

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICE
Office of Archives and History
Department of Natural and Cultural Resources

NATIONAL REGISTER OF HISTORIC PLACES

R. J. Reynolds Tobacco Company Buildings 82 and 83

Winston-Salem, Forsyth County, FY9260, Listed 08/07/2024
Nomination by Heather Fearnbach, Fearnbach History Services, Inc.
Photographs by Heather Fearnbach, May 2023



Southwest oblique



Building 82, south section, looking south

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 R. J. Reynolds Tobacco Company Buildings 82 and 83

other names/site number Ziglar Sheds

2. Location

street & number 821 East Twenty-Fifth Street

N/A not for publication

city or town Winston-Salem

N/A vicinity

state North Carolina code NC county Forsyth code 067 zip code 27105

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 for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title State Historic Preservation Officer

6/27/24
Date

North Carolina Department of Natural and Cultural Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of 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:) _____

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 count.)

Table with columns: Contributing, Noncontributing, buildings, sites, structures, objects, Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

INDUSTRY: Industrial Storage

Current Functions

(Enter categories from instructions)

VACANT: Not in use

7. Description

Architectural Classification

(Enter categories from instructions)

Other: heavy-timber frame and load-bearing brick construction

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

METAL

roof RUBBER

other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or 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)

Industry

Period of Significance

1919-1973

Significant Dates

1919

circa 1923

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

R. J. Reynolds Tobacco Company

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:

Forsyth County Public Library, Winston-Salem

R. J. Reynolds Tobacco Company

R. J. Reynolds Tobacco Company Buildings 82 and 83
Name of Property

Forsyth County, NC
County and State

10. Geographical Data

Acreage of Property 2.46 acres

See Latitude/Longitude coordinates continuation sheet

UTM References

(Place additional UTM references on a continuation sheet.)

1
Zone Easting Northing
2

3
Zone Easting Northing
4

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Heather Fearnbach
organization Fearnbach History Services, Inc. date 3/10/2024
street & number 3334 Nottingham Road telephone 336-765-2661
city or town Winston-Salem state NC zip code 27104

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

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

name RDG Acquisitions, Inc., c/o Susana L Dancy
street & number 310 E Main St., Suite 380 telephone 919-225-7701
city or town Carrboro state NC zip code 27510

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 listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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Section 7. Narrative Description

Setting

R. J. Reynolds Tobacco Company Buildings 82 and 83 span two blocks bounded by East Twenty-Fifth Street on the south, North Liberty Street on the east, East Twenty-Seventh Street on the north, and Norfolk-Southern Railway tracks and sidings on the west. The site, located approximately 1.5 miles north of the company's former downtown plant, is within an industrial and commercial corridor flanking the railroad line west of US Highway 52. Frank L. Blum Construction Company's 1962 office building and storage yard are directly south of the warehouses. The 1912 Mengel Box Company factory stands further southwest on the west side of the railroad tracks. Residential subdivisions to the west and north including Montview, platted in 1915, and Bon Air, Greenway Place, Whiteview, Tallywood, Forest Hill, Oak Crest, all developed in the 1920s, were created in response to burgeoning housing demand fueled by population growth associated with industrial expansion.

Site

Buildings 82 (east warehouse) and 83 (west warehouse) almost completely fill the 2.41 acre parcel. The north and south elevations abut municipal right-of-way. The concrete-paved portion of the city-owned property between the south wall and East Twenty-Fifth Street facilitates office and warehouse access and currently serves as a parking area for neighboring businesses. The pavement extends from the office at Building 83's southwest corner past the courtyard between the warehouses to Building 82's south entrance. A brick wall with a large central opening secured by a black-plastic-coated chain-link gate spans the distance between the buildings at the courtyard's south end. The corrugated-metal-sheathed hyphen at the courtyard's center also connects the warehouses. The area beneath the hyphen canopy is paved with concrete. The gravel courtyard is otherwise overgrown with grass and weeds.

Narrow grass strips flank the concrete sidewalk east of the concrete pavement. A tall deciduous tree has been planted between the sidewalk and curb. The narrow grass area that abuts south section of Building 82's east wall widens to approximately thirty-five feet east of the north warehouse section. Chain-link fences topped with barbed wire border the east edge of the warehouse tract, enclosing the property associated with businesses fronting North Liberty Street. The site topography slopes down to the west, necessitating culverts adjacent to the foundation walls to move water away from the buildings.

North of the buildings, the narrow grass strip and two short concrete ramps that extend from East Twenty-Seventh Street to warehouse entrances are located in municipal right-of-way. The tall black-plastic-coated chain-link fence that spans the courtyard's north end is set back one bay from the buildings' north walls at the end of a short asphalt-paved drive. The courtyard is grass with the

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exception of a small concrete-paved area at the hyphen entrance.

The concrete loading platform spanning Building 83's west elevation fronts the railroad corridor. The North Carolina Department of Transportation and Piedmont Authority for Regional Transportation have owned the abandoned Norfolk Southern Railway Company tracks and sidings west of the building since 2006. The area is overgrown with vegetation.

Inventory

Buildings 82 and 83 are counted as one resource because they were physically linked upon completion and remained functionally connected during the period of significance.

Buildings 82 and 83, 1919, circa 1923, contributing building

Building 82, 1919

Exterior

The rectangular, one-story, two-section, four-bay-wide warehouse is approximately ninety feet wide and 410 feet long. The windowless five-to-one common bond red brick south and west walls rise from the formed-concrete foundation to parapets capped with cast stone. The upper portion of the south wall's east end projects upward beyond the south and east wall planes to the stepped parapet. The west wall's north end steps up to the flat parapet in the same manner. Variations in brick color indicate that portions of the walls have been reconstructed. On the west wall, regularly spaced small square steel plates secure the ends of interior steel rods that provide structural reinforcement.

The brick firewall between the nineteen-bay north and eighteen-bay south sections extends above the roof, which has nominal slope. Heavy-timber posts and beams support the roof system comprised of flush-board decking topped with rubber membrane. The terra-cotta-tile coping stored on site may have topped the flat parapet.

Segmental-arched quadruple-header-course lintels surmount the large service door opening at the south wall's west end, four identical door openings on the north section's west wall, and three door openings on the south section's west wall, one of which is within the hyphen that obscures the south section's north four bays. Steel bumpers protect the lower two-thirds of the door openings' edges. Original interior-mounted sliding metal-clad doors remain at each entrance (behind metal screens on the west elevation). The door openings are above grade at a height that aligned with truck beds. Scuppers channel water from the roof into round metal downspouts on the west wall. A small shed-roofed pump house projects from the west elevation near the center of each warehouse section.

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Corrugated-metal panels sheathe the heavy-timber-frame north and east walls. Wood rafter ends support deep eaves with metal-sheathed fascia. Round metal downspouts empty into the concrete culvert that spans the east and north elevations. Four large, rectangular, hip-roofed, multi-pane skylights with wire safety glass (two in each section) and numerous double-hung twelve-over-twelve wood-sash windows provide ample light and ventilation. The wood sash and window surrounds are in deteriorated condition. Wood-frame wire mesh screens cover the window openings.

Three windows remain on the north elevation. The tall, wide corrugated-metal roll-up door near the wall's center and the adjacent single-leaf six-panel door were added during the late-twentieth-century. A short concrete ramp facilitates drive-in access to the service door. Wood steps and a wood railing in poor condition rise to the single-leaf entrance.

Corrugated-metal panels sheathe the steel-frame hyphen's blind north and south elevations. On both sides, the roof extends to a canopy supported by steel beams and posts that rest on concrete plinths. Double-leaf sliding steel doors secure the above-grade central entrances on each wall. Steel plates protect the concrete foundation and door sills. Late-twentieth-century wood steps and a wood railing provide egress. Two original large, rectangular, hip-roofed, multi-pane skylights with wire safety glass illuminate the interior.

Interior

The warehouse floor plan remains open as it was historically. The exposed structural system comprises a poured concrete floor, two brick exterior walls, two corrugated-metal panels sheathed heavy-timber-frame walls, heavy-timber beams and posts on concrete plinths, and flush-board roof decking. The posts are topped with short heavy-timber segments with angled ends to bolster the central junction of the heavy-timber roof beams. A section of concrete floor adjacent to the late-twentieth-century service door on the north elevation was depressed to create a short ramp that slopes down to street grade. The wide roof decking boards are in good condition with the exception of a few water-damaged areas. Sprinkler system pipes and mid-twentieth-century pendant lights with round galvanized metal shades hang from the ceiling. Metal electrical conduit and panels are mounted on the walls. At original entrances, galvanized-sheet-metal-clad, solid-core-wood doors, known as kalamein doors, slide on steel tracks and are held open by weighted pulleys. Each brick firewall has a kalamein door at its east and west ends. Most doors retain signs instructing workers to refrain from stacking tobacco bales under door weights.

The small particle-board enclosure that extends from the north section's west wall near its center houses sprinkler system equipment. A single-leaf door secures the entrance. The slightly larger enclosure that abuts the west wall's outer face within the hyphen serves the same purpose.

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The hyphen has a concrete floor. Steel beams and posts support the roof, which slopes down slightly to the west warehouse. Since the west warehouse floor level is at lower grade, a steel lift facilitated transfers between buildings. A section of wood roof decking above the lift is deteriorated.

Building 83, 1919, circa 1923

Exterior

Although the one-story, three-section west warehouse has the same structural components as the east warehouse, the form differs. The footprint becomes progressively narrower moving north since the west elevation steps in at regular intervals to follow the railroad alignment. A one-story, flat-roofed, brick office projects from the southwest corner.

The warehouse has a formed-concrete foundation, three corrugated-metal-clad heavy-timber walls, and a five-to-one common bond red brick south wall with a cast-stone-capped parapet. The upper portion of the south wall's west end projects beyond the south and west wall planes upward to the stepped parapet. The wall extends east to span the courtyard between the warehouses. Variations in brick color indicate that portions of the wall have been reconstructed.

Brick firewalls between the three sections extend above the roof, which has nominal slope. The upper portion of the firewalls' east and west ends project beyond the intersecting frame wall planes. Heavy-timber posts and beams support the roof system comprised of flush-board decking topped with rubber membrane.

The south elevation was originally windowless. However, the large service door opening at the wall's west end was filled with translucent glass block and an eight-pane steel sash with a six-pane central hopper in the mid-twentieth century. Steel bumpers protect the lower two-thirds of the door opening edges. A segmental-arched quadruple-header-course lintel surmounts the opening, now covered with a metal security screen. The recessed single-leaf steel door near the east end is original. Two tall, wide corrugated-metal roll-up doors near the wall's center were installed in new openings during the late-twentieth-century. On the wall between them, remnants of a painted "Pepper's Warehouse" sign, likely referencing the tobacco auction venue of that name, dates to the same era.

The small portion of the east wall's south end that is brick frames an original single-leaf steel door. Otherwise, corrugated-metal panels sheathe the heavy-timber-frame north, east, and west walls. Wood rafter ends support deep eaves with metal fascia. Round metal downspouts on the east and west elevation empty into ground drains and the brick-walled culvert at the building's northeast corner.

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Double-hung twelve-over-twelve wood-sash windows punctuate the east elevation. Wood-frame screens and wood security slats have been installed in the upper half of six window openings south of the hyphen. Corrugated-metal panels cover the lower half of those openings and the entirety of another. Wire mesh screens remain in seven windows north of the hyphen. The lower sash of the eighth window is covered with a Masonite panel. The wood sash and window surrounds are in deteriorated condition. Numerous late-twentieth-century, flat, rectangular skylights and four original large, rectangular, hip-roofed, multi-pane skylights with wire safety glass (two in the central section and one in each flanking section) also illuminate the interior. The single-leaf six-panel door on the east wall in the third bay north of the hyphen was added during the late-twentieth-century.

Three windows punctuate the north elevation. Wood-frame upper screens and corrugated-metal panels cover the openings. An original interior-mounted sliding flat-panel-metal door remains at the wall's west end behind a metal screen. The tall, wide corrugated-metal roll-up door and the adjacent single-leaf six-panel door to the east were added during the late-twentieth-century. A short concrete ramp facilitates drive-in access to the service door. The single-leaf entrance is above grade.

The west elevation, which is canted to align with the railroad corridor, becomes progressively wider moving south. The wall steps out ten feet at fifty-five-foot intervals, resulting in a sawtooth configuration and triangular openings between the eight-foot-wide formed-concrete loading platform fronting the railroad tracks and the north and south warehouse sections. Therefore, concrete extensions span the opening at three entrances secured with inside-mounted sliding flat-panel-metal doors (two in the north section and one in the south section). The platform abuts the central warehouse section's wall. The structure is elevated approximately four feet above grade on square concrete posts and extends the building's entire length. A steel bumper covers the platform's outer edges. A slightly sloped corrugated-metal canopy supported by metal cables and round steel posts shelters the platform from its north end to the entrance in the south warehouse section's north bay.

The upper sash of two double-hung twelve-over-twelve wood-sash windows are exposed above the canopy in the second projecting wall section from the building's north end. Otherwise, window openings are covered with metal screens, plywood, or corrugated metal siding.

Office

The small one-story flat-roofed office addition that projects from the southwest corner was constructed between 1919 and 1927.¹ Variegated-red-brick five-to-one common bond walls rise from the formed-concrete foundation to the terra-cotta-coping capped flat parapet. A stretcher belt course wraps around

¹ The 1927 Sanborn map, the first to show the warehouses after construction, is the earliest available historic imagery. Sanborn Map Company, "Winston-Salem, N. C.," Vol. 1a, sheet 78, October 1927.

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the building below the parapet. A slightly sloped corrugated-metal canopy supported by tubular-steel brackets shelters the single-leaf wood door on the primary (south) elevation, accessed via three concrete steps. The wide window opening west of the door has a slightly projecting header-course sill and a steel lintel. A metal security screen covers the fifteen-pane steel sash with a six-pane upper hopper. The identical window near the west elevation's center is flanked by two narrow six-pane sash with four-pane upper hoppers, all covered with metal security screens. A header-course lintel surmounts the single-leaf wood door north of the windows. Plywood covers the window on the north elevation. Both doors have paneled bases and plywood-covered six-pane upper sections with metal security screens. A brick rectangular chimney with a corbelled stack rises above the roof.

Interior

Most of the warehouse floor plan remains open as it was historically. The exposed structural system comprises a poured concrete floor, a brick south wall, three corrugated-metal panels sheathed heavy-timber-frame walls, heavy-timber beams and posts on concrete plinths, and flush-board roof decking. The posts are topped with short heavy-timber segments with angled ends to bolster the central junction of the heavy-timber roof beams. A section of concrete floor adjacent to the east late-twentieth-century service door on the south elevation was elevated to create a short ramp that slopes up to street grade. The wide decking boards are in good condition with the exception of a few water-damaged areas. Sprinkler system pipes and mid-twentieth-century pendant lights with round galvanized metal shades hang from the ceiling. Metal electrical conduit and panels are mounted on the walls. At original entrances, kalamein doors slide on steel tracks and are held open by weighted pulleys. Each brick firewall has a kalamein door at its east and west end. Most doors retain signs instructing workers to refrain from stacking tobacco bales under door weights.

In the south warehouse section's southwest corner, partial-height walls have been erected to create administrative and storage rooms. The one-bay-wide storage rooms abutting the west exterior wall have plywood enclosures, while the offices, break room, and kitchenette adjacent to the south wall have painted-gypsum-board walls and textured ceilings. The kitchenette and break room have ceramic-tile floors. The one-room office at the building's southeast corner has Masonite and peg-board-sheathed interior walls. North of the enclosures, gypsum board covers the lower half of the exterior east and west walls.

In the central warehouse section, a partial-height plywood wall encloses the storage area at the west wall's south end and gypsum board covers the lower half of the wall north of the storage area. The hyphen lift opening on the east elevation is covered with plywood with the exception of a small opening around the narrow straight run of steel steps with tubular steel railings that supply hyphen access. North of the hyphen entrance, two window openings are partially covered with plywood.

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The north warehouse section also retains an open plan. The small particle-board enclosure that extends from the east wall near its center houses sprinkler system equipment. A single-leaf door secures the entrance.

Office

The office originally contained four rooms with concrete floors, painted wide ceiling boards, and painted brick perimeter walls. The south room's west end was enclosed to create a restroom during the late-twentieth-century. The restroom has a gypsum-board-sheathed frame east wall, faux-ceramic-tile-panel-clad exterior walls, and a gypsum-board ceiling with a textured finish. The chimney at the center of the wall between the two south rooms served heating stoves in both rooms. Narrow vertical boards sheathe the frame wall on the chimney's west side and the wall above the door opening east of the chimney, which has been widened. An original five-horizontal-panel pocket door remains near the west end of the central room's plastered south wall. The single-leaf six-panel door at the wall's east end was added during the late-twentieth-century. The room's north wall is sheathed with vertical boards around the single-leaf five-horizontal-panel restroom door. A wall-mounted wide porcelain sink and a wood-frame bulletin board are mounted on the wall west of the door. The door on the west wall provides exterior egress.

Norfolk and Western Railroad Tracks, 1899, contributing structure

The 0.5-acre section of the railroad corridor encompassed within the National Register boundary includes abandoned tracks, sidings, and flanking right-of-way to the east and west. The Norfolk and Western line between Roanoke, Virginia, and Salem, North Carolina, was completed in 1899. Southern Railway acquired Norfolk Southern Railroad Company on January 1, 1974, and consolidated the operation with another Southern Railway subsidiary, Carolina and Northwestern, retaining the Norfolk Southern name. Norfolk and Western Railway and Norfolk Southern Railway merged in 1998. The railroad tracks and sidings were maintained through the early twenty-first century. North Carolina Department of Transportation and the Piedmont Authority for Regional Transportation purchased the property from Norfolk Southern Railway Company on December 26, 2006, in conjunction with planning for Long Branch recreational trail, currently slated to terminate at East Twenty-Fifth Street.²

² Forsyth County Deed Book (hereafter abbreviated DB) 2724, p. 3784; Jennifer Davis McDaid, Historical Archivist, Norfolk Southern Corporation, Norfolk, Virginia, email correspondence with Heather Fearnbach, June-July 2020.

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Integrity Statement

Buildings 82 and 83 possess high integrity of location, setting, feeling, association, design, materials, and workmanship. The warehouses occupy their original site between the railroad corridor and North Liberty Street. Although the setting has evolved over time, the proximate area remains industrial and commercial. The one-story, very-low-gable-roofed buildings also display integrity of design, materials, and workmanship. Both manifest standard features of early-twentieth-century storage buildings designed by R. J. Reynolds Tobacco Company's engineering department. The structural system comprising formed-concrete foundations, brick end walls and firewalls between sections, corrugated-metal sheathing on heavy-timber frame walls, heavy-timber posts and beams, and concrete floors is intact. Original rectangular, hip-roofed, multi-pane skylights; twelve-over-twelve double-hung wood windows; and sliding metal-clad and flat-panel metal doors remain. A slightly sloped corrugated-metal canopy supported by metal cables and round steel posts shelters the concrete loading platform that spans Building 83's west elevation. Alterations made since RJRTC sold the warehouses in 1992 include the fully or partially covering some window openings with plywood or corrugated-metal panels. In most cases, original windows remain. The construction of partial-height walls to create administrative and storage rooms in Building 83's south and central sections and covering the lower portions of some exterior walls with gypsum board did not damage the structure. Such modifications are easily reversible.

Archaeological Potential Statement

R. J. Reynolds Tobacco Company Buildings 82 and 83 are closely related to the surrounding environment and landscape. Archaeological deposits, such as debris that accumulated during operation of the manufacturing and storage facilities, underground infrastructural components such as water pipes and drainage features, and other remains which may be present, can provide information valuable to the understanding and interpretation of the property. Information concerning worker health and quality of life, environmental transformations during industrial development, and the effects of technological change on work culture and daily life, as well as details of construction processes and the operation of tobacco manufacturing and storage can be obtained from the archaeological record. Additionally, archaeological features related to the contributing Norfolk and Western Railroad Tracks may be present and can provide additional historical interpretation of the property. Therefore, archaeological remains may well be an important component of the significance of the property. At this time no investigation has been done to discover these remains, but it is likely that they exist, and this should be considered in any development of the property.

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Section 8. Statement of Significance

R. J. Reynolds Tobacco Company Buildings 82 and 83, erected in 1919 to provide tobacco leaf storage, are eligible for National Register of Historic Places listing under Criterion A due to their local industrial significance. The company fueled Winston-Salem's economic prosperity as the concern grew to become the nation's largest tobacco manufacturer in 1922. Due to spatial constraints at its downtown plant, RJRTC steadily acquired acreage in north Winston-Salem in proximity to the railroad corridor and erected manufacturing and storage facilities and nearby worker housing. Buildings 82 and 83 are the earliest identified extant tobacco storage warehouses in the city constructed per standard RJRTC specifications. The one-story, very-low-gable-roofed warehouses have strong, durable, economical, and fire-resistant structural systems comprising formed-concrete foundations, brick end walls and firewalls between sections, corrugated-metal sheathing on heavy-timber frame walls, heavy-timber posts and beams, and concrete floors. Open interior plans with high ceilings accommodated sizable equipment and tiered storage. Original features include large skylights and twelve-over-twelve double-hung wood windows that provide ample light and ventilation, sliding metal-clad and flat-panel metal doors at most entrances, and the concrete loading platform that spans Building 83's west elevation. The period of significance begins in 1919 with the buildings' construction and continues to 1973. Although RJRTC owned the warehouses until 1992, their function after 1973 is not of exceptional significance.

Historical Background and Industrial Context

Entrepreneurs constructed numerous tobacco warehouses and processing plants in conjunction with Winston's emergence as a major tobacco market. Thomas Jethro Brown opened the town's first tobacco warehouse, drawing regional buyers who purchased approximately 250,000 pounds of the crop in 1872. Shortly thereafter, general contractor Fogle Brothers built the frame Planters' Warehouse, which was briefly operated by Cabell Hairston, Hamilton Scales, and S. M. Hobson. The tobacco industry burgeoned after the 1873 completion of a twenty-eight-mile-long North Western North Carolina Railroad spur line that connected Winston to Greensboro. Planters' Warehouse, which stood at Fourth and Trade Streets' northwest corner, became Piedmont Warehouse after Marmaduke W. Norfleet leased it in 1876.³

Many other investors erected warehouses, predominantly of fireproof brick construction, as tobacco leaf sales skyrocketed to eight million pounds by 1878. In response to the demand for additional

³ Fogle Brothers, a general contracting and building material supply firm created in 1870, and Miller Brothers, established by former Fogle Brothers employees in 1872, constructed many of the town's early industrial buildings. *People's Press* (hereafter abbreviated *PP*), February 22, 1872; Fogle Brothers Collection, folder IX-B, "Employee work assignment book, 1871-1874," Moravian Archives Southern Province (hereafter abbreviated *MASP*); Nannie M. Tilley, *The R. J. Reynolds Tobacco Company* (Chapel Hill: University of North Carolina Press, 1985), 30-33.

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storage and auction space, A. B. Gorrell, George W. Hinshaw, and other partners commissioned general contractor Miller Brothers to erect Star Warehouse, subsequently called Farmers' Warehouse, on Liberty Street in 1881. Gilmer, Wilson, and Company followed with the Orinoco, a brick building at Main and Second Streets that opened in November 1884.⁴

Tobacco processing endeavors also proliferated during the late nineteenth century. Hamilton Scales owned Winston's sole tobacco factory, a small enterprise, in 1872, but by 1878 sixteen operations, some with as many as 150 employees, manufactured chewing and smoking tobacco. Thomas L. Vaughn constructed the town's first brick tobacco factory about a block from the courthouse in 1873, the same year that brothers Pleasant Henderson and John Wesley Hanes's plant began producing plug tobacco in the thriving town. These and other businessmen formed the Winston Tobacco Association, successfully promoting the industry by drawing investors such as Virginia native Richard Joshua Reynolds, who erected a two-story frame factory near Winston's center in 1875.⁵ P. H. Hanes and Company built a new complex after a July 1877 fire destroyed its 1873 tobacco-processing plant. The business suffered another decimating conflagration in November 1892.⁶

After almost two decades of expansion into other buildings, R. J. Reynolds replaced his company's original plant with a six-story fireproof brick edifice featuring steam power, electric lights, and exterior stair and elevator towers. Billed as "THE tobacco factory of the South," the \$60,000 structure erected by the Miller Brothers stood as the city's largest when completed in early 1892.⁷ Brothers-in-law George T. Brown and Robert Lynn Williamson acquired a Winston tobacco factory and equipment from Hardin H. Reynolds in 1894 and gradually expanded the enterprise, constructing a series of plug tobacco manufacturing buildings and warehouses downtown.⁸ By 1896, industrial buildings extending

⁴ The 1881 Star Warehouse remained in use until its destruction in a February 1911 fire, after which investors and business owners erected commercial buildings on the site. L. V. and E. T. Blum, *Guidebook of Northwestern North Carolina* (Salem: L. V. and E. T. Blum, 1878), 31–33; D. P. Robbins, *Descriptive Sketch of Winston-Salem, Its Advantages and Surroundings, Kernersville, Etc., compiled under auspices of the Chamber of Commerce* (Winston, NC: Sentinel Job Print, 1888), 32–33.

⁵ *PP*, September 2, 1875; Charles Emerson and Company, *Winston, Salem, and Greensboro, North Carolina, Directory, 1879–80* (Raleigh: Edwards, Broughton, and Company, 1879), xix–xxi; Reverend Edward Rondthaler, *The Memorabilia of Fifty Years: 1877–1927* (Raleigh: Edwards & Broughton, 1928), 292; Robbins, *Descriptive Sketch of Winston-Salem*, 35; Tilley, *The R. J. Reynolds Tobacco Company*, 30–33.

⁶ The *People's Press* asserted that the July 1877 downtown fire was the most destructive such event since Winston's incorporation. A November 11, 1892, fire began in "Brown's Drug Palace" and quickly spread to the Reynolds, Hanes, Buston, Pepper, Vaughn, Crawford, and First National Bank Buildings; Brown's Warehouse; Sheppard's factory; and gristmills. *PP*, January 8, 1873, July 17, 1877, and November 17, 1892.

⁷ *Manufacturers' Record* (hereafter abbreviated *MR*), May 23, 1891, p. 41; Albert Phenix, "Winston-Salem Letter," *MR*, July 18, 1891, pp. 9–10.

⁸ Hardin H. Reynolds was one of Richard J. Reynolds's younger brothers. Fogle Brothers erected a brick addition for Brown and Williamson in April 1904 and added a sizable building to the complex in 1905. FBC, folder VIII-D, "Contract Ledger, 1903–1909," pp. 122, 202, 460, MASP.

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north from Cemetery Street to Seventh Street included forty-two tobacco factories and warehouses owned by entrepreneurs Thomas Jethro Brown as well as Pleasant Henderson Hanes and his brother John Wesley Hanes, among others.⁹

The circa 1890 W. F. Smith and Sons Leaf House and the 1897 Brown Brothers Tobacco Prizery Company Building, located on Fourth Street east of the railroad, are the oldest of the few surviving structures related to Winston's late-nineteenth-century tobacco industry. Although the town's early industrial buildings were primarily utilitarian, stepped parapets distinguish the W. F. Smith and Sons Leaf House's stuccoed exterior. A slate mansard roof pierced by hipped dormers and arched window surrounds with tall double-hung wood sash windows ornament the six-story brick Brown Brothers Tobacco Prizery, built after a fire destroyed the 1894 plant.¹⁰

Winston's manufacturing scene changed dramatically when R. J. Reynolds entered into a subsidiary agreement with James B. Duke's Durham-based American Tobacco Company and began consolidating the city's numerous plug tobacco businesses in 1899. The industry experienced exponential growth during the early twentieth century. Three tobacco leaf dealers and four tobacco warehouses—Brown's, Farmers', Piedmont, and Star—handled thirty-one million pounds of tobacco in 1905, much of which the city's nine tobacco manufacturers used to create plug, twist, and smoking tobacco products. RJRTC attempted to challenge American Tobacco Company's market monopoly by introducing five smoking tobacco brands including Prince Albert between 1906 and 1910. This necessitated ongoing construction of warehouse and processing facilities, as each type of tobacco—flue-cured, sun-cured, Burley, and Turkish—had different leaf storage and redrying requirements. Providence, Rhode-Island architect C. R. Makepeace's firm supplied plans for the company's leaf houses during this period.¹¹

Winston-Salem was North Carolina's fastest-growing urban area in terms of populace and industrial production by 1916. In July of that year, as RJRTC leaf and paper imports escalated, the US Congress designated the municipality a port of entry, thus allowing for duty collection at the local level.

⁹ Albert Phenix, "Winston's Growing Industries," *MR*, April 8, 1892, pp. 39–40; Manly Wade Wellman and Larry Edward Tise, *Winston-Salem in History, Vol. 7: Industry and Commerce, 1766–1896* (Winston-Salem: Historic Winston, 1976), 29; *MR*, December 8, 1893, p. 326; January 12, 1894, p. 404.

¹⁰ Brown Brothers began constructing a new leaf tobacco factory in December 1893. After a fire on the morning of December 9, 1896, destroyed the plant at a \$150,000 loss, the company rented a building and its four hundred employees resumed production pending completion of a new factory. *MR*, December 15, 1893, p. 342; December 18, 1896, p. 352; *Wachovia Moravian*, December 1896.

¹¹ "New Leaf House," *Winston-Salem Journal* (hereafter abbreviated *WSJ*), November 22, 1902, p. 1; "Two Leaf Houses," *Western Sentinel*, August 27, 1903, p. 1; Colonel G. Webb and L. R. Norryce, *Winston-Salem, North Carolina* (Roanoke, VA: Stone Printing and Manufacturing Company, 1905), 7, 10–13; "New Buildings," *Western Sentinel*, March 1, 1906, p. 5; *WSJ*, April 7, 1910, p. 6; "Large Amount of Building in This City During Year," *TCS*, December 28, 1910, p. 1; Tilley, *The R. J. Reynolds Tobacco Company*, 230.

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Tobacco markets sold almost twenty-nine million pounds of loose leaf in 1915. Three years later, a promotional booklet conferred the moniker “City of Industry” on Winston-Salem, claiming that the locale was the world’s leading plug tobacco manufacturer and the South’s most prolific knit goods producer as factories generated \$75 million of finished goods.¹²

RJRTC’s physical expansion in the 1910s and 1920s reflected the corporation’s exponential growth. By 1913, the firm was the nation’s third-largest tobacco manufacturer after Durham-based American and Liggett and Myers tobacco companies. Production escalation necessitated proportionate increases in processing and storage capacity. The Winston-Salem plant grew with the completion of ten sizable downtown structures between 1913 and 1916, followed by Factory 60 and Factory 64 from 1916 to 1928. Due to the dearth of available land in the city’s center, the company steadily acquired acreage north of downtown in proximity to the railroad corridor and erected manufacturing and storage facilities and nearby worker housing. RJRTC also developed satellite locations in eastern North Carolina, Virginia, and Kentucky, where by 1917 twelve redrying plants and thirty-seven warehouses accommodated leaf purchased in those markets. The company expended \$700,000 expenditure on building construction in 1919 and operated leaf processing and storage complexes in Wilson, North Carolina; Lexington, Louisville, Maysville, and Springfield, Kentucky; and Danville, Martinsville, Richmond, and South Boston, Virginia, by 1922. That year, RJRTC’s \$20,479,234 net profit exceeded the returns of its competitors for the first time.¹³

Many RJRTC warehouses stored tobacco leaf that had either been baled or packed into large barrels known as hogsheads to facilitate transport and leaf curing. Proper handling was imperative to maintain optimal leaf condition, as dramatic temperature and humidity fluctuations diminished leaf quality. warehouses ranged in height from one to four stories. Although most were expansive freestanding brick and frame buildings, some abutted processing facilities. Two enormous one-story warehouses (Buildings 61 and 62) erected in 1915 at 900-925 East Fourth Street had concrete floors and corrugated metal siding and roofing as was typical, but featured hip roofs and steel framing. Building 61, which comprised two parallel sections, filled an entire block, while Building 62 spanned half of a block. The two-section warehouse (Buildings 39 and 40) that extended from Eighth to Ninth Street west of the Norfolk and Western Railway tracks and the group of six warehouses encompassing ten sections

¹² Clarence E. Weaver, *Winston-Salem, “City of Industry”*: Illustrated, Historical, Biographical Facts and Figures (Winston-Salem: Winston Printing Company, 1918), 7; “National Negro Retail Merchants’ Association,” *WSJ*, January 5 and 18, 1918; Adelaide L. Fries, Stuart Thurman Wright, and J. Edwin Hendricks, *Forsyth: The History of a County on the March* (Chapel Hill: University of North Carolina Press, 1976), 231.

¹³ “1919 Year of Remarkable Development,” *Western Sentinel*, December 30, 1919, p. 6; Jennifer F. Hembree, “Winston-Salem Tobacco Historic District,” National Register of Historic Places Nomination, 2009; DB 2625, p. 1429; Tilley, *The R. J. Reynolds Tobacco Company*, 230-232, 307, 321; *MR*, August 26, 1915 and October 14, 1915; Anita Scism and Spencer Gung, “R. J. R. Downtown Buildings, 1875–1950: A Historical Perspective,” March 12, 2002, unpublished report on file at the State Historic Preservation Office, Raleigh, NC.

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(Buildings 45-54) clustered between Twenty-First and Twenty-Fourth Streets between the Norfolk and Western and Richmond and Danville Railway lines had been constructed by 1917. All were one-story, low-gable-roofed, heavy-timber-frame, corrugated-metal-clad buildings where RJRTC stored tobacco in hogsheads.¹⁴

Buildings 45-54, known as the Oakland storage sheds, were south of the three-story reinforced-concrete Mengel Box Company factory completed in November 1912 at a cost of approximately \$70,000. Along with six other company plants in as many states, the facility produced a wide variety of paper, veneer, and fiberboard boxes and employed 250 people, many of whom resided near the factory. The location was optimal as RJRTC had in May 1911 engaged the concern headquartered in Louisville, Kentucky, to supply all of its tobacco boxes and cigarette cases.¹⁵

In June 1918, RJRTC began acquiring property northeast of the Mengel Box Company plant spanning two blocks bounded by East Twenty-Fifth Street on the south, East Twenty-Seventh Street on the north, North Liberty Street on the east, and the Norfolk and Western Railway line on the west. Most parcels contained small frame houses and outbuildings. The land was part of the approximately two-hundred-acre tract platted in 1892 by civil engineer E. B. Ulrich for the North Winston Development Company. That concern, established in April 1891 by a consortium of Virginia and Winston-Salem businessmen including R. J. Reynolds, sold lots in twenty-six blocks north of Twenty-Fourth Street flanking the railroad corridor from July 1892 until dissolving in 1912. Some investors commissioned construction of speculative housing on the property, but development was sporadic until the late 1910s.¹⁶

RJRTC gradually accumulated sufficient acreage upon which to erect two sizable warehouses. The concern paid James E. Ziglar's heirs four thousand dollars for four parcels totaling 0.56 acres fronting East Twenty-Seventh Street containing six frame houses ranging in size from two to four rooms in

¹⁴ None of the aforementioned tobacco storage warehouses are extant. A comparable building, the three-section warehouse encompassing Buildings 66 (1916) and 68 and 69 (1918) in the Factory No. 64 complex that was constructed to store cigarette paper and cartons, has been heavily altered. The outer corrugated-metal-clad warehouse walls remain, but much of the roof were removed when a swimming pool was installed in conjunction with the complex's 2014 renovation to serve as apartments. C.A. Harrison Companies, LLC, of Bethesda, Maryland; Pennrose Properties LLC of Philadelphia, Pennsylvania; Commonwealth Architects of Richmond, Virginia; and Capstone Building Corporation of Birmingham, Alabama, collaborated to execute the project. Sanborn Map Company, "Winston-Salem, N. C.," Vol. 1, sheets 10-12, 17, 19, 23, 50-51, 79, 1917; Tilley, *The R. J. Reynolds Tobacco Company*, 231; Wightman W. Garner, *The Production of Tobacco* (New York: The Blakiston Company, 1951), 205-207.

¹⁵ "Box Factory for Winston," *Charlotte Daily Observer*, May 10, 1911, p. 1; "Contract Let for Box Factory," *Charlotte Evening Chronicle*, November 1, 1911, p. 4; "Forced Concrete Factory Building," *TCDS*, November 28, 1912, p. 7; "Four New Buildings a Day Erected in Twin-City in 1912," *WSJ*, January 1, 1913; Sanborn Map Company, "Winston-Salem, N. C.," sheet 37, 1912; Weaver, "City of Industry," 22, 35.

¹⁶ "North Winston Development Company," *PP*, April 23, 1891, p. 3; "First Auction Sale," *Sentinel*, June 28, 1892, p. 6; Forsyth County Plat Book (hereafter abbreviated PB) 8, p. 80.

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June 1918. A year later, O. W. and Cora Hanner sold the company two tracts south of the Ziglar property encompassing approximately 0.49 acres for \$4,500. RJRTC bought a 0.24-acre lot from J. L. and Lilly M. Wagoner for \$2,600 in July 1919. The concern had purchased a 0.47-acre parcel bounded on the east by North Liberty Street (then Germanton Road) from F. P. and L. A. Alspaugh for five thousand dollars in May. Four dwellings faced North Liberty Street on the east portions of the Hanner, Wagoner, and Alspaugh tracts not conveyed to RJRTC. R. J. Reynolds's widow Katharine S. Reynolds and the Safe Deposit and Trust Company, executors of his estate, sold RJRTC a 0.96-acre parcel that extended from East Twenty-Fifth to East Twenty-Seventh streets on the railroad's east side for \$6,676.96 in August 1920, formalizing the company's ownership of the tract upon which most of the west warehouse stood.¹⁷

Although RJRTC engaged architects and contractors for complex projects, construction and engineering division employees typically designed warehouses and other utilitarian buildings and hired Black and white laborers to erect them. The two warehouses known as the "Ziglar sheds" (Buildings 82 and 83) were built per engineering division specifications. Site clearing commenced in July 1919 with the goal of building completion before the fall tobacco harvest. The one-story warehouses feature concrete floors, brick end walls and firewalls between sections, corrugated-metal sheathing on heavy-timber-frame walls, heavy-timber posts and beams, large metal-frame skylights, twelve-over-twelve double-hung wood windows, and sliding metal-clad and flat-panel metal doors. The long covered loading platform that spans Building 83's west elevation fronting the railroad tracks facilitated baled tobacco delivery and transfer to downtown processing facilities.¹⁸

Statistics regarding RJRTC warehouse capacity, operation, and employee demographics are unavailable. However, tobacco manufacturers, unlike textile mills, hired both Black and white laborers, many of whom rented company-owned dwellings. F. M. Bohannon, W. A. Whitaker, T. F. Williamson, N. S. and T. J. Wilson, W. W. Wood, S. A. Ogburn, J. E. Coles, and R. J. Reynolds owned tobacco manufacturing complexes and associated employee housing on Winston's north side near the railroad lines. The area near Depot Street attracted African American citizens due to its close proximity to downtown tobacco factories. The vibrant Black community also encompassed businesses, churches, and schools north of Third Street on Chestnut, Depot, Vine, and the intersecting numbered streets.¹⁹

¹⁷ PB 2, p. 38; PB 8, pp. 80, DB 43, p. 70; DB 106, p. 380; DB 160, p. 259; DB 169, p. 225; DB 171, p. 181; DB 173, p. 36; DB 184, p. 124; 3652: 1664

¹⁸ R. J. Reynolds Tobacco Company does not retain architectural drawings for buildings that have been sold. However, Buildings 82 and 83 are very similar to the warehouses erected from 1921 until 1924 at the Tiretown plant, for which drawings do exist. "Storage Buildings for R. J. Reynolds Company," *TCS*, July 19, 1919, p. 9; Sanborn Map Company, "Winston-Salem, N. C.," Vol. 1a, sheet 78, October 1927; R. J. Reynolds Tobacco Company, Office of Chief Engineer, "Tiretown Storage," multiple drawings rendered between September 13, 1921 and February 12, 1924.

¹⁹ Sanborn Map Company, "Winston-Salem, N. C.," sheet 3, 1895; sheets 2, 3, and 6, 1900; *WSCD*, 1890s.

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To ameliorate the need for employee housing, RJRTC acquired almost eighty-four acres east of downtown and Twin City Hospital on Fifth Street's north side in March 1917 with the goal of establishing a model neighborhood. The resulting subdivision, originally called Cameron Park as it abutted the existing plat of that name, later became known as Reynoldstown. The company's initiative to provide affordable housing away from industrial pollution yet within reach of city utilities was well under way by May 1919. Bungalows painted red, brown, and dark green lined the streets north of a "wide ornamental concrete bridge." Tenants occupied thirty-five homes, and contractors had completed four more, with six under construction. Residents enjoyed a suburban lifestyle complete with spacious lots, paved sidewalks, and downtown access via public transportation, as the streetcar's eastern line terminated near the hospital. Since the closest commercial district was several miles to the west, neighborhood amenities included a small general store that stood adjacent to the creek northwest of the Cameron Avenue Bridge by 1921.²⁰

Initially, most Cameron Park residents were white, but when RJRTC developed the area north of Eighth Street planners designated the westernmost road, Jackson Avenue, for African American laborers. Employees had the option to purchase dwellings, erected at a cost of between \$3,000 and \$7,000, for the construction price at fifteen-year terms.²¹ Some tenants availed themselves of this opportunity, but most residences remained rentals.²²

RJRTC also purchased property three miles north of downtown to expand production and storage capacity. The once predominantly agricultural landscape had experienced dramatic transformation during the early twentieth century as industrial concerns including Hanes Rubber Company, Inverness

²⁰ The Cameron estate acquired 184 acres in 1896 and conveyed a 100-acre tract to J. L. Vest in 1906. Home Real Estate purchased the residual tract a few months later and sold 83.84 acres to R. J. Reynolds Tobacco Company in March 1917. G. F. Hinshaw's January 1938 plat of the neighborhood north of Falling Branch Creek is titled "North Cameron Park Addition." DB 55, p. 419; DB 3, p. 192; DB 83, p. 211; DB 145, p. 240; PB 8, p. 217 (eight sheets); "Cameron Park Is Building Rapidly," *TCS*, May 19, 1917; May 10, 1919; "Houses Sold in Cameron Park," *WSJ*, September 11, 1921; "Scores of Houses Now in Course of Construction," *Western Sentinel*, November 4, 1919, p. 10; Tilley, *The R. J. Reynolds Tobacco Company*, 270; Sanborn Map Company, "Winston-Salem, N. C.," Vol. 1, sheet 119, 1921.

²¹ Several sources refer to the African American section as Dunleith Avenue. "Houses Sold in Cameron Park," *WSJ*, September 11, 1921.

²² The company sold only nine properties to owner-occupants between 1924 and 1927, with L. M. Burchette's \$3,700 expenditure being about average for homeowners during that period. In 1929, seven grantees purchased one or two lots each. Transactions slowed during the Great Depression, with only one annually in 1930, 1931, and 1933, followed by three in 1936. Cameron Park's north section experienced a dramatic demographic shift during the 1930s, precipitated by the nearby Atkins High School's 1931 opening, which provided a state-of-the-art facility for the city's Black students. As African American families sought to live closer to the institution, new residential construction proliferated and adjacent existing subdivisions rapidly became almost exclusively black. Grantor Index Book 1850-1927, pp. 1-2; Grantor Index Book 1928-1943; DB 227, p. 12; Langdon E. Oppermann, "Reynoldstown Historic District," National Register of Historic Places nomination, 2008.

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Cotton Mills, Mengel Box, and wood veneer producer Oakland Manufacturing acquired sizable tracts and erected factories and warehouses near the Norfolk and Western and Southern Railway lines and what is now Indiana Avenue (originally Walker Road). The area is close to Hanes Rubber Company's 1917 tire manufacturing factory, office, and employee village was known as "Tiretown." Many Inverness Cotton Mill workers lived in a village adjacent to that plant, while other industrial workers resided in subdivisions including Montview, platted in 1915, and Bon Air, Greenway Place, Whiteview, Tallywood, Forest Hill, Oak Crest, all developed in the 1920s.

RJRTC bought fifty-nine acres on Walker Road's west side opposite the Hanes Rubber plant in August 1921. The company's engineering department designed and supervised construction of a brick boiler and pump house, a one-story brick office, and long, steel-frame, corrugated-metal-clad tobacco storage warehouses. By 1924, thirty-two 110-foot-wide by 198-foot-long warehouses arranged in three clusters stood on the site, which was served by a Southern Railway spur line.²³ This connection to the main railroad corridor was imperative, as leaf was regularly conveyed between Walker Road site and the downtown Winston-Salem plant.

Although the Great Depression's onset checked Winston-Salem's unfettered growth, most of the city's factories and mills remained open through the economic downturn and in some cases increased production as the national market for tobacco products and textiles remained strong. R. J. Reynolds Tobacco, P. H. Hanes Knitting, and Hanes Hosiery Companies continued to be the area's largest employers, followed by seven Winston-Salem furniture manufacturers—B. F. Huntley, Fogle, Unique, Glenn V. Hoover, National, and Question Furniture Companies and W. M. Storey Lumber Company—who assembled a wide variety of solid wood and veneered pieces, often utilizing materials provided by local concerns.²⁴ Labor needs became more specialized as equipment suppliers improved machine function in all industrial applications. In the case of tobacco factories, mechanization increased efficiency in tasks such as stemming tobacco leaves that had previously been completed primarily by hand, but equipment operators as well as other workers were still needed to untie, prepare, transport, and pack the golden leaf.²⁵

RJRTC flourished during this period, generating net sales of almost \$303 million in 1937. That year,

²³ "Will Build Storage Houses for 10,000 Hogsheads," *Twin City Sentinel* (hereafter abbreviated *TCS*), August 23, 1921, p. 3; R. J. Reynolds Tobacco Company, Office of Chief Engineer, "Fire Protection Layout: Tiretown Sheds," created August 24, 1922, and updated through April 30, 1924; Tilley, *The R. J. Reynolds Tobacco Company*, 231, 628.

²⁴ In 1939, 86 industrial establishments utilized 19,190 production laborers, and 1,025 stores employed 4,109 workers. Thomas J. Fitzgerald, supervisor, *Sixteenth Census of the United States: 1940, Manufactures, 1939*, Vol. 3 (Washington, DC: US Government Printing Office, 1942), 745; Mamie L. Hegwood, "Manufacture of Furniture Is the Third Largest Industry in Winston-Salem," *TCS*, February 28, 1938; Mamie L. Hegwood, "Twin City Wood-Working Plants Make Anything in Timber-Moisture Gauged," *TCS*, April 5, 1938.

²⁵ Tilley, *The R. J. Reynolds Tobacco Company*, 237–242.

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at its Tiretown complex north of downtown, the company's engineering department erected a three-story concrete, steel, and brick tobacco redrying plant, initially referred to as Leaf House No. 2, at a cost of approximately \$200,000.²⁶ A flat-roofed brick boiler house and a tall, round, freestanding, brick smokestack, also completed in 1937, powered the leaf house.²⁷ The company's only other Winston-Salem redrying facility at that time was Leaf House No. 1, a three-story structure that stood at Fifth and Church Streets' northeast corner until 1972.²⁸

Production continued apace through the early 1940s despite labor disputes and manpower and material shortages. Approximately 14,266 Forsyth County residents served in World War II, and those left behind were occupied with the war effort in a variety of ways, from filling vacant positions in local manufacturing plants to participating in bond drives and planting victory gardens. In May 1943, President Franklin D. Roosevelt established the Office of War Mobilization to coordinate a diverse array of support endeavors including manufacturing, scientific research, and agricultural production. Worker demographics changed as industrial jobs rose by seventy-five percent in the South, with traditionally underemployed groups such as women, African Americans, and the elderly receiving invaluable education, training, and experience. Although some industries suffered from material scarcity, unemployment was not an issue as local companies including P. H. Hanes Knitting Company and RJRTC increased their garment and cigarette output to meet high demand.²⁹

Nationwide labor shortages prompted the federal government to create compulsory prisoner of war (POW) work programs. In North Carolina, detainees at eighteen military installations included about ten thousand German and three thousand Italian soldiers.³⁰ RJRTC negotiated the use of German POWs to operate its leaf houses during the 1944 and 1945 burley tobacco harvest seasons. On October 18, 1944, Winston-Salem's Board of Aldermen sanctioned the U. S. Government's utilization of the National Guard armory at Ninth and Patterson streets (formerly North Winston Graded School), as barracks. POWs arrived on October 24 and immediately commenced work at six tobacco factories including RJRTC's Tiretown plant, where POWs supplemented the labor force until March 1945. From August 1945 until February 1946, the company accommodated a group of commissioned officers

²⁶ "200,000 Redrying Plant Here," *WSJ*, March 26, 1937; Gerald H. Carson, "What Winston-Salem's Greatest Industry Means to the City, State, and Nation," *Winston-Salem Journal and Sentinel* (hereafter abbreviated *WSJS*), April 24, 1938, p. 1.

²⁷ R. J. Reynolds Tobacco Company, Office of Architect, "New Boiler Room: Tiretown," Sheet 1, April 22, 1937.

²⁸ Leaf House No. 1's first two stories were built in 1902, the third floor added in 1914, and a four-story addition erected in 1936. "No. 1 Leaf House," building summary in Scism and Gung, "R. J. R. Downtown Buildings."

²⁹ Tilley, *The R. J. Reynolds Tobacco Company*, 454; *WSJ*, August 2, 1941, May 22, 1942, January 1, 1943; Spencer B. King, Jr., *Selective Service in North Carolina in World War II* (Chapel Hill: University of North Carolina Press, 1949), 321; Marilyn M. Harper, et. al. *World War II and the American Home Front* (Washington, D. C.: The National Historic Landmarks Program, October 2007), 3, 13-16.

³⁰ Robert D. Billinger Jr. and Jo Ann Williford, "World War II," in William S. Powell, ed., *Encyclopedia of North Carolina* (Chapel Hill: University of North Carolina Press, 2006), 1233- 1234.

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at Tiretown by installing bunks, restrooms, and kitchen in a tobacco storage warehouse (Shed 112). A barbed-wire fence surrounded the building. Many of the prisoners were pilots captured in the North African campaign.³¹

RJRTC executed a significant expansion program in the 1950s. The corporation reorganized its administration, introduced products, streamlined operations, and improved equipment and facilities. The industrial engineering department, created in 1950, designed efficient and substantial buildings such as the mid-1950s Leaf House No. 2-2 that increased redrying capability at the Tiretown plant. Upon its completion, the adjacent and connected 1937 Leaf House No. 2-1 served as a tobacco stemming facility. Although RJRTC utilized both hand and mechanical leaf stemmers until 1953, the stemming process was completely automated after that date. This technological shift had resulted in the termination of thousands of leaf department employees since March 1946.³²

The Tiretown operation grew dramatically after RJRTC introduced its first filtered cigarettes, the Winston and Salem brands, in 1954 and 1956 with great success. To facilitate increased production, the corporation began constructing a state-of-the-art manufacturing plant west of Buildings 2-1 and 2-2 and the warehouses in October 1958. The predominantly windowless industrial park, completed in 1961 at a cost of approximately \$32 million, has a steel frame and a precast concrete panel exterior. The original building and a sizable 1986 addition encompass approximately 1.3 million square feet of manufacturing space. RJRTC's engineering department planned and constructed the 1961 building collaboration with Charlotte architects A. G. Odell Jr. and Associates. The plant bears the name of John C. Whitaker Sr., who began operating a Camel cigarette machine for RJRTC in 1913 and was promoted to positions including the company's presidency in 1948 and board chairmanship in 1952.³³

A. G. Odell Jr. and Associates also rendered plans for one of the most distinctive Modernist buildings erected in Winston-Salem during the 1970s, the 1977 R. J. Reynolds Industries World Headquarters 1100 Reynolds Boulevard. Odell, a strong proponent of Modernism, is widely regarded as one of North Carolina's most influential architects. The five-story, 523,000-square-foot, flat-roofed building, sheathed in mirrored glass, consists of eight intersecting square modules angled so that the corners align with the cardinal directions.

³¹ "Nazi Prisoners of War Are Scheduled to Arrive Today," *WSJ*, October 24, 1944; "Prisoners of War Begin Work Today," *WSJ*, October 25, 1944; W. N. Scales, R. J. Reynolds Tobacco Company Leaf Department employee, German prisoner of war summary, April 7, 1978, R. J. Reynolds Tobacco Company archives; "German POWs Labored at Reynolds," *Greensboro News and Record*, June 1, 1993, p. B2; City of Winston-Salem, "Minutes of the Winston-Salem Board of Aldermen," Book 31, p. 239, October 18, 1944, and Book 32, p. 301, July 14, 1946.

³² Sanborn Map Company, "Winston-Salem, N. C.," Vol. 2, Sheet 222, 1917, updated 1958; Tilley, *The R. J. Reynolds Tobacco Company*, 239, 487, 495, 513.

³³ Harold Ellison, "The New Whitaker Park: A Dream at Work," *WSJS*, October 1, 1961, p. D1; Harold Ellison, "Dedication Ceremony Held For Reynolds' New Plant," *WSJ*, October 3, 1961, p. 1; Fries, et al., *Forsyth*, 344.

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Beginning in the late 1980s, RJRTC gradually moved all manufacturing from downtown to Whitaker Park and its Tobaccoville facility erected in 1986 approximately twelve miles further northwest. Approximately two thousand employees worked at Whitaker Park at the height of its production, but significant downsizing resulted in only a few hundred factory workers at the time of the plant's 2012 closure. The company then shifted operations to the Tobaccoville plant.³⁴

RJRTC warehouses in outlying areas were sold during the late twentieth century. C. W. Myers Trading Post, Inc. acquired Buildings 82 and 83 in September 1992. The company established by Clyde W. Myers in 1935 had since 1958 operated a used truck and trailer dealership at 2718 North Liberty Street in the block north of the warehouses. The concern also constructed and leased houses in working-class neighborhoods. Myriad warehousing businesses and a recycling company rented portions of Buildings 82 and 83 until C. W. Myers Trading Post, Inc. conveyed the property to Chapel Hill-based RDG Acquisitions LLC in November 2021.³⁵

Loose-leaf Tobacco Auction Process

RJRTC purchased the tobacco stored in Buildings 82 and 83 from farmers' cooperative associations and at auctions. Warehouses were the predominant loose-leaf tobacco sales venues in North Carolina, South Carolina, and Virginia by the late nineteenth century. The auction process remained remarkably consistent throughout most of the twentieth century. Market season typically commenced in September and continued through January. Tobacco growers conveyed cured loose leaf to a convenient market via wagon or truck. Upon arrival, warehouse employees stacked the leaf in large shallow baskets. Workers often utilized two-wheel carts to move the heavy baskets to scales and then to long rows that filled the warehouse floor. Each basket was tagged with the content's weight and the owner's name. Farmers often endured lengthy waits for their tobacco to be logged in.³⁶

After the tobacco was placed on the selling floor, government inspectors circulated to assess leaf quality, thus determining its "grade" and base value, and marked basket tags accordingly. Buyers for tobacco product manufacturers also examined offerings. Auctioneers then moved through the rows, attempting to garner the highest possible price for each basket. The fast-paced bidding process drew crowds of farmers, family members, and merchants in addition to buyers and warehouse staff. Some

³⁴ Richard Craver, "RJR Closing Plant," *WSJ*, May 29, 2010; Deven Swartz and Brent Campbell, "Whitaker Park Completely Closing This Year," February 17, 2012, post on MyFox8.com.

³⁵ DB 769, p. 334; DB 1756, p. 2245; DB 3652, 1664; Rich McKay, "Real Estate Giant C.W. Myers Dies," *WSJ*, August 9, 1992, pp. A1 and A10.

³⁶ Tilley, *The R. J. Reynolds Tobacco Company*, 226-231; Wightman W. Garner, *The Production of Tobacco* (New York: The Blakiston Company, 1951), 202-205; "Warehouse Bell Called the Buyers to Auction," *Mount Airy News* (hereafter abbreviated *MAN*), March 29, 1992, p. 5.

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markets reported hourly sales of four- to six-hundred baskets. Buyers typically visited several warehouses daily.³⁷

The auctioneer's entourage included a "ticket man," who recorded the transaction on the basket tag, and a "book man," who entered the sale into the master list kept by the warehouse. That individual also calculated each lot's gross value and generated a statement for the farmer to take to the cashier's window. Book men were sometimes referred to as "mental calculators" due to their manual computation prowess. Warehouse cashiers issued checks after deducting auction fees and sales commissions at rates regulated by state law.³⁸

Following its sale, leaf was baled or packed large barrels known as hogsheads for transport by rail or truck to manufacturers' storage warehouses. Expedient handling was imperative to maintain optimal leaf condition, as dramatic temperature and humidity fluctuations diminished leaf quality.³⁹

Tobacco auction warehouses gradually diminished in number as the twentieth century progressed. Most farmers now sell their crops directly to tobacco product manufacturers. Old Belt Tobacco Sales in Rural Hall, Forsyth County, is one of only a few remaining North Carolina auctioneers of non-contract flue-cured tobacco.⁴⁰

R. J. Reynolds Tobacco Company Leaf Processing

RJRTC was a leader in the industry's ongoing quest to develop ever more efficient leaf processing methods and equipment. The firm utilized myriad varieties of leaf—flue-cured, sun-cured, Burley, and Turkish—each of which had different storage and handling requirements. Manufacturing complexes at the concern's Winston-Salem and satellite locations in eastern North Carolina, Virginia, and Kentucky thus included specialized buildings intended to address these needs. Processing, storing, aging, and blending tobacco to achieve optimal flavor and texture necessitated prodigious square footage. Plants expanded as leaf purchase volume increased.⁴¹

The company erected myriad Winston-Salem leaf storage and processing facilities during the early twentieth century and gradually implemented more effective handling practices. Since RJRTC's archives are not open to researchers, the variety and quantity of tobacco stored in Buildings 82 and 83

³⁷ Garner, *The Production of Tobacco*, 205-206.

³⁸ Ibid., 205; "Warehouse Bell Called the Buyers to Auction," *MAN*, March 29, 1992, p. 5.

³⁹ Garner, *The Production of Tobacco*, 205-207; "Warehouse Bell Called the Buyers to Auction," *MAN*, March 29, 1992, p. 5.

⁴⁰ Nicholas Elmes, "Warehouse offers option for tobacco growers," *Stokes News*, February 19, 2016; Chris Bickers, "An Early Report from the Market," *Tobacco Farmer Newsletter*, September 5, 2022.

⁴¹ Tilley, *The R. J. Reynolds Tobacco Company*, 230-233.

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is unknown. Tobacco bales were transported to downtown facilities that housed two essential elements of the tobacco manufacturing process: stemming and redrying. Both were necessary to reduce leaves to strips that could be incorporated into tobacco products. Redrying was achieved in sweat houses, so named due to their high heat and humidity. Hogsheads were conveyed from warehouses into sweat houses where several days of 100- to 105-degree temperatures and 90- to 95-percent humidity softened the tobacco. This process, intended to minimize leaf loss during tobacco stem removal, was terribly inefficient, as steam typically penetrated only the outer layers. The dry, brittle, interior layers crumbled during stemming, resulting in significant waste.⁴²

Although sweat houses remained in use through the mid-1930s, the company's efforts to improve the leaf preparation process included the late 1930s installation of steel vacuum chambers designed both to add moisture to soften leaves prior to stemming and to remove moisture after stemming to avoid mold problems during storage. The chambers dramatically shortened the length of time required to attain optimal moisture content. A system of conveyor belts moved tobacco through heating and cooling chambers. After cooling, leaf-packed hogsheads were transported via forklifts to warehouses for aging.⁴³

The strip preparation department orchestrated the transition to mechanized stemming. In 1935, 1,565 workers stemmed manually and 2,750 employees operated stemming machines. Around that time, the company adopted a green stemming method, which involved stem removal upon leaf receipt rather than after storage, for tobacco acquired from Georgia farmers. Also in the mid-1930s, the company introduced stemming equipment designed to significantly reduce leaf waste. The process involved a series of machines beginning with tippers, which snipped leaf tip ends from bundles of farmer-cured tobacco. Next, tie leaf cutters loosened the bundles and butt cutters removed butt ends prior to leaf conveyance to ordering cylinders, where moisture was added to leaves. Finally, thrashing machines stripped stems from softened leaves and separators sorted the stems and leaves. The resulting leaf was screened, dried, packed into hogsheads, stored until sufficiently aged, and then blended into tobacco products. The process was completely automated in 1953.⁴⁴

Buildings 82 and 83 manifest the need for tobacco storage facilities that were large, utilitarian, and fire-resistant; characterized by open interior plans with high ceilings that accommodated sizable equipment and tiered storage. Resilient concrete, brick, heavy-timber-frame, and steel structural systems supported the enormous weight of machinery, tobacco bales, and hogsheads. Leaf preparation

⁴² Ibid., 352-354.

⁴³ Ibid., 239-241, 485-487.

⁴⁴ Ibid., 352-354, 485-486.

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required frequent bale and hogshead movement from delivery to processing, storage, and shipment. Loading platforms and docks enabled tobacco transport by rail and truck.⁴⁵

⁴⁵ R. J. Reynolds Tobacco Company Leaf Department employee, German prisoner of war summary, April 7, 1978; W. N. Scales, R. J. Reynolds Tobacco Company archives.

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Section 10. Geographical Data

Latitude/Longitude Coordinates

Latitude: 36.122813 Longitude: -80.234724

Verbal Boundary Description

The 2.46-acre National Register boundary encompasses 2.41-acre Forsyth County tax parcel 6836-55-5834 and 0.5-acre tract 6836-55-3882 as indicated by the bold line on the enclosed map. Scale approximately 1" = 100'.

Boundary Justification

The nominated tract encompasses R. J. Reynolds Tobacco Company's historic holdings at this site as well as the abandoned Norfolk-Southern Railway tracks and sidings to the west that were a critical component of the warehouse's function.

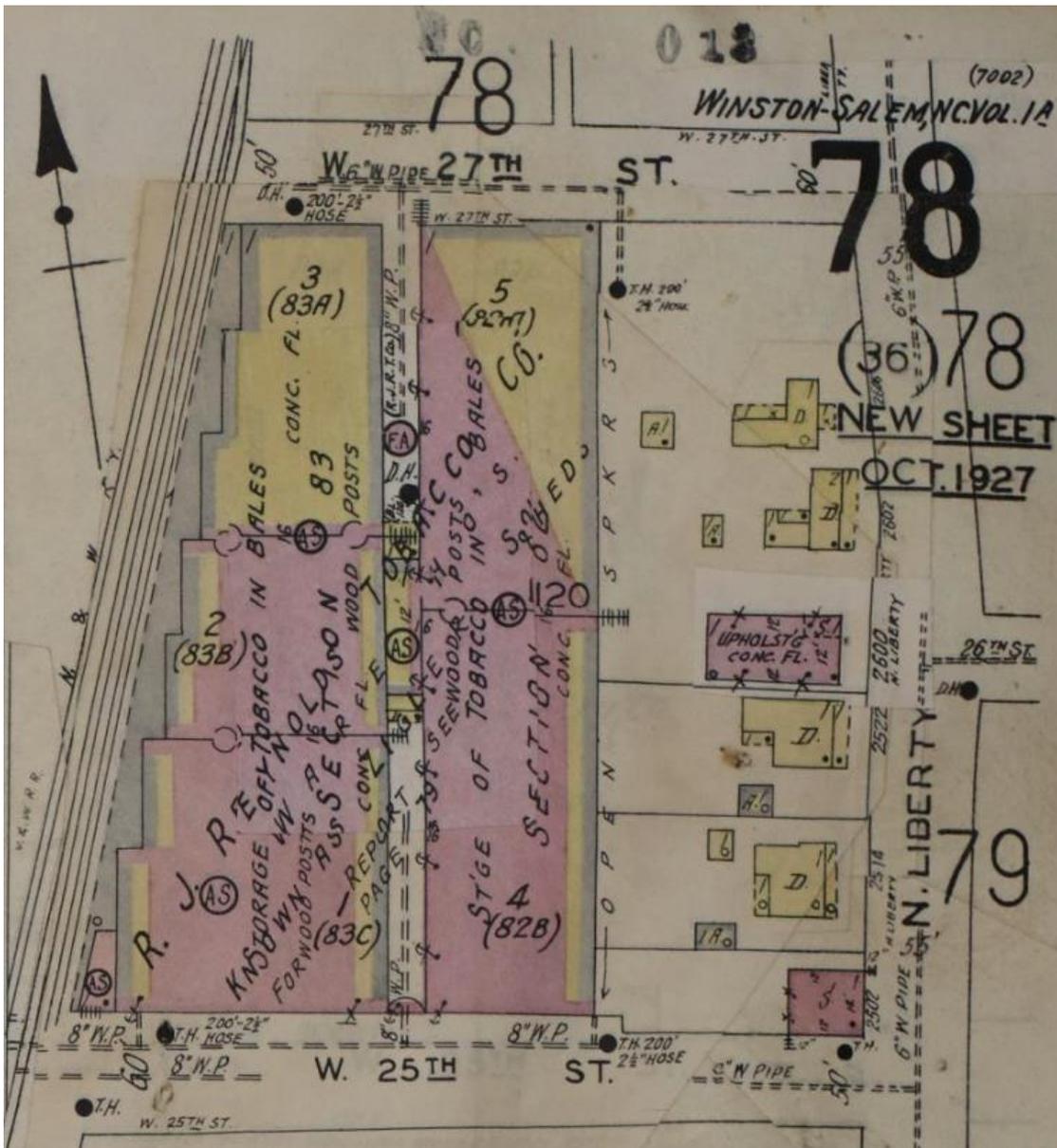
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Additional Documentation: Sanborn Map



Sanborn Map Company, "Winston-Salem, N. C.," Vol. 1a, sheet 78, October 1927
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Additional Documentation: Current Photographs

Photographs by Heather Fearnbach, 3334 Nottingham Road, Winston-Salem, NC, on May 17, 2023.
Digital images located at the North Carolina SHPO.



1. Southwest oblique (above) and 2. Central courtyard south of hyphen, looking south (below)



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3. Southeast oblique (above) and 4. Northeast oblique (below)



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5. Central courtyard, looking south north of hyphen (above) and 6. Northwest oblique (below)



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**7. Building 82, south section, looking south (above) and
8. Building 82, south section, looking north (below)**



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**9. Building 82, north section, looking north (above) and
10. Building 83, south section, looking south (below)**



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**11. Building 83, central section, looking north (above) and
12. Building 83, north section, looking northwest (below)**



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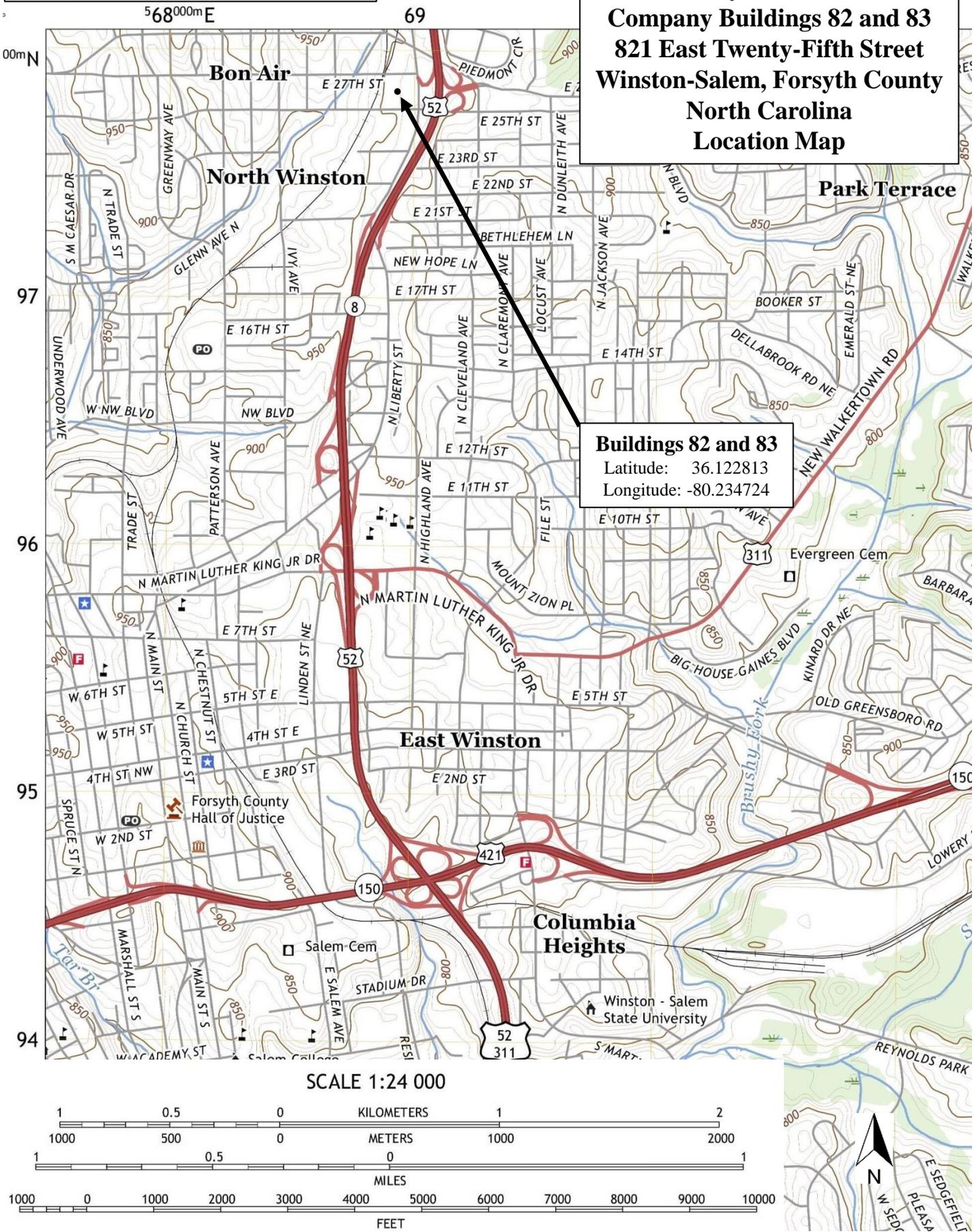
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13. Hyphen, looking north

**R. J. Reynolds Tobacco
Company Buildings 82 and 83
821 East Twenty-Fifth Street
Winston-Salem, Forsyth County
North Carolina
Location Map**



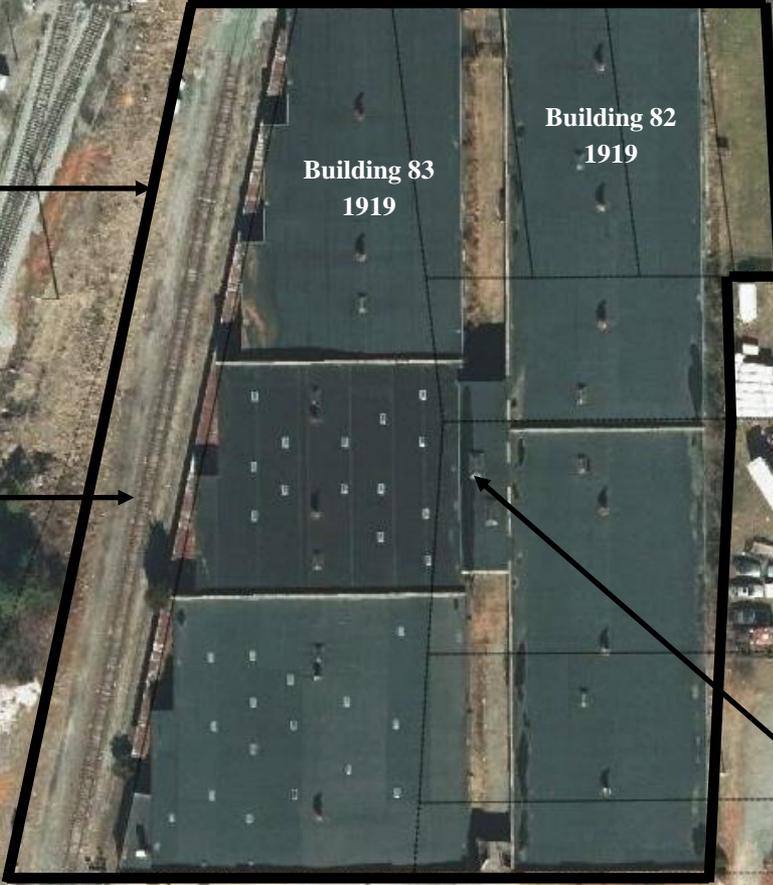
R. J. Reynolds Tobacco Company Buildings 82 and 83
821 East Twenty-Fifth Street
Winston-Salem, Forsyth County, North Carolina
National Register Boundary Map and Site Plan

Buildings 82 and 83 are connected by a hyphen and thus a single contributing building for National Register purposes.

East Twenty-Seventh Street

The 2.46-acre National Register boundary encompasses 2.41-acre Forsyth County tax parcel 6836-55-5834 (a collection of smaller tracts acquired by RJRTC) and 0.5-acre tract 6836-55-3882 (abandoned Norfolk-Southern Railway tracks and sidings)

Norfolk and Western Railway tracks, 1899, contributing structure

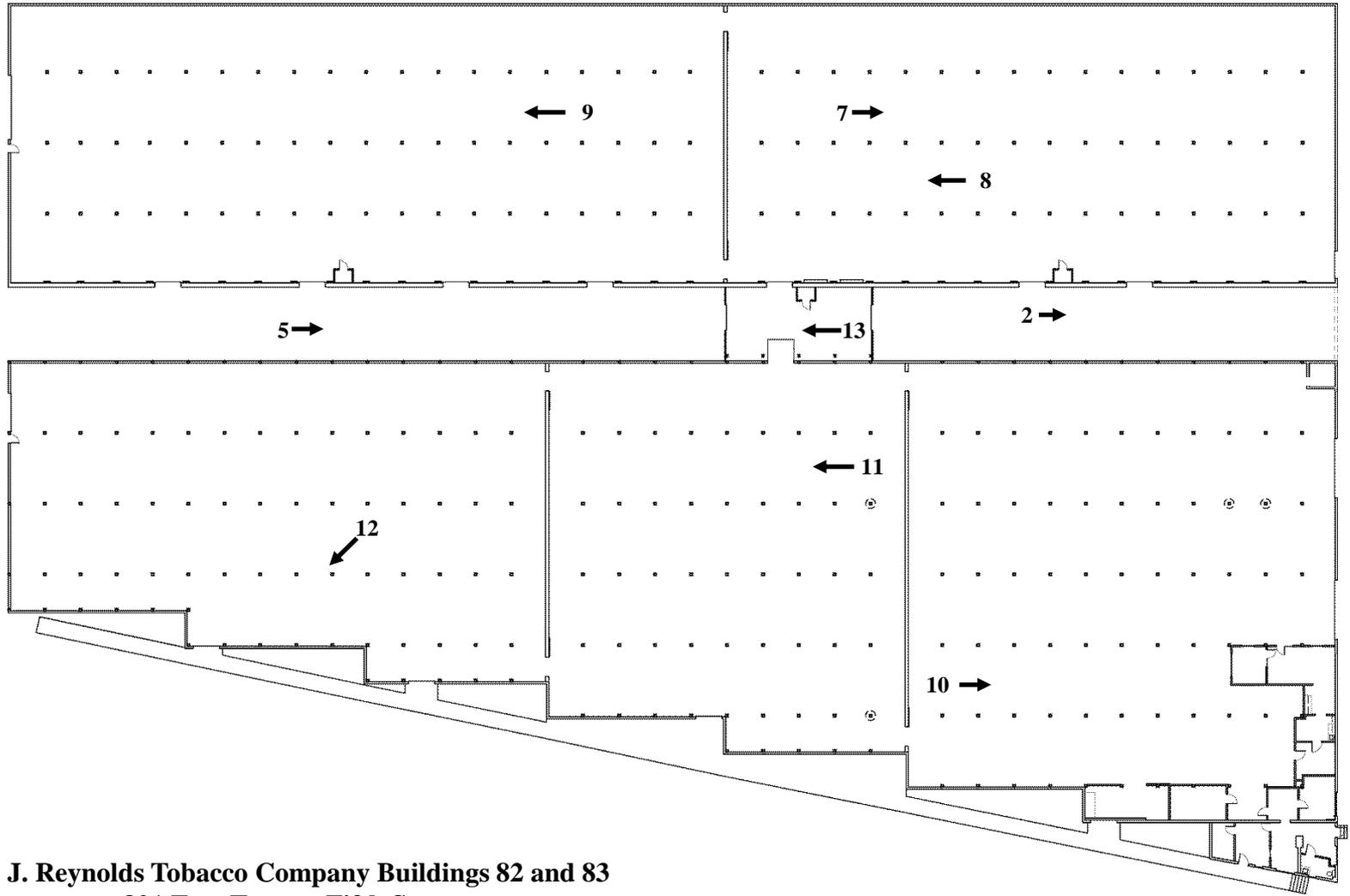


North Liberty Street

Latitude: 36.122813
Longitude: -80.234724

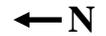
East Twenty-Fifth Street





R. J. Reynolds Tobacco Company Buildings 82 and 83
821 East Twenty-Fifth Street
Winston-Salem, Forsyth County, North Carolina
Floor Plan and Photograph Key

Not to Scale



1 ↖

4 ↙

3 ↖

6 ↗