportation-related facilities built in the 1920s, and a member of a very small group of Art Deco-style buildings erected in then architecturally-conservative Raleigh, the (former) Carolina Power and Light Company Car Barn and Automobile Garage represents to the 1920s-era advances in urban transportation and corporate expansion there.

Architectural Context:

The pre-1947 architectural fabric of the city of Raleigh is largely composed of buildings rendered in classical or revival styles, with very few examples of Art Deco or Moderne. Those that did appear were largely concerned with transportation-related services, or with forward-thinking companies such as the Pine State Creamery on Hillsborough Street (built in 1928), and the Durham Life Insurance Building on Fayetteville Street (opened in 1942). The (former) CP&L Car Barn and Automobile Garage is one of only two other such Art Deco-style transportation-related facilities known to survive in Raleigh. One, a ca. 1920 yellow brick, square, one-story garage addresses the southwest corner of Martin and McDowell streets with a cut-away corner main entry formed by strong Art Deco elements composed of slender brick piers terminating with concrete capstones featuring signature streamlined dropped pendants. The vertical thrust of these elements balances the low-slung one-story elevations whose fenestration contains broad openings for vehicles and expanses of multi-light glass that open the workspace on the interior. A somewhat similar building can be found at 126 East Davie Street that is also thought to have been built around 1920. The Davie Street example presents a blockier, more monumental appearance tending toward Moderne than either the Martin Street example or the CP&L facility. This yellow brick building presents a three-sided main elevation with the main entry articulated by an impressive granite and Carrara glass surround flanked by plate-glass windows. The

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elevations are defined by monumental brick piers that are given a vertical thrust by inset Carrara glass strips repeated in matching horizontal bands above the plate glass windows in the flanking elevations. Once an automobile showroom, this building, like the (former) CP&L Car Barn and Automobile Garage, and the Martin Street garage, used up-to-date Art Deco and Moderne stylistic elements to convey a sense of modern transportation in Raleigh in the 1920s.

Historical Background and Transportation Context:

The (former) Carolina Power and Light Car Barn and Automobile Garage was built by CP&L in 1925 on the north quadrant of the block bounded by West Jones, North Harrington, North West, and West Edenton streets. The site is part of a two-block parcel of land assembled by the Raleigh Electric Company (acquired by Carolina Power and Light Company in 1910) and CP&L between 1894 and 1910. A ca. 1910 brick power house was erected on the adjoining block to the west that was shortly joined by a small car barn on its east flank, and an auxiliary storage and car barn on a site just south of the present 1925 facility. These CP&L car barns were among several early-twentieth-century industrial and transportation-related facilities located in the area of West Jones Street between Glenwood Avenue and West Harrington Street. The car barns and their tracks marked this intersection of railroad and streetcar infrastructure and electrical generation facilities by the second decade of the twentieth century. A freight and passenger depot was located a few blocks north on Glenwood Avenue where the railroad tracks of the Seaboard Air Line Railroad and the Norfolk and Southern Railroad diverged from parallel lines. A second depot was located to the south, opposite Nash Square on Dawson Street. The electric streetcar system, founded by the Raleigh Electric Company in 1891 (and acquired by CP & L in 1910), initially serviced routes between St. Mary's, Fayetteville, Cabarrus, and West streets. By the second decade of the twentieth century, the routes had expanded to include the area west of the 1914 Cameron Park neighborhood, the expanding neighborhoods east of Fayetteville Street to Idlewild Street, and north to the 100-acre Bloomsbury Park off Glenwood Avenue that was opened by CP&L on July 4, 1912 as a streetcar excursion destination (Dryer). This expansion of the streetcar routes, powered by the ca. 1910 power house and transmitters on West Jones Street, probably prompted the 1925 construction of the Art Deco-style (former) Carolina Power and Light Car Bar and Automobile Garage on the adjoining block.

The (former) Car Barn and Automobile Garage continued to service the streetcar system until CP&L began to phase out routes in the late 1930s and early 1940s. Never a money-maker for the company, the routes were initially operated as adjuncts to efforts to sell household and commercial electrical

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contracts, but the final death-blow to this public transportation system was the rise of private automobile ownership (Dryer). Although the handsome 1925 building ceased to house streetcars after the service was discontinued, it continued to be used by Carolina Power and Light to store company vehicles and provide areas for their maintenance and service until 1996. Presently the building is vacant, and plans for its adaptive use are underway.

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National Register of Historic Places Continuation Sheet

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Bibliography

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Gaffert, Gustaf A. Steam Power Stations. McGraw-Hill Book Company, New York and London. 1937.

Hicks, James. Interview of Carolina Power & Light company employee with Sue Edwards (author). March, 1997.

Meyer, Henry C. Steam Power Plants: Their Design and Construction. McGraw-Hill Book Company, New York and London. 1912

Riley, Jack. Carolina Power and Light Company: A Corporate Biography. 1908-1958. Edwards and Broughton Company. Raleigh, North Carolina. 1958.

Ross, Helen Patricia. Raleigh Comprehensive Architectural Survey Final Report. Raleigh Historic Districts Commission, Inc. Unpublished. 1993.

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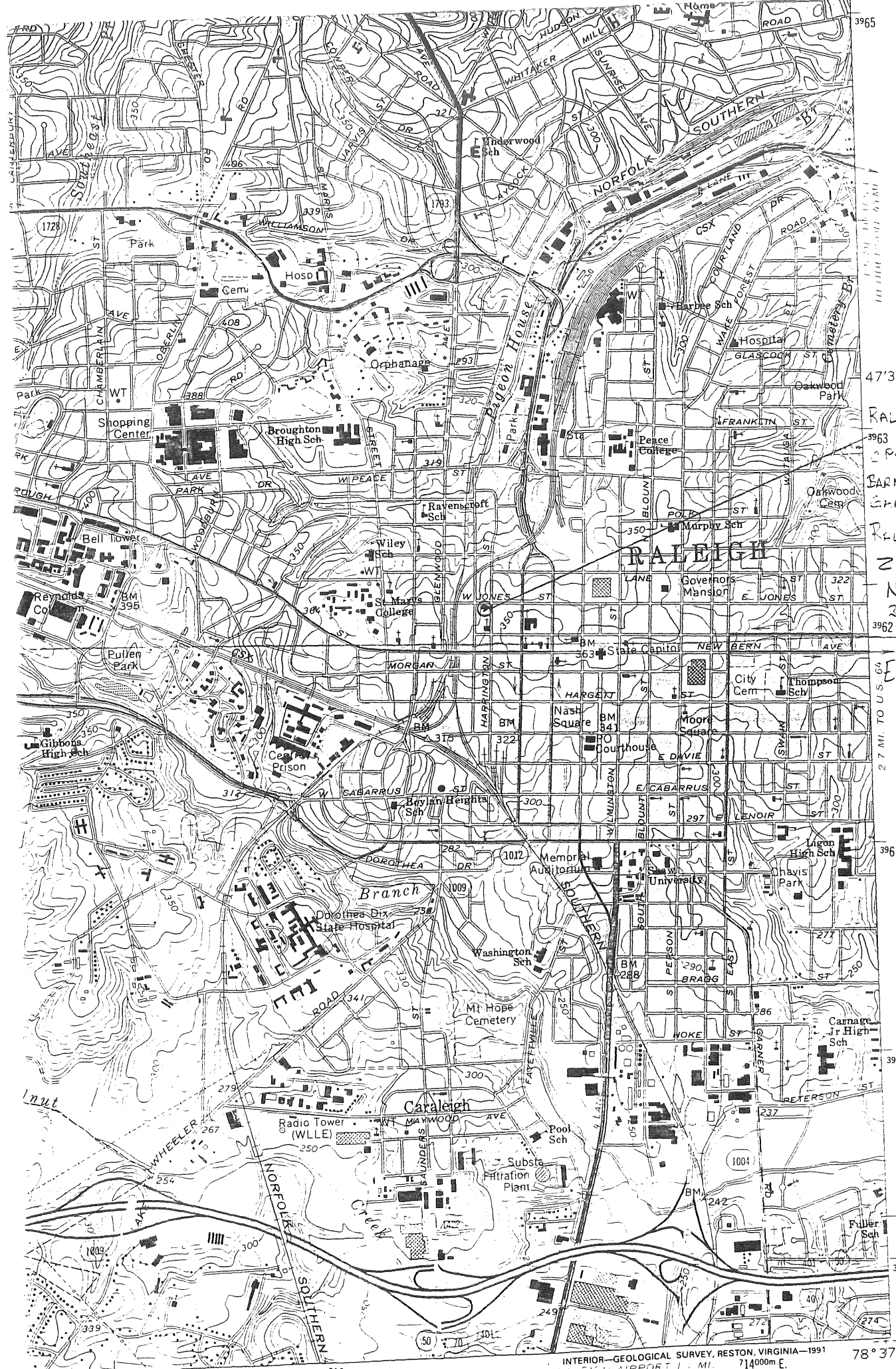
Geographic Data

Verbal Boundary Description:

The boundary includes only the building footprint of the (former) Carolina Power & Light Company Car Barn and Automobile Garage with an additional five foot setback surrounding all sides of the building. On the north-facing side the boundary extends to the edge of the sidewalk (approximately six feet from the building).

Verbal Boundary Justification:

The boundary is that portion of the lot that excludes later, non-contributing resources and is appropriate to the historical industrial setting.



3965

47°30"

RALEIGH WEST CO.

CP & L Co. CAR

BARN + AUTON. CO.

SHAKE

RALEIGH, WAKE CO.

ZONE 17

NORTHING

2962.170

3962

EASTING

712800

27 MI. TO U.S. 64

3961

3960

3959000m.N.

35°45'

78°37'30"

646

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1991

RALEIGH AIRPORT 1 MI. 714000m.E.

FAYETTEVILLE 57 MI.

ROAD CLASSIFICATION.

