

United States Department of the Interior  
National Park Service

REFNUM 84003785

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

5-31-84

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Dayton Motor Car Company Historic District

and/or common

2. Location

street & number 15, 101, 123-5 Bacon; 101 Bainbridge; 122-24 McDonough 9,15,101, 108,111,  
not for publication

city, town Dayton vicinity of

state Ohio code 039 county Montgomery code 113

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership (See continuation sheet #7)

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse

street & number West Third Street

city, town Dayton state Ohio

6. Representation in Existing Surveys

title none has this property been determined eligible?  yes  no

date federal state county local

depository for survey records

city, town state

# 7. Description

<u>    </u> excellent	<u>    </u> deteriorated	Check one <u>  X  </u> unaltered	Check one <u>  X  </u> original site
<u>  X  </u> good	<u>    </u> ruins	<u>    </u> altered	<u>    </u> moved    date _____
<u>  X  </u> fair	<u>    </u> unexposed		

## Describe the present and original (if known) physical appearance

The Dayton Motor Car Company Historic District is located about seven blocks east of South Main Street near downtown Dayton. The buildings are primarily along Bainbridge, McDonough and Bacon Streets slightly east of Wayne Street, and less than two blocks north of the established Oregon Historic District. (See enclosed maps, Exhibits A,B) Tucked behind the railroad viaduct on East Third Street, the district contains twelve buildings that range in age from the early 1870s to 1925. The earliest seven structures (#2a, 3, 6a, 6b, 7a, 7c, 7d), which vary in height from one to six stories are brick. They represent the period when the Stoddard Manufacturing Company was producing agricultural implements from the 1870s to the 1890s. Two seven-story buildings (#1,5) of reinforced concrete were built soon after the company began manufacturing automobiles in 1903. Another five-story reinforced concrete building (#2b), erected in 1913, was used to store automobiles. The last two buildings (#4, #7b) have concrete walls with brick facing. The tan brick structure (#4) was built in 1910 for a foundry, and the red brick one (#7b) was built in 1925. (See enclosed map and chart, Exhibits C,D)

Each building in the district had a separate and distinct purpose, first in the agricultural implement manufacturing industry, and later when the production of automobiles began. (See 1901 and 1955 Sanborn maps, Exhibits E,F) Therefore the sizes, shapes, styles and ages of the buildings are not uniform, nor do they display outstanding architectural features which would be more common on commercial structures. The buildings reveal the changes in this company that began as an agricultural implement firm in 1869 when many of the workers and the owners, employed in the farm machinery industry, built their homes in the nearby Oregon Historic District. Since eight of the twelve buildings were once owned by the Dayton Motor Car Company, and all but the Union Storage Company buildings were on the automobile company's property, the district was given its name. After the Chrysler Corporation sold the plant by 1929, and the railroad viaduct was raised from street level, the buildings were utilized by smaller companies for factories and warehousing. The area was bypassed as industrial development moved away from the central core, and the exterior of the buildings have remained relatively unchanged through the years. Even the interiors reveal their early construction and use as manufacturing, assembly and loading rooms. Only one reinforced concrete factory building (#1) has suffered from neglect and is empty.

The individual buildings are described below:

### #1            15 Bacon

This seven-story square building of reinforced concrete built just after the turn of the century has seven bays to the south and west sides. There are three sets of windows that fill the large spaces between supports, a characteristic introduced in the National Cash Register buildings built at the same time in Dayton. The flat roof of the U-shaped structure with an interior courtyard has a slight overhang. A metal fire escape is centered on the south side of this building that has 80,000 square feet of useable floor space. According to the Sanborn map of 1901, this building was used for the assembly, trimming and painting of automobiles. The north and east sides of the building adjoin buildings #5 and #6b, and therefore are not visible. Although many windows are broken and the concrete walls show some deterioration the building is structurally sound and available for reuse. Photos #43-46

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1873-1925 **Builder/Architect** unknown

**Statement of Significance (in one paragraph)**

Criteria A and C

The Dayton Motor Car Company Historic District is historically significant because it marks the location of Dayton's largest farming implement company between 1875 and 1900. The success of this company helped Dayton rank as one of the top three cities in the state in the 1890s for the production of farm machinery. The company became more important in 1904 when it was reorganized into the city's first automobile manufacturing company. Because the agricultural implement companies had a ready supply of materials such as metals, wood, glass and paint; assembly lines with skilled woodworkers, machinists, repairmen and painters; and a smooth organized management with ample experience and capital, it was not difficult to convert farm machinery companies into automobile manufacturing firms. The company produced complete models until 1912 when it was sold. Then only parts for automobiles were made until a m in 1925 with one of the large automobile manufacturing corporations signaled the end of the era of small privately owned car companies in Dayton and in the country.

The location of this historic district in the city of Dayton is very important because this was prime land for commercial and industrial use beginning with the canal era. The Miami Canal which reached Dayton from Cincinnati in 1829 ran adjacent to the district on the west side. When the two early races, the Cooper Hydraulic from 1838, and the Dayton (Upper) Hydraulic from 1845, were completed, the land where this district is located was between them. The area developed early as the city began its industrial expansion. In addition, the railroad from Cincinnati that reached Dayton in 1851, and later that decade stretched north to Michigan, followed alongside the canal route. It eventually became the complex railway system through the city. It was not until the railroad tracks were elevated in 1930 when highways and trucking began replacing rail travel that this part of downtown Dayton became less desirable for industry and business.

The company that became the Dayton Motor Car Company can trace its history to 1856 when John Dodds began as a member of a firm that made hay rakes at a different location in the city. Dodds bought the Smith, Dodds & Co. in 1868, and joined with John W. Stoddard the next year. Stoddard was destined to become a leader in the advancement of Dayton's industrial growth up to the time of the Great Flood of 1913. In 1871, he moved the business to the present location at Third and McDonough Streets, and was instrumental in organizing the Dayton View Railroad Co. When the frame buildings of the agricultural implement company burned in 1873, the two five-story brick buildings (#6a, 6b) were constructed. The company of John W. Stoddard & Co., organized in 1879 when the manufacture of other farm implements began, helped raise Dayton to fifth in the state in the production of agricultural and machine industry in 1880. The company made harvesters, grain drills, broadcast seeders, hay rakes and harrows. At the peak of production, there were 335 men employed, and the value of the manufactured implements and machines was worth nearly \$400,000. The company incorporated in 1884, and became known as the Stoddard Manufacturing Co. With Stoddard directing his own company and the second largest agricultural firm, The Farmers' Friend Manufacturing Co., Dayton rose to third in farm machinery production in the state by the early 1890s. During this period, (see continuation sheet # )

## 9. Major Bibliographical References

Sanborn Maps, 1901, 1955.

Recorder's and Auditor's Offices, Montgomery Co. Courthouse, Dayton.

Dayton Journal Herald, July 22, 1928; Dec. 13, 1975.

Dayton Daily News, June 2, 1946; Feb. 4, 1951; Sept. 25, 1955

Atlases of Montgomery Co., 1875, 1918. History of Dayton, Ohio, 1889.

## 10. Geographical Data

Acreege of nominated property approx. 12 acres

Quadrangle name Dayton North

Quadrangle scale 1:24,000

UTM References See continuation sheet #6

A 

--	--	--	--	--	--	--	--	--	--

  
Zone Easting Northing

B 

--	--	--	--	--	--	--	--	--	--

  
Zone Easting Northing

C 

--	--	--	--	--	--	--	--	--	--

D 

--	--	--	--	--	--	--	--	--	--

E 

--	--	--	--	--	--	--	--	--	--

F 

--	--	--	--	--	--	--	--	--	--

G 

--	--	--	--	--	--	--	--	--	--

H 

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### Verbal boundary description and justification

See continuation sheet #6

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
-------	------	--------	------

## 11. Form Prepared By

name/title Mary Ann Brown, Regional Coordinator

organization Southwest Ohio Preservation Office date August, 1983

street & number Millett Hall, Wright State University telephone 513-873-2815

city or town Dayton state Ohio

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature W. Ray Luce

title SHPC

date 4/19/82

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

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date entered

Dayton Motor Car Company Historic District, Dayton, Montgomery Co., Ohio

Continuation sheet

#1

Item number

7

Page

2

## #2a,2b 101 Bainbridge

This two-story painted blue warehouse (#2a) has two parts from 1880-1900, and a 1913 addition (#2b) that faces East Fourth Street. The oldest part is believed to be the brick half nearest the alley that runs from Bainbridge to the railroad tracks. It has a stone water table and a segmental arched industrial doorway to the east. Five windows, now shuttered, and a ground level doorway are placed irregularly under a slightly sloping roof with overhang. The turn of the century portion is frame which is iron clad with a pressed brick pattern. It has a pair of sheltered entrances with poured concrete steps on the Bainbridge side, but a loading dock stretches along the Bacon Street facade where the canal and street level railroad tracks and depot were once located. Photos # 12, 13, 14, 15, 53-60

Across the vacated alley connected by an enclosed loading dock is the 1913 five-story addition (#2b) which is covered with stucco and painted blue. The Fourth Street facade has a modest parapet with insignias that read U. S. Co. (Union Storage Company) Inside are two large elevators with wood interiors. One has a capacity of 5000 pounds, and the other has a limit of 6000 pounds. Attached to this building is a one-story brick loading dock, built in an unusual shape to fit the lot size.

## #3 111 McDonough

This small one-story yellow brick store building from c. 1880 has a four bay front that has segmental arches over 6/6 double hung sashes on the second level. The first floor facade has been altered with the insertion of a garage door between an original doorway and a window. Iron brackets that once held a sign remain on this flat roofed building that once served as a brass foundry. Wood Howe trusses are built inside to support the roof. A clearstory provides light for the interior which still has a brick floor. Photos # 16-20

## #4 101 McDonough

The face of this one-story brick building from 1910 is divided into two parts. The office on the corner has a central recessed entrance flanked by display windows. The corner is trimmed with black carrara glass that reads QUALITY STEELS, INC. Additional glass signs mark the bays of the building with names of various steel products. The other half of the building has a garage door entrance. Directly above the entrances on both buildings is a raised parapet highlighted by an extra step on the office half. The plain facade of the McDonough Street side conceals the four sawtooth ridges in the roof. These ridges that run east and west permit light from a northern exposure to illuminate this machine shop. This type of construction was typically installed during the early 1900s in small machine shops before electrical lighting became standard. The building half with the shop entrance has a queenpost and fink trusses to support the roof that has a clearstory. There is another entrance along Bacon Street for vehicles. It also has the sawtooth roof for light. Photos # 47-57

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

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date entered

Dayton Motor Car Company Historic District, Dayton, Montgomery Co., Ohio

Continuation sheet #2

Item number 7

Page 3

#5 15 McDonough

This seven-story factory building of reinforced concrete is similar to its neighbor (#1), and was probably built about 1908. It was used as a machine shop, tool room and an assembly room for automobiles, with the second floor providing office space. The building with 85,000 square feet of space has five bays to the McDonough Street side and seven bays to the Bacon Street exposure. The bays are massed into trios of multi-paned windows, but the panes of the windows are larger and fewer than those in building #1. Between buildings #1 and #5, there is space for an alley. Between buildings #5 and 6a, there is a car-sized elevator and an abandoned set of railroad tracks that was used by both the agricultural implement company and the car company. Reinforced concrete floors, walls, columns and roof are original. Only on the sixth floor and in the office area of the second floor are hardwood floors found. Photos #37-42

#6a, 6b 9 McDonough

Both of these buildings date from the 1870s when the farm machinery company was begun. The five-story buildings have brick walls with post and beam construction. The one that faces McDonough Street has five bays of segmentally arched 6/6 double hung sashes with central double bays on each floor for a decorative effect. The other building is directly to the west and connected by an elevator shaft. There are sixteen bays in each building on the north side along the elevated railroad lines. The placement of the windows is unusual. In a regular pattern, two windows are placed very close to one another with a spandrel of brick wall for separation while the next two are placed so they touch one another. The wide panelled cornice on both buildings has single bracketing around the entire roofline. In horizontal bands under the top three rows of windows on all sides of the buildings are signs that advertise May & Company, Furniture Warehouse—a business that bought these buildings in 1931. Under one part of a three-story sign, on a light-colored filled in space between buildings #6a and #6b, a sketch of the Stoddard-Dayton automobile can be seen from the viaduct along East Third Street. There are also faint sketches of a truck and railway car on the lower levels. The northwest corner of #6b was cut back to accommodate the raised railroad track. Photos #37-42, 7-

#7a, 7b 108 McDonough; 122-124 McDonough Photos # 61-68

These two buildings sit on Stoddard Manufacturing Company property which was purchased in 1883. A building that looks like #7a appears in the 1893 photorevue. By the 1900s, this was the location of a corner building that was used for auto repair and road testing. It has solid brick walls with openings for windows now of concrete block. There is a double arch roof with steel riveted truss and steel columns that may have been installed after a reported fire c. 1929. The face of this building has the stepped gable flat facade, a style that was recreated when a building was constructed in Dayton's Carillon Park to house a restored 1908 Dayton-Stoddard automobile for public viewing. The other building (#7b) was constructed in 1925. This one-story building has a flat facade with display windows. The center portion has a slight peak with the date in a lazy diamond stone insert. These stone inserts are repeated on either side at the roofline, a type of decoration often found on other buildings built for automobile sales at that time. This building has been rehabilitated for office use within

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

For NPS use only  
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**National Register of Historic Places  
Inventory—Nomination Form**

Dayton Motor Car Company Historic District, Dayton, Montgomery Co., Ohio

Continuation sheet #3

Item number 7

Page 4

the past two years. The clearstory in the center of the building and the concrete columns with mushroom flaring at the top are reminders of the early manufacturing use.

Photos 22      Photos # 24-30

#7c, 7d      101 Bacon; 123-25 Bacon

These two buildings are connected to each other and appear to have both been built about 1886 although they are dissimilar in appearance. The one-story brick building that faces McDonough Street has a gable end. The peak has a trio of arched openings flanked by circular ones. On the first level, there were once four segmental arched 1/1 windows on either side of a central doorway. Now the four windows on the south side of the facade have been replaced with a rectangular opening filled with glass blocks. There were ten pairs of segmental arched windows on the Bacon Street elevation, but now one pair has been covered with aluminum. This building was the steel and iron shed which had a set of railroad tracks that entered from the west. The roof trussing remains in the building, but the clearstory and a smaller building on the north side of the tracks are gone. The six-story building (#7d) was used for storage and machinework. It has eight bays on the Bacon Street side to the south, and thirteen bays on the east where a fire escape reaches to the top floor. An elevator shaft extends one more floor on the northwest corner of the building. This brick building with post and beam construction has a first floor with cast iron capitals for posts. Attached to the nineteenth century building is a one-story brick-faced addition from 1955. It sits upon the vacated north end of Commercial Street.

This nomination was prepared with the assistance of Bill Weyland, architect for the rehabilitation of the 122-24 McDonough Street, Gosiger Manufacturing Company, and Sigrid Sawires, Personnel Manager, Gosiger Mach. Co. The project was under the direction of Mary Ann Brown, Regional Coordinator, Southwest Ohio Preservation Office of the Ohio Historical Society.

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National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only
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Dayton Motor Car Company Historic District, Dayton, Montgomery Co., Ohio

Continuation sheet #4

Item number 8

Page 2

the company built four more brick buildings (#3, 7a, 7c, 7d) for the foundry, woodworking and assembly shops. Dating from this period is a large two-story warehouse (#2a) which is partially frame with iron cladding and partially brick. Known as the Flaherty & Co. warehouse, it stands next to the canal bed and railroad tracks. According to the articles of incorporation from 1903 when this building became the Union Storage Co., the company was formed "for the purpose of constructing and maintaining warehouses for the storage and transfer of all kinds of merchandise, wares, machinery, implements, household goods, . . ." Although this building was not owned by Stoddard and Co. or the Dayton Motor Car Company, it was surely used for storage of their products. When the five-story concrete building (#2b) and a brick loading dock added in 1913, two large elevators were installed for transporting automobiles.

As the marketplace for agricultural implement companies moved west and the Panic of 1893 struck, the city produced a photorevue booklet, New: Dayton: Illustrated, or the Gem City as seen through a Camera. The buildings (#6a, 6b, 7a, 7c, 7d) appear in a sketch. (See Exhibit G) The company switched in 1896 to the manufacture of bicycles, an industry promoted by the Wright Brothers who were working in the city on West Third Street at the same time. As the automobile age approached, the company began the manufacture of automobiles in 1903, and the Dayton Motor Car Company was formed in 1904 with John W. Stoddard as president, and C. G. Stoddard as vice-president.

Two new buildings of reinforced concrete (#1, 5) replaced earlier brick structures that were used for farm machinery production. They are important examples of the innovative industrial complexes which allowed for a maximum of light and air for workers. This type of factory building was developed by John Patterson of the National Cash Register Company in Dayton at the turn of the century. Although the Dayton Motor Car Company built twenty different models, the most publicized car was the Stoddard-Dayton, a large expensive luxury touring automobile which sold for \$2500, had a 35 hp. motor, a three-speed transmission, and brass and leather trim. It was used as the pace car for the first race at the new Indianapolis Motor Speedway in 1909, according to some accounts. Other references state that the Stoddard-Dayton, one of the five cars competing, won the race with an average speed of 57.3 miles per hour. Because the car was superbly equipped with headlights, side lamps, radiator frame, nameplate, front bumper, hubcaps, framing for windshield and top, all of shining brass, the two brass foundries (#3,4) were important to the company. A new building (#4) was constructed in 1910 across Bacon Street from the seven-story reinforced concrete ones. The one-story foundry had office space at the McDonough Street entrance, a clearstory, saw-tooth roof with skylights, and a vehicular entrance to Bacon Street. (See Exhibit H)

The Stoddard father and son ownership of the Dayton Motor Car Company lasted until 1912 when the firm was acquired by the United States Motors Co., a short lived rival of General Motors. This was the first wave of consolidation as corporations sought to buy up small independent automobile companies. U. S. Motors went bankrupt,

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National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
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Dayton Motor Car Company Historic District, Dayton, Montgomery Co.  
Continuation sheet #5

Ohio  
item number 8

Page 3

the Great Flood struck Dayton in 1913, and Maxwell Motor Company emerged the owner of the beleaguered firm. This company discontinued making complete automobiles in Dayton, but parts for the Maxwell automobile of Jack Benny fame were manufactured at the East Third and McDonough Street plant. During the 1920s, Walter F. Chrysler was brought in to reduce the company's indebtedness, and the firm became a part of Chrysler Corporation by 1925. Two buildings (#7a, 7b) reflect this period although it appears that the building (#7a) was originally constructed between 1886-1890.

Chrysler Corporation gradually disposed of all the buildings at East Third Street in Dayton so that by the time of the Great Depression of 1929, this giant company had moved to Detroit, destined to become the automobile capital of the country. The era of the small car manufacturing company ended in Dayton.

Architecturally, the district displays sawtooth gable rooflines, large window expanses, open interior spaces, and reinforced concrete construction, all of which reflect the functional emphasis of industrial building types.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Ronald, Bruce and Virginia. Dayton: The Gem City, 1981.  
New: Dayton: Illustrated. Or, the Gem City as Seen through the Eye of a Camera, 1893.  
Greater Dayton: Dayton Industrial Exposition and Fall Festival, 1910.  
Our Antique Autos. Carillon Park, Dayton, Ohio (date not given)  
Landmark Committee Report, A Study of Significant Structures and Sites of Montgomery County, Ohio. June 1, 1968,  
Becker, Carl. "Mill, Shop and Factory: The Industrial Life of Dayton, Ohio".  
(unpublished thesis, date not given)  
Interview with John Hawker by Sigrid Sawires. Mr. Hawker, a 70 year old retired service manager for Gosiger Machinery Co., knew George Caplicki, the owner of buildings #7a, 7b after Chrysler's ownership. September, 1983.

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

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only
received
date entered

Dayton Motor Car Company Historic District, Dayton, Montgomery County, Ohio

Continuation sheet # 6

Item number 10

Page 1

UTM References

Zone 16

A	741690	4404800
B	741690	4404760
C	741670	4404750
D	741700	4404640
E	741620	4404620
F	741600	4404660
G	741570	4404700
H	741560	4404720
I	741510	4404700
J	741500	4404620
K	741420	4404600
L	741400	4404680

Verbal Boundary Description

The boundary encompasses the buildings that were owned by or used by the Stoddard Manufacturing Company, later reorganized as the Dayton Motor Car Company and finally acquired by the Chrysler Corporation.

Beginning at the northwest corner of Lot 918 along the railroad tracks of the Conrail Line at Point A, proceed south along the western edge of the lot for about 100 feet to Bacon Street at Point B. Turn at a 90° angle and proceed west along the north side of the street to the southeast corner of Lot 872 at Point C. Turn at a 90° angle to cross Bacon Street and follow the alley behind Lots 873-879 to Point D. Turn to the west and proceed along the line between Lots 879 and 880 to the east edge of McDonough Street to Point E. Turn north to the line that marks the separation between Lots 921 and 922 at Point F. Make a 90° angle turn across Mc Donough Street and follow the line between Lots 5026 and 5027 to the alley at Point G. Turn north and follow the rear lines of Lots 5027-5029, across Bacon Street to the vacated alley between Buildings 1 and 5, and at the southeast corner of Lot 5007 at Point H. Turn west along the south lines of Lots 5007, 5006, 5005 and 5004, and go across Bainbridge Street to the west side of the street at Point I. Turn south and move along the east edges of Lots 5000-5003 and Lot 4888 to Point I at the intersection of East Fourth Street. Follow the lot line along Lots 4884-4888 to Point K. Turn at a 90° angle and proceed north about 200 feet to the railroad tracks at Point L. Follow the southern and eastern railroad lines across about 220 feet of open land to Bainbridge Street's vacated end. The boundary continues along the rail line that parallels East Third Street across Mc Donough Street to the vacated north end of Commercial Street at Point A.

DAYTON MOTOR CAR CO. HISTORIC DISTRICT

Dayton, Montgomery County, Ohio

- KEY: \ purchased by Stoddard Mfg. Co.  
 / purchased by Dayton Motor Car Co.  
 | purchased by Maxwell Motor Car Co.  
 || transferred to Chrysler Corp.  
 < building constructed  
 > building sold from Chrysler

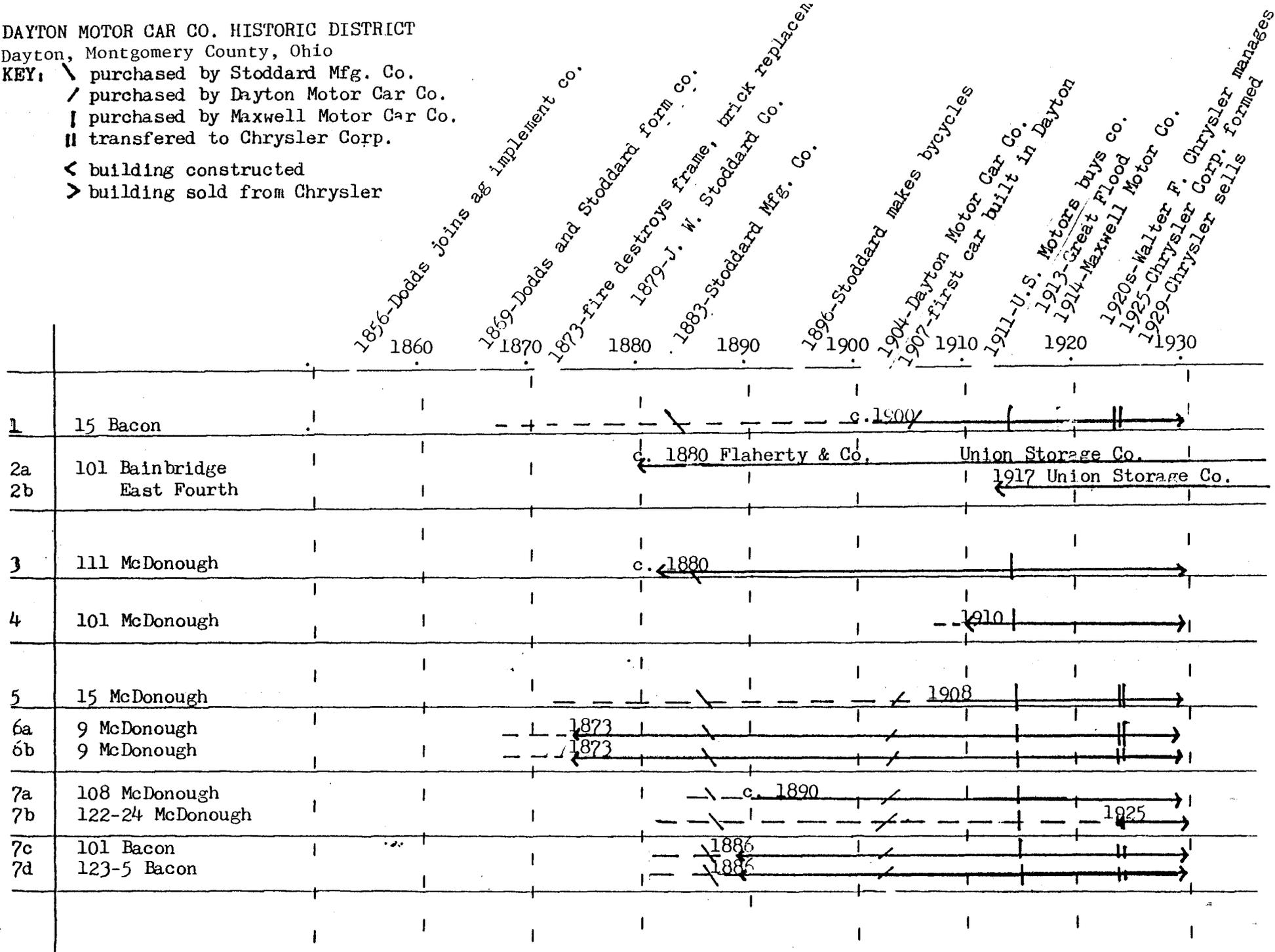


EXHIBIT C

COOPER  
HYDRAULIC

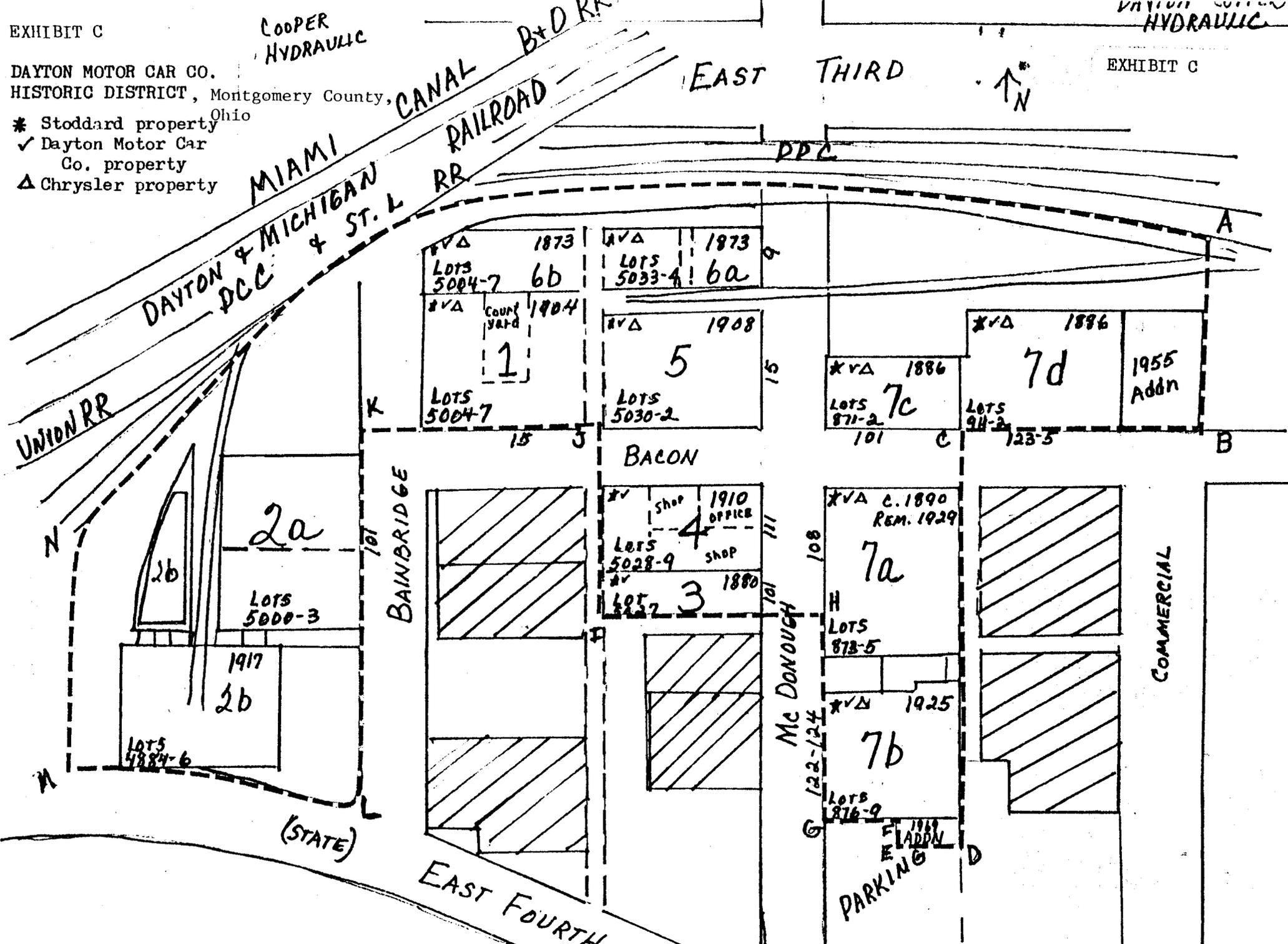
DAYTON COOPER  
HYDRAULIC

DAYTON MOTOR CAR CO.  
HISTORIC DISTRICT, Montgomery County,  
Ohio

EAST THIRD

EXHIBIT C

- \* Stoddard property
- ✓ Dayton Motor Car Co. property
- △ Chrysler property



\*vΔ 1873  
LOTS 5004-7 6b

\*vΔ 1873  
LOTS 5033-4 6a

\*vΔ 1904  
COUNTY 1948  
1  
LOTS 5004-7

\*vΔ 1908  
5  
LOTS 5030-2

\*vΔ 1886  
7c  
LOTS 871-2  
101

\*vΔ 1886  
7d  
LOTS 94-2  
123-3  
1955 Addn

2a  
2b  
LOTS 5000-3

1917  
2b  
LOTS 4884-6

SHAD

\*v SHOP 1910 OFFICE  
4  
LOTS 5028-9 SHOP  
\*v 1880  
3

\*vΔ c. 1890 REM. 1929  
7a  
H  
LOTS 873-5

SHAD

SHAD

SHAD

\*vΔ 1925  
7b  
LOTS 876-9

SHAD

1940  
E LADDY  
PARKING

COMMERCIAL

(STATE)

EAST FOURTH

Mc DONOUGH

122-124

108

101

15

15

K

101

F

H

G

111

101

108

101

108

A

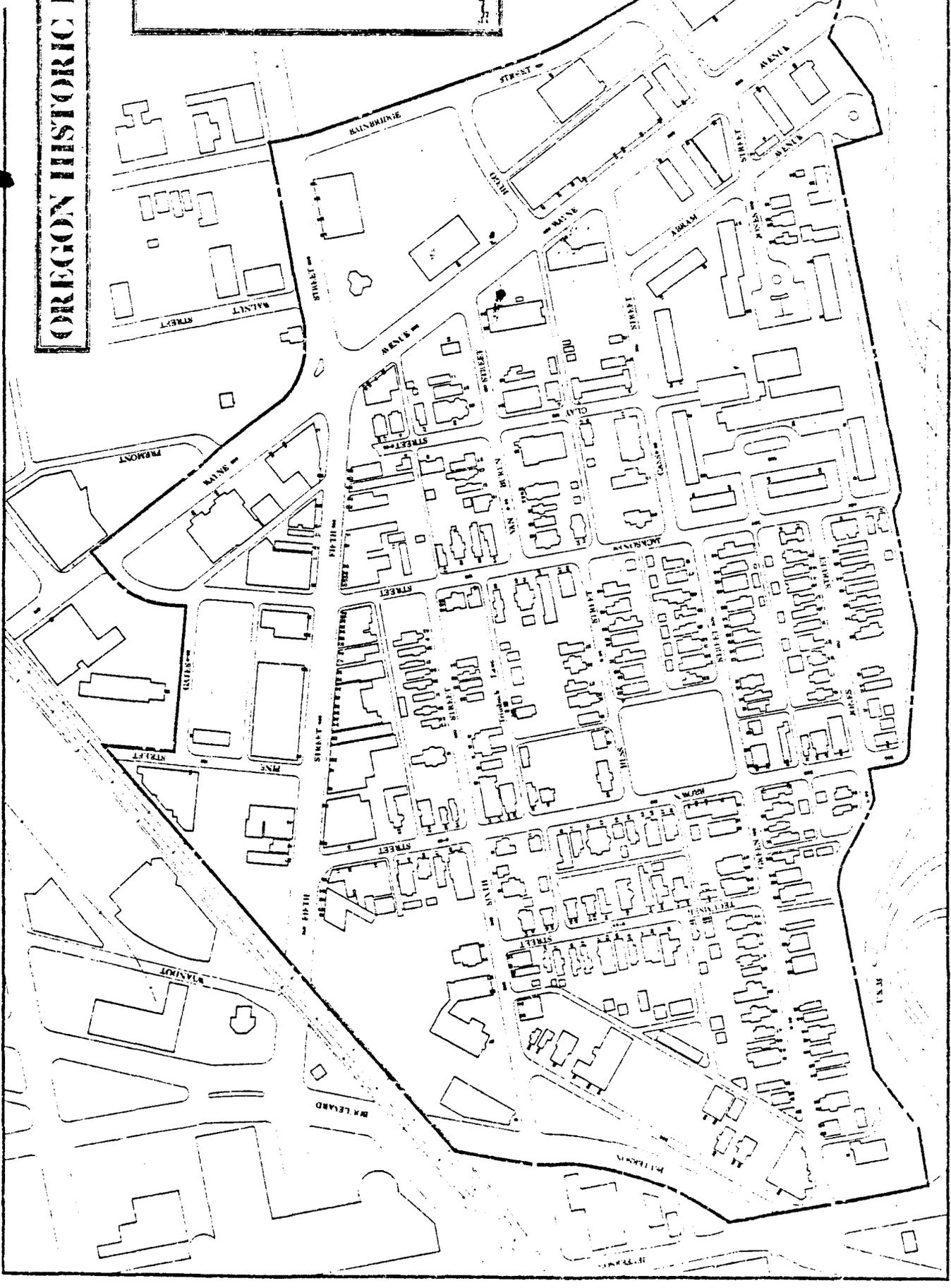
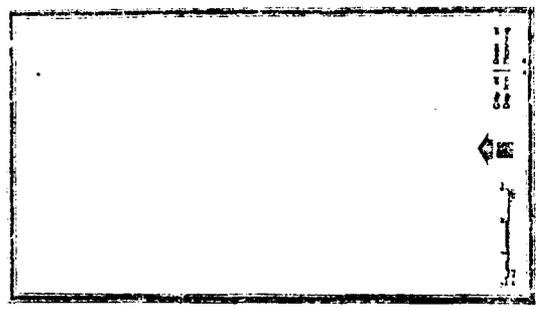
B

F

D

Dayton Motor Car Company Historic District  
lies here EXHIBIT B

**OREGON HISTORIC DISTRICT**



Dayton Motor Car Company  
Montgomery County, Ohio

THE SHED  
 NG UP 2<sup>nd</sup> 3<sup>rd</sup>  
 SHOP

REPAIRS  
 THE PHOENIX CONCRETE  
 COMPANY

REPAIRS  
 THE PHOENIX CONCRETE  
 COMPANY

McDONOUGH

IRON SHED

STEEL SHOP

WAREHOUSE

STORAGE ROOMS

PUNCH ROOMS

SPRINKLERS

MAINTENANCE

DAYTON MOTOR CAR CO. - STEEL WORKS

FOUNDRY

M. BRASS FOUNDRY CO.

ROAD TEST DEPT.

CARRIAGE

LUMBER

LUMBER SHED

LUMBER

McDONOUGH

DAYTON MOTOR CAR CO.

REPAIR DEPT.

ROAD TEST DEPT.

CARRIAGE

LUMBER

LUMBER SHED

LUMBER

S. M. BROWN

CARRIAGE

S. COMMERCIAL

1 SHED

2 SHED

3 SHED

4 SHED

1 SHED

2 SHED

3 SHED

4 SHED

1 SHED

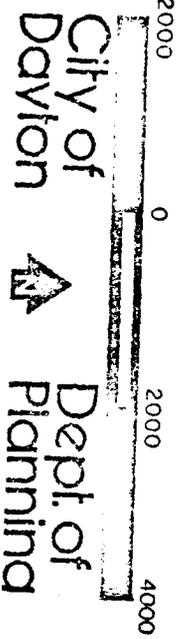
2 SHED

3 SHED

4 SHED

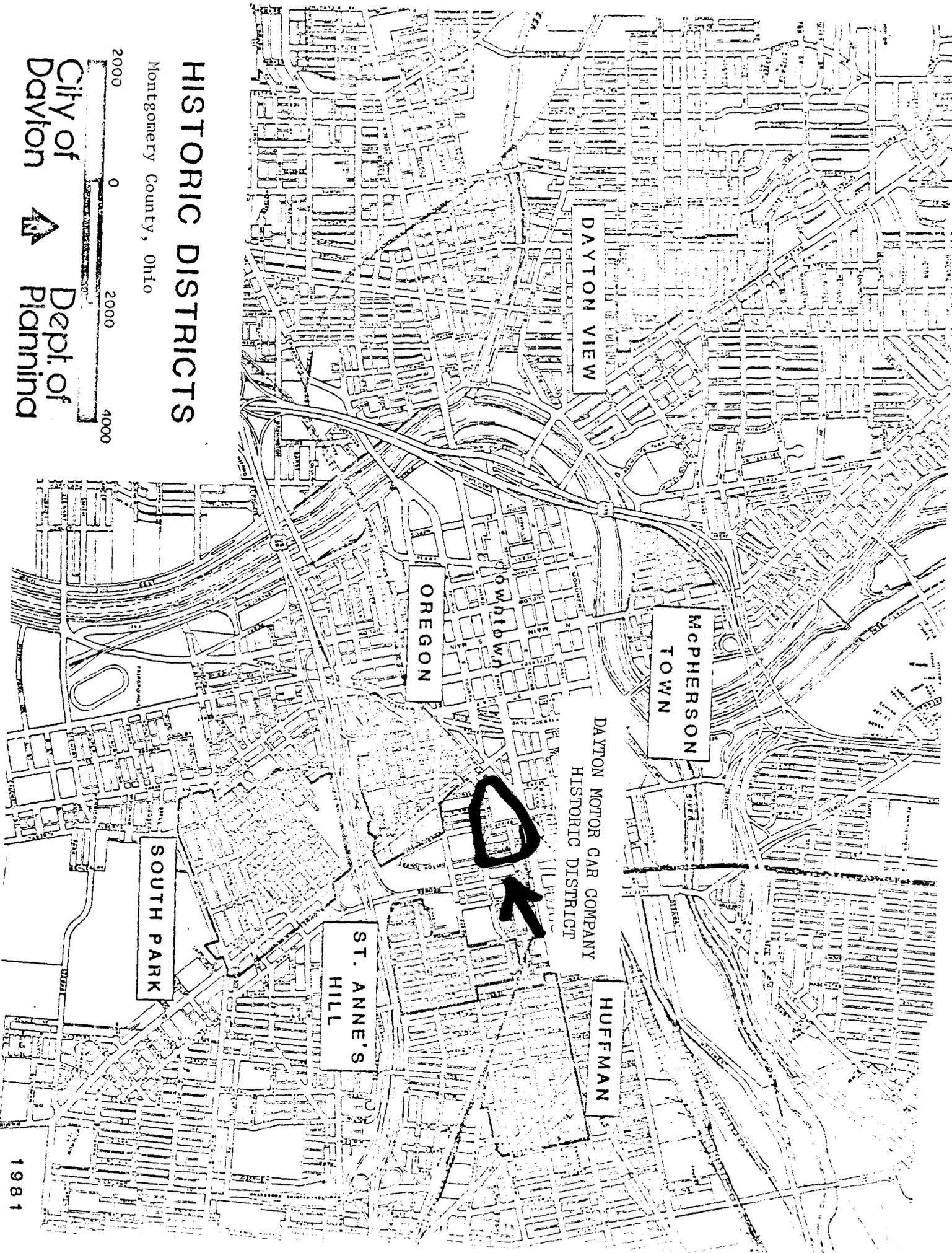
# HISTORIC DISTRICTS

Montgomery County, Ohio



City of  
Dayton

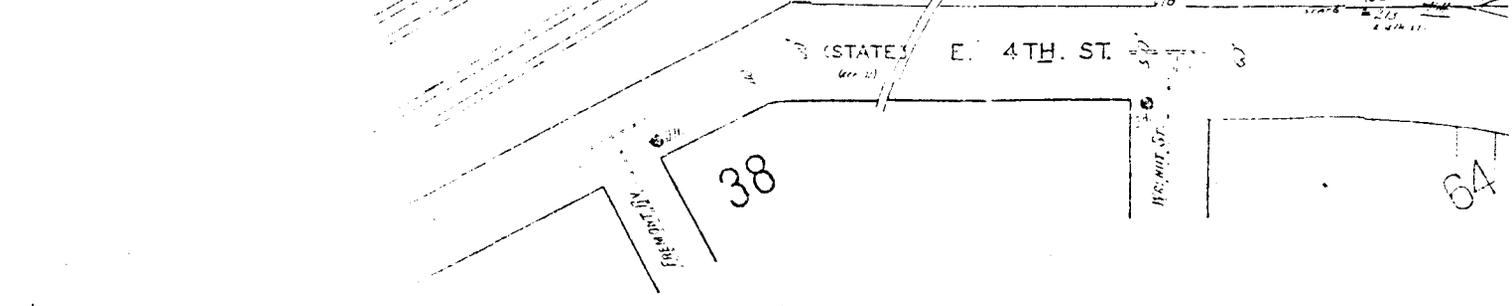
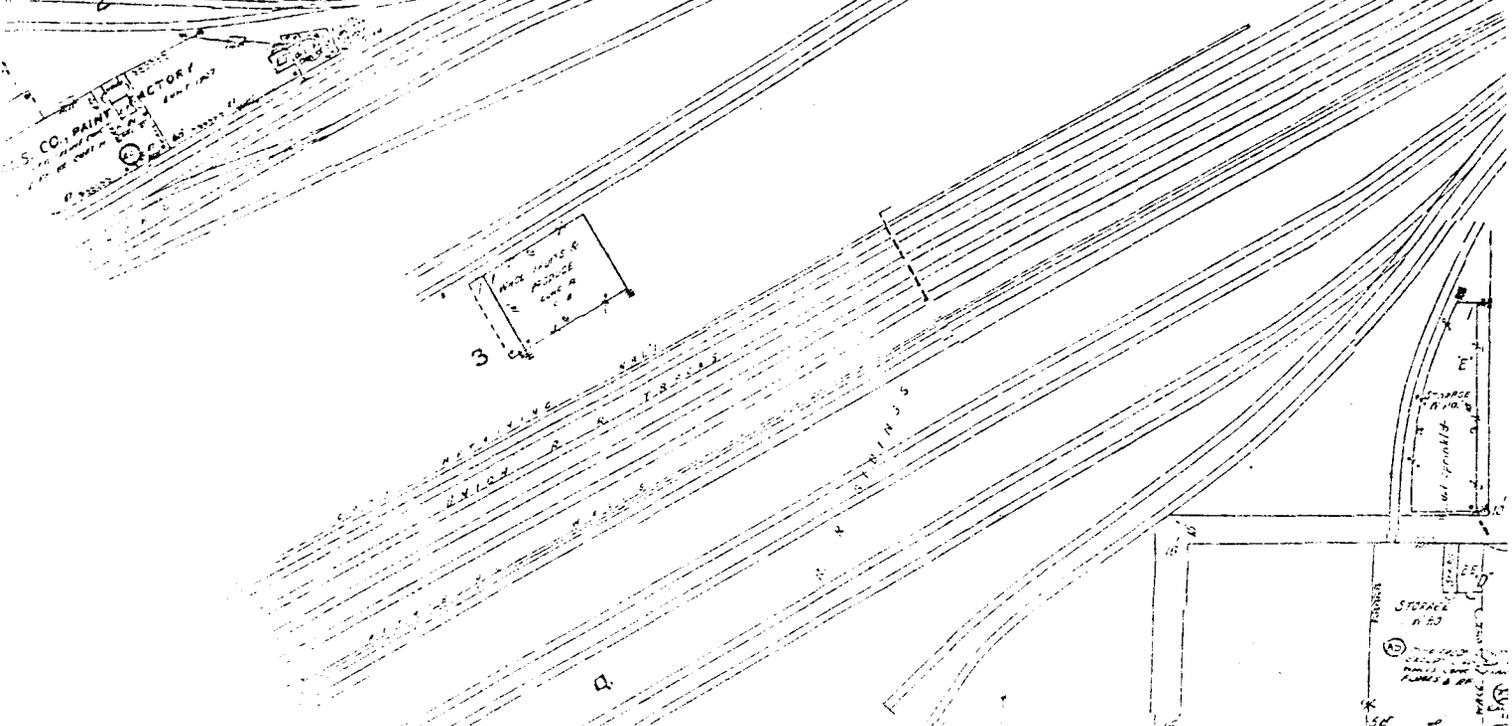
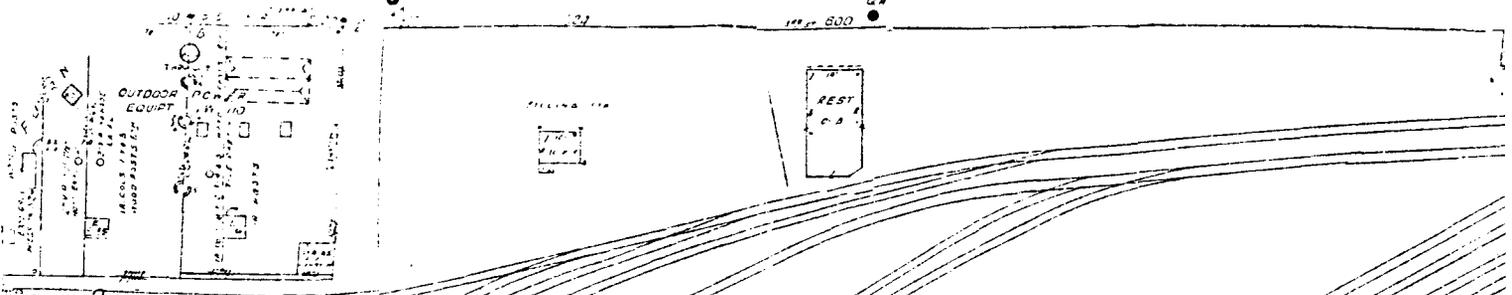
Dept. of  
Planning



E. 3RD

ST

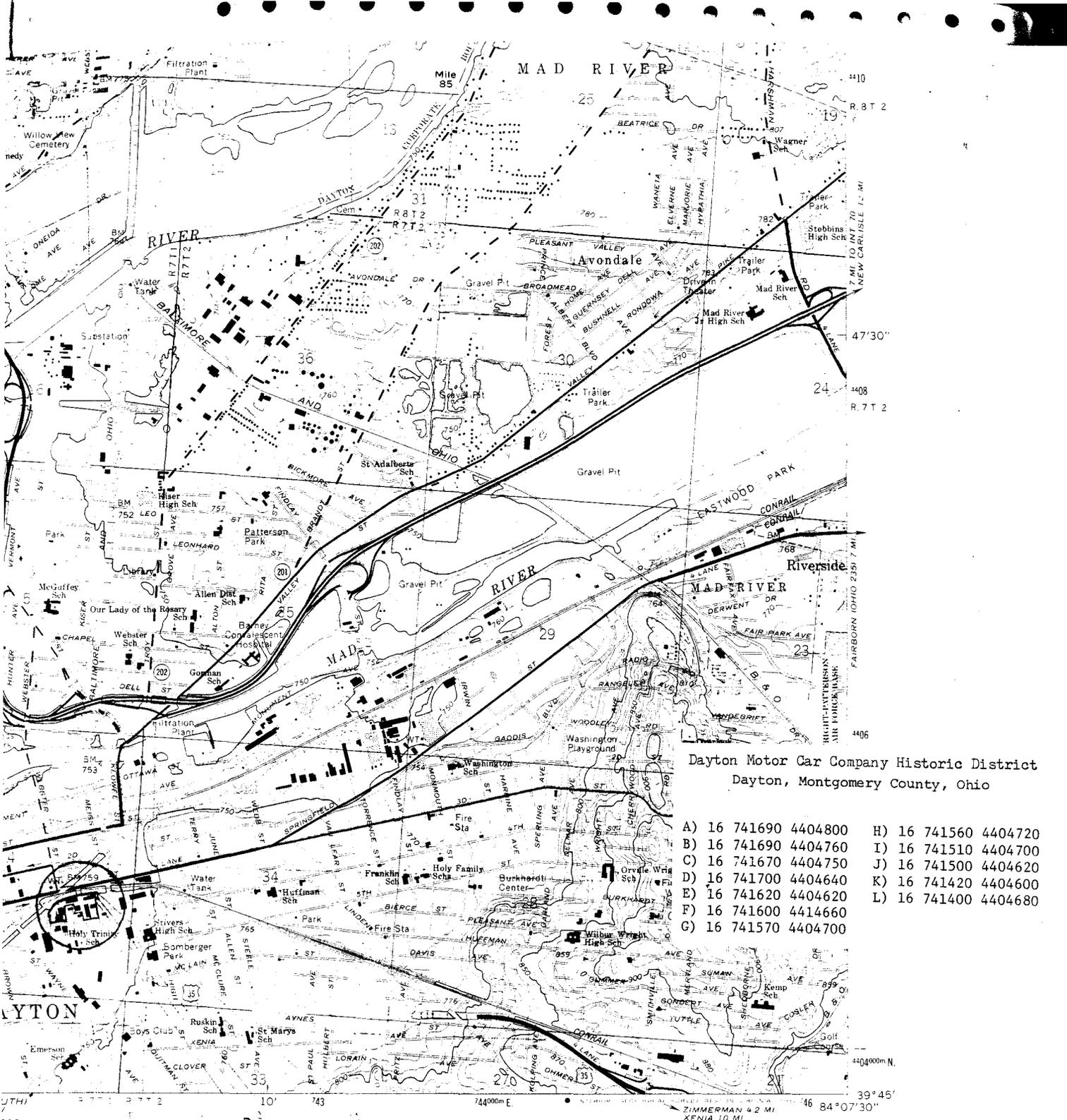
100 FT 600



DAYTON MOTOR CAR COMPANY  
PROPOSED HISTORIC DISTRICT

BUILDING OWNERS

- 1 ~~Larry Jamison~~  
Jamison Metal Supply Co.  
2853 Springboro Road  
Dayton, Ohio 45439  
( owns # 15 Bacon Street )  
*Father Paul  
St. John of Rial  
Eastern Orthodox Monastery*
- 2 Robert A. Brooks  
Dayton Warehouses, Inc.  
101 Bainbridge Street  
Dayton, Ohio 45402  
( blue Building )
- 3 John Crowe ( telephone: 293-3901 )  
Coover Railroad Track Brace Co.  
986 Laurelwood  
P.O. Box 254  
Dayton, Ohio 45401  
( owns warehouse on 111 McDonough Street-  
telephone: 222-0915 )
- 4 Bob Miller ( telephone: 225-4133 )  
Quality Steels Corp.  
P.O. Box 233  
Dayton, Ohio 45401  
( owns 101 McDonough Street )
- 5 Dennis Forgione ( telephone: 223-0400 )  
Consolidated Cone Corp.  
15 McDonough Street  
Dayton, Ohio 45402  
( owns 15 McDonough Street )
- 6 Mike Sanderson ( telephone: 222-4654 )  
Best Paper & Supply Co.  
9 McDonough Street  
Dayton, Ohio 45402  
( owns 9 McDonough Street )
- 7 Jane Haley ( telephone: 228-5174 )  
Gosiger Machinery Co.  
122 McDonough Street  
Dayton, Ohio 45402  
( owns all four buildings east of McDonough Street )



Dayton Motor Car Company Historic District  
Dayton, Montgomery County, Ohio

- A) 16 741690 4404800
- B) 16 741690 4404760
- C) 16 741670 4404750
- D) 16 741700 4404640
- E) 16 741620 4404620
- F) 16 741600 4414660
- G) 16 741570 4404700
- H) 16 741560 4404720
- I) 16 741510 4404700
- J) 16 741500 4404620
- K) 16 741420 4404600
- L) 16 741400 4404680

ROAD CLASSIFICATION

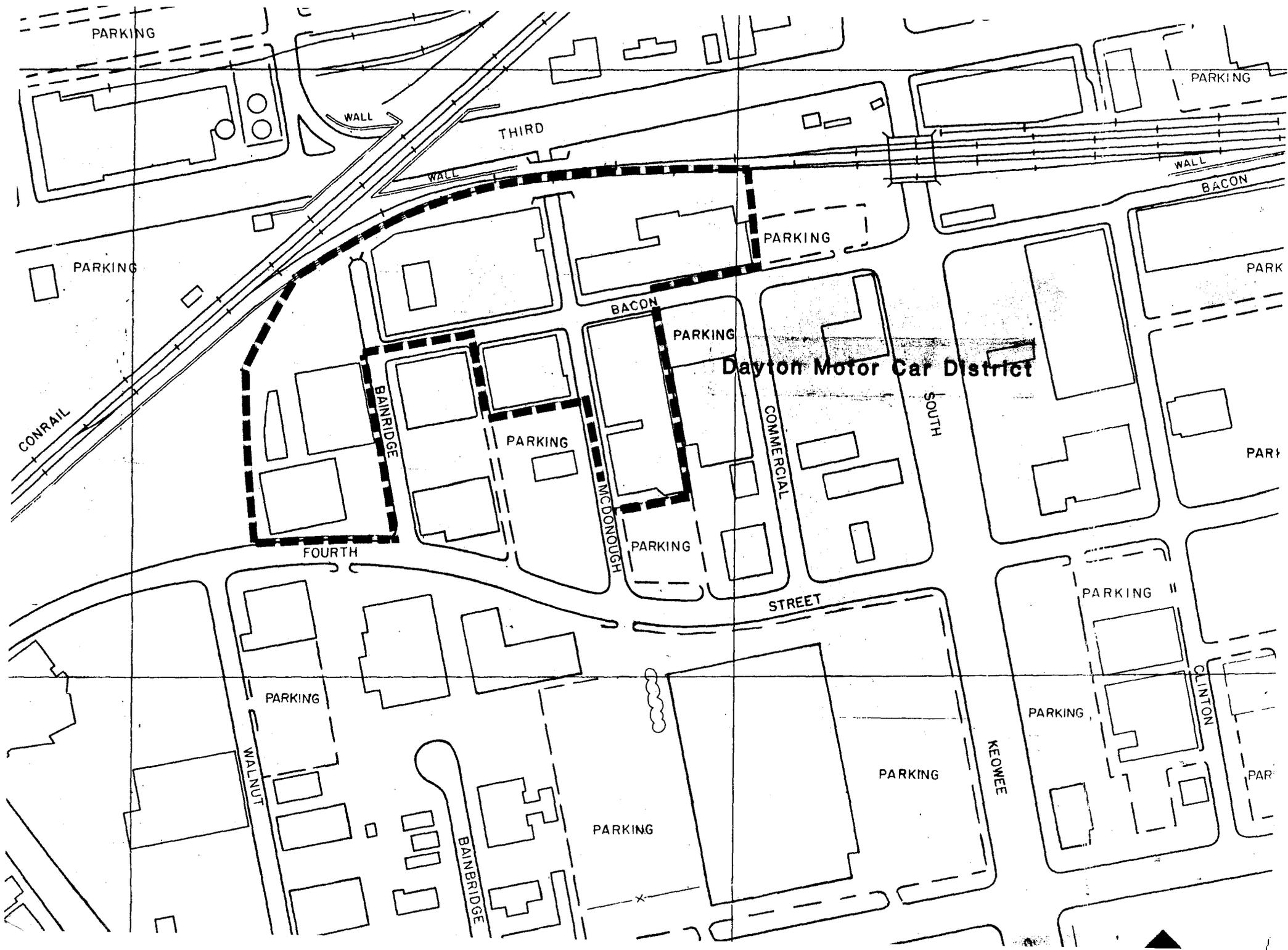
- Heavy-duty
- Medium-duty
- Light-duty
- Unimproved dirt
- Interstate Route
- U. S. Route
- State Route

DAYTON NORTH, OHIO  
N3945—W8407.5; 7.5

1965

DMA 4163 I SW—SERIES V852

MAP ACCURACY STANDARDS  
FEDERAL GOVERNMENT  
RESTON, VIRGINIA 22092  
SYMBOLS IS AVAILABLE ON REQUEST



PARKING

PARKING

WALL

THIRD

WALL

WALL

BACON

PARKING

PARKING

PARK

CONRAIL

BACON

PARKING

Dayton Motor Car District

BAINBRIDGE

PARKING

COMMERCIAL

SOUTH

PARK

FOURTH

MCDONOUGH

PARKING

STREET

PARKING

PARKING

WALNUT

PARKING

CLINTON

BAINBRIDGE

PARKING

PARKING

KEOWEE

PARK

X



EXHIBIT C

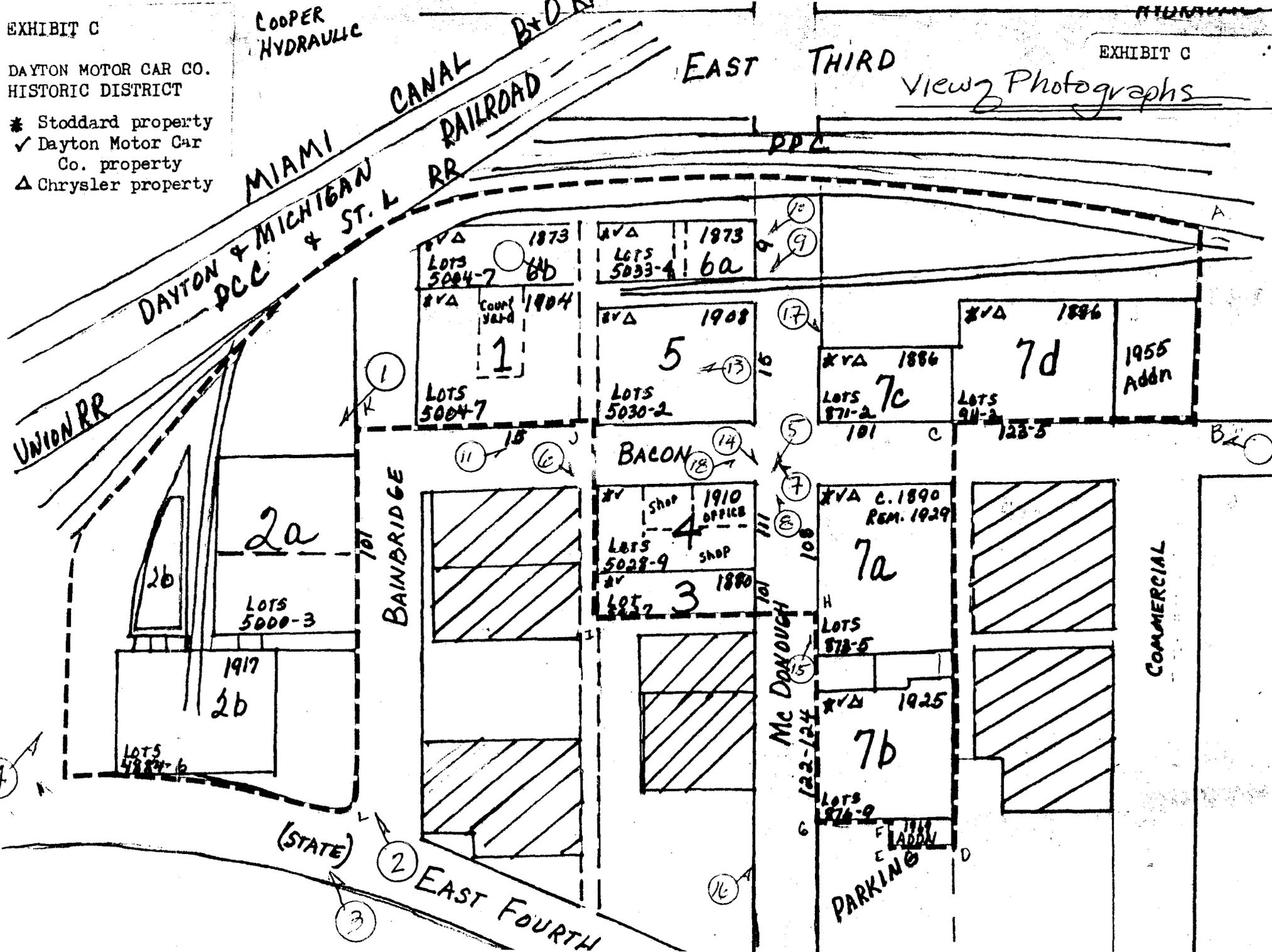
DAYTON MOTOR CAR CO.  
HISTORIC DISTRICT

- \* Stoddard property
- ✓ Dayton Motor Car Co. property
- △ Chrysler property

COOPER  
HYDRAULIC

EXHIBIT C

View Photographs



Ohio Historic Preservation Office

1985 Velma Avenue  
Columbus, Ohio 43211  
614/466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 12, 1984

Father Paul  
St. John's of Rila  
Eastern Orthodox Monastery  
140 Main Street  
Setauket, Long Island, N.Y. 11753

Dear Father Paul:

This is to inform you that the Dayton Motor Car Company Historic District (15 Bacon Street) has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

Enclosed is information explaining the purposes and goals of the National Register of Historic Places.

Sincerely,

W. Ray Luce  
State Historic Preservation Officer

WRL:rs  
enclosure  
X.c: MVRPC  
Senator Tom Fries  
Representative Robert E. Hickey  
Mary Ann Brown, RCO

Ohio Historic Preservation Office

1985 Veima Avenue  
Columbus, Ohio 43211  
614 466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 12, 1984

Robert A. Brooks  
Dayton Warehouses, Inc.  
101 Bainbridge Street  
Dayton, OH 45402

Dear Mr. Brooks:

This is to inform you that the Dayton Motor Car Company Historic District (blue building) has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

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W. Ray Luce  
State Historic Preservation Officer

WRL:rs

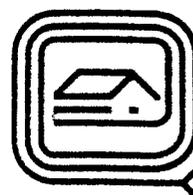
enclosure

X.c: MVRPC

Senator Tom Fries  
Representative Robert E. Hickey  
Mary Ann Brown, RCO

Ohio Historic Preservation Office

1965 Velma Avenue  
Columbus, Ohio 43211  
614 466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 12, 1984

John Crowe  
Coover Railroad Track Brace Co.  
986 Laurelwood  
P.O. Box 254  
Dayton, OH 45401

Dear Mr. Crowe:

This is to inform you that the Dayton Motor Car Company Historic District (111 McDonough Street) has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

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State Historic Preservation Officer

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enclosure  
X.c: MVRPC

Senator Tom Fries  
Representative Robert E. Hickey  
Mary Ann Brown, RCO

Ohio Historic Preservation Office

1985 Velma Avenue  
Columbus, Ohio 43211  
614/466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 12, 1984

Bob Miller  
Quality Steels Corporation  
P.O. Box 233  
Dayton, OH 45401

Dear Mr. Miller:

This is to inform you that the Dayton Motor Car Company Historic District (101 McDonough Street) has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

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Sincerely,

W. Ray Luce  
State Historic Preservation Officer

WRL:rs  
enclosure  
X.c: MVRPC

Senator Tom Fries  
Representative Robert E. Hickey  
Mary Ann Brown, RCO

Ohio Historic Preservation Office

1985 Velma Avenue  
Columbus, Ohio 43211  
614 466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 12, 1984

Dennis Forgione  
Consolidated Cone Corporation  
15 McDonough Street  
Dayton, OH 45402

Dear Mr. Forgione:

This is to inform you that the Dayton Motor Car Company Historic District (15 McDonough Street) has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

Enclosed is information explaining the purposes and goals of the National Register of Historic Places.

Sincerely,

W. Ray Luce  
State Historic Preservation Officer

WRL:rs

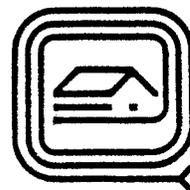
enclosure

X.c: MVRPC

Senator Tom Fries  
Representative Robert E. Hickey  
Mary Ann Brown, RCO

Ohio Historic Preservation Office

1985 Velma Avenue  
Columbus, Ohio 43211  
614/466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 12, 1984

Mike Sanderson  
Best Paper & Supply Company  
9 McDonough Street  
Dayton, OH 45402

Dear Mr. Sanderson:

This is to inform you that the Dayton Motor Car Company Historic District (9 McDonough Street) has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

Enclosed is information explaining the purposes and goals of the National Register of Historic Places.

Sincerely,

W. Ray Luce  
State Historic Preservation Officer

WRL:rs

enclosure

X.c: MVRPC

Senator Tom Fries  
Representative Robert E. Hickey  
Mary Ann Brown, RCO

Ohio Historic Preservation Office

1985 Velma Avenue  
Columbus, Ohio 43211  
614/466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 12, 1984

Jane Haley  
Gosiger Machinery Company  
122 McDonough Street  
Dayton, OH 45402

Dear Ms. Haley:

This is to inform you that the Dayton Motor Car Company Historic District (four buildings east of McDonough Street) has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

Enclosed is information explaining the purposes and goals of the National Register of Historic Places.

Sincerely,

W. Ray Luce  
State Historic Preservation Officer

WRL:rs  
enclosure

X.c: MVRPC  
Senator Tom Fries  
Representative Robert E. Hickey  
Mary Ann Brown, RCO

Ohio Historic Preservation Office

1985 Velma Avenue  
Columbus, Ohio 43211  
614-466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

June 13, 1984

The Honorable Paul R. Leonard  
Mayor of Dayton  
P.O. Box 22  
Dayton, OH 45401

Dear Mayor Leonard:

This is to inform you that the Dayton Motor Car Company Historic District has been entered in the National Register of Historic Places by the National Park Service, United States Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

Enclosed is information explaining the purposes and goals of the National Register of Historic Places.

Sincerely,

W. Ray Luce  
State Historic Preservation Officer

WRL:rs

enclosure

X.c: MVRPC

Senator Tom Fries

Representative Robert E. Hickey

Mary Ann Brown, RCO

# Ohio Historic Preservation Office

## National Register of Historic Places File Checklist

The following materials are contained in this file of the National Register form for:

Name: Dayton Motor Car Company Historic District

County: Montgomery

Original National Register of Historic Places nomination form

Multiple Property Nomination form

Photographs

Photographs (copies)

USGS maps

USGS maps (copies)

Sketch map(s)/figure(s)/exhibit(s)

Correspondence

Other \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_