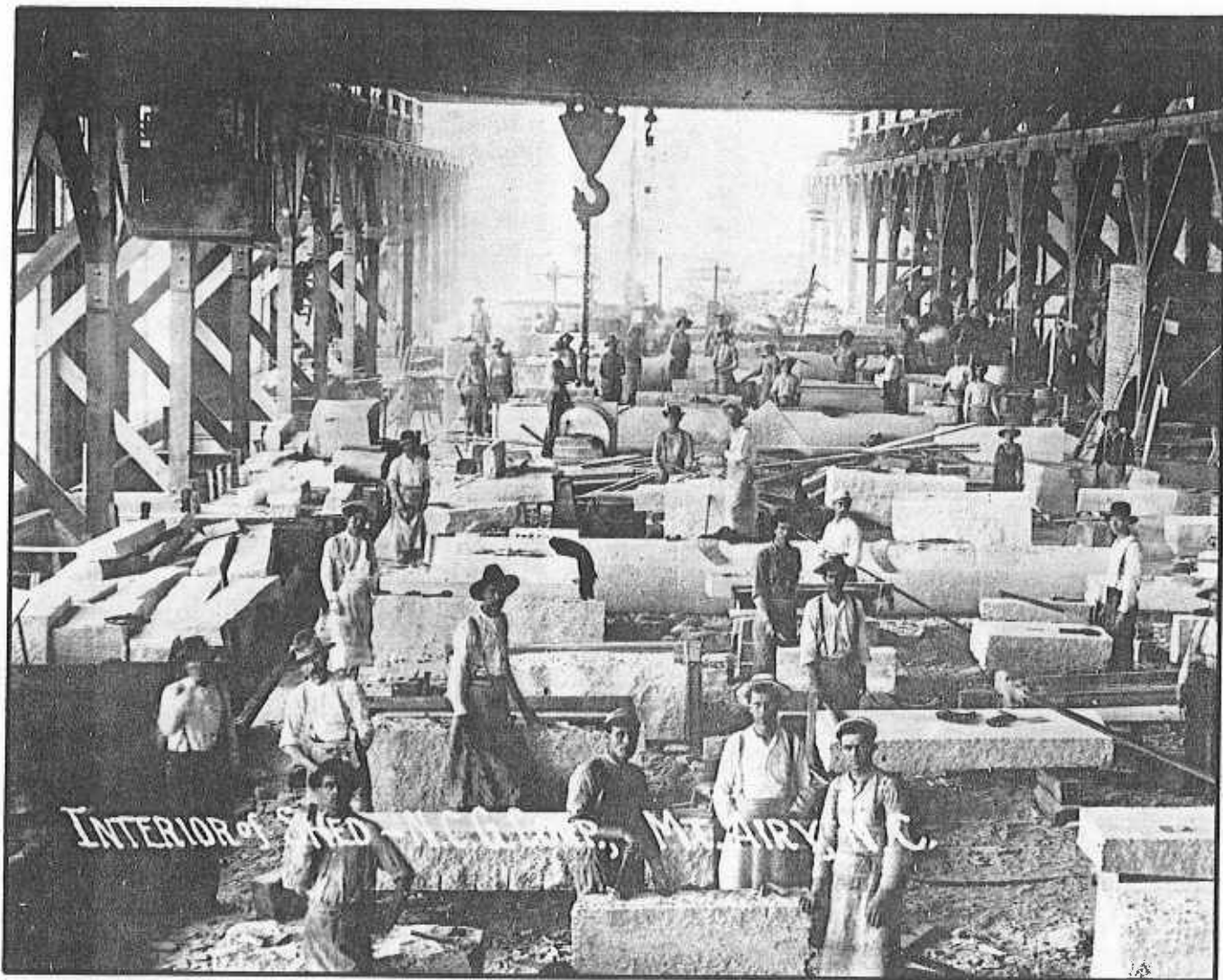


Society for Industrial Archeology



1980 Fall Tour Piedmont North Carolina

September 26-28

INTRODUCTION TO THE FALL TOUR

The Piedmont of North Carolina is one of the most highly industrialized sections of the South. Because of poor soil and poor access to transportation, settlers in the Piedmont region turned to manufacturing in the first half of the nineteenth century while most of the South maintained an agrarian economy. Without an abundance of coal or iron, North Carolina's first industrialists relied upon primary industries such as gold mining and textile manufacturing and made use of numerous sources of waterpower to run their machinery.

Not until the last decades of the nineteenth century did steam-power and improved railroad facilities allow for the development of larger industrial centers. Nevertheless, North Carolina's industry retained its rural character throughout the nineteenth and well into the twentieth century. Many rural villages continue to be dominated by a single industry. Even the cities of North Carolina reflect a rural influence and resemble a series of mill villages connected by a central business district rather than a single unified urban center.

The 1980 Fall Tour of the Society of Industrial Archeology follows the pattern of industrial development in the Piedmont. The small manufacturing town of Mount Airy depended upon extractive industries like quarrying and upon bulk industries like furniture and tobacco manufacturing. The successful marketing and manufacturing techniques developed by R.J. Reynolds and others in Winston in the late nineteenth century created a large commercial and industrial center in that town supported by improved rail connections and secondary industries. The repair shops at Spencer symbolize the consolidation of transportation management under the Southern Rail Road Company at the turn of the century. The tour ends in Salem, a highly organized and productive pre-industrial community that provided a transition from an agrarian to a manufacturing economy.

---Brent D. Glass
Fall Tour Director

ACKNOWLEDGEMENTS

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N.C. GRANITE CORPORATION QUARRY COMPLEX

0.6 miles East of Mt. Airy city limits
Mt. Airy

The North Carolina Granite Corporation Quarry Complex is located in the foothills of the Blue Ridge Mountains of Surry County, near the town of Mt. Airy. The mountainous site covers an area of 266 acres, with approximately 1/3 square mile being the quarry itself. The Ararat River flows through the northwestern portion of the site and provides the water used in the cutting and sawing of the granite. The North Carolina Granite Corporation claims to own the largest open-face granite quarry in the world. Covering an area approximately one mile long and 1/3 mile wide, the quarry as seen from the air resembles a giant oyster shell. The granite deposit is perfectly solid showing no natural bed planes or seams, and the stone is a biotite granite of medium grey, almost white color. It has been estimated that at the present production rate of 3,000 carloads per year, the deposit still will not be exhausted five hundred years from now. Stone is quarried by the "lifting process," first used when quarry operations began in 1889. The lifting process is a combination of the impact of confined black powder gasses and the natural tendency of the granite to expand and contract with the wide range of temperatures in the North Carolina mountains. Some early machinery continues to be used, including a 1928 Patch-Wegner gang saw from Rutland, Vermont, two 1926 and 1927 Pawling and Hennischfeger Builders cranes, and a 1926 Ingersoll-Rand air compressor.

Several early buildings remain on the site. The cutting shed, constructed in 1927 by the J.D. Sargent Granite Company, is a two-story rectangular frame building sheathed in weatherboards and carrying a gable roof. The building houses the principal cutting operations for monuments, mausoleums, structural details, and other types of artisan work and is approximately 660 feet long by 85 feet wide displaying six-oversix sash windows and large diagonally-braced sliding doors. A one-story granite shed addition on the east elevation contains the blacksmith's shop, boilers, compressors, and other mechanical equipment. The saw shed, a large two-story structure approximately 175 feet long by 150 feet wide with a two-story addition on the south elevation, was originally a long one-story building sheathed in weatherboards but is now covered with metal siding. Built in 1930, the shed contains the cutting operations for the production of granite curbing and other traffic control and highway safety products.

In addition, there are two significant early granite structures, the office building and a structure which was built as the company blacksmith's shop. The latter is a long one-story T-shaped structure constructed of random-laid ashlar with quoined corners and solid board shutters with strap hinges on the shorter side of the building. The gable roof is surmounted by a louvered clerestory. The office building, constructed in 1928, is an imposing three-story with basement

structure of coursed rock-faced ashlar over a random-laid granite basement. It is six bays wide with bottom hung casement windows delineated by full-height pilasters and a string course between the second and third stories. The low hipped roof with exposed granite rafters is pierced by an offset capped granite chimney and a half-timbered elevator tower which rises from the northeast corner. Over the first floor windows are pointed granite lintels, and diamond-shaped trim blocks are set within the pilasters between the small third floor windows. The recessed porch, sheltering the three door entrance bay, is distinguished by a frontispiece with a simple granite pediment inscribed with the date "1928" and ornamented by flanking scrollwork. Plain Doric columns and flat Doric pilasters carry the entablature which bears the words "North Carolina Granite Corporation" on the frieze.

No attempt was made to exploit the granite commercially until the late 1880s. The catalyst for this change was the arrival of the Cape Fear and Yadkin Valley railroad in St. Airy in 1888. Prior to the arrival of the railroad, the small community, incorporated in 1885, had been important only as a vacation resort. The railroad was begun in 1877 with the intent of linking the Blue Ridge with Wilmington. The stretch which reached Mt. Airy was begun in Greensboro. Its approach to Mt. Airy was slow and tortuous. Several times the under-financed railroad almost slipped into financial ruin only to be saved by the firm leadership of its president Julius Alexander Gray, a Greensboro financier and son-in-law of Governor John Motley Morehead.

Arriving with the railroad was Thomas Woodruff, an English-born contractor, who operated a Greensboro based building firm. Woodruff's company was employed by the railroad to build railway stations along the path of the railroad. As much as possible they used whatever local materials they could find. According to local tradition, Woodruff took one look at the high quality medium grain granite and immediately recognized its worth. Woodruff and his sons, Thomas, Jr., George, and Frank, along with several prominent Greensboro businessmen such as Julius Gray and J.A. Odell purchased the granite deposit and some surrounding acreage in 1888. Quarrying operations were begun in 1889 with a production of 135 carloads in 1890. Business was slow in the early years due to several factors, including the Panic of 1893, the necessity of importing skilled workers from New England and from Europe, and difficulty in getting the product to major markets, although a spur was built connecting the quarry with the main railroad.

As word of the opening of the quarrying operations in Mt. Airy spread to other established centers of granite production, there was an influx of experienced labor to the Mt. Airy area. Skilled quarrymen and stone cutters from New England, Scotland, England, and Italy gained employment with the new company. In addition, the quarry became an important source of jobs for the people of the surrounding area, providing needed training in a skilled trade. Although there are no foreign workers with the North Carolina Granite Corporation

today, descendants of those who immigrated to Mt. Airy in the early years continue to work there.

In 1899 Woodruff and his sons, under the name of Thomas Woodruff and Sons, leased from the Mt. Airy Granite Company "all its real estate and personal property . . . [in] Mt. Airy together with all of its cutting sheds, overhead cableways, steam engines, hoist steam boiler and drills, derricks, rock crushers (etc.)," for a per annum rental of \$5,000 until January of 1905. By that time the North Carolina Granite Corporation had been formed with incorporation in Delaware. By 1908 the latter corporation had bought out the older Mt. Airy Granite Company. This series of transactions left Woodruff in charge of the company, backed by an infusion of northern capital.

In 1910 the company hired John D. Sargent as superintendent. Sargent was a 39 year old stonecutter from Vermont at the time he was hired. The dynamic, innovative Sargent quickly became the dominant man in the company. Sargent leased the company's cutting sheds as a separate operation, thus serving for a time in the dual capacities of quarry superintendent for the North Carolina Granite Corporation and owner of the J.D. Sargent Granite Company. In the latter role he became particularly interested in the monument trade and "proved to his own satisfaction that Mt. Airy's white granite could compete with the finest stone from Vermont."

Sargent's business was so successful that it created tension between himself and Thomas Woodruff. Sargent obtained the financial backing of three bankers, William Shaffner and F.H. Fries of Winston-Salem and Charles B. Keese of Martinsville, Virginia, and bought out the Woodruff operation in 1918, with Sargent becoming president of the firm. He remained in this capacity until his death in 1945. "During that time, using aggressive merchandising methods, Sargent built the North Carolina Granite Corporation into a national institution."

Sargent concentrated the efforts of the company in three areas: memorials, monuments, and mausoleums. Projects such as the 17 million dollar Arlington Memorial Bridge were built largely of Mt. Airy granite. In 1927 production reached 3,000 carloads per annum, a figure that has been maintained to the present day. By this time most of the company's employees were natives of the area. When the Depression came, Sargent had strengthened the company to such an extent that it weathered the difficult years in good shape. Production was kept at a high level, as was employment. The jobs offered by the company and the capital funded into Mt. Airy enabled the city to weather the Depression. When Sargent died in 1945 he had developed the North Carolina Granite Corporation into a recognized national leader in the field.

The prominent position that the company occupies in the industry is evidenced by the many nationally important structures that have been built of granite from the Mt. Airy quarry. In addition to the Arlington bridge, The bullion depository at Ft. Knox, the Wright

Brothers Memorial at Kitty Hawk, the Municipal Building in New York, and the Pennsylvania State Memorial at Gettysburg have been built of Mt. Airy granite. Also, several important buildings housing North Carolina state government departments in Raleigh utilized stone from the site, including the Justice Building and the Education Building. A significant recent project was the Albert Einstein Memorial in Washington. The base, including the star chart of black Norwegian granite, was entirely executed by the North Carolina Granite Corporation using both native and imported stone.

John Prather Frank took over as company president following the death of Sargent. Frank had been hand-picked by Sargent and had served as the company's vice-president from 1940 until 1945, and as secretary-treasurer for five years prior to that. Under his leadership the company continued to thrive. Frank continued as president until 1977 when he became Chairman of the Board of Directors. He was replaced as president by Lacy S. Vernon. The company currently employs approximately 250 people. Although many of the sheds and buildings date from the 1920s, as well as some early equipment, the company's equipment is modern and up to date. Its products include mausoleums, building stone, poultry grit, and highway curbing, and its customers are situated throughout the eastern United States.

PIEDMONT LEAF TOBACCO COMPANY

Fourth Street
Winston-Salem

The Piedmont Leaf Tobacco Company buildings in Winston-Salem have stood for almost a century as an integral part of Winston's industrial heritage. W.F. Smith and Sons Leaf House built the oldest structure ca. 1890, and Brown Brothers Tobacco Company occupied the building across Fourth Street between 1890 and 1895. Piedmont Leaf Company acquired the buildings in the 1920s.

The older of the two buildings, the Smith Building, is a four-and-one-half story brick structure, nine bays long and three bays wide, and is accented by a stepped gable facade. In 1890 the building housed leaf tobacco on all floors and was without heat. By 1895 cigarettes were manufactured on the fourth floor, which was heated, and an elevator had been installed. When the American Tobacco Company owned the building in 1907 it was used primarily for the storage of tobacco in hogsheads, but in the 1920s, under the ownership of the Piedmont Leaf Company, the old building was used to receive, regrade, and sort tobacco. Tobacco was graded according to leaf quality and sorted accordingly, to the purpose for which it could be used. The building also housed office space and "sample" rooms.

The former Brown Brothers building, erected between 1890 and 1895, is five stories high with a mansard roof and hip roof dormer windows. The earliest users of the building, Brown Brothers Company, utilized the space for leaf storage. By 1900 Brown Brothers was listed by the Sanborn Map Company as a "prizery" and, as such, it used the building to dry tobacco and pack it into hogsheads. The structure was still used as a tobacco prizery in 1907, but it was under the ownership of the American Tobacco Company and a wrapper department and cooper shop were also included. The Piedmont Leaf Company operated the building in the 1920s for the processing of tobacco.

Processing tobacco involved several stages. On the first floor of the mansard roofed building receiving and grading took place. The second floor held two redrying machines, and the third floor housed the thrashing equipment. Thrashing tobacco removed the stem from the leaves. On the fourth floor, tobacco was laid on belts to be fed into the equipment which removed the tips, sent the leaves into drums, and then sent the drums to the third floor to be thrashed. On the fifth floor of the building the loose leaves were handled and picked, a process which removed any foreign matter or undesirable leaves from the stock. The attic was used for storage.

By 1976, Piedmont Leaf had outgrown the buildings on Fourth Street, and it has moved to Tenth Street in Winston-Salem. The buildings are now for sale.

The older, stepped gable building of the Piedmont Leaf Company was first occupied by W.F. Smith and Sons Leaf House. Leaf dealers bought tobacco for manufacturers, for export, or for resale to manufacturers and other dealers. Prior to 1890 leaf dealers enjoyed great prosperity; from 1890 to World War I, however, several factors temporarily affected the boom. Warehousemen took advantage of their position as middlemen and speculated at the expense of both buyers and sellers. In addition, many small leaf dealers or pinhookers engaged in shady business activities which, when exposed to public view, led to disdain by farmers and manufacturers alike.

Due perhaps to both the decreased profits and the tarnished reputation of leaf dealers, by 1895 the Smith Leaf House had become W.F. Smith and Sons Tobacco Factory. The firm manufactured cigarettes, and it was one of the first factories in Winston-Salem to do so.

Meanwhile, between 1890 and 1895 a new building was erected across Fourth Street, directly north of W.F. Smith and Sons. Brown Brothers Company, a leaf storage firm, occupied the (new) rectangular five-story building with the mansard roof. The design of Brown Brothers Company closely resembled that of the older P.H. Hanes Knitting Company at Chestnut and Third Streets.

By 1909 both Brown Brothers and W.F. Smith and Sons were listed as "tobacco prizeries," warehouses where redried tobacco was stored and packed into hogsheads. By 1907 Brown Brothers and W.F. Smith had been purchased by James B. Duke's American Tobacco Company. The first years of the twentieth century were marked by the merger of many small dealers into corporations such as the American Tobacco Company. The Sherman Anti-Trust Act of 1911, however, dissolved many large trusts, much to the pleasure of farmers and warehousemen alike. Farmers, in particular, had hated the American Tobacco Company for years. "Neither the possibility of good intentions on the part of the American Tobacco Company nor rationalization on the farmers' side could lessen the dominance of the position of that company in the marketing of leaf tobacco."

The Sherman Anti-Trust Act, however, actually had little effect on the Bright Tobacco Area; the number of factories declined as quickly after 1911 as it had during the trust years. In 1912 and 1913 the Commissioner of Corporations found that consumers paid about the same price for tobacco products; jobbers and retailers retained a smaller profit margin; four successor companies to the Trust controlled as large a proportion of the total business; expenses of manufacturing apart from leaf costs were not substantially changed, and selling costs were higher.

In 1912 R.J. Reynolds Tobacco Company held storage areas in both of the buildings on Fourth Street. A wholesale grocer occupied the first and second floors of the former Smith building, and a confectioners manufacturing firm occupied the second, third and fourth floors of the former Brown Brothers structure.

During the 1920s Piedmont Leaf Company took over the buildings on Fourth Street. Piedmont Leaf Company had been established in 1915 and took over the Wright-Hughes Tobacco Company which had been in operation since 1893. The company bought, redried, and stemmed leaf tobacco on the local market. The redrying process removed the excess moisture remaining in the leaf after the farmers' curing processes, and stemming removed the tobacco leaves from the stem. Both processes had been greatly improved and mechanized by the time Piedmont Leaf began operations.

At present the Piedmont Leaf Tobacco Company buildings are for sale, and unless some viable adaptive use can be found the structures will probably be demolished. A local wood products firm, now a tenant of the buildings, is considering purchasing them.

SHAMROCK MILLS

Marshall and Third Streets
Winston-Salem

The first Hanes Hosiery Mill, formerly known as Shamrock Knitting Mills, is a one-story brick building with daylight basement. It is six bays deep and extends in seven sections. The rhythmic saw tooth roof, covering all but a 1925 addition, allots a six-foot skylight to each of the seven sections. This design is typical of many knitting mills constructed in the northeastern United States during the early twentieth century.

The Shamrock Mills building was used for knitting, packing, drying, dyeing, and boarding (giving shape). The large, street-level knitting room housed the knitting looms as well as the looping and trimming equipment. The looping and trimming machines were located north of the knitting looms. Looping machines secured the toe of the stocking and trimmers cut the loose threads. The heels, however, were stored, dyed, and boarded. Each stocking was boarded, or given shape, by stretching it over a cardboard form.

The original office area for Shamrock Mills was located at the northernmost end of the sawtooth structure, and around 1925 additional space was added to the north end of the mill in a style suggestive of the Bauhaus school of architecture. A flat, store-front facade which obscures two sawtooth skylights was probably added after Carolina Cadillac acquired the building around 1926. In addition the interior was probably altered when the building became Carolina Cadillac Company; it contains a large open area (suitable for showing a car) behind which a short flight of steps leads to partitioned office space. Interior floor-length round headed windows separate the office from the open area in front of it.

In 1872 Pleasant Henderson Hanes and his brother, John Wesley Hanes, came to the city of Winston from Davie County, North Carolina. Along with Major T.J. Brown they established P.H. Hanes & Co., tobacco manufacturers, which they sold to R.J. Reynolds in 1900. The Hanes brothers then separately entered the textile business.

In 1911 Shamrock Mills built a new plant next to its old one at Pine (now Marshall) and Second Streets in Winston. The plant housed 200 knitting machines and 200 employees.

Sawtooth roof construction, such as that in Shamrock Mills, became especially popular in the nineteenth century and was also known as "north lighting." The skylights faced north so as to achieve the greatest benefit of the sun's rays while avoiding their glare. This type of roof construction was used for weave sheds (knitting rooms) in England as early as 1854. The one-story weave shed was seen in the United States by the mid-1880s and was probably inspired by the widespread introduction of large, high-speed, automatic looms. The

vibration and impact of these large machines was more than the earlier framed mill buildings could withstand, and the one-story weave shed built on grade was better able to accommodate the machinery. Since these one-story weave rooms were sprawling, the need for skylights was apparent; many of the looms were situated beyond the reach of light from the wall windows.

Skylights were not, however, the panacea they appeared to be. The windows were hard to keep watertight and clean. The skylights at Shamrock Mills were never watertight and the leaking water posed a threat to the looms below. In addition, as artificial lighting became more efficient, the skylights became even less practical. Artificial light had a constant quality not found in north lighting, and there was no heat loss or gain as there was through the glass skylights.

Shamrock Mills was renamed Hanes Hosiery Mills Company in 1914 and the building on South Marshall Street became the first Hanes Hosiery Company, a modern textile empire. By 1926 the Hanes Hosiery Company had outgrown its Marshall Street facility and it moved to a larger plant on West 14th Street. The old sawtooth building was bought by Carolina Cadillac Company and used as a dealership.

The history of Hanes Hosiery Company is the story of leadership in a highly competitive field. In 1918 Hanes Hosiery Mills Company converted from the manufacture of infant's and men's socks to women's cotton hosiery. The development of rayon followed, and Hanes led the industry in the production of women's rayon hosiery. Hanes's most dramatic growth, however, occurred after the reappearance of nylon in the late 1930s; the company developed a way to knit nylon on circular machines, thereby producing a seamless stocking. Hanes seamless nylon hosiery was the first on the branded retail market. From the old Shamrock Mills building on Marshall Street, Hanes has grown to become one of the largest hosiery manufacturers in the world.

SALEM COTTON MANUFACTURING COMPANY AND ARISTA COTTON MILL (FRIES
MILL COMPLEX OR BROOKSTOWN MILL)

200 Brookstown Avenue
Winston-Salem

The Arista Cotton Mill in Winston-Salem consists of two buildings. One building is the original home of the Salem Cotton Manufacturing Company, a brick building built in 1836 by part of the Moravian congregation of Salem, and the other is the original Arista Mill, built in 1880 by F. and H. Fries Cotton Arista Mills.

The Fries Mill complex also includes a two-story roughly triangular brick building (a ca. 1900 transformer station). There were formerly in the complex a two-story, gable roofed warehouse (demolished), a wagon shed (demolished), a wood yard, a reservoir, an ice plant and a power station (demolished) and a gas works (demolished).

The remaining portion of the 1836 Salem Cotton Mill is a three-story, one to five common bond building with a monitor roof. The original section is six bays long. Probably in the late nineteenth century, a four-story facade was added to the building, as well as an extension of the west side. The facade addition has a corbeled cornice, bracketed eaves, and brick pilasters. The Sanborn Insurance Map of 1890 indicates that the later facade portion was used by the Wachovia Flouring Mills for wheat and corn storage and that the extension on the west side included a grain elevator and offices. The floors of the 1836 mill are wooden, the walls are brick, and the exposed wooden joists are upheld by squared, wooden posts which are chamfered, ending in lambs' tongues. On the first floor, a few joists have been cut out to form arches, apparently to accommodate flour milling machinery. On the second floor, the chamfered wooden posts are much smaller in width than those on the first floor. Windows of the 1836 building remain on the east side.

The main block of the 1880 "F. and H. Fries Cotton Arista Mills" is a three-story building, fourteen bays long, of brick laid in one to five common bond; it has bracketed eaves with timber supports. At the front of the building is a two-story stair tower with a pyramidal roof and iron cresting, and west of the stair tower is an adjoining one-story building which originally housed the engine, according to the Sanborn Insurance Map of 1890. The front entrance door, located in the stair tower, is double with raised panels and is surmounted by an arched transom of three panes. The segmental-arched windows of the building are sixteen-over-sixteen. At the back and to the west of the main structure is a two-story brick building, originally connected to the main block by a small passageway. In later years, this passageway has been enlarged to accommodate heavy freight elevators. The floors of the Arista Mill are wooden, the walls are brick, and the exposed wooden joists are upheld by columnar wooden posts. On the top floors of both the

main building and the back wing, the ceiling is slightly arched. According to the Sanborn Insurance Map of 1890, weaving took place on the first floor of Arista Mill's main building, carding took place on the second, and spinning took place on the third. Two-thirds of the smaller adjoining building was used for storage and pickers, and one-third was used as a "dusting room" on the first floor and a "mixing room" on the second.

Around the turn of the century, the Arista Mill was enlarged; additions were made to the back of the former Wachovia Flouring Mills in 1912. It is apparent today that large, arched openings which probably served as entrances for horse-drawn wagons have been filled in with brick.

The Fries Industrial complex is the oldest physical reminder of three forgotten elements in the history of Winston-Salem. Although the development and reputation of this city has been dominated by tobacco manufacturing, its industrial foundations were laid by the textile industry. The Moravian town of Salem is celebrated today for its craft traditions, but it played an equally significant role in the industrial revolution and the transition to industries of mass production. Finally, although the contributions of well-known families such as Hanes, Gray, and Reynolds have long been recognized, the achievements in manufacturing, banking, and transportation of the Fries family of Salem were also vital to the development and growth of the Piedmont city.

The roots of Salem's textile tradition go back to the establishment of the town in 1766. In that year Gottfried Praezel, a weaver, set up a hand loom in the first house built on Salem's main street and took two apprentices to assist him. Weaving continued as an important craft in the village throughout the eighteenth and early nineteenth centuries. A 1782 roster of residents in the Single Brothers House listed six weavers and a similar roster in 1794 in the Single Sisters House listed five weavers. Other sisters supported themselves by spinning.

The invention and perfection of the cotton gin in the 1790s increased the supply of lint cotton for spinning and weaving. Textile production in Salem, however, remained a cottage industry until 1815 when Van Nieman Zeveley, a cabinet maker by trade, constructed a dam across Peter's Creek (near the North Cherry Street extension) and installed a water-powered wool-carding machine for custom carding. This woolen "mill" was later used as housing for a foundry.

The transition to mass production of textiles did not come until 1835 when Francis Levan Fries and other local businessmen organized the Salem Manufacturing Company. In some ways, Fries was not a likely candidate for pioneering work in manufacturing. He was a descendent of German Lutherans who had joined the Moravian church at Herrnhut, Saxony, in the eighteenth century and migrated to Salem, North Carolina in 1809. Fries was born in 1812, attended Salem Boys School,

prepared for the Moravian ministry at Nazareth Hall in Pennsylvania and came back to Salem in the 1830s planning to teach and study law.

Instead, he shifted his attention to the industrial development of Salem. The stockholders of the Salem Manufacturing Company held their first meeting on July 9, 1836, and decided to build a factory on the western edge of Salem, south of New Shallowford Street (now Brookstown Avenue). Before the factory was constructed, however, Francis Fries was dispatched to New England to study textile manufacturing processes for a year. He returned to supervise the construction of a mill building with "a foundation of rough stone laid in lime mortar and brick walls above." The building was a three-story brick structure with a monitor roof and a cupola on the north end. The mill was equipped with spinning frames and engine purchased from Baltimore. Sometime later thirty-six looms were installed for weaving cotton cloth. Houses were built for the mill families, for the single men and women, and for the agent and chief machinist.

In contrast to the Salem Manufacturing Company's decline, Fries was flourishing. Francis Fries had organized a woolen mill company in 1839 and began manufacturing Salem janes (or jeans, wool filling on cotton warp) in 1840. Fries was joined by his brother, Henry, in 1846, and established the F. & H. Fries Manufacturing Company. A cotton factory was built in 1848 adjoining the woolen mill. Then, in 1856, the Fries brothers obtained control of the old Salem Manufacturing Company and fitted the mill up with flour milling machinery. A gas plant was installed in 1858 to provide lights for the mills and a new Corliss engine was set in place in 1860.

For about sixteen years the fortunes of Francis Fries and the Salem mill ran on separate courses. Fries, who had served as agent and general superintendent of the mill from 1837 to 1840, resigned to build a woolen mill on Brookstown Avenue one block east of the Salem Manufacturing Company. Perhaps as a result, the fortunes of the Salem mill took a decided turn for the worse in the 1840s and 1850s. Inexperienced management, competition from other mills, and an irregular supply of skilled labor made it difficult for the company to show a profit. Local banks became reluctant to lend additional funds for capital improvements. Undercapitalized from the start, the company could not dispose of large inventories easily in the glutted yarn market of the 1840s and was constantly short of cash resources. By 1849 the directors became convinced that "the establishment must be sold, and without much delay." In 1850 the property was advertised for sale but it was not until 1854 that the directors finally agreed to a sale of the property to former Governor John M. Morehead. The entire capital stock of the mill was liquidated. The cloth on hand was placed in a Salem store to be sold on commission. Francis Fries (who by this time was successfully operating a cotton and woolen complex across town) bought the mill supplies not included in the sale to Morehead.

~~In contrast to the Salem Manufacturing Company's decline, Fries~~

During this period Fries attempted to stay well-informed about developments in industry in the North. Because travel was expensive, he worked out an arrangement with fellow manufacturer Edwin M. Holt of Alamance County "by which they took alternate trips to Northern cities and upon the return of either . . . a conference was held and report made of all improvements in machinery, of trade conditions and of all other matters of special interest to them in their work." Thus these men provided vital elements in the industrial development of North Carolina as well as their own villages. In the case of Salem which had been established as a center for domestic industry, Fries' contribution was to transform the tradition from eighteenth century craft industries to nineteenth century mass production.

By the time of the Civil War, Francis Fries had established an industrial base in Salem upon which his sons, John W., Francis H., and Henry E. could build. (Fries' brother, Henry, never married, and had no heirs). The war, however, proved costly to the family enterprise. The woolen mill had supplied two Salem military units with Salem jeans. During Stoneman's raid through North Carolina, 1700 bales of Fries cotton, stored in High Point, were burned. In addition the company's supply of wool, stored in a Texas warehouse, was stolen. This loss, along with the value of forty emancipated slaves, represented a million dollars in property. Added to this was the death of Francis Fries at the age of 51.

Following the war the family slowly rebuilt its industrial empire. The sons of Francis Fries entered the partnership, devoting their careers to the essential elements of growth and development in the Piedmont—industry, finance, and transportation. It was not until 1880, however, that the Fries company could undertake a new manufacturing project. In that year Francis H. Fries supervised the construction of a spinning and weaving mill known as Arista.

The Arista Cotton Mill was located just one block west of the original Fries woolen and cotton factory and next door to the Salem Manufacturing Company (refitted in 1856 as Wachovia Flour Mills). From the outset the mill was an important factor in the prosperity of the city (Winston and Salem were still separate entities until 1913). A publication of 1888 described the mill as "a decided achievement in modern manufacturing. This structure was erected on the most approved plans of the successful New England cotton mills at a cost for building and equipment of about \$125,000."

The mill was among the first in the South to use electric lighting. It was first equipped with 3312 spindles but within five years the number of spindles doubled and 180 looms were added for the manufacturing of chambray cloth for work clothing. This machinery was powered by a 200 horsepower Corliss engine built in Chester, Pennsylvania. "The massive motor," exuded the 1888 Chamber of Commerce, ~~"weighs 26 tons but works as smoothly and steady~~

"weighs 26 tons but works as smoothly and steadily as a sewing machine. The fly wheel is 20 feet in diameter . . .the face of the rim is 28 inches in width and turns the machinery by aid of a belt 130 feet in length . . ."

The mill provided employment for about 150 workers, about 70 men and 80 women. It also anchored a small industrial complex that included the Wachovia Flour Mills (ca. 1856, 1880); a cotton warehouse (ca. 1850); an ice plant (ca. 1905); Indera Cotton Mills (1914); and a transformer station (1899) which supplied electricity to the complex and to other manufacturing and transportation outlets in Winston-Salem. A 750,000 gallon reservoir, located just south of the complex, provided water for the boilers and the fire protection systems.

The Arista Mill was only the first of several textile and manufacturing enterprises undertaken by the sons of Francis Fries. Col. Francis H. Fries (honored for his services on the staff of Governor A. M. Scales) built the Indera Cotton Mill (1914) in Winston-Salem, the Mayo (1896) and Avalon (1899) Mills in Rockingham County, and the Washington Mills (1902) in Fries, Virginia. He also served as president of the Brown and Williamson Tobacco Company. Henry E. Fries organized the South Side Cotton Mills (1885) in Winston-Salem. John W. Fries, an inventor as well as a businessman, developed the design for the centrifugal dehumidifier for textile mills which led to the creation of the Normalair Company (later part of the Bahnson Company of Winston-Salem.

In addition to their role as industrial leaders, the Fries brothers made enormous contributions in the field of finance and transportation. John W. Fries served as president of the Fidelity Building and Loan Association and the National Bank of Winston-Salem. Frances H. Fries supervised the construction of the Roanoke & Southern Railway (now part of the Norfolk & Western system) which connected Winston-Salem with Roanoke, Virginia. He also served as president of Wachovia Loan and Trust Company, now the Wachovia Bank and Trust Company, the largest bank in the South. Henry E. Fries supervised construction of the Winston-Salem Southbound Railway to Wadesboro and organized the Fries Manufacturing and Power Company which constructed the first hydroelectric facility in North Carolina at Idols on the Yadkin River in 1899. Various industries in Salem and the electric railway system in Winston ran by the power from this station. A substation at the Arista Mill was built to distribute current.

The impressive range of activity by this family has led many local historians of Winston-Salem to challenge the idea that the city's development was tied solely to the fortunes of its tobacco interests. "The industrial tradition," concluded one historian, "indeed [Winston-Salem's] very existence as an industrial center of importance, is not so much the result of efforts of the [tobacco interests] as it is the product of earlier work by Francis Levan Fries and his three sons."

As the Fries economic empire grew up in size and scope, the remnants of its nineteenth century origins declined in importance. The antebellum woolen and cotton factory ceased operation around 1900 and was later destroyed. The Arista Mill, which operated from 1880 through the mid-1920s, remained a relatively small operation never exceeding 7700 spindles and 450 looms at its peak. The Wachovia Flour Mill suspended operations around the turn of the century and was converted for use by the Arista Mill. It was subsequently used as a warehouse for the Lentz Transfer and Storage Company of Winston-Salem. The ice plant and the old cotton warehouse have been destroyed but the transformer station and Wachovia Mills are still standing, in addition to the main cotton mill.

SOUTHERN RAILWAY SPENCER SHOPS

Salisbury Avenue
Spencer

The Southern Railway Shops at Spencer, North Carolina, were opened on October 18, 1896. The first buildings were a machine shop, roundhouse, storehouses, and offices. They were constructed with steel frames resting on substantial masonry, had corrugated steel siding and slate roofs. The brick for these and all future structures on the site was produced by the Isenhour Brick and Tile Company. George W. Isenhour, founder of the firm, came to Salisbury from New London and established the brick plant in 1896.

The original complex was expanded in 1904, 1911, 1925, and 1935. Two of the aerial photographs illustrate the site at its peak of development in the years immediately prior to World War II. The largest building on the site, the Back Shop, was built in 1904-1905. It is 600 feet long by 150 feet wide; with walls of brick on a concrete foundation with steel columns and roof trusses. Back Shop was the term applied to the erecting shop where engines and cars were rebuilt and repaired. The northwest side of this building was utilized for heavy repairs while the southeast side was used as a machine shop. In 1907, the first of the tremendous freight transfer sheds was erected. This particular operation of the Spencer complex was gradually expanded until by 1939 there were six parallel sheds each over 600 feet long, with one being 950 feet in length.

By 1910, work had expanded from the back shop into a new boiler shop, car plant, and planing mill (the boiler shop is H and the planing mill I in the picture). A freight car repair shop was added in 1917. In 1922 the railroad estimated the replacement value of the land, buildings, equipment, and trackage at Spencer to be between \$20,000,000 and \$25,000,000. A modern engine terminal was completed in 1924 which included a \$500,000, 37-stall roundhouse (A), with 100 foot turntable (B), a thousand-ton coal chute and 15,000 ton coaling station (R); a sand processing station (S); and a water station on the Yadkin River with a capacity of 4,000,000 gallons daily. In 1935 the repair shops were again expanded to accommodate heavy repairs.

Shortly after the peak of the Spencer Shop's steam-oriented growth, change came with the coming of diesel locomotive power. The steam locomotive support facilities at Spencer were rapidly modified or destroyed to make way for the new diesels. Southern Railway was one of the first major railroads in the nation to convert completely to diesel power. A large portion of the old steam roundhouse was rebuilt and re-equipped with "drop tables," inspection pits and working platforms for diesels. New fuel oil facilities were installed to replace the old coaling station which was demolished by explosives on June 8, 1953. The boiler, back shop, etc., were all adapted for diesel work.

After the shops were closed in 1960, the company tore down the blacksmith shop (G), carpenter's shop (I), car sheds (M), and parts of the power station (T) in 1962. The boiler shop (H) was dismantled by an industry from Marion, North Carolina, and reassembled in that town in the early 1960s. The roundhouse, back shop, electric shop (N), storehouse #3 (E), offices (F), and several smaller buildings remain vacant and for lease. The 37-stall roundhouse is in fair condition and parts of it are still used for diesel repair work. The paint shop (P) is still used for painting railroad equipment, mostly cabooses. The back shop is in varying stages of deterioration. Vegetation along its outer walls has induced many cracks and in one particular instance on the southeast side, structurally weakened the building. The tremendous doors at either end of the building have fallen off their hinges and few windows are left intact. There are many holes in the roof that allow the weather and a sizeable pigeon population access to the building.

The actual area of historic importance comprises approximately 27 and one-half acres bordering the east side of U.S. 29, Salisbury Avenue, between 3rd and 8th Streets in Spencer.

The first railroads in North Carolina were built in the eastern part of the state. Both the Wilmington and Weldon and the Raleigh and Gaston railroads were completed in 1840. However, there was no east-west railroad and the demand for such a trunk line grew stronger with each passing year.

After a great deal of political maneuvering, the North Carolina Legislature in 1848-1849 chartered the North Carolina Railroad Company. Financed mostly with state funds, the North Carolina Railroad connected the larger cities and towns of Piedmont North Carolina. The railroad extended from Goldsboro via Raleigh, Durham, Burlington, Greensboro, and Salisbury to Charlotte, a distance of 223 miles.

The North Carolina Railroad proved to be the greatest economic stimulus in the state's history. Agriculture and industry grew rapidly beside the railroad, as did the area's population. During the Civil War the North Carolina Railroad formed an important part of the Confederate transportation system.

In 1871 the road was leased for thirty years to the Richmond and Danville Railroad Company of Virginia. A few years later the Richmond and Danville went into receivership and was reorganized in 1894 as the Southern Railway Company. On August 16, 1895, the lease of the North Carolina Railroad to the Southern was renewed for 99 years. The terms of the lease require that the Southern Railway Company keep the track in good condition and pay taxes on the property. The state has no obligations, but does collect the rental in the form of dividends. The lease also stipulated that Southern "shall have leave to change any shops, tracks, houses, and other things in such way as to promote the convenience of shipments of freights, travel and the safety of the road and property."

As the Southern Railway Company continued to absorb southeastern railroads under its corporate banner, the need for a central repair shop on the sprawling rail system became a necessity. Soon after the lease agreement with the North Carolina Railroad Company was signed, Southern decided to relocate the Company Shops of the N.C.R.R. from present-day Burlington to a site halfway between Atlanta and Washington, on the double-track main line. At this point heavily-traveled lines from Knoxville, Savannah, and Charleston also converged.

The land, 168 acres, was located two and one-half miles northeast of Salisbury, North Carolina. It was purchased on February 8, 1896, and February 13, 1896, by John S. Henderson, former U.S. Congressman, and a Salisbury lawyer. A 101-acre purchase was made from a black, Robert Partee, for the sum of \$25 to \$30 per acre. The remaining 67 acres were acquired from other land owners. The deeds to the property were immediately turned over to Southern Railway by Henderson.

On March 23, 1896, Southern began construction of one of the largest railroad shops in the nation on this property. Work progressed throughout the spring and summer of 1896 on the huge industrial plant. The facility was opened in stages between October 18, 1896 and November 1, 1896. The shops were named for Samuel Spencer, president (1894-1906) of the newly organized railroad. The first buildings were a machine shop, roundhouse, and offices. According to an excerpt from the Southern Railway Annual Report for 1897, "Spencer (near Salisbury N.C.): These shops are new, of modern design, and well-equipped. With the exception of the smith shop, the buildings are heated by hot air and are lighted with electricity."

Not only was an industrial complex created out of this Rowan County wilderness but a town to house the railroad workers also emerged. The town of Spencer came to life because of the establishment of one industry. The Southern Railway shops continued as the major employer and taxpayer in this Rowan community well into the 1950s.

The Spencer shops became the largest heavy repair facility on the entire Southern railway system. A portion of all steam locomotives in the system underwent heavy repairs here. By 1932 seventy-five engines daily were turned out for "light repairs"; one engine daily was completely rebuilt.

Passenger and freight cars were serviced and assembled into trains and dispatched in all directions from the Spencer yards. During the late 1930s and early 1940s twenty-one passenger and twenty-four freight trains rolled out of Spencer daily. Southern also established the largest freight transfer facility in the south at Spencer. The transfer handled around 250 and 300 cars of freight on an average day. The great majority of the crews who manned these passenger and freight trains lived in Spencer. The total work force of the Spencer complex usually remained between 2,200 and 2,500 employees.

Southern Railway's transition from steam to diesel power was swift. It was one of the first railroads in the country to convert its system completely to diesel power. As the steam locomotive support facilities were modified or destroyed with the rapid rise of the diesel so too were the jobs of hundreds of Spencer men and women. By the early 1950s Southern began laying off large numbers of workers until on July 30, 1960, it closed the Spencer Shops entirely. Only a skeleton work force was maintained to service the sixteen diesel switching engines of the yard. The large shop buildings soon fell into disrepair through neglect as the railroad tried unsuccessfully to lease the property for industrial use.

SALISBURY SOUTHERN RAILROAD PASSENGER DEPOT

Depot Street
Salisbury

The Salisbury Southern Railroad Passenger Depot is an exceptionally fine instance of railroad architecture. Designed in the Spanish Mission style by Frank P. Milburn and built in 1907-1908, the depot reflects the early twentieth century's interest in structural functionalism as well as in abstract geometric design and the use of strong colors. The station, which runs the length of two city blocks, is a masonry structure built of mechanically bonded pressed brick pierced by a multitude of round and segmental-arched windows. A two-course water table stands out as the dividing line between the dark red brick base with its deeply raked joints and the tan brick of the body of the building, which is tightly laid with flush joints. The depot is divided into two blocks--a main block to the south, and a smaller block to the north. Each is covered by a roof sheathed with earthy red Spanish tiles characteristic of the style.

The main (southern) block houses the passenger waiting room as well as the ticket offices. It is E-shaped in plan, fifteen bays in length, and stands one-and-one half stories high. A steeply pitched hip roof covers the main block. Gables intersect the hip roof at both the north and south ends of the west elevation to create the upper and lower arms of the "E". Each end breaks out into a bold curvilinear shaped gable framed by small corner battlements. The focal point of the west elevation is, however, the center tower of the principal block. The square-in-plan tower is engaged at the lower one-and-one-half stories and then rises up two more levels into a monumental freestanding slab which dominates the site. The tower is lit on each face of its tall upper story by a cluster of three round-arched multi-paned windows slightly recessed within a round-arched panel. Above this grouping the tower walls rise up to form a parapet enclosing an observation deck which rims the perimeter of the tower. Ornamenting the exterior wall of the parapet is a series of raised panels arranged in a stylized form reminiscent of crenellated battlements. A single grotesque gargoyle juts out from each corner of the parapet, adding a charmingly eccentric note to the tower's severe silhouette. In the center of the deck stands the yardmaster's signal room, a cubical form capped by a shallow pyramidal hipped roof with broadly overhanging eaves.

A round-arched arcade, protected by a pent roof, extends between the first story of the tower and the projecting gables--the three arms of the "E". The spandrels of the arcade are built of cream colored bricks which provide a striking accent beside the tan voussoirs of each arch and impost area and the red brick of the plinth below. The covered arcade provides sheltered access from the inner waiting room to the tower, to the wings, and to the street. Above each arcade the roof of the main block is pierced by a large hipped wall dormer with wide overhanging eaves.

The facade of each gabled projection contains loosely interpreted Palladian window motives. At the first level is a two-over-two sash with a two-light transom above, centered between two one-over-one sash with one-light transoms above. The window grouping is shaded by a hipped hood supported by boldly molded wooden brackets. Above the center is a flat-paneled round arch composed of six courses of radiating voussoirs arranged in graduated levels of relief. Piercing the face of the shaped gable end above is a second, more overt Palladian window motif, consisting of a round arched louvered vent flanked by shorter rectangular blind panels. Underlining the three forms is a molded sill braced by four thick cavetto-curved consoles.

The smaller, one-story northern block measures fourteen bays long and three deep, and is bisected by a covered concourse which connects the low passenger platform by the tracks on the east elevation to the street along the west. Railroad administrative offices and storage rooms are housed in this wing. The block is covered by a broadly splayed gable roof supported on the west elevation by chamfered wooden braces which spring from corbeled imposts. The northern gable end contains three louvered vents arranged as a Palladian window. A pent roof, contiguous with the gable eaves, is attached to the northern elevation; its bracing system is identical to that found on the west elevation.

On the east elevation the gable roof is connected to a shed roof which runs the entire length of the eastern elevation and serves to shelter the passenger platform below. Segmental-arched one-over-one and two-over-two sash windows alternating with raised paneled doors surmounted by fanlights pierce the entire eastern elevation in random fashion. The shed roof is supported by a Howe parallel chords metal frame truss system with lateral bracing to insure against wind pressure. Each steel purlin is supported on engaged brick posts with heavily corbeled caps along the inner wall and on braced metal posts sunk into the concrete slab platform along the outer edge of the shed. A simple truss extends longitudinally under the middle of the shed, reinforcing the principal truss system at right angles. The functionalism of the platform shed reveals the utilitarian purpose of the depot as well as Milburn's desire for structural clarity.

The interior of the principal block forms a huge open space lit by one-over-one sash windows with fanlights. It has had some slight alterations, including the removal of the partition between black and white passenger waiting rooms, the closing of the restaurant which occupied the northeastern section of the main block, and the removal of the ticket office from the first floor of the tower to the southern end of the waiting room. The waiting room features a two-course brick chair rail, a heavily molded wooden cornice, and, located at the center bay, a transverse round arch supported on large pilasters. A similar arch frames a huge oculus with four equilaterally positioned keystones at either end of the waiting room. The floor is dramatically decorated with polychromed tiles arranged in a diaper pattern of squares and diamonds.

The interior of the secondary block is divided into numerous offices and storage cubicals and remains virtually unchanged.

Frank Pierce Milburn was born in Bowling Green, Kentucky, on December 12, 1868. He was educated in the common schools in Kentucky, and later attended Arkansas University and the Arkansas Industrial University. He then returned to Kentucky, where he spent five years (1884-1889) studying architecture. In 1889 he joined his father, Thomas Thurmond Milburn, and together they designed and built the Clay County courthouse in Manchester, Kentucky.

In 1890, Milburn opened an office at Kenova, West Virginia, but by about 1893 he had moved to Winston, North Carolina, where he was architect for the Forsyth County Courthouse and the Wachovia Bank Building. About 1896 his design for the Mecklenburg County Courthouse was chosen; here he also became architect of the first steel frame building erected in North Carolina.

After an active period as a resident of Columbia, South Carolina, Milburn in 1902 moved to Washington, D.C., where he became architect for the Southern Railway Company. During the next fifteen years, he designed nineteen railroad stations, twenty-six county courthouses, fifteen residences, nine college buildings (including five for the University of North Carolina at Chapel Hill), and many other public buildings throughout the South. He died at the age of fifty-eight in Asheville on September 21, 1926.

The railway station designed by Milburn for Salisbury was apparently a much-needed facility. Contemporary newspaper articles suggest a high degree of public interest in a new passenger station to replace the original, a dilapidated structure built before the Civil War. One newspaper characterized the need for the new facility as "a matter that has been uppermost in the public mind for the past two decades."

Salisbury has long been an important railroad town. The first locomotive arrived there on January 4, 1855, when the Charlotte-to-Salisbury portion of the North Carolina Railroad was completed. By 1860 the Western North Carolina Railroad was complete from Salisbury to within thirteen miles of Morganton. In the latter part of the nineteenth century, Salisbury became a major terminal on the Southern Railway's Charlotte-to-Greensboro "main line." Its neighboring town, Spencer, was selected to be the site of Southern's railway shops and transfer shed in 1896, making it one of the busiest and most important rail points in the South.

By the early years of the twentieth century, Salisbury was being characterized as a "fine railroad center." "No city," boasted the Salisbury Evening Post in 1905, "is better located for traffic."

Twenty-two passenger trains pass by, arrive and depart from the city daily. An exclusive postal train also brings mail from New

York City within fifteen hours from the time that the racer from the North leaves the Metropolis. The Southern's passenger service is good, its patronage enormous. Within five years the revenues have been doubled and July past was the greatest record-maker within the history of the Salisbury station. There is no way to calculate its extensiveness. The wholesale and retail merchantry never was so large, and these dealers keep the station crowded with their wares.

In March, 1907, the Southern announced that it had let a contract for the construction of a new passenger station on the same site as that occupied by the old terminal. The Charlotte Daily Observer, in reporting on this announcement, reaffirmed the belief that the new facility would be the "handsomest main line /structure/ between Washington and Atlanta" and suggested that it would be "an ornament to the city where adornments are most needed."

Construction was begun April 9, 1907. Frank Milburn's design was carried out by the Central Carolina Construction Company of Greensboro, successful bidder on the project. The station was completed and officially opened to the public on September 1, 1908. The structure apparently won the immediate approval of the Charlotte Daily Observer's Salisbury bureau chief, who wrote on August 31:

After years of rather impatient waiting the city's needs have at last been recognized by the Southern's officials, and, as if to make up for their tardiness, they have spent lavishly to give the city a passenger depot to be proud of, putting over \$120,000 into it.

The facility was designed primarily as a passenger station, with separate waiting rooms for white and black, rest rooms and parlors, a ticket office, mail room, telegraph office, and conductors' room. Apparently most of the freight was to be handled by a nearby Southern Express Company freight office (also by Frank Milburn), which stood "just to the north" of the new passenger station. The express office was razed in 1971.

SATURDAY EVENING'S FILM: The Gardener's Son

16mm color•110 minutes
written by Cormac McCarthy
directed by Richard Pearce
produced by Michael Hausman and Richard Pearce
historical consultant:
Professor Tom Terrill of the Univ. of S.C.

filmed on location in
Glencoe and Worthville, N.C.

available from:
Transit Media
P.O. Box 315
Franklin Lakes, N.J. 07417
(201) 891-8240

The Gardener's Son is a feature film in 16mm produced for the Public Television series "Visions." Based on a true story, the film takes place in the 1870's in a small Southern mill town founded and built before the Civil War by a pioneering industrialist named William Gregg.

On April 20, 1876, James Gregg, heir to his father's textile mill and village, was shot and killed by a village youth named Robert McEnvoy. McEnvoy was later tried and hung without ever giving an explanation for his deed. The newspapers described the shooting as a mystery, "as far as can be determined, without cause or motive."

The Gardener's Son is a fictional attempt to use the actual murder case, with its veiled motives and unspoken class antagonisms, as a way of exploring the "mystery" of what life was like in a showplace factory village in the early years of the South's industrial revolution.

The film stars Brad Dourif, who was nominated for his role in "One Flew Over the Cuckoo's Nest." It has been shown at the Berlin and Edinburgh Film Festivals and was recently nominated for two Emmy awards.

PLACES

N. C. Granite Corporation, Surry County. Quarry Site.

N. C. Granite Corporation, Surry County. Cutting shed; office at left of photo.

Salisbury Southern Railroad Passenger Depot, Rowan County.

Salisbury Depot. Interior of main block, looking south.

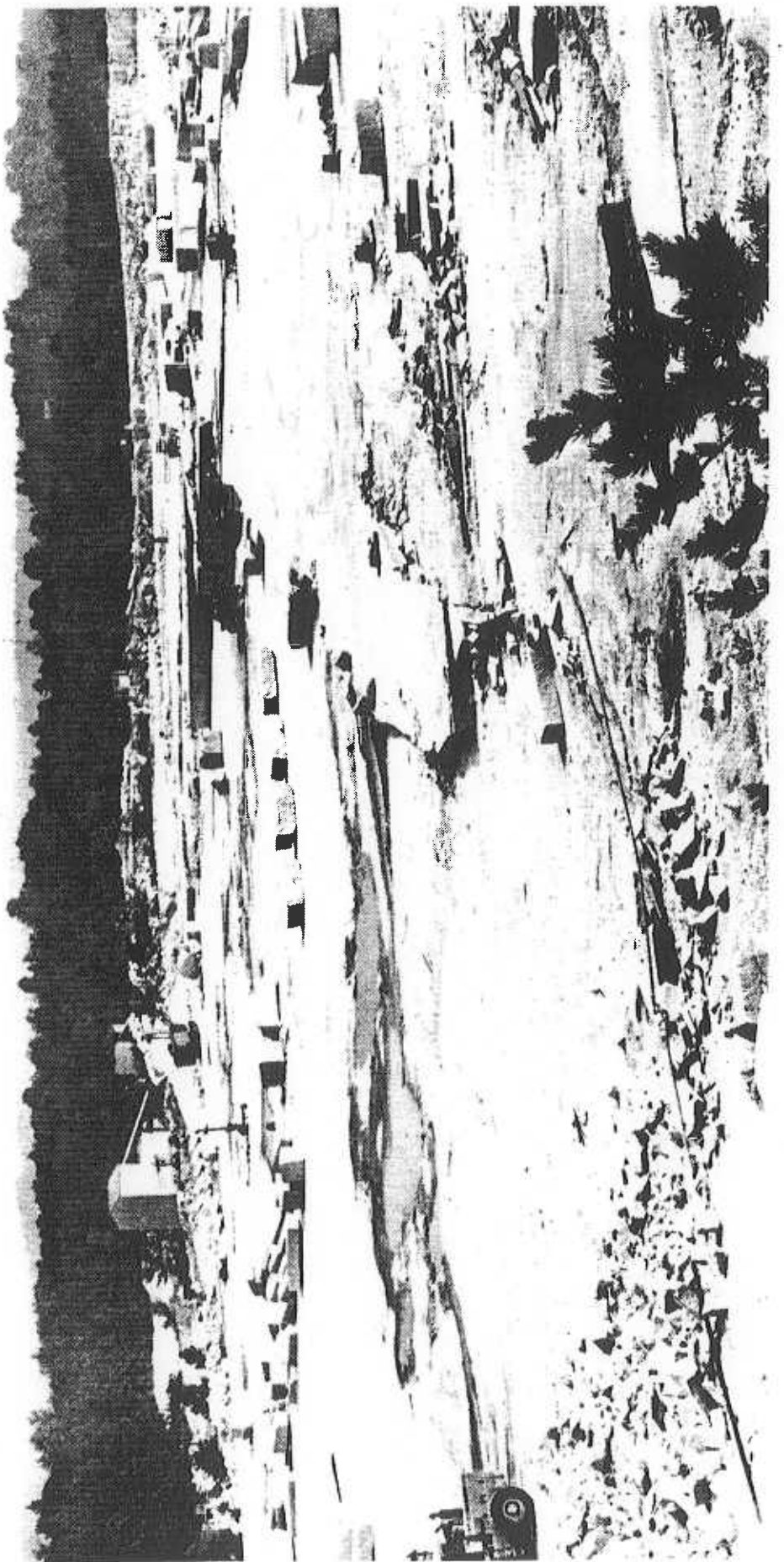
Spencer Shops, Rowan County. Aerial looking southwest.

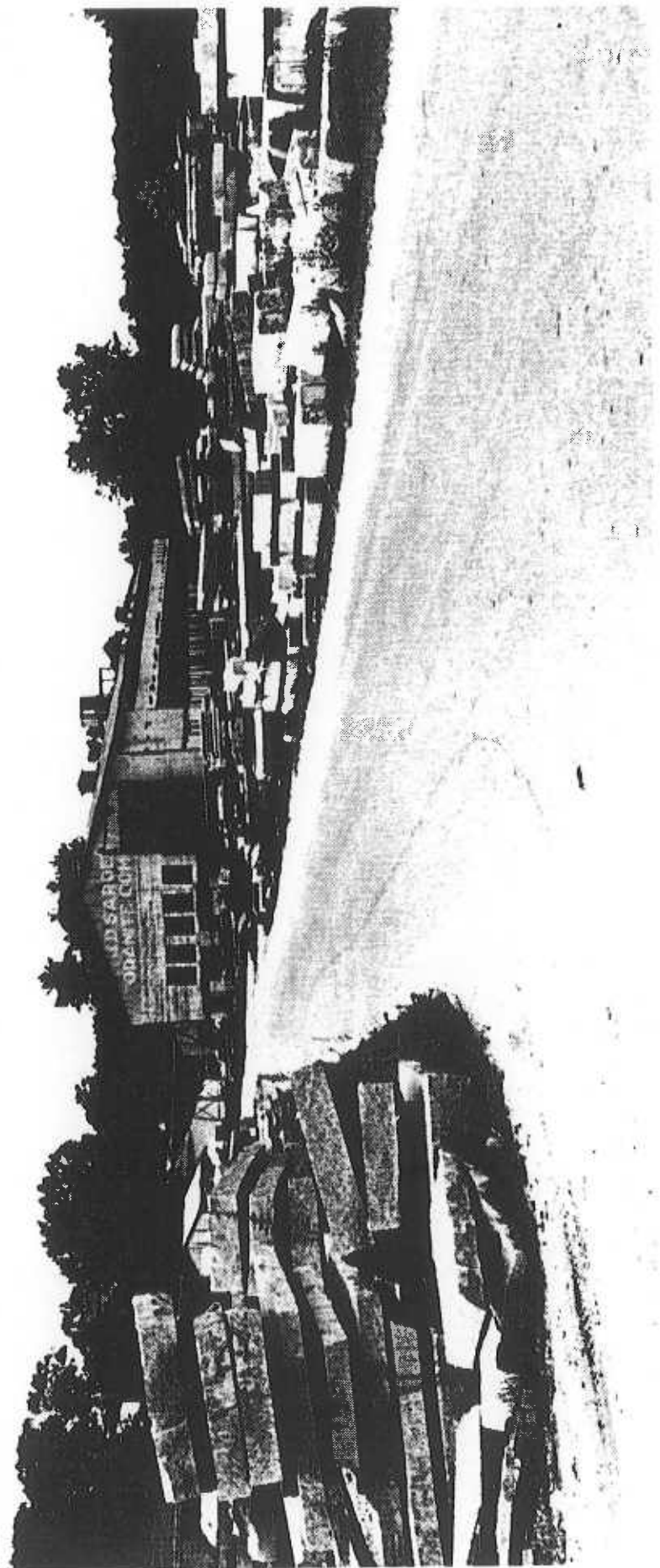
- (A) roundhouse, (B) turntable, (D) back shop, (E) storehouse,
- (F) main office building, (G) blacksmith shop, (H) boiler shop,
- (I) carpenter shop, (M) transfer shop, (N) electric/flue shop,
- (P) paint shop, (R) coaling station, (S) sand station,
- (T) power station.

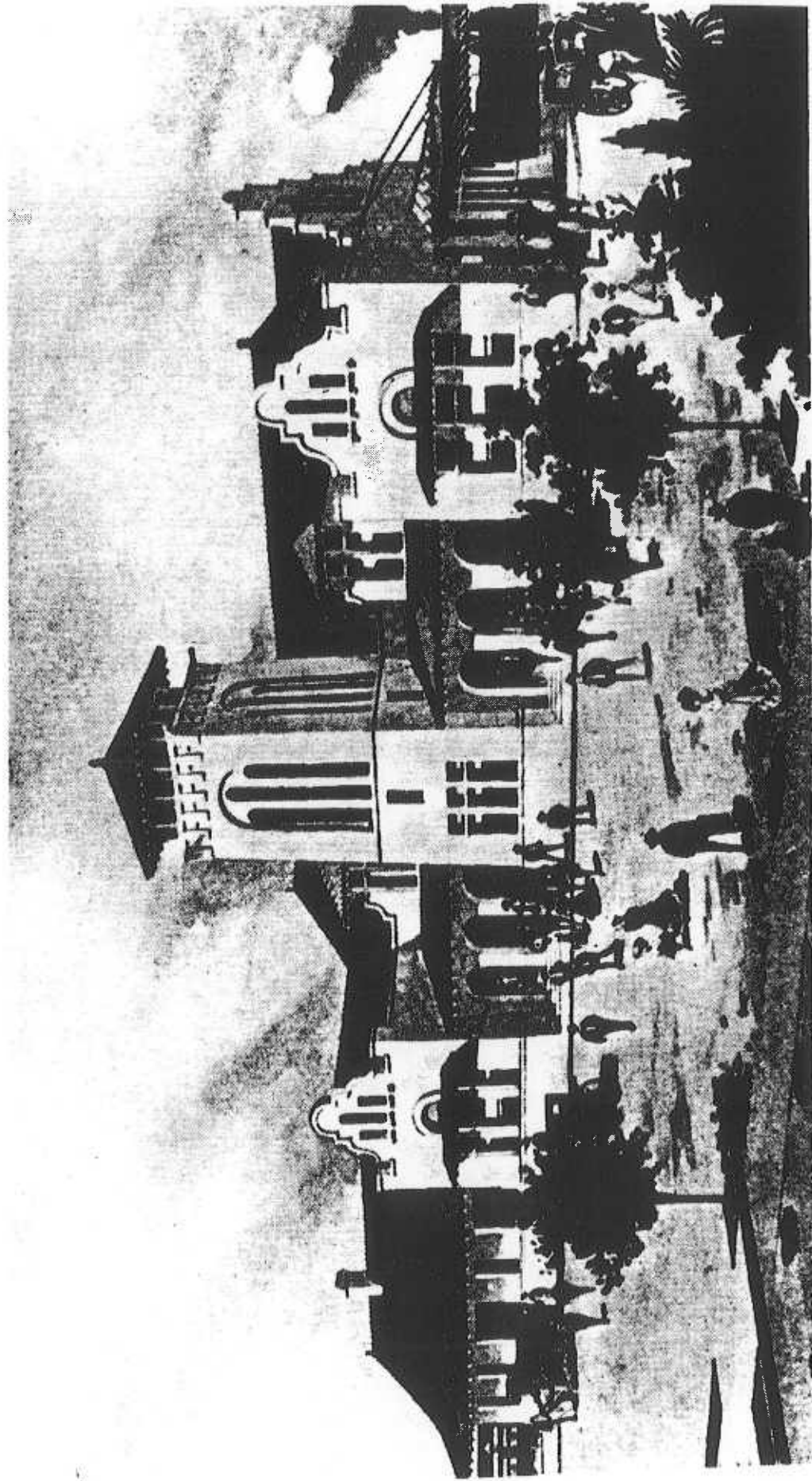
Spencer Shops, Rowan County. Interior of roundhouse.

Hanes Hosiery Mill #1, Winston-Salem.

Piedmont Leaf Tobacco Company, Winston-Salem.



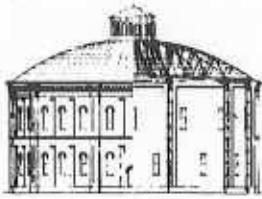




SOUTHERN RAILWAY PASSENGER STATION
Salisbury, N. C.

MILBURN, HEISTER & Co.,
Architects, Washington, D. C.





SOCIETY FOR INDUSTRIAL ARCHEOLOGY

1980 Fall Tour Piedmont North Carolina September 26-28

HIGHLIGHTS: North Carolina Granite Corporation, Mt. Airy — world's largest open-faced granite quarry with much of its early machinery still in use including a 1928 Patch-Wagner gang-saw, a Pauling and Harnischfeger 1926 crane, and other equipment. Surviving buildings include the cutting shed, blacksmith's shop, and office complex.

Southern Railway Repair Shops, Spencer — Southern's major repair facility between Atlanta and Washington, D.C. Operated until the early 1960s and recently donated to the state of North Carolina for development as a transportation history museum. Surviving structures include the erecting shop, the 37-stall roundhouse and turntable, office, boiler house and many others.

Winston-Salem Industrial Complex — tobacco factories, wagon works, warehouses, freight depots that make up one of the Piedmont's most important centers of industrial history.

Mt. Airy Industrial Complex — furniture, hosiery, and tobacco manufacturing

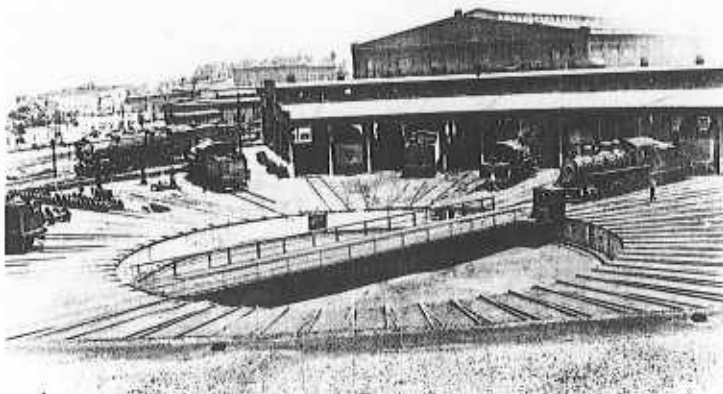
Southern Railway Station, Salisbury — 1907 Spanish Mission style station designed by Frank Milburn

Shamrock Mills, Winston-Salem — 1912 sawtooth building, location of first factory of Hanes Hosiery Company, now reused as part of Winston Square arts complex

EARLYBIRD PROGRAM: Friday evening slide lectures on the Industrial Archeology of North Carolina's Moravian community of Salem, historic Winston, and the Piedmont of North Carolina

A SOUTHERN BANQUET: Reception and Dinner Saturday evening at Brookstown Mill (1839, 1881), a renovated textile mill to open soon as an office and shopping complex

PLUS MUCH MORE . . . films, walking tours, and a special Sunday visit to Old Salem, a restored Moravian town exhibiting crafts and building arts of the eighteenth century



Repair Shops, Spencer

REGISTRATION INFORMATION

Tour

Headquarters: Ramada Downtown (make reservations on you own with enclosed card)

Rates: \$25 single, \$32 double, \$36 triple, \$40 quad

Other area hotels are Holiday Inn, Brookstown and Cherry Streets, and Hilton Inn, Marshall and High Streets, Winston-Salem, NC 27701

Saturday tour, lunch, and general registration \$20

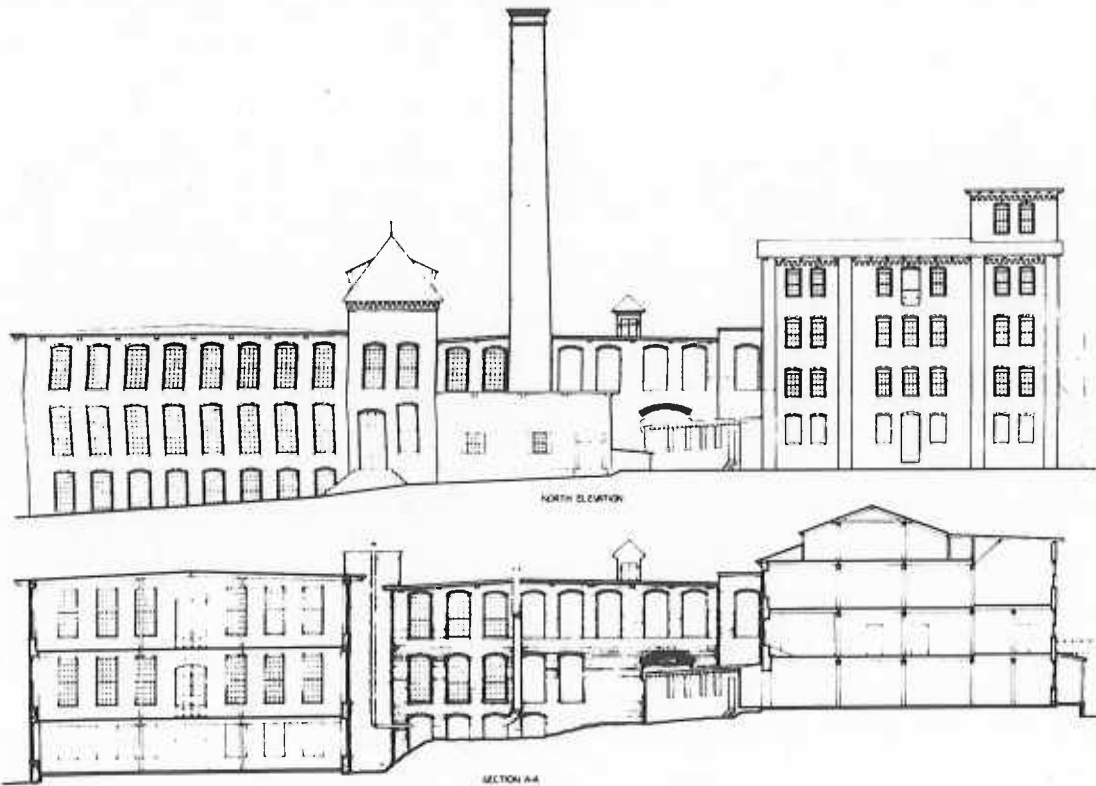
Reception and Southern Banquet \$10

Sunday tour, lunch, and Old Salem visit \$25

Note: Tours will be limited to the first 140 registrants

Registration Deadline: September 8, 1980

Mail check to: SIA-NC, 1416 N. Mangum St., Durham, NC 27701



Brookstown Mill, Winston-Salem

I'm coming to the SIA Fall Tour in North Carolina

Name _____

Address _____

City, State, Zip _____

Number in party _____

I will arrive _____

- I am a member of SIA
- I am not a member of SIA
- I am not a member, my dues (\$20 single, \$10 student, \$25 couple) are enclosed

Please register me for:

Saturday tour, lunch, etc.
(_____ @ \$20) \$ _____

Reception and Southern Banquet
(_____ @ \$10) \$ _____

Sunday tour, lunch, and
Old Salem visit
(_____ @ \$25) \$ _____

Total enclosed \$ _____

Mail check to: SIA-NC 1416 N. Mangum St., Durham, NC 27701