APPLICATION for HISTORIC DESIGNATION
HISTORIC and ARCHITECTURAL

INFORMATION FORM

1. Name of Property: Historic Winston-Salem Southbound Freight Warehouse & Office
   Common Railroad Building

2. Owner's Name and Address: Railroad Building Partners
   119 Brookstown Ave.
   Winston-Salem, NC 27101

3. Location of Property: 300 South Liberty St.

4. Amount of Land to be Designated: 31,955 SF approx. .73A
   (designation for exterior of building only)

5. Tax Block: 57 Tax Lot: 413

ADDITIONAL SHEETS OF PAPER WILL BE NECESSARY FOR
DOCUMENTATION ON QUESTIONS 6 THROUGH 13.

6. When was the building erected? For Whom? (If you don't know the exact
date, please give a general time frame.) Have there been additions or
modifications? If so, describe and give dates.

7. Do you know the names of any of the craftsmen who worked on the building?
(i.e., architects, carpenters, contractors, landscape designers, etc.) Do
any architect's plans or building accounts exist? Where?

8. Do you have any old photographs of the building? If so, do you know the
dates of the photographs?

9. How has the building been passed down through the years, from whom to
whom? (i.e., a quick chain of title) If possible, please give some
background on each occupant, (i.e., occupations or other interesting
facts). List the sources of your information.

10. What was the building's original use, if different from today? Has the
building ever been moved? List the sources of your information.

11. What is the significance of this property (Please be specific and to the
point). Include a complete list of sources for your information.

   City of Winston-Salem
   County of Forsyth
   Town of Kernersville
12. Describe the architecture and present condition of the structure, also including any outbuildings or other appurtenant features to be included in the designation. If the property has been restored, what were the dates of restoration and was the restoration done under the supervision of any historical group or in compliance with their requirements. If the property has not been restored, is any restoration planned for the property?

13. Is the property listed in any existing Historic Register or survey (i.e., the National Register of Historic Places or any other state or local history)? If so, please give the title of the listing.

In addition to the written application, the following materials must be submitted simultaneously:

- a black and white, 8" x 10" overall photograph clearly depicting the property being designated.

- color slides showing all 4 sides of the building (may also include any architectural details, interior and exterior, which add to the property's significance)

- a map showing the location of the property, including any outbuildings and appurtenant features

(Please label the above materials with the name of the property owner)

APPLICATION FEE $50.00 (Check payable to Forsyth County)

The following information is true and correct to the best of my knowledge.

[Signature of Property Owner]

Date

Mailing Address:

119 Brookstown Avenue

Winston-Salem, NC 27101

Telephone: [Redacted]

Railroad Building Partners
by: THOMAS D. CALLAWAY, Partner

b3/hpc
6. The Winston-Salem Southbound Freight Warehouse and Office building was constructed in 1913 for the Winston-Salem Southbound Railway. 
   1950's Second Floor office modifications 
   1964 14 feet removed from Liberty St. end, modern elevation built 
   1990 Rehabilitated into offices, Liberty St. elevation built similar to original

7. The Architect was Joseph F. Leitner of Wilmington, North Carolina. The Builder was Rhodes & Underwood of New Bern. Four original drawings are at the Winston-Salem Southbound Railway office. Copies are at the Calloway Johnson Moore PA Architectural office.

8. A photo looking east by Frank Jones is part of the Forsyth County Public Library "Frank Jones Collection" Date: 20's-30's


10. The building was originally used for freight storage and Railroad offices. 1990 all offices.

11. The Freight Warehouse and Office Building on South Liberty Street served as the first permanent headquarters for the Winston-Salem Southbound Railway and is one of the last remaining railroad buildings in downtown Winston-Salem. Developed by the prominent Fries family, the eighty-nine mile railroad to Wadesboro served the Yadkin Valley industries and linked Winston-Salem to the large rail systems of the state. Built in 1913, under the direction of prominent Wilmington Architect Joseph F. Leitner, it is a two-story brick structure with Italianate detailing.

CRITERIA ASSESSMENT

A. Associated with the industrial development of the newly consolidated city of Winston-Salem and the Yadkin Valley during the early twentieth century.

B. Associated with the life of the prominent civic and industrial leaders Henry E. Fries and Francis H. Fries of Salem. The Fries family made major contributions to the industrial development of North Carolina.

C. A good example of an early twentieth century industrial building. Eclectic Architecture with Italianate features.

HISTORICAL BACKGROUND

Prior to the erection of the Southbound building, the site on Liberty Street, where Cemetery Street dead ends, was the location of the Salem Town Hall. In an effort to keep up with the rapidly growing town of Winston, the Salem Commissioners resolved at a public meeting on
November 2, 1911 that F. H. Fries's Southbound Railway could construct a railway line into the town limits. The resolution also allowed the Railroad to construct depot and terminal facilities near Salem Iron Works.

Winston-Salem experienced a period of rapid growth from 1913 - 1930, making it the largest city in North Carolina. Several companies responsible for this growth include, P. H. Hanes Knitting Co., R. J. Reynolds Tobacco Co., The Bahnson Co., Nissen Wagon Works, and many more.

Before building the Railway, the Fries brothers had been involved in many other endeavors. Colonel Francis H. Fries had graduated from Davidson College and returned to the family milling business in Salem. He soon became superintendent of the F & H Fries Mill, a major producer of cotton and wool goods. Colonel Fries is given credit for building the Roanoke and Southern Railroad and setting up the towns of Mayodan and Avalon Mills, NC and Fries, VA. Besides his involvement in manufacturing, Fries became a leading banker. In 1893, Fries organized the Wachovia Loan and Trust Company.

Henry Elias Fries, Francis's younger brother, was also an active promoter and organizer. After attending Davidson College for three years, he returned to Salem to manage the Wachovia Flouring Mills. Fries served as Chairman of the State Exposition of 1884, an event that signaled the birth of the new industrial era in North Carolina.

In 1887, Fries and two other prominent North Carolinians visited industrial schools throughout the country, after which they wrote an extensive report that became the basis for what is now North Carolina State University. His chief claim to distinction was in his development of electric power. In 1897, Henry Fries developed the first hydro-electric plant in North Carolina.

In 1907, due to Francis's failing health, Henry took over the Southbound project. After several years of tight money markets, the railroad was begun in 1909. The engineer for the railroad was to be Oliver H. P. Cornell, son of Ezra Cornell, Founder of Cornell University. Cornell was recognized for having one of the finest mathematical minds in the country.

By using several contractors, the eighty-nine (89) mile railroad was built in fifteen (15) months. Dignitaries on hand for the December 15, 1910 grand opening celebration included Governor Kitchen and Charleston, South Carolina Mayor, R. G. Rhett.

In 1912, the railroad began construction of their new building by hiring a local contractor to build the foundation and basement walls. Prominent Wilmington Architect, Joseph F. Leitner, was commissioned to design from the watertable up. Leitner, responsible for designing all Atlantic Coastline Railroad buildings costing over $10,000, was often
referred to as "Young Mark Twain." He was Mark Twain's first cousin and known to give humorous talks at social events. Besides designing many public buildings of note, Leitner invented the fractional adding machine. He also played a major role in the early development of the North Carolina Architect Association.

After New Bern contractor, Rhodes & Underwood, completed the building in July of 1913, it served as designed for about four years. Trains would unload along the south dock while local merchants filled their wagons on the north side. From approximately 1917 until the early 1970's, the basement and first floor were leased to several companies for storage. The second floor served as the railroad's general offices until the building was sold.

Salem Plaza, Inc. bought twelve (12) acres from Winston-Salem Southbound in 1985. Winston-Salem bought the portion containing railroad track and plans to develop it into a strollway. The strollway will link downtown Winston-Salem with Old Salem, passing along the west elevation. In 1990, Railroad Building Partners renovated the Southbound building into offices.
12. The Winston-Salem Southbound Railway Freight Warehouse and Office (hereinafter referred to as the Southbound building) is a two-story brick railroad building measuring 40 x 224 feet with Italianate-influenced details typical of those popularly used during the early twentieth century for industrial and simple commercial buildings. Designed by Wilmington architect Joseph F. Leitner, it was constructed in 1913 by contractors Rhodes and Underwood of New Bern. The site of the Southbound building on the west side of South Liberty Street just south of Cemetery Street is strategically located across from the former Salem Town Hall (NR) and between the centers of Salem and Winston. The building is set at an angle of approximately forty-five degrees to the street. It is in a revitalized area where buildings such as the former Salem Town Hall, a former industrial building now known as "The Foundry," and the former Arista Cotton Mill (NR) have been rehabilitated and adaptively re-used. The city's landscaped strollway, which connects downtown Winston-Salem with Old Salem and the North Carolina School of the Arts, runs behind the Southbound building.

The Southbound building has undergone two major alterations during its history but retains strong architectural integrity which still clearly conveys its original exterior appearance. In 1964 the widening of South Liberty Street necessitated the removal of fourteen feet from the narrow southeast end of the building. The replacement facade was a plainly modern brick elevation with a pair of glass entrances and a band of central windows on the second story. In 1990 the building was sympathetically renovated for office use. At that time, the 1964 facade was removed and replaced with a new facade which nearly replicated the original, as evidenced by the surviving original northwest elevation. The original first story wareroom and the second story offices were redesigned for modern offices, but much of the original detailing (doors, window casings, exposed heavy timber supports) were retained.
The Southbound building features a brick foundation, brick walls utilizing a stretcher bond and colored mortar to match the orange-red bricks, and a shallow gable roof covered with standing seam metal. The southeast facade consists of three bays, with a central pair of doors and multi-pane transom flanked by paired sash windows on the first story and three matching windows on the second story. While most of the facade windows, as well as the windows and doors of the other elevations, are trimmed with slightly projecting brick surrounds and limestone sills, keystones, and spring blocks, the main entrance and central window are further accentuated with a more complex stepped surround projection. The facade is crowned with a central round window with precast concrete keys and a shaped parapet with precast concrete coping. The rear elevation is similar to the facade, except that the windows are all single, those on the first story are shorter and have iron bars, and there is a basement door. On the rear elevation it is evident that the building's foundation bricks are a different type and color than those above the water table and do not have colored mortar joints.

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

The interior was originally composed of front offices and a large wareroom space on the first story and second story offices divided by a central hall running from the front to the rear of the building. The 1990 rehabilitation of the building converted
the entire interior to offices of different sizes. Although the hall pattern of the second floor was altered and new partitions were added, original features were retained in many places. These include exposed brick walls, post and beam supports, and rolling door hardware on the first floor and doors, wood windows, and other woodwork on the second floor.

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

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