

United States Department of the Interior
National Park Service

APR 24 1989

NATIONAL
REGISTER

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Pilot Mill
other names/site number _____

2. Location

street & number 1121 Haynes Street N/A not for publication
city, town Raleigh N/A vicinity
state North Carolina code N.C. county Wake code 183 zip code 27604

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>7</u>	<u>4</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u>1</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>8</u>	<u>5</u> structures
	<input type="checkbox"/> object		<u>0</u> objects
			<u>5</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
William S. Price, Jr. 4-17-89
Signature of certifying official Date
State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official Date
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Patrick Andrews 6/5/89
 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:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Industry/Processing/Extraction; manufacturing
facility
Commerce/Trade; warehouse

Current Functions (enter categories from instructions)

Work in Progress

7. Description

Architectural Classification
(enter categories from instructions)

Other: Vernacular Industrial
Classical Revival

Materials (enter categories from instructions)

foundation Brick
walls Brick
roof Synthetics
other Concrete
Metal

Describe present and historic physical appearance.

See continuation sheets.

See continuation sheet

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 7 Page 1**Description of Physical Appearance**

The Pilot Mill is a 5.7 acre site on the northeastern rim of the central business district of Raleigh, North Carolina, approximately one mile from its epicenter, the N.C. state capitol building. The complex contains 13 structures, varying in construction date from 1894 to 1965 and in composition from brick and concrete to metal-clad. Eight of these are contributing.

The site is triangular with the old Seaboard Airline Railway tracks forming its western boundary, Haynes and Cedar Streets its east and south boundaries, respectively. Across from the site, along Cedar, is the Halifax Court low income housing project, and, along Haynes, a vacant area and paved parking lot created--it appears--from demolitions. The Pilot Mill complex is two long blocks due north of Peace College, a small Presbyterian Women's junior college and Raleigh institution for more than 130 years.

The complex is remarkably well-preserved. Because it was a working mill until the 1980's, buildings have been added, including several unadorned brick or metal-clad storage structures. Some modification of the original structures has occurred, but none of these alterations has appreciably affected the overall integrity of the complex. A four-stage tower on the NE elevation of Bldg. # 1 was demolished during subsequent enlargement.

A description of the structures follows, keyed to the enclosed site plan:

(Note: "C" and "NC" stand for Contributing and Non-Contributing.)

Building No. 1 "C" ca. 1894, 1903, 1914

A two-story brick vernacular industrial building with a brick foundation, featuring 33 window bays on the southeast and 7 on the east facades. The top rank features rounded arches; the ground rank features segmental relieving arches. All are brick infilled. A dentiled brick course connects the arches between bays and extends beyond them. There is evidence, on the southeast side, of a demolished one-story mid-wall extension with a slab

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 7 Page 2

foundation. The south corner features a fire escape; the northeast, a late, square, three-story tower and a contemporaneous two-story stair tower with an arched roof. To the west is a later two-story extension with an unadorned parapet or false front. The word "Office" appears in faded paint on the east facade. The interior of this building is maple floored (now badly water damaged). Typical of buildings of its type and era, its raking roof is timber framed, individual members of which are supported by two rows of chamfered columns running the length of the building, topped by cast-iron bracing caps which hold the individual timbers in place at their joints. At the cornice, these timbers pierce the structure's brick skin, forming wooden corbel-like extrusions on the exterior, resembling brackets, beneath the original wood box gutters. The building also features a series of hurricane anchor bolts. This building first appeared on the 1896 Sanborn Insurance Map approximately half its current length. Its designated use was weaving, beaming, quilting, spinning, and carding. It was subsequently extended sometime before 1903 and again prior to 1914.

Building No. 2 "C" ca. 1896, ca. 1914, ca. 1917

The original smaller structure used as the dyehouse was located at the west end. Sometime prior to 1914 and again in 1917 the structure was extended to its current shape and size. It is a one-story red brick structure with tile coping on the parapet, a brick and slab foundation and a built-up roof. Like Building No. 1, it has a timber roof framing system with chamfered columns topped by cast-iron bracing caps at

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 7 Page 3

the timber joints. Steel beams have replaced parts of the original timber roof framing system at the south end. Steel columns have also been added in places at the south end.

Building No. 3 "C" 1920s

This structure is attached to the northeast facade of Building #1 and is situated between this and Building #2. It is a narrow, two-story brick industrial building with a built-up roof. Like Building #1, it has a timber roof framing system with chamfered columns topped by cast-iron bracing caps at the timber joints. Steel beams have replaced parts of the original timber roof framing system at the south end. Steel columns have also been added in places at the south end. This infill building does not appear on the 1920 plat (Wake Co. Plat Book 1, p. 31), and it must have been built shortly afterward.

Building #4 "NC" ca. 1950

This is a two-story brick structure with concrete slab underlayment, concrete or brick foundation, and built-up roof. There is evidence on both the interior and exterior that this structure was originally smaller and later extended to its current size.

Building #5 "NC" ca. 1950

The original two story brick structure (ca. 1894) housing the original boiler building was totally replaced in the 1950's or 1960's probably at the last phase of modernization. Remnants of the original brick structure are still apparent at the corner of the north and south

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 7 Page 4

wall and again where Building #5 abuts Building #3. The existing building is wood frame construction built on top of parts of the original brick foundation with a built-up shed roof and exterior horizontal wood siding. Most of the interior is occupied with mechanical equipment that appear to be contemporary.

Structure "A" "C" Between 1896 and 1903

A tall brick smoke stack with metal straps first appeared on the Sanborn Insurance Maps in 1903.

Building #6 "C" ca. 1920

This two story brick structure with a concrete foundation and built-up roof first appears on the 1920 plat (Wake Co. Plat Book 1, p. 31). There is extensive evidence of water leakage and damage through the roof. The original basement structural system of concrete and brick beams and columns is badly deteriorated. Steel columns have been added to reinforce the structure. Steel lolly columns and "I" beams have also been added to the ground floor to reinforce the existing timber structural system. The original timber beams pierce the building's brick walls, forming wooden corbel-like extrusions on the exterior similar to those found on Building #1. The west elevation has the original 12 over 12 wood frame windows still in place. The windows in the east elevation have been removed and replaced with brick infill.

Building #7 "NC" ca. 1966

A two story brick structure with a concrete foundation and built-up roof.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 7 Page 5Building #8 "C" ca. 1920

A one story wood frame, metal-clad structure with a concrete slab underlayment and metal roof used for storage. First appears on the 1920 plat (Wake County Plat Book 1, page 31).

Building #9 "C" 1920s or 1930s

The machine house is a two story structure composed of brick and wood frame exterior walls, a heavy frame and post structural system, and built-up roof. It abuts Building #2 on the south and part of the east side. A small structure added much later functioning as a passageway connects it to Building #4. The brick north wall is the only remaining wall from a pre 1903 reservoir building. The west and south exterior walls are covered in board and batten siding with 12 pane wood frame pivoting windows. There is extensive evidence of deterioration. This building does not appear on the 1920 plat, yet its construction details indicate a pre World War II construction date.

Building No. 10 "C" ca. 1910

The office, shipping and inspection building seated parallel to the Haynes St. side of the site, oblique to the other, more utilitarian industrial structures, is the most architecturally ornamented building in the complex. It first appears on the Sanborn Insurance Maps in 1910 approximately two thirds shorter than its existing size. The Wake County property records indicate that it was updated in 1915. It is a buff brick two-story Classical Revival structure with brick quoins, 20 window bays on the east facade and five bays on the south. The central bay on this facade features the main entry with a pedimented porch covering a double-leaved door flanked by fluted

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 7 Page 6

columns reached by steps which mount the podium. The stairs are guarded by a wrought iron railing. The south facade also features segmental arched windows with keystones on the first story (below grade) and rounded arched windows with fan lights on the second floor, surmounted by brickwork-panelled faux battlements on the building's fore-section with molded cornices and stepped parapets leading back to a flat, unadorned cornice on the building proper. This building features the same structural system as Building #1, with one row of smooth-columned supports and wood beams extending through the building's brick skin, in this case squared at the exterior extrusion point. The windows on the east facade have brick and plywood infill, or, where retained, 12/12 double-hung sashes or plate glass replacements. There are two one-story brick extensions (ca. 1953) adjacent to its north and west facades.

Building 11 "NC" 1958

A late brick industrial structure with a built-up roof used for storage. Originally constructed in 1958, it was extensively altered in 1964.

Structure B "NC" ca. 1965

A wood cooling tower.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Industry
Architecture

Period of Significance

c. 1894 - 1939

Significant Dates

c. 1894

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheets.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 8 Page 1**Statement of Significance**

The Pilot Mill, built ca. 1894 in Raleigh, is significant relative to Criterion A, and represents an important stage in the development of the textile industry in cities the size of Raleigh (population 15,000 when the mill was built) in the North Carolina piedmont between the years 1890 and 1920. To a lesser extent, it is also significant relative to Criterion C, since it represents a well-preserved North Carolina architectural type, the textile mill complex, in both structural components and use. Although the mill operated until 1982, its period of significance ends in 1939, the last year in which the mill met the fifty-year criterion.

Context Statement: Industry/Commerce

The turn-of-the-century was a period characterized by change and accommodation in the development of the textile industry, as the industry attempted to adapt to several factors that impacted its growth. One was the rapid though brief revolution in textile technology between 1880 and 1890 which reduced the need for skilled workers in what had been, until the 1880's, a labor-intensive industry utilizing unskilled rural labor; another was the innovation of purchased hydroelectric power for the running of mills. These developments led to "urban drift," an atypical movement of southern textile mills to urban (or urbanizing) areas. Since urban areas were closer to sources of skilled labor and surface transportation and, because, by 1890, mills no longer required self-contained water power, urban locations had become both possible and necessary. The founding and experience of the Pilot Mill in the 1890's through the 'teens thus forms a textbook case of the response of the textile industry to the factors that buffeted it and shaped its course for the first half of the 20th century.

The Pilot Mill was founded ca. 1894 by James and William H. Williamson, during a period in which Raleigh was experiencing growing pains on its way to 1880's, there were no textile becoming an urban center. Not until the 1880's did the southeast section of the old

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 8 Page 2

Confederacy seriously challenge New England textile hegemony. In fact, until the latter 1880's, there were no textile mills at all in Raleigh (1), most of them having been built on North Carolina's "textile spine" along the rivers of her central counties between Winston-Salem and Charlotte.

The reasons for this are several. In the early years of textile production, mills needed their own sources of water power which the rivers provided. At the same time, labor, while abundant, was dispersed, and extensive capital investment was necessary to produce worker housing, company stores, schools and other amenities to lure worker families from rural areas to industry-built mill towns. The general pattern, thus, was diffusion, a "pattern of 'industrial-rural' development" with small villages housing large textile complexes (2). This diffusion resulted in a concomitant delay in urbanization across the state. The paternalistic climate of the mill town discouraged the "secondary linkages" of service industries and retailing that tended to produce cities, a fact which accounted for Raleigh's relative late start as a textile center.

Counter pressures, however, in the years prior to the founding of the Pilot Mill, were apparently sufficient to overcome this industry-wide tendency to avoid cities. Between 1880 and 1900, innovations in textile production were introduced. These included "the ring spindle [which] was automatic, making skilled labor in the spinning room almost unnecessary and . . . the introduction of the Northrop Loom by the Draper Company in 1894 [which] did for weaving what the ring spindle did for spinning (3)."

Mills that were already in production either made what adjustments they could to these innovations (the employment of women and children in the cloth making process become more commonplace), or they continued their established practices since these new technologies were "ideally suited [to] the production of coarse and mill-based industrial-rural diffusion in the established mills, founders of new mills were able to take advantage of surface transportation systems and the growing tendency medium yarns and cloth. . . [in which] the earliest southern mills had been specializing (4)." Thus, while technological innovations did

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 8 Page 3

little to alter the pattern of mill-based industrial-rural diffusion in the established mills, founders of new mills were able to take advantage of surface transportation systems and the growing tendency of mills to purchase power rather than generate it on-site, building their mills on railroad lines through southern cities like Raleigh, forging stronger links to the north where coarse southern products were made into finished goods by New England mills.

Though this tendency by no means eliminated the pattern of village-based mills, it did tend to counteract the decentralizing effects of new mill establishment -- so much so, that by the 1920's, this urban movement had become common. According to a 1923 source, "mills prefer[ed] to purchase power from [power] companies for [several reasons]," chief among which was an economy which reduced the investment costs of automation (5).

Raleigh participated in this evolution towards urban-industrial growth. In 1885, for instance, before textile technology and purchased hydroelectric power became the rule, she had only 15 major industries, four planing mills, four wagon factories, two cotton gins, three foundries, two boiler factories--and no textile mills (6). By 1910, when Raleigh had electric power from three sources, she had, according to one commentary, "five cotton mills and several hosiery plants (7)," and at its peak the Pilot Cotton Mill and Raleigh's other major textile producer, the Caraleigh Mill, had become the only two mills in Raleigh that produced unfinished sheet goods. The smaller of the two, the Pilot Mill had 8000 spindles (to Caraleigh's 10,816), 325 looms (to Caraleigh's 436), and 225 employees (to Caraleigh's 235). Raleigh's other mills, the Raleigh Cotton Mills, Martin Knitting Mills, Melrose Knitting Mills and Raleigh Hosiery Company produced hosiery yarns or finished hosiery and undergarments (8).

Context Statement: Architecture

The Pilot Mill is one of only three textile mills known to survive in Raleigh. Preservation of these remnants of Raleigh's small manufacturing base is important to give a true picture of the history of this state capitol city. The presence of the stylish ca. 1910 mill

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Pilot Mill

Section number 8 Page 1

office makes Pilot Mill the most architecturally significant textile mill complex surviving in Raleigh. Although the architects and contractors of this mill are unknown, the masterful integration of faux battlements and stepped parapets with elements of Classical Revival design in the office building is related to the early twentieth century tobacco warehouses built in nearby Durham for the Duke and Liggett and Myers tobacco companies. The more utilitarian mill buildings of the Pilot Mill resemble Tompkins Hall, 1914, the original textile school building on the campus of Raleigh's new land-grant college (now North Carolina State University).

Historical Background:

In spite of the fact that the textile industry continued to be a major feature of the southern economy into the mid 20th century, the types of goods produced varied little as among the older and newer mills. The site was purchased in November, 1894 (9) by James and William H. Williamson. Begun in 1894 as a manufacturer of "grey" or unfinished cotton, the Pilot Mill's main building (#1) was used for spinning and weaving, the adjacent Building (#3) for carding, warping, winding and yarn storage. Building #10 housed the administrative offices, cloth finishing, inspection, and shipping operations, and Building #5 housed boiler facilities. In 1920, the mill was sold to Consolidated Textile Corporation. In 1931, a group of six Raleigh businessmen bought the mill and added two new buildings: #7 and #11. Throughout these several ownerships, and even when the last owners, the New York firm of Crompton, Inc., bought the mill in 1967, it continued to produce unfinished grey goods processed, in Arkansas, into corduroy and velveteen.

An urban-based industrial complex when it was founded, the Pilot Mill also featured structural and compositional elements customary at other, more remote, mill sites. Its open plan loft buildings are, like most mill buildings of its period, two story industrial/commercial structures with 14 foot ceilings, braced on one or two rows of eight-inch round or chamfered

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Pilot Mill

Section number 8 Page 5

wood columns supporting a beam and plank construction system of 11x14 inch beams at the roof and second floor levels.

Built just two blocks north of the Raleigh city limits that were established in its first annexation in 1881, the Pilot Mill complex included mill-owned worker housing in its composition that mimicked the rural mill villages of the North Carolina countryside. Other mills built at the same time, the Raleigh Hosiery Mill (1888) and the Caraleigh Mill (1890) did the same. The second major annexation in 1907 brought the city limits to the Pilot Mill site's northern edge and incorporated its mill village into the city's residential stock as Raleigh's first "tract housing (10)." The mill housing was demolished ca. 1980.

The mill was closed in 1982. Neither a leader nor an innovator, the Pilot Mill responded to change, accommodated to it, and thus mirrors the development of the textile industry in the cities of the North Carolina piedmont, tenacious and stable, an industrial cornerstone for several generations of North Carolina workers.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Pilot Mill

Section number 8 Page 6

NOTES

1. Raleigh: Capital of North Carolina, Writers; Program of the WPA, American Guide Series (New Bern, NC: Owen G. Dunn Co., 1942), p. 39.
2. Mary J. Oates, The Role of the Cotton Textile Industry in the Economic Development of the American Southeast, Dissertations in American Economic History (NY: Arno Press, 1975), p. 73.
3. Ibid.
4. Ibid., p. 6.
5. North Carolina Commerce and Industry, Vol. 1, No. 1. (Chapel Hill: UNC Extension Division, 1923).
6. Raleigh: Capital..., op. cit., p. 46.
7. Raleigh: Ten Years' Record (1900-1910) (Raleigh: Parker-Hunter Realty Co., 1910), p. 11.
8. Raleigh: An Epitome of the City's Growth, Progress and Industries (Raleigh: Raleigh Chamber of Commerce, ca. 1900), p. 10.
9. Wake County Registry of Deeds, Deed Book 131, p. 527.
10. Harris, Linda and Lee, Mary Ann. An Architectural and Historical Inventory of Raleigh, North Carolina, City of Raleigh Planning Department (Raleigh: City of Raleigh, 1978). p. 27.

9. Major Bibliographical References

- An Architectural and Historical Inventory of Raleigh, North Carolina, City of Raleigh Planning Department (Raleigh: City of Raleigh, 1978).
- North Carolina Commerce and Industry, Vol. No. 1. (Chapel Hill: University of North Carolina Extension Division, 1923).
- Oates, Mary J. The Role of the Cotton Textile Industry in the Economic Development of the American Southeast, Dissertations in American Economic History (N.Y.: Arno Press, 1975).
- Raleigh: An Epitome of the City's Growth, Progress and Industries, (Raleigh: Raleigh Chamber of Commerce, ca. 1900).
- Raleigh: Ten Years' Record (1900-1910). (Raleigh: Parker-Hunter Realty Company, 1910).
- Sanborn Insurance Maps of Raleigh, Wake County, N.C., 1896, 1909, 1914, and 1920.

See continuation sheet

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

Specify repository: _____

10. Geographical Data

Acreage of property 5.7 acres

UTM References

A

1	7	7	1	3	4	4	0
Zone				Easting			

3	9	5	3	6	1	0
Northing						

C

Zone				Easting			

Northing						

B

Zone				Easting			

Northing						

D

Zone				Easting			

Northing						

See continuation sheet

Verbal Boundary Description

Wake County Registry Map Book: 1967, Vol. 2, P. 151.

See continuation sheet

Boundary Justification

Entire property historically associated with the mill buildings.

See continuation sheet

11. Form Prepared By (First draft) (Final nomination)

name/title <u>Mary L. Reeb, Consultant</u>	Charlotte Abbate
organization <u>Historic Preservation Services</u>	Abbate & Company, Inc. date <u>May, 1988</u> to <u>January 1989</u>
street & number <u>608 Laurel Hill Road</u>	1202 Watts Street telephone <u>(919) 967-2303</u> <u>(919) 683-1236</u>
city or town <u>Chapel Hill</u>	Durham state <u>North Carolina</u> zip code <u>N. C. 27701</u> 27514

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Pilot Mill

Section number 9 Page 1

ADDITIONAL REFERENCES

11. James Vickers, Raleigh City of Oaks (Windsor Press, Inc., 1982) P. 87.
12. Sanborn Insurance Maps of Raleigh, Wake County, North Carolina, 1886, 1903, 1909, 1914, and 1920.
13. Wake County Property Listings, Grantees Book for Firms and Corporations, Thru 1973, Thru 1986.
14. Wake County Property Records Card File.
15. Wake County Tax Map, 1920, Plat Book Vol. 1, pg. 31.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Pilot Mill

MULTIPLE NAME:

STATE & COUNTY: NORTH CAROLINA, Wake

DATE RECEIVED: 4/24/89 DATE OF PENDING LIST: 5/09/89
DATE OF 16TH DAY: 5/25/89 DATE OF 45TH DAY: 6/08/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89000441

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: Y PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

The nomination presents a good development of
mills & the change from rural to urban building patterns.
Also a good history of the establishment of the mill (&
compliance to the rest mill established). Documents the
importance of the particular mill nearby.

RECOM./CRITERIA ADL
REVIEWER Claudia A. Hays
DISCIPLINE Arch. History
DATE 6/5/89

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

count resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

historic current

DESCRIPTION

architectural classification
 materials
 descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

summary paragraph
 completeness
 clarity
 applicable criteria
 justification of areas checked
 relating significance to the resource
 context
 relationship of integrity to significance
 justification of exception
 other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

acreage verbal boundary description
 UTM's boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps USGS maps photographs presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____



AUTHORIZED
PERSONNEL
ONLY

①

Pilot - ~~Crompton~~ Mill

RALEIGH, WAKE, N.C.

Bldg. # 10

photo: M. REED, 1988

view from SE



Pilot Mill, Raleigh, Wake Co. NC

Bldgs 1 & 10

View from east

M. Reeb, 1988

neg. in possession of Abbate + Co.

(2)



Pilot Mill, Raleigh, Wake Co. NC

Bldgs # 1 & 10

View from SE

C. Abbate, 1988

neg. in possession of photographer

(3)



Pilot Mill, Raleigh, Wake Co. NC

Interior, Bldg #10

C. Abbate, 1988

negative in possession of photographer

(4)



Pilot Mill, Raleigh, Wake Co. N.C.

Bldgs #10, 4, 9

View from NE

M. Reeb, 1988

neg. in possession of Abbate & Co.

(5)



Pilot Mill, Raleigh, Wake Co. NC

Bldg # 1, # 7A at far left

View from S

M. Reeb, 1988

Neg. in possession of Abbate + Co.

(6)



Pilot Mill, Raleigh, Wake Co. NC

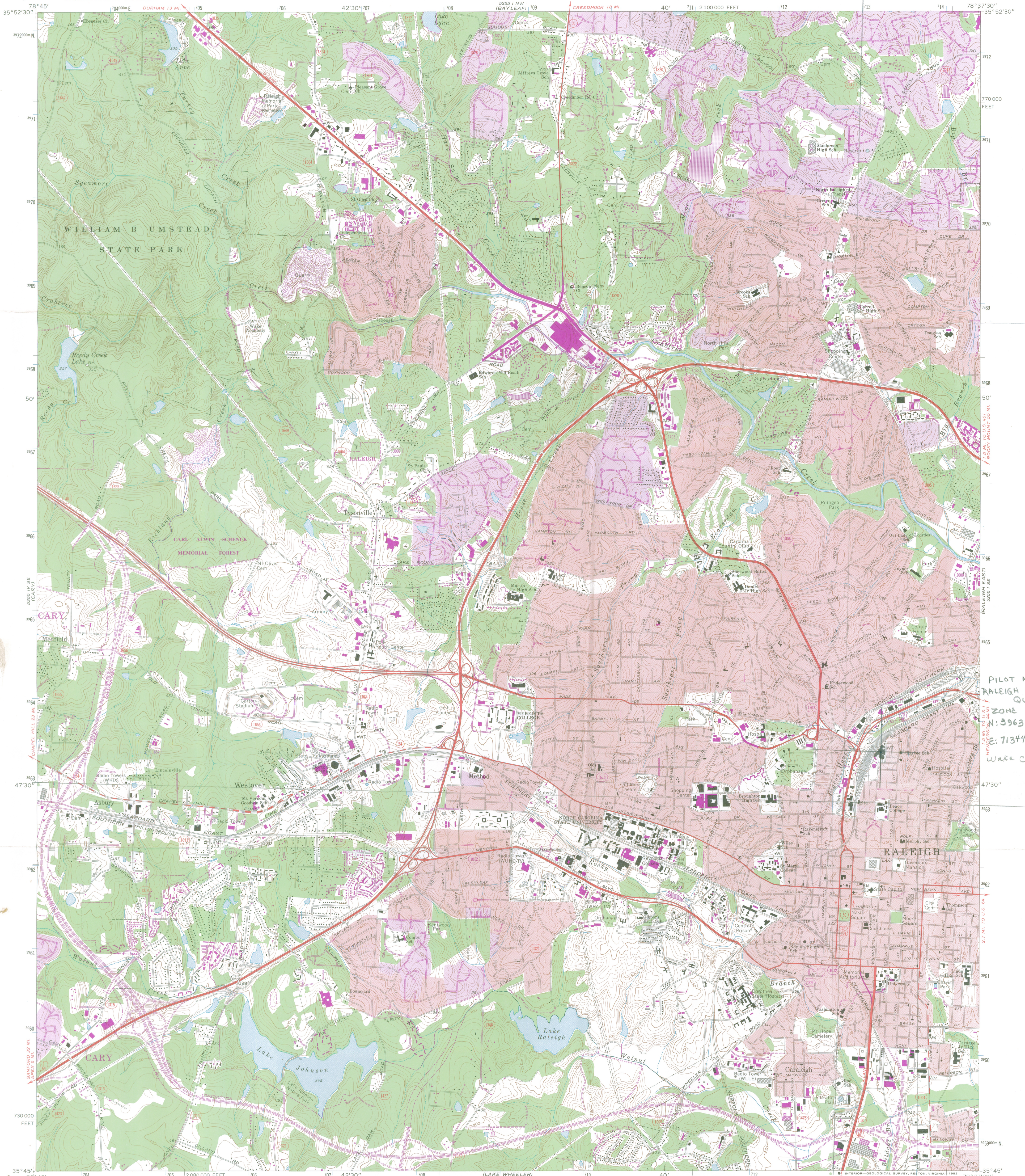
Bldg # 6, 8, & 11

View from N

M. Reeb, 1988

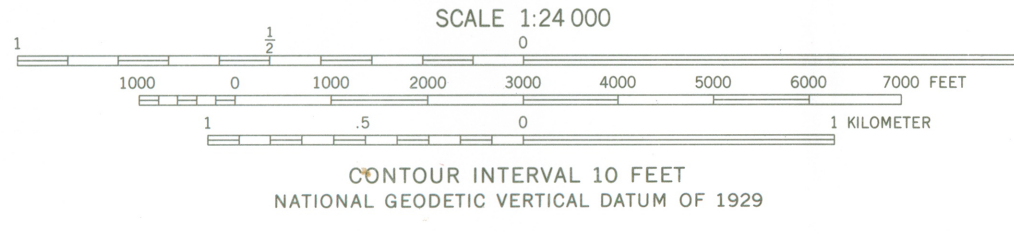
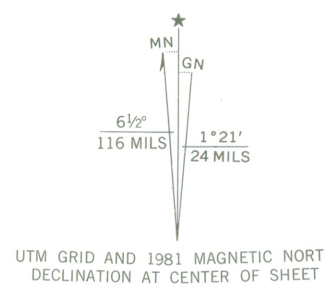
neg. in possession of Abbate & Co.

7



PILOT MILL
RALEIGH WEST
QUAD
ZONE 17
N: 3963610
E: 713440
Wake County, NC

Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and North Carolina Geodetic Survey
Topography by photogrammetric methods from aerial photographs
taken 1965 and 1968. Field checked 1968
Polyconic projection. 10,000-foot grid ticks based on North Carolina
coordinate system. 1000-meter Universal Transverse Mercator grid
ticks, zone 17, shown in blue. 1927 North American Datum
To place on the predicted North American Datum 1983 move
the projection lines 12 meters south and 23 meters west
as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



- ROAD CLASSIFICATION
- Primary highway, all weather, hard surface
 - Secondary highway, all weather, hard surface
 - Light-duty road, all weather, improved surface
 - Unimproved road, fair or dry weather
 - Interstate Route
 - U. S. Route
 - State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple and woodland compiled in cooperation with
State of North Carolina agencies from aerial photographs taken 1980
and other sources. This information not field checked. Map edited 1981
Purple tint indicates extension of urban areas

RALEIGH WEST, N. C.
SW/4 RALEIGH 15' QUADRANGLE
N3545—W7837.5/7.5
1968
PHOTOREVISED 1981
DMA 5255 1 SW—SERIES V842



APR 24 1989

NATIONAL
REGISTER

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

April 19, 1989

Jerry Rogers, Keeper
National Register of Historic Places
National Park Service
United States Department of the Interior
P. O. Box 7127
Washington, DC 20013-7127

RE: Pilot Mill, Raleigh

Dear Mr. Rogers:

Enclosed is the nomination for the above-referenced property to be listed in the National Register of Historic Places.

We trust you will find the nomination to be in order. If you have any questions, please call us.

Sincerely,

William S. Price, Jr.
State Historic Preservation Officer

WSP/mlr

Enclosures

cc: The Honorable Jesse Helms
The Honorable Terry Sanford
The Honorable David E. Price