4355

NPS Form 10-900 OMB No. 1024-0018

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Wright Company Factory
Other names/site number: General Motors/Delphi Inland Manufacturing Division: Home Avenue Plant
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 2701 Home Avenue, Dayton Aviation Heritage National Historical Park
City or town: Dayton State: Ohio County: Montgomery
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide __X_local

Applicable National Register Criteria:

__X_A ___B ___C ___D

Barbara Powell DSHPO for Inventory & Registration July 19, 2019

Signature of certifying official/Title: **Date**

State Historic Preservation Office, Ohio History Connection

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

9/9/19
Date of Action

5. Classification

Ownership of Property

Private:	☐
Public – Local	X
Public – State	☐
Public – Federal	☐

Wright Company Factory
Name of Property

Montgomery, OHIO
County and State

Category of Property

Building(s)	X
District	
Site	
Structure	
Object	

Number of Resources within Property

Contributing	Noncontributing	
1	1	buildings
		sites
		structures
		objects
1	1	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use
Historic Functions
(Enter categories from instructions.)
Industry/Processing/Extraction: Manufacturing Facility

Current Functions
(Enter categories from instructions.)
__Vacant/Not in Use__
_____
_____
_____
_____
_____

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7. Description

Architectural Classification
(Enter categories from instructions.)
_CATEGORY: Late 19th & Early 20th Century American Movements
_____
_____
_____
_____
_____

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
Foundation: Concrete
Walls: Brick/Stucco
Roof: Wood/Synthetic membrane
Floor: Concrete

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph
The Wright Company Factory is located at 2701 Home Avenue, Dayton, Ohio. The property sits on a roughly triangular lot of about twenty acres and is bounded on the west by Abbey Avenue, on the south by the former CSX rail line and US-35 highway, on the east by Ardmore Avenue, and by West Third Street on the north. The Wright Company Factory comprises the original

Building 1 and five additions to it, namely Buildings 2-5 and Building 17. Typical of late 19th and early 20th century American movement styles, the industrial facility is of reinforced concrete construction with brick masonry walls. The building is characterized by a row of gable front facades, with raised eyebrow parapets and repetitive bays of pilasters and window openings. On the interior, the open gable-roofed spaces are illuminated with skylights and monitor roofs, another c.1900 industrial architecture feature. A small guard post, located to the northwest of the building, was constructed after the period of significance and is a non-contributing building. The Wright Company Factory building retains its historic integrity.

Narrative Description

The Wright Company Factory is located at 2701 Home Avenue in Dayton on a roughly triangular lot of about twenty acres. The lot is bounded on the west by Abbey Avenue, on the south by the former CSX rail line, on the east by Ardmore Avenue, and on the north by West Third Street **(Maps 1-4)**. A chain link fence surrounds the old factory site, with a parking area and access located roughly midway along Third Street. Home Avenue, to which its address is tied, is located to the south of the site, running roughly parallel to US 35. The access gate leads to a non-contributing guard post building with the Wright Company Factory located further to the south. Historically, the entire parcel was populated with buildings that together comprised the factories and associated administrative spaces of Inland Manufacturing, and later, Delphi Automotive Company. All buildings, apart from the existing contributing building and the small guardhouse have been demolished.

The Wright Company Factory is part of the Dayton Aviation Heritage National Historical Park. The Dayton Aviation Heritage National Historical Park was established in 2004 to recognize the Dayton region's role in aviation history and development. The surrounding neighborhood, Arlington Heights, is characterized by a mixture of old residential homes, commercial businesses on thoroughfares, and a large, vacant industrial complex. When built in the early 1900s, the buildings stood west of downtown Dayton, alone amongst cornfields. Eventually, not only did the neighborhood develop over the mid-twentieth century, the Wright Company Factory/Inland /Delphi Automotive property also developed into an industrial complex of buildings – all but one of which has been demolished. The remaining building is comprised of an original building and five additions, constructed between 1910 and 1935. The additions were all designed as connected to the original or an earlier addition located adjacent to it. The original and the five additions have been historically identified as Building 1, Building 2, Building 3, Building 4, Building 5, and Building 17. For consistency with historic documents, they will all be referred to as "buildings" with their corresponding numbers, with the understanding that all but Building 1 is an addition. The non-contributing guard post, the only other building standing on the site, was constructed after the period of significance (1910-1955).

Historic Appearance and Construction of the Original Building and Additions

The Wright Company Factory expanded in size between 1910, when the original Building 1 was constructed, and 1935, when the last existing addition, Building 17 was constructed. At the time of its construction, the area was largely undeveloped, comprised mainly of open corn-fields. The original Building 1 was of concrete and steel construction with a concrete foundation and brick walls. The rectangular brick building was 230ft in length x 62ft in width. The building was three bays wide along the gable-front façade and thirteen bays deep. Raised brick eyebrow parapets hid the gable roof with a skylight along the ridge. The symmetrical front façade was composed of a central entrance with multi-paned, industrial paired hopper windows with transom lights above. The parapet was topped with a stone coping. The bays in the side façade were demarcated with concrete piers, with each bay punctuated with paired industrial windows, similar in character to those along the front façade, except with arched transoms. These characteristic features, typical of late nineteenth and early twentieth century industrial buildings in America, provided the architectural vocabulary for the additions that were subsequently made to the building.

The Building 2 addition was constructed in 1911, one year after the completion of the first building **(Figures 1 and 2)**. The addition was constructed to the south of Building 1, following the design elements, materials, structure, and composition of facades of the original building. Like the original building, Building 2 addition had a three bay symmetrical front façade with a central doorway, which was wider than that of Building 1. While Building 2 was eight bays deep, the composition of bays marked by engaged piers and windows was identical. A hallway connecting the two buildings was set between the lateral walls to the rear of the buildings. The *Sanborn Fire Insurance Map*, 1919, shows the two buildings with a small power station located to their rear, east side, as well as a new road, Coleman Avenue, fronting the buildings **(Figure 3)**. As depicted in that map, Building 1 housed the office of the Plant Superintendent in front, with bench work and machine shop further back, while the addition, Building 2, housed the tin/engine shop associated with the factory.

Building 2 was originally 142ft in length x 62 ft wide. Photographs taken after Building 2 was complete indicate the wide open bay as manufacturing spaces, although areas have been designated as the Motor Shop, the Woodworking Shop, the Sewing area, and General Assembly area **(Figures 4, 5)**. In 1926, an addition of 7,753 square feet was constructed to the rear of the building, and in 1929 another 1,958 square feet constructed also to the rear. At the time, the building was being used as the Experimental Engineering and Laboratory for the Inland Manufacturing Division of General Motors.

Buildings 3 and 4 were added to the south of Building 2 in c.1923, after the formation of the Inland Company, as indicated in the company newsletter, the *Inlander*, in 1937 **(Figure 6)**. The two buildings matched the design of the original Building 1 and its first addition. Building 3 had 18,574 square feet of manufacturing space, for manufacturing steering wheels. It was connected to Building 2 via a gabled hallway on its north side wall. In 1937, 5,950 square feet of workspace

was added to the rear of the building, its front façade remaining unaltered. Buildings 2 and 3 were connected, on the other hand, via a gabled section that extended the length of the two buildings, with its gable end wall flush with the front facades of the two buildings.

Building 5 was added to the south of Building 4 in 1926. Building 5 followed the general design scheme of the original building and other additions, with some noticeable differences. While the gable front façade was characterized by a three bay arrangement, the entrance was located in the north bay, breaking with the symmetrical arrangement of the earlier additions. The building also had a simple gable roof with no skylight or raised section near the ridge, as is depicted in the *Inlander* article **(Figure 7).** The connecting hallway between Building 4 and 5 was similar to that between Buildings 3 and 4, a gabled structure with a monitor roof that extended the length of the building. As pictured in 1926, another building, Building 6 was shown as connected to Building 5 to its south. Building 6 has since been removed, date unknown.

By the mid-1930s, the Inland factory had grown into a large manufacturing complex, with as many as twelve buildings and additions constructed during the intermittent years. The complex now extended across Coleman Avenue, filling in much of the previously open space to the west. By 1936, the plant had grown considerably from its modest beginnings. In 1923, the factory had about 50,000 square feet of manufacturing space and about 400 workers. By 1936, the complex covered over 500,000 square feet of space, and employed over 3,000 workers. The last existing addition, Building 17, was constructed in 1935 to the north of Building 1 to house the personnel department and an on-site cafeteria. The only addition to the factory that was not designed for manufacturing and automobile development and thus not associated with the historically significant use, Building 17 took on a different form from Building 1 and its other additions **(Figure 8)**. The flat roofed building was of reinforced concrete and steel construction, shaped on the north wall to match the angled boundary of the triangular lot. The building had a seven bay front façade, each bay pierced by a window or door, and a thirteen bay side façade demarcated by engaged columns. The irregular, polygonal building had a flat roof, and rectangular windows along the side facades. The hallway connecting the building to Building 1 was located on the south wall of Building 17, set in its rear, east bays. An open court between the front facades separated this addition from Building 1.

The *Sanborn Fire Insurance Map* of 1955 shows the layout of Building 1 and its additions as they appeared as the period of significance was ending **(Figure 9)**. The map depicts them lining the east side of Coleman Avenue. Building 17 is on the northeast corner of Coleman Avenue and West Third Street, housing the personnel department and a cafeteria, with small, ancillary rooms located to the rear. It is connected to Building 1 from a hallway extending from the south wall, with an open court fronting it. Building 1 now included a single story central, enclosed porch in the central bay of the front façade, providing access to the office in front and manufacturing area behind. A boiler room and other small additional spaces are located to the rear of Building 1. Building 2, to which it is connected, also has additional rooms located to the rear, interconnected to those of Building 1. Buildings 3 and 4 have the layout as described above; a new space added after their construction is located to the rear, connected to both these buildings. Building 5

appears unchanged from its depictions from the 1920s and 1930s. Multiple openings in the interconnecting hallways provide access between these buildings. Building 6, a storage facility (now removed) is the southernmost in the arrangement, with a small hallway connecting it to Building 5.

Current Appearance and Condition

Exterior:

Currently, all the buildings on the site, apart from the contributing building and one non-contributing building that were constructed during the period of significance and later have been removed. The factory building is currently vacant. A chain-link fence encloses the property. The original entrance to the property from West Third Street remains in place; Coleman Avenue (now known as Inland Avenue) is essentially a private street accessible through the main entrance gate. The guard post constructed after the period of significance, located just past the entrance gate is the only other feature remaining intact on the property. This rectangular brick and concrete constructed building is a single-room, punctuated with rectangular windows. It has a flat roof extending to the south, over the entrance door, supported by metal posts. While all the other buildings have been removed, their concrete foundations are visible in some parts of the property **(Photographs 1-3, See Map 4 for all exterior photograph locations)**.

Wright Company Factory, in its current condition, retains much of the shape and form it eventually took, with additions, during the period of significance. The original building and its additions are all single-story of reinforced concrete and steel construction with brick exterior walls; these fundamental characteristics are unaltered from their construction. Buildings 1-5 thus retain their architectural character from the period of significance, with much of their design features, construction materials, and structural elements in place. Building 17 has been altered to a greater degree than Buildings 1-5; yet, it too retains its overall shape, form, and construction materials.

Buildings 1-5 retain their concrete foundations and brick masonry walls. The façades have been painted first during the period of significance, with some of the paint peeling off. Their front facades present a rhythmic arrangement of wide, three bay sections with central entrances and raised eyebrow parapets separated by shallow gable front faces for the connecting hallways. Buildings 1-4, the full width of the original entrance remain in place, with all but that to Building 1 shuttered. Entrance to Building 1 is from an enclosed, gable front stoop projecting from the central bay of the façade. Constructed of brick, the stoop is characterized by a central entrance flanked by tapered walls. A stepped parapet with metal coping crowns the stoop. The two panel metal frame doors topped with a transom are later replacement-types. The current stoop was depicted in the photograph of the building taken in 1926 **(Figure 7);** it replaced a simpler stoop depicted in an earlier image **(Figure 6).** The existing stoop is also shown in the *Sanborn Fire Insurance Map* of 1955 and was thus constructed during the period of significance **(Photographs 4-7, Figure 9)**.

The front façade of Building 17 projects out from the plane of the original Building 1 and its other additions. All openings on this façade of the flat roofed building have been filled in with brick masonry on the exterior. The brick infill is recessed from the engaged columns that mark the bays, echoing the pattern of bays and openings on the façade as it was constructed. The open court between Building 1, its addition Building 17, and the set-back hallway connecting them has been enclosed, effectively adding two bays to the front façade. Building 17 comprises the entire north façade of the facility. The nine bays are separated by engaged columns. All openings, with the exception of a shuttered doorway in the fourth bay from the west are filled in with masonry **(Photographs 4, 8)**.

The south façade of the facility is comprised entirely of Building 5's elevation. The façade is thirteen bays wide, as was constructed, with concrete piers separating the bays. The window openings have been filled in on the exterior, the outlines of the openings discernible. **(Photograph 5)**

The rear façade of the facility is irregular in shape – showing the expansion to the rear of the original buildings and its additions, including a rectangular power plant, during the period of significance, as described above and depicted in the *Sanborn Fire Insurance Map*, 1955. A newer, raised pedimented parapet is visible on the rear façade of Building 5 **(Photograph 2)**. There are multiple doors, some shuttered, that provide access to the building along this façade and the masses that extend from it. The coping over the eyebrow parapet for Building 1 has been removed, even as the parapet itself remains in place. Some of the original windows, set within arched openings, are visible in the rear section of the building. The roof-line of the facility, with raised gables and monitor roofs over the hallways, is best visible from the side and rear. Ducts, vents, and other equipment associated with manufacturing, set on and penetrating the roof, give it an irregular, jagged outline **(Photographs 4, 5, 9-12)**.

Interior:

Buildings 1-5 were built to create large open-plan spaces, internally connected to each other, for manufacturing; they continue to reflect their industrial construction and association with that use. Building 17, which was not accessible, was also connected to Building 1, used as office space and a large cafeteria for workers at the factory through the period of significance. The gable roofs with wood decking, with rubber membrane added later, are supported by steel trusses on concrete piers at the walls and steel I-section columns between. Raised centrally placed, multi-panel skylights extend centrally over Buildings 1, 3, and 4 and monitor roofs are over connecting hallways. All these character-defining elements of the industrial facility remain in place **(Photographs 13-15; See Map 5 for all interior photograph locations)**.

The openly planned space in Building 1 has been partitioned into office spaces, flanking an open central space. The partitions are primarily of wood and removable drywall construction. Dropped ceiling tiles with supporting framework to accommodate lighting and vents extend over the

partitions. Many of the ceiling tiles are missing or displaced, revealing an original roof above **(Photograph 16)**. Some original windows, in place behind the masonry infill, appear intact, painted over, in Building 1 as well as the lateral wall it shares with the hallway connecting it to its addition **(Photograph 17)**. Original windows that were previously located in the Plant Superintendent's office (in the front, west side of the building) were removed in 2007 and have been salvaged. The monitor roof of the hallway is raised above the roofline of Building 1, so as to accommodate a continuous skylight, typical of industrial construction of the era. The skylight, seen in Figure 4, was covered with shingles by the Inland Manufacturing Company by 1926. Building 1 had coal-fired heat. The small onsite coal power plant (a later expansion of the building) that drove the lathes & drills the workers used, occupied a rectangular room at the northeast corner of Building 1.

Building 2, the first addition to the factory, is split into two large spaces and smaller ancillary rooms by the transverse hallway that connects with Building 1 and other additions. The spaces retaining their open plan. An arched opening, similar in character to windows along the side facades, opens onto the hallway, and further to a similar opening in the adjacent Building 3, displaying the way in which the additions were connected during the time of their construction **(Photograph 21)**. Buildings 3, 4, and 5 retain their open plan, with multiple openings along the lateral walls, connecting them to their adjacent additions via the intermediate hallways. Portions of the hallways and the east end of Building 3 addition have mezzanine levels, with stairs leading up to small restrooms and a modest office space located there **(Map 5)**. The three bays of the gable front facades are reflected in the interior structural arrangements. The roof is supported by the concrete columns along the side walls and a pair of I-section columns for each girder, effectively forming a structural grid echoing the three bay composition discernible from the facades. Considering the alterations to the building as described above, the interior arrangement of the facility continues to reflect its association with the industrial use for which it was constructed **(Photographs 18-25)**.

Current Condition and Historic Integrity Assessment

The Wright Company Factory is situated in its original location. It is set in a suburban Dayton area characterized by modest retail and single-family homes and light and medium industries. Much of the residential development surrounding the roughly triangular property boundary is from the mid-twentieth century, similar in character to that depicted in the aerial photograph from 1955 **(Figure 8)**. The railway tracks located to the south of the site were part of the original setting. With its mid-twentieth century mixed-use suburban character retained and considering later changes, the setting nonetheless retains fair integrity.

The Wright Company Factory is comprised of the original Building 1 and five additions. Additions (Buildings 2-5) were constructed sequentially from 1911 to 1926, with each new one built to the south of the one prior and connected to it via a hallway. The last addition, Building 17, was constructed in 1935 and connected to the north elevation of the original Building 1. Buildings 1-5 were all used for manufacturing, while Building 17 housed the personnel office

and cafeteria, thus was not associated with the historically significant use, although it supported the growing manufacturing campus and workforce. The original Building 1 and the four subsequent additions represent the founding and early growth of the Wright Company Factory, its successor, the Dayton Wright Airplane Company, and later the Inland Division of General Motors. The original Building 1, with its three bay gable front façade, concrete and steel construction, brick masonry walls, and raised eyebrow parapet, set the stage for the design of the four subsequent additions. The design and construction of those additions closely followed that of the original which had set the precedent.

As the factory stands today, the character-defining elements of the precedent Building 1 and their application to the design of Buildings 2-5 are clearly discernible. Building 17 retains its identifiable shape and form as depicted in historical maps. The construction materials – brick and concrete – and structural configuration are clearly visible from the engaged columns that mark the façade bays. Alterations to the exterior include the enclosing of an open court between Building 1 and Building 17, and the filling in of window openings with brick masonry. The enclosing of the open court resulted in the addition of two bays to the front façade of Building 17, which nonetheless follows the pattern of engaged piers projecting from the walls and retaining their scale and dimensions. The building retains its distinctive shape, which was derived from the angled north boundary of the triangular site. Even as window openings of the Wright Company Factory are filled in on the exterior, the composition of bays within which each window was located remains in place; further, several of the windows remain attached to the walls and visible inside the building. The rear façade of the Wright Company Factory is comprised of irregular massing resulting from the incremental expansion of the building during the period of significance and provides evidence of alterations necessitated by the growth of the facility and changes to the manufacturing processes. Building 17 is the only addition that is not charged with the historical significance of the aircraft and automobile manufacturing. The original Building 1 and additions Buildings 2-5, all associated with manufacturing, retain their integrity, and the addition of Building 17 (and alterations made to it) does not impact the overall integrity of the industrial building. Evaluated from its exterior appearance, the Wright Company Factory retains its integrity of association, design, materials, and construction.

Inside, all accessible areas, Buildings 1-5, were constructed as open-plan spaces to accommodate equipment and machinery used for manufacturing processes – the open-plan allowed for changes in equipment and layout as manufacturing evolved over time. While some of the duct work associated with the machinery remains in place, all manufacturing equipment has been removed. The Wright Company Factory retains its concrete floor and foundation, masonry walls, concrete columns attached to them, and the intermediate I-section columns that support the steel truss for the roof above. Many windows not visible outside, because of masonry infills, are intact and visible inside, with some painted over **(Photograph 17)**. Inside the building, there are about twenty windows, some partly hidden behind but physically separated from partitions, as can be seen in the top left corner of **Photographs 16 and 26**, that appear to be fully or partly intact. Some window openings along the perimeter, which have been walled outside and boarded up inside, have visible sills and lintels intact, indicating that they retain their shape and structure.

The hallways connecting the additions show how each addition was constructed with access set in openings within the structural bays. The skylight-gables were covered with shingles during the period of significance and monitor roofs – characteristic features of the building – remain in place. Alterations to the interior include the application of some new materials, such as rubber membranes under the wood decking of the roof, and wood-frame and drywall partitions, particularly in Building 1. These easily removable partitions, designed to create office spaces within the building, do not significantly affect the structure or the masonry walls from which they extend **(Photograph 26)**. The dropped ceiling frame is suspended, and thus separate, from the roof structure above, and does not cause a significant impact. The open-plan configuration is best discernible in Buildings 3-5 **(Map 5)**. With its structural elements, construction, materials, and layout retaining historic, characteristic elements not significantly affected by alterations, an evaluation of the interior confirms that the building retains its integrity. The Wright Company Factory building thus retains its historic integrity, showcasing the history of its construction, its association with its use during the period of significance, and character-defining design elements, materials, and construction method.

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.)

- [X] 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.)

- [ ] 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 old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Industry

Period of Significance
1910 – 1955

Significant Dates

1910
1911
1919
1923
1926

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Architect: Russ,William Earl

Builder: John Rouzer Company

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Wright Company Factory is locally significant under Criterion A in the area of industry, specific to air-related and automobile transportation. The factory is significant, first, for its role in the early development of the American aviation industry from 1910 to 1922, which made Dayton an important center for the development of early commercial and military aircraft. It set the stage for the continued importance of aviation and the aviation industry in the Dayton area through the twentieth century. The Wright Company, founded by Wilbur and Orville Wright and their investors, constructed the original Building 1 and its first addition, Building 2, in 1910-11 for the manufacture of airplanes. Although other individuals were building airplanes, the Wright Company Factory was the first industrial building designed specifically for their manufacture. The factory played a significant role in transforming the airplane from a curious wonder into a serious, commercially viable method of transportation. Second, the factory is significant in the area of automobile transportation for its later uses from 1923-1955, for the manufacture of automobile components for General Motors' Inland Manufacturing Division, thus continuing Dayton's legacy in automobile innovation. The Inland Division grew from its modest beginnings in these buildings, to invent and manufacture component parts for the entire automobile industry, as well as weaponry during World War II. The period of significance is from 1910 to 1955. The original Building 1, associated with the Wright Company, was constructed in 1910. By 1955, all major manufacturing operations in the original building and its additions had ceased, replaced by administrative and research uses, marking the end for the period of significance.

Narrative Statement of Significance

Criterion A
Events associated with the development of air transportation

The Wright Company Factory is locally significant under Criterion A in the area of air-related and automobile industry. The first factory specifically designed for the manufacture of airplanes, the Wright Company building is significant for its role in the early development of the American aviation industry.[1] The Wright Company was founded by Wilbur and Orville Wright and their partners in 1910 for the manufacture of commercial airplanes and to ensure the protection of their patents associated with early airplane development. Prior to the establishment of the company, the Wright brothers manufactured their aircraft at a two story building in the west side of Dayton that housed their bicycle factory. By the turn of the decade, a growing demand for Wright manufactured airplanes and the need to protect their patents from unscrupulous competitors led the Wright brothers to register the Wright Company in New York, and construct the new factory in their hometown, Dayton. The Wright Company constructed the original

[1] See *The Wright Company Factory Boundary Assessment and Environmental Assessment, Dayton Aviation Heritage National Historical Park,* pp. 7.

Building 1 and its first addition, Building 2, in 1910-11 based upon the design of Dayton-based architect, William Earl Russ. Although other individuals were building airplanes, the Wright Company Factory was the first to be designed specifically for the manufacture of airplanes, with a production capacity greater than other American airplane manufacturing facilities.

Although it manufactured only about 120 aircraft before it was sold in 1915, the Wright Company had established a sterling reputation for the manufacture of viable airplanes that belied its limited production. Not surprisingly, during World War I the factory returned to the production of aircraft parts to serve the war effort, with the surviving brother, Orville Wright, as a consulting engineer, under the banner Dayton-Wright Airplane Company. The production of aircraft continued even after General Motors acquired the company in 1919. In 1923, the factory, whose production line included steering wheels for aircraft, was repurposed to manufacture them for automobiles for General Motors' newly established Inland Manufacturing Division.

The Wright Company

The Wright Company was incorporated in New York in November 1909 for the manufacture and sale of aircraft in the United States to the government and private aviators, and to protect the patent for their innovation from infringement by competitors. By 1905, two years after their first flight, the Wright brothers had built their first commercially viable airplane – one that could fly multiple times as long as it was refueled. The brothers embarked on a European tour to demonstrate and market their airplane, winning contracts in Germany, France, and England, and finding partners to manufacture their airplanes for sale in those countries by 1908. Throughout the period, their effort was self-financed. Their success in Europe led to winning their first American government contract for the U.S. Army Signals Corps. The Wrights had thus far been making their airplanes at their two story, West Dayton bicycle shop, an establishment not feasible for the large-scale production the contract required. Wilbur and Orville Wright realized that they needed the backing of large financiers if they wanted to produce and sell their airplanes in the United States.

The Wright Company was not the first formed in the United States for the commercial manufacture of airplanes. Earlier in 1909, the Herring-Curtiss Company was formed by Glenn H. Curtiss and Augustus Moore Herring. Herring falsely claimed to already own the airplane design patents that the Wright Brothers were applying for. In 1910, the Wrights sued the Herring-Curtiss Company for patent infringement, winning eventually in 1914. The Wrights believed that the need to protect their patent was of paramount importance, surpassing even innovations to their airplane, and the Wright Company became a vehicle to achieve that goal. The Wright brothers formed the Wright Company with the financial backing of east coast capitalists, including Robert Vanderbilt, August Collier, and Russell Belmont, Jr. The Wrights sold their patent to the company for $100,000 and retained one-third share. Although the company was incorporated in New York, the Wright Company factory was constructed in the Wright brothers' hometown of Dayton. Dayton, during the time, was a well-established industrial center in the mid-west, with companies like National Cash Register and Barney and Smith employing thousands of skilled workers, and not surprisingly, the New York financiers supported the

decision to manufacture there. The Wright brothers, who had thus far managed only a small family business, were now running a much larger enterprise, with Wilbur as president and Orville as vice-president.[2]

The Wright Company acquired the site for the factory, where Building 1 and its additions currently stand, in August 1910, and immediately began constructing its "mammoth aeroplane factory" there, with a goal to be in production within two months.[3] The site was well-chosen for a company that sought to make and sell aircraft. It was a large site, about two acres in size, allowing for the future growth of the factory. The site was eventually expanded to the current boundary, comprising about 20 acres, after General Motors acquired it. Rail spurs were available to the south of the site, allowing for easy transport of raw material to the factory and finished airplanes to customers. Not the least, it was located relatively close to the Huffman Prairie field, where the Wright Company trained pilots. When the factory was completed, the Wrights would require those who wanted to be pilots of Wright airplanes to come to the factory. Orville Wright believed that the pilots must master the construction and maintenance features of the planes. At the rear of one of the buildings was the world's first flight simulator used for training, created with an old airplane balanced on sawhorses.[4] Among those who trained at the facility was Henry H. "Hap" Arnold, who would go on to command the U.S. Army Air Forces during WWII and become the first four-star General of the U.S. Air Force.

Building 1 and the Building 2 addition were designed by the locally prominent architect William Earl Russ. Russ was a graduate in architecture from Columbia University in New York, having founded his practice in Dayton during the 1900s before later establishing a practice in Indianapolis.[5] In the Dayton and Miami Valley area, he designed several buildings including schools, factories, and notably, the National Register listed Montgomery County Memorial Hall (constructed 1907, NR #88001062), a significant example of Beaux-Arts architecture. Thus, Russ was already a well-regarded architect in Dayton when the Wright brothers availed his services. Russ also designed other industrial buildings including the National Register listed S. Zollinger Company Building (NR #15000903) in Piqua, Ohio, and for the National Cash Register Company in Dayton. Building 1 set the precedent for the Buildings 2-5 additions, all of which share their design and construction with the original building.

In November 1910, the new Wright Company factory (Building 1) was completed and fitted with the most modern machinery available at the time for the fledgling industry. In its early days, the factory was capable of producing two airplanes per month, the production not a craft as it was in the Wright bicycle shop, yet not exemplifying the large-scale production line that was a goal of the company. In 1911, just a few months after the completion of the first factory building, the connected Building 2 was erected to expand airplane production. The Wright Company was now

[2] For the formation of the Wright Company, see Edward J., Roach. *The Wright Company: From Invention to Industry*, Chapters 1 and 2.
[3] "Large Factory Site is Purchased by the Wrights," *Dayton Daily News*, pp. 1, August 31, 1910.
[4] H. H. Arnold, *Global Mission*. New York: Harper & Brothers, 1949, 17-18.
[5] Bodenhamer, David, J, and Robert G. Barrows, ed. *Encyclopedia of Indianapolis*, pp. 662-663.

able to build a sufficient number of engines for both the Wright airplanes manufactured there and to sell to Burgess Aircraft, with which it had a manufacturing contract. Upon completion of Building 2, the Wright Company factory occupied over 20,000 square feet and had the capacity to produce four airplanes per month, according to Orville Wright, "a capacity greater than that of any other airplane factory in the world at that time".[6]

From 1910-1915, the Wright Company factory produced 13 different models of airplanes, thereby serving as a chronology of the evolution of the airplane during its formative years. The first plane produced at the factory, the Model B set the early standard for the commercially produced Wright planes. The two-seat plane had duplicate controls, operable in either seat, a feature that originated in the Wright airplanes as a 1912 modification of the original single control. The duplicate controls were especially important for training new pilots, who could now also operate the airplane independently, rather than using the trainers' equipment. The competing models made by Curtiss did not have this feature at the time.[7] The Model B was used in the world's first commercial air-freight flight of 1910, from Dayton to Columbus, Ohio. As much a marketing tactic as a demonstration of the use of planes to carry cargo, the Model B carried bales of silk which was then cut into small pieces to be sold as souvenirs. The Wrights had, before the formation of the company, demonstrated the use of their airplanes for military purposes, including surveillance. The Model B eventually became one of the first airplanes purchased by the United States Navy. In 1912, when the factory was at its peak production with over sixty workers, the Wrights introduced two new models at the factory – the Model C and the Model D. Both were geared toward Army scouting and were developed from experimentation by Orville Wright. Two later airplanes, Model H and Model HS, manufactured at the factory in 1914 and 1915, were also military scout planes. The Model HS was the last Wright airplane with a double vertical rudder, and the last with pusher-type propellers. The Model F, built for the U.S. Army in 1913, was the first Wright plane with a fuselage.

The Wright Company also manufactured aircraft for individual aviators and adventure seekers. These planes were used for recreational flying, competition, and exhibitions. The Model R, also known as the Baby Wright or Roadster, was produced at the factory in 1910. The Model R was a one-seat racer designed for speed and altitude competitions. The Roadster set four world altitude records in competitions in the United States. The Model EX was designed for the Wright Exhibition Company. It could attain speeds in excess of 60 mph and had a high rate of climb. Cal Rogers flew the Model EX from New York to California in 1911, completing the first flight across the United States. While the impact of the flight on sales is not determined, these feats gave publicity to the company, exhibiting the quality of the product, and demonstrating their viability for competitive and long flights. The Wright Model E, built in 1913, was the first Wright model with a single pusher propeller, rather than twin propellers. The only Model E plane that was built was eventually sold to be used in exhibition flights, significant because it was the first of the single pusher propeller type airplanes manufactured by the Wright Company.

[6] Orville Wright's testimony in Hughes Aircraft Investigation, in *Papers of Wright,* ed. McFarland, 2:1111.
[7] See Rebecca Hancock Cameron, 2016, *Training to Fly – Military Flight Training 1907-1945*, pp. 45. Air Force History and Museum Programs, CreateSpace Independent Publishing Program.

Aviators had been interested in the hydroaeroplane – one with an ability to take-off and land from water even before the Wright Company was formed. Some early customers who purchased the Model B from the Wright Company fitted the plane with floats to make them operable from water, with mixed success. The Model CH and Model G, developed in 1913, represented America's growing interest in seaplanes and were Orville Wright's first successful hydroaeroplanes and aeroboats. The Model CH was developed by Orville Wright, which adopted a single pontoon serving a function similar to a boat's hull. The development of the Model G was commissioned by Orville Wright to Grover Cleveland Loening, who had attempted a hydroaeroplane flight earlier. The plane included several features new to Wright aircraft, including an enclosed cockpit space, dihedral wings, and a non-flexible elevator assemblage.[8] In 1915, the Wright Company produced a new seaplane, their last. It was the first tractor plane, one in which the engine is mounted in front of the aircraft, and the first Wright machine to employ modern-type ailerons on the wings, instead of using wing warping. Tractor planes became increasingly popular, especially during World War I, and were preferred over planes with rear mounted engines.

The Wright Company was active in the production of airplanes until 1915, when Orville Wright, the surviving brother, sold his share for $250,000 to east coast financiers, including some of the original owners. The Wright Company was then merged with Glenn Martin Aircraft to become the Wright-Martin Aircraft Company, with production moving to New Jersey. The move by Orville to sell his shares of the company was not surprising. While the Wrights did want their aircraft to become commercially successful products, neither of the brothers had the background, or perhaps even the inclination, to manage a large, mass-production corporation. Wilbur, who took greater interest in managing the company, died of typhoid in 1912. While the company continued to develop new types of aircraft, the peak period effectively ended with the death of Wilbur. Moreover, in 1914, the Wright Company won the patent lawsuit that they had filed against the Herring-Curtiss Company, ending a six year litigation that had been an important factor for the formation of the Wright Company.

During the five year period from 1910 to 1915, Orville Wright estimated that the Wright Company had produced 120 airplanes at the factory. While the Wright Company never became a large corporation, mass-producing airplanes, it was significant in the development of air transportation. The airplanes the company produced demonstrated their viability for a variety of uses, military, freight, and recreational, operable in water and on land. The Wright brothers demonstrated that their invention was not a mere curiosity as it had been viewed the decade before; rather, it was the mode of transport of the near future. With their patent finally secure, the company helped set the stage for rapid innovations forthcoming in the United States' aviation industry. The use of the Wright Company factory buildings, too, would continue in their original

[8] See Kyle Thede, "Flying Boat Part II: 'The Wright Brothers,' available at the Wright State University Libraries website, https://www.libraries.wright.edu/community/outofthebox/2017/06/22/flying-boats-part-ii-the-wright-brothers/

purpose as its successor, the Dayton Wright Airplane Company produced military aircraft parts there during World War I.

The Dayton Wright Airplane Company

Even as production had shifted to New Jersey, the Wright-Martin Aircraft Company continued to own the Dayton factory until 1917, when it was sold to the Darling Automobile Company, which was formed by several National Cash Register Company employees.[9] As the United States entered the war, a downturn in the automobile market led to the dissolution of the Darling Automobile Company the same year. Designed as an airplane factory, the Wright Company building was ready-made for the manufacture of airplanes for the war effort.[10]

Just five days after the United States entered the war, Dayton entrepreneurs Charles Kettering, Edward Deeds, Harold Talbott Sr., and his son Harold Talbott, Jr. bought the factory to form the Dayton Wright Airplane Company to manufacture military aircraft.[11] Orville Wright served as a consultant to the company. Unlike the Wright brothers, Kettering and Deeds were well-versed in forming and managing large-scale, mass production corporations. The two had earlier been key to the success and growth of the National Cash Register Company into Dayton's largest employer. As the Wright brothers were starting production at their factory, Kettering and Deeds were setting up the Dayton Electrical Laboratories Company (Delco) for the manufacture of automobile parts, including the engine self-starters that they had invented. Their association with the factory is key to its transformation after the war, from airplane to automobile manufacturing with which Kettering and Deeds were well-experienced.

With the United States now entering into World War I, the Dayton Wright Airplane Company got its first contract for military planes. In its three Dayton area facilities, including the Wright Factory buildings, the Dayton Wright Airplane Company manufactured 400 training planes and 3,100 DeHaviland-4 aircraft, as well as the spare parts for them. After the war ended in 1918, workers in these buildings were still engineering and producing various metal fittings and specialty projects, often in cooperation with the Dayton Metal Products Company, as Charles Kettering was an investor in both.

Kettering and Deeds already had business relations with General Motors, which during the time was in the process of bolstering its business by acquiring other related manufacturing companies. In 1919, General Motors acquired Delco, Domestic Engineering Company, Dayton Metal Products, and the Dayton Wright Airplane Company, all in Dayton and associated with the owners of the airplane company.[12] In August 1919, Charles Kettering had been asked to present to the General Motors Board of Directors in Detroit about the developments at both Dayton Wright Airplane Company and Dayton Metal Products. Based on his presentation, the board

[9] "Wright Airplane Factory to be Turned Into Automobile Concern," *Dayton Daily News,* March 22, 1917
[10] Roach, pp. 177.
[11] "Wright Airplane Co. to Start Federal Order For Five Hundred Airplanes," *Dayton Daily News,* June 24, 1917.
[12] "Dayton Metal Products Company Merged with General Motors Corporation," *Dayton Daily News,* pp. 1, September 27, 1919.

decided to acquire both companies and bring in the technical expertise of Kettering, the skilled workforce, and an expanded product line to include aircraft. On September 15, 1919, the two companies were merged to become the Dayton Wright Division of General Motors Corporation (later that year revised to just be Dayton Wright Company). The Dayton Wright Company began selling their aircraft as pleasure aircraft. There were three models: O-W Aerial Coupe, K-T Cabin Cruiser, and the Dayton-Wright Nine Hour Cruiser.

Under General Motors, the Dayton Wright Company continued to be a center for innovation, setting the stage for an eventual shift from airplane manufacture to the automobile industry. A young engineer at the factory named Harvey Geyer, who had worked for the Wright brothers and for Dayton Wright developing airplanes, was busy inventing a wrapped wood steering wheel. His initial versions were for airplanes, but he saw the possibility for their use in automobiles. Automakers at the time were buying their steering wheels from companies that made them of solid wood – difficult to manufacture, creating a lot of waste, and extremely deadly in automobile accidents. Geyer was developing a steering wheel that was better, cheaper, and most importantly, less harmful to occupants. It used 5 long thin strips of elm, wrapped under tension, covering the rim, creating the wood look that auto and airplane manufacturers wanted. The rim was then attached to a spider-style inner wheel that had weak points so it would collapse in the case of a collision, creating much safer conditions for occupants.

As an economic recession hit the United States in 1920-21, automobile and aircraft sales plummeted. While the factory did not have much in the way of production orders, Building 1 was busy as the Experimental Department. In 1921, sales efforts with the Chevrolet Division of General Motors for the wrapped wood steering wheel had succeeded, and Chevrolet placed its initial order for 1,000 steering wheels from the factory. By April 1922, the Cadillac Division had also ordered 1,000 new wrapped wood steering wheels. Now the factory employed 225 workers.

Although the steering wheel manufacturing business at the factory had picked up steam, the lack of sufficient aircraft sales made the factory unprofitable. On December 26, 1922, General Motors CEO Alfred P. Sloan issued a memo stating that GM would no longer be in the airplane business and that the parts of the Dayton Wright Company dealing with aircraft design and manufacturing would be liquidated. In less than two weeks after the memo was issued, the Inland Manufacturing Company was formed within the General Motors Corporation, for the Dayton plant to further design and manufacture non-aircraft products. Even as the factory had shifted away from aircraft manufacture, its formation and eventual success in mass production during the war had a long-lasting impact on aviation history in the Dayton area.

The Lasting Influence of Early Aviation Industry on the Dayton area

The establishment of the Wright Company factory and its aviation testing grounds, as much as the Wright brothers' business with the military, had set the stage for the advancement of aviation industry in the Dayton area. With the mass production and testing of aircraft during World War I, its successor, the Dayton Wright Company, helped ensure that aviation and the aerospace industry remained significant to Dayton and its neighboring counties. Dayton's innovators and

businessmen were early advocates of the Wright brothers and the aviation industry in Dayton. They too played a significant role in ascertaining the future of aviation, both in industrial production and military defense.[13]

During World War I, the Army had used the Wilbur Wright Airfield outside nearby Fairborn and the McCook Air Field as its aircraft Materiel Division. The fields were provided to the Army by Edward Deeds, who had co-founded the Dayton Wright Airplane Company to produce aircraft for the war effort. The Army would have moved its facilities to Langley, Virginia after the war was over were it not for the efforts of Dayton's business community. Led by John Patterson, founder of the National Cash Register Company, Dayton's community raised funds to purchase a large tract of land, including the Wilbur Wright Field and the Wright brothers' Huffman Prairie Field for the Army to use for aviation testing and experimentation.[14] The Wright Field and the Huffman Prairie Field were part of the land included in the Wright-Patterson Air Force Base when it was formed in 1942 during the Second World War.

While Dayton remained an important testing ground for aircraft through World War II, it also returned to the production of aircraft components during the war years. For example, Delco (also founded by Deeds and Kettering) made hydraulic devices for Grumman Fighters, NCR made carburetors for Liberator aircraft and B-29s, and Leland Motors made retractable landing gears for aircraft, all in their Dayton-area factories.[15] In 1941, Wright Aeronautical Company (earlier known as the Wright-Martin Aeronautical Company), which had succeeded the Wright Company in 1915, returned to southwest Ohio to manufacture aircraft pistons in a new, government-owned plant in Lockland, near Cincinnati. After WWII, General Electric acquired the buildings to produce military jet engines there.[16] GE Aviation remains headquartered in Evendale, a north Cincinnati suburb, operating manufacturing plants there and in the Dayton area.

Thus, the Dayton area aerospace industry, which had its early development in the Wright Company Factory, continues to have a significant presence. With factories in Montgomery County and counties surrounding Dayton, GE Aviation, UTC Landing Systems, and other companies in the aviation/aerospace industry employed over 110,000 workers in 2017.[17] The

[13] The significance of the Wright brothers and the supportive Dayton business and industrial leaders to the regions' continued association with aviation industry and defense is discussed in Kathy Mast Kane and Nathalie Wright, *Ohio Modern: Preserving Our Recent Past - Dayton and Surrounding Area Survey Report*, Ohio Historical Society, Columbus Ohio, 2010. Refer for Wright brothers, Industrial Development, and Regional Military Development, pp. 28, and 31-34 of the "Historic Context" of the report. Accessed at https://www.ohiohistory.org/preserve/state-historic-preservation-office/hpsurvey/ohio-modern-preserving-our-recent-past/dayton-area-survey-report

[14] See "Dedication of the New Wright Field," NCR News, October 1927. Accessed at http://www.daytonhistorybooks.com/page/page/2707619.htm.

[15] See "Home Sweet Home Front: Dayton During World War II – Factories Gear Up," Dayton History Books Online, accessed at http://www.daytonhistorybooks.com/page/page/1652479.htm

[16] Chelsey Livingston, "How GE Aviation's Headquarters relates to the Wright Brothers," *Dayton Daily News,* Updated Aprtil 13, 2014. Accessed at www.daytondailynews.com.

[17] Cecilia Salomone, "As profits soar nation-wide, Ohio is a top state for aerospace manufacturing," Dayton Business Journal, August 22, 2017. Accessed at https://www.bizjournals.com/dayton/news/2017/08/22/as-profits-soar-industrywide-ohio-is-a-top-state.html

Wright-Patterson Air Force Base remains the Dayton area's largest employer, with over 27,000 local workers. The historic significance of the Wright Company Factory was recognized in 2009, when it was included in the Dayton National Aviation Heritage Park.

A Shift to the Automobile Industry: The General Motors Inland Division

The creation of Inland Manufacturing Company is unique in two ways from all other General Motors component/automobile divisions. At the time and continuing on through the twentieth century, it was the only division that GM created from within the company. All of the rest of the divisions were purchased and merged into the conglomerate. Furthermore, unlike the other component divisions, this one was given a name that did not limit it to any one type of product, so that it had the freedom to experiment/develop/contribute in a very broad manner. Other GM component divisions were limited in scope: A.C. Spark Plug, Hyatt Roller Bearings, Remy Electric, Fisher Body, etc. With Sloan as CEO, and Charles Kettering, now the head of GM Research, the newly established Inland Division occupied the Wright Company buildings that already had a legacy of invention and engineering.

In 1923-1924, now as Inland Manufacturing, the construction of additions Building 3 and Building 4 was completed, and the factory had over 60,000 square feet of production space and 380 employees. Buildings 1-3 were used for experimental and development activities apart from manufacturing. Building 3 was used for the manufacture of wood steering wheels, as well as miscellaneous metal and rubber parts. Building 4 added to the manufacturing capacity for steering wheels. By the end of 1923, Inland Manufacturing Company had made 16 different products for 14 customers.

Despite another economic recession in 1923-24, and the Inland Division being unprofitable, GM had faith in the factory's future and maintained the course. In 1924, the steering wheel experts at the factory were starting to develop rubber steering wheels, which would further cushion drivers in case of a crash. A Compound Room had been designated in Building 2 for the experiments. By 1925, Inland was manufacturing its first production-ready rubber steering wheels, to fill an order for 35,000 of them, from Dodge.[18] Unlike its initial direction to sell only to other divisions within GM, the Inland factory had become known among the automaker companies and sold its first rubber steering wheels to Dodge. That year, Inland became profitable.

By 1926, with the production of both types of steering wheels, as well as rubber motor mounts, employment at the factory had more than doubled, to 565 employees. Building 2 was expanded to provide for development of new and better methods for steering wheels and the Building 5 addition was constructed to further increase capacity for manufacturing of steering wheels. Wood wrapped steering wheels remained in production until 1929. The company would continue to produce rubber steering wheels in Buildings 3-5 for the automotive industry, until 1950.

From 1929-1931, the wood, lathes, and glue in the factory buildings were replaced by molds and presses for rubber products manufacturing. In the coming decade, the ratio of engineers and

[18] *The Inland Manufacturing Division: History and Work Papers*, pp. 6. General Motors Corp., 1950.

scientists to laborers was unusually high for a manufacturing company, but it was due to the constant work to develop new products, using new materials. During the 1930s, Buildings 1 & 2 were development areas, and new products to cushion shock, smooth out vibration, insulate against sound transmission, reduce wear, and give smooth stops/starts were created. New buildings were constructed on the surrounding land, for manufacture of the new products, while Buildings 3-5 were still used to make steering wheels. Across all of its buildings on the site, employment at Inland had grown from 565 in 1926 to 2,314 in 1934 (despite the Great Depression) and to 3,350 in 1937. Another 5,950 square feet was added to Building 3 for steering wheel manufacturing. Building 17, which housed an on-site cafeteria and personnel department, was added to Building 1 in 1935 to cater to the large work-force.

What started as engineering and manufacturing airplane parts/airplane assembly in these buildings in 1910-11 had grown such that by 1937 the GM Inland Division was making 425 different products for 120 customers that included manufacturers of automobiles, aircraft, trucks, trains, and tractors, expanding their customer-base far beyond their original customer, General Motors. The manufacturing site was growing larger and larger. In these pre-war years, Inland's daily output included 17,000 running boards, 15,000 steering wheels, and 60,000 small molded parts. The Inland Division in Dayton had become known as "the little rubber plant" of the General Motors Corporation.

By June 1941, Inland was manufacturing tank tracks, gun sights, shoulder rests, and helmet liners for Allied forces in Europe. Inland received an order to manufacture the M-1 carbine rifle for the U.S. Armed Forces in November 1941. Ready to move forward by the time Pearl Harbor was bombed on December 7, 1941, it took only two days until all engineering and manufacturing at Inland switched from commercial production to military production. Inland became best known for developing and manufacturing the M-30 carbine rifle, which amounted to a total of over 2.5 million with four models.[19] In all, Inland produced 327 products to support the U.S. military and its allies: four million tank shoes; 142,708 tank tracks; 40,000 gun sights for anti-aircraft cannons; 13,688 shoulder rests for anti-aircraft cannons; two million helmet liners; 846,000 clutches; and 68.8 million rubber parts for military vehicles, aircraft, and ships. In addition, they manufactured steering wheels for Chevrolet and GMC trucks used in the war effort. Employment grew to at least 6,000. While all this manufacturing was spread across the sprawling Inland manufacturing campus, Building 1 continued to serve as an Engineering facility, Building 2 as a Metallurgical Testing Laboratory, and Building 3 as a Tool Room.

After World War II, Inland returned to primarily commercial production. Without the big military contracts, employment was reduced to 3,000 employees. However, Inland was the only General Motors Division making rubber parts and continued to pioneer the development of many types of rubber compounds, perfecting the marriage of rubber and metal parts for all types of transportation vehicles, with new manufacturing processes. By 1954, Inland had developed and was producing 1,100 different rubber, rubber/metal, and plastic products for the transportation

[19] David D. Jackson, "*The American Automobile Industry in World War II*", , usautoindustryworldwartwo.com; and *The Inland Way at War Today*, pp. 12. General Motors, 1944.

industry. The original buildings were 40-45 years old and new, modern Engineering and Laboratory buildings had been built on the site. Keeping the original buildings mostly intact as they had been created historically, Inland now used Building 1 for Payroll, Building 2 as an Engineering Garage, and Building 3 still as a Tool Room. Building 4 was still producing steering wheels, while Building 5 was now home to Manufacturing Development. As the uses of Building 1 and its additions shifted away from manufacturing by 1955, the period of significance for the property ended.

Through the rest of the twentieth century, however, the Inland Division would continue to develop new products, as well as produce the early successful ones. It became the largest ice cube tray maker in the country, producing 60,000 units daily in support of their sister GM Division, Frigidaire. In 1965, it created and produced bucket seats for automobiles. Air bag restraint system development started in 1969 and fillers for energy-absorbing bumpers in 1972. In 1973, they were still producing 90% of the steering wheels used by all GM vehicles, as well as instrument panels, seat pads, ball joints, brake linings, brake hoses, air conditioning hose, and latex weather-strips, for various transportation vehicles.

Starting in the 1970s and continuing until its demise in 2008, Inland, like its sister component divisions, carried a high-cost burden, as a result of the ever-increasing wages/benefits achieved in the U.S. automobile industry. Automakers started looking overseas for component parts, available at a cheaper cost. In the 1980s, U.S. automakers began losing market share to foreign competitors. Inland was merged in 1989 with the Fisher Guide Division of GM, for structural cost savings. Then in 1991, General Motors merged all of its component divisions, including Inland, into the Automotive Components Group. Still struggling with market share, quality, and return on investment numbers, in 1995 General Motors spun off the Automotive Components Group to be a totally separate, unrelated company named Delphi Automotive. After consistent downsizing efforts, and innovation attempts, the Inland complex in Dayton was finally closed in 2008, while Delphi Automotive was in bankruptcy.

Conclusion - Significance

The Wright Company Factory is locally significant under Criterion A in the area of industry, associated with air-related and automobile transportation. The factory is significant to the early development of the American aviation industry from 1910 to 1922. The Wright Company, founded by Wilbur and Orville Wright and their partners, constructed the original Building 1 and its first addition, Building 2, in 1910-11, the first factory in the United States designed for the manufacture of airplanes. The factory played a significant role in transforming the airplane from a curious wonder into a serious, commercially viable method of transportation. The establishment of the Wright Company factory and testing grounds and its successor companies is locally significant to aviation history in the Dayton area. These early efforts were crucial to the long-lasting aviation industry in the area and to the establishment of Wright-Patterson Air Force Base.

The factory is significant also in the area of automobile transportation for its later uses from 1923-1955, for the manufacture of automobile components for General Motors' Inland Manufacturing Division, thus continuing Dayton's legacy in automobile innovation. The Inland Division grew from its modest beginnings to invent and manufacture component parts for the entire automobile industry, as well as weaponry during World War II. The design of additions Buildings 3-5, constructed by General Motors, retained the characteristic features – concrete and steel structure, masonry walls, industrial multi-light windows, and raised eyebrow parapets - of the original Wright Company Factory, demonstrating how the original continued to influence later construction even under different owners. By 1955, all major manufacturing operations in the original building and its additions had ceased and been replaced by administrative and research functions, marking the end for the period of significance.

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- *GM Board of Directors/Finance Committee Minutes*, August-September 1919
- *Historical Record Inland Manufacturing Division reflecting plants, use and floor space 1923-1949*
- *Dayton Wright Company Balance Sheet*, June 1920

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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
__x_ Federal agency – Smithsonian Institution and Library of Congress
____ Local government
__x_ University – Wright State
__x_ Other
Name of repository: General Motors Heritage Center

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 19.717

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude**:** Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or UTM References
Datum (indicated on USGS map):

[X] NAD 1927 or [ ] NAD 1983

1. Zone: 16	Easting: 736466	Northing: 4403657
2. Zone: 16	Easting: 736904	Northing: 4403677
3. Zone: 16	Easting: 736917	Northing: 4403348
4. Zone: 16	Easting: 736475	Northing: 4403326

Verbal Boundary Description

The Wright Company Factory buildings are located in the northeast corner of the former Delphi Automotive industrial complex property, at 2701 Home Avenue. The buildings are bounded on the West by the former Coleman Avenue, on the South by the former CSX rail line, on the East by the former Cowart Avenue, and on the north by a parking lot that extends north to W. Third Avenue. The property boundary comprises parcel number R72 00111 0006, corresponding to the Lot 83802 of the plat of the City of Dayton, Montgomery County. The parking lot that extends to Third Street is part of the boundary. The boundary is depicted

in the plat map, **Maps 2 and 3** in the additional documents, and the coordinates keyed on **Map 4**.

Boundary Justification

The boundary includes the entire property which was originally purchased by the Wright Company and added to by the Inland Manufacturing Company during the period of significance. All, Building 1 and its additions, are located within the boundary. All buildings associated with the Inland Manufacturing Company complex, existing and removed were constructed within the boundary. All contributing resources are located within this boundary.

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11. Form Prepared By

name/title: __Beverly Shaw, National Aviation Heritage Alliance volunteer and Samiran Chanchani, HistoryWorks, LLC_____
organization: __National Aviation Heritage Alliance (NAHA), Mackensie Wittmer, Executive Director_____
street & number: __P.O. Box 414 Wright Brothers Station_____
city or town: __Dayton_____ state: __OH____ zip code: __45409____
e-mail: __mdw@aviationheritagearea.org____
telephone: __(937) 626-8816_____
date: __February 2019_____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location. (Provided on disk)
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Wright Company Factory

City or Vicinity: Dayton

County: Montgomery State: Ohio

Photographer: Timothy R. Gaffney

Dates Photographed: April 16, 2018, December 19, 2018

Location of Original Digital Files: 26 South Williams St., Dayton, OH 45402

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photograph Number	Description
1	Wright Company Factory, front façade, looking east
2	Wright Company Factory, rear and side façade (Building 5 addition), looking northwest across old railroad line
3	Guard post near entrance to Wright Company Factory, with the factory building in background, looking south
4	Wright Company Factory, front and part side façade, looking northeast
5	Wright Company Factory, Building 5 addition side façade, looking north
6	Wright Company Factory, Original Building 1 enclosed stoop entrance, looking east
7	Wright Company Factory, Building 2 addition front façade, looking east
8	Wright Company Factory, Building 17 addition side façade, looking south
9	Wright Company Factory, Building 1 rear façade looking southwest
10	Wright Company Factory Building 1 window detail, looking south

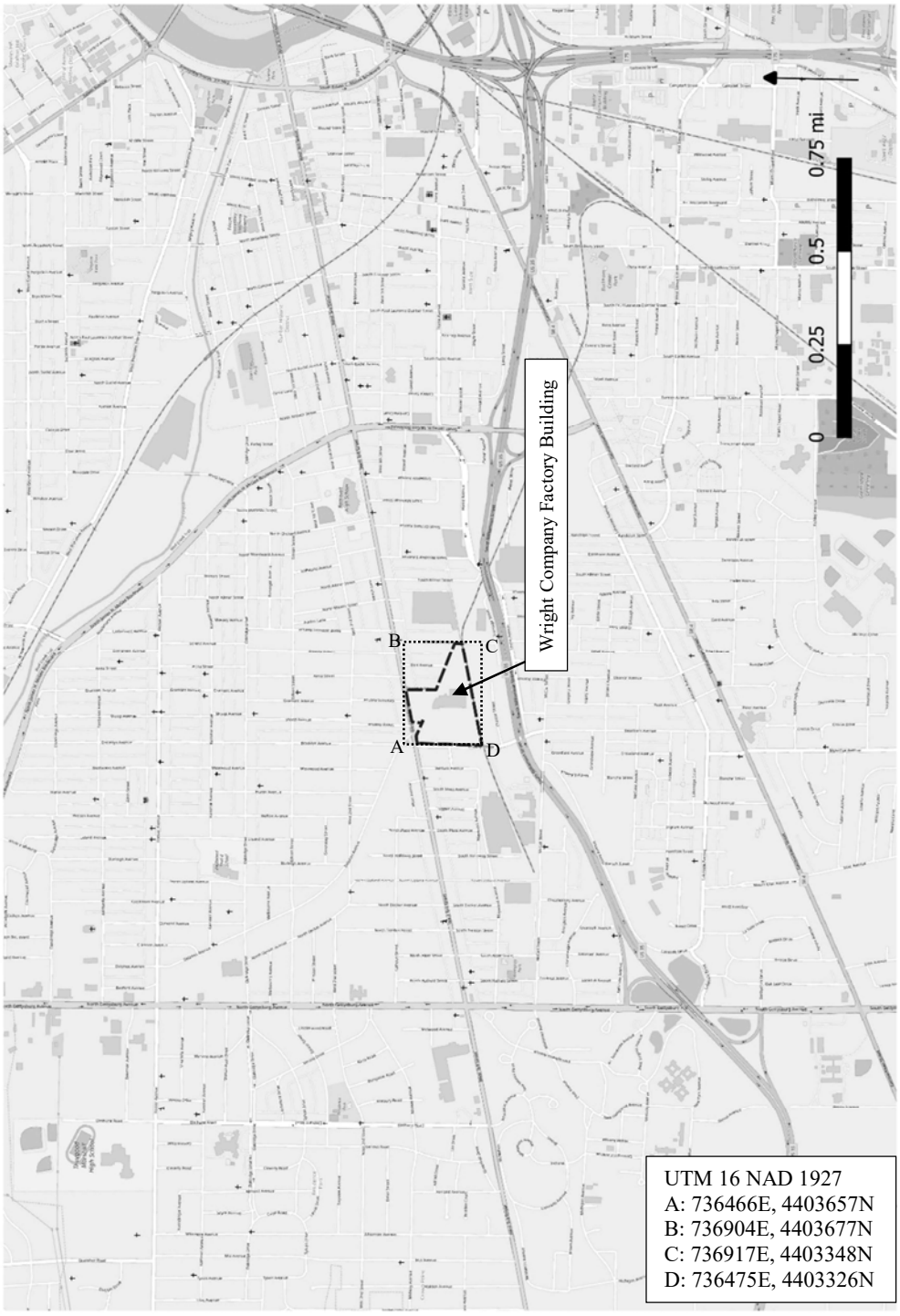
11	Wright Company Factory, view of additions to the rear façade, looking southwest
12	Wright Company Factory, rear façade, looking west
13	Wright Company Factory, Building 3 addition interior view, looking east
14	Wright Company Factory, Building 4 interior view, showing skylights, looking west
15	Wright Company Factory, interior view monitor roof detail, hallway connecting Building 1 to Building 2 addition, looking east
16	Wright Company Factory, Building 1 interior view, showing newer partitions and dropped ceiling, looking east
17	Wright Company Factory, Building 1 interior view, rear section, showing original windows painted over, looking north
18	Wright Company Factory, Building 1 interior view, partitioned area with hallway connection to Building 2 addition in background, looking south
19	Wright Company Factory, Building 2 addition rear section interior view looking northeast
20	Wright Company Factory, Building 2 addition interior view, looking west toward front entrance
21	Wright Company Factory, interior view looking across hallway connecting the additions Building 2 and Building 3, showing the original arched window openings used to connect the spaces, looking north
22	Wright Company Factory, Building 3 addition interior view, looking west
23	Wright Company Factory, Building 4 addition interior view, looking east
24	Wright Company Factory, Building 5 addition interior view, looking west
25	Wright Company Factory, Building 5 addition interior view, looking east
26	Wright Company Factory, Building 1 detail view showing partition with original wall and window located behind it, looking northeast

United States Department of the Interior
National Park Service

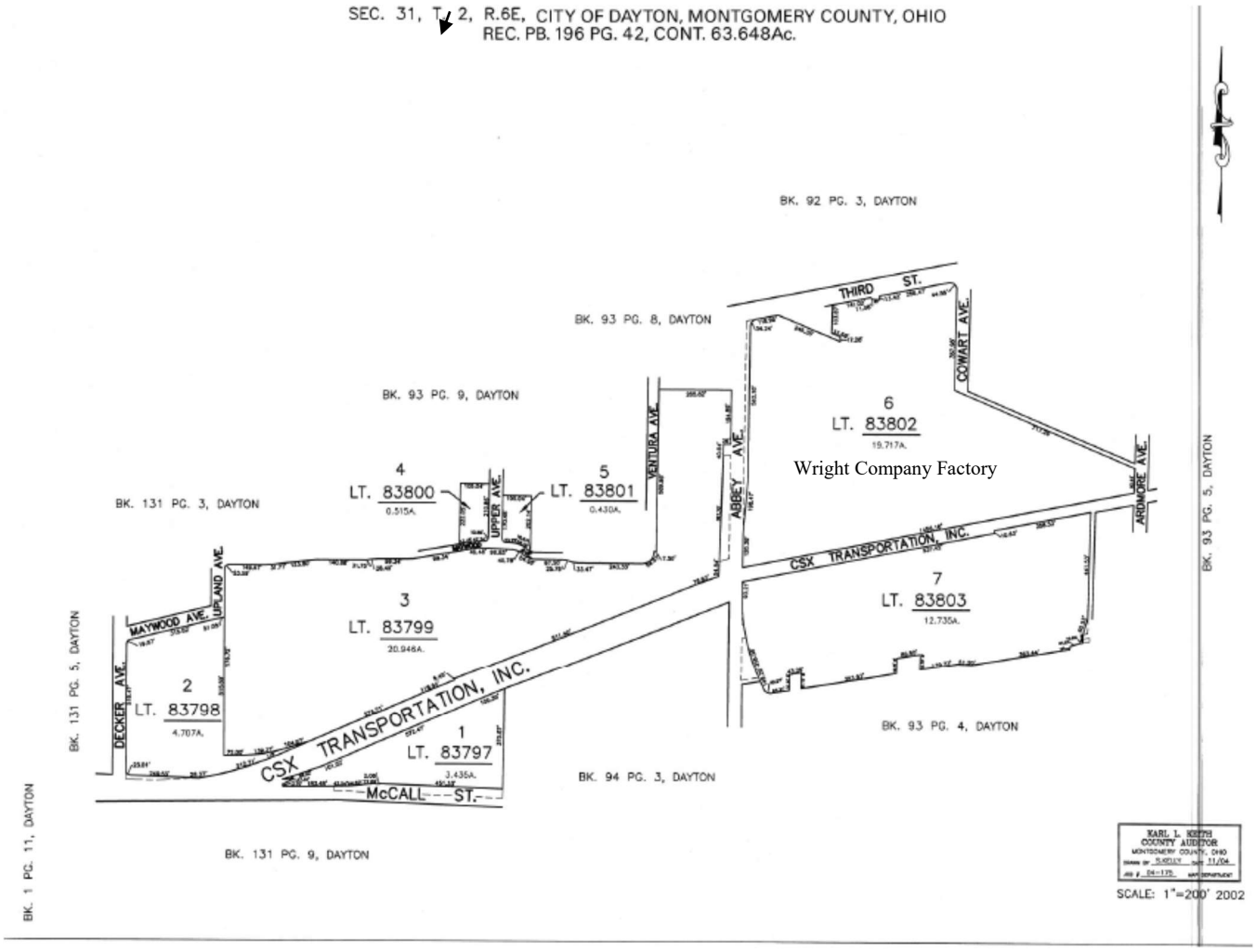
National Register of Historic Places Continuation Sheet

Wright Company Factory
Name of Property Montgomery County, Ohio
County and State N/A
Name of multiple listing (if applicable)

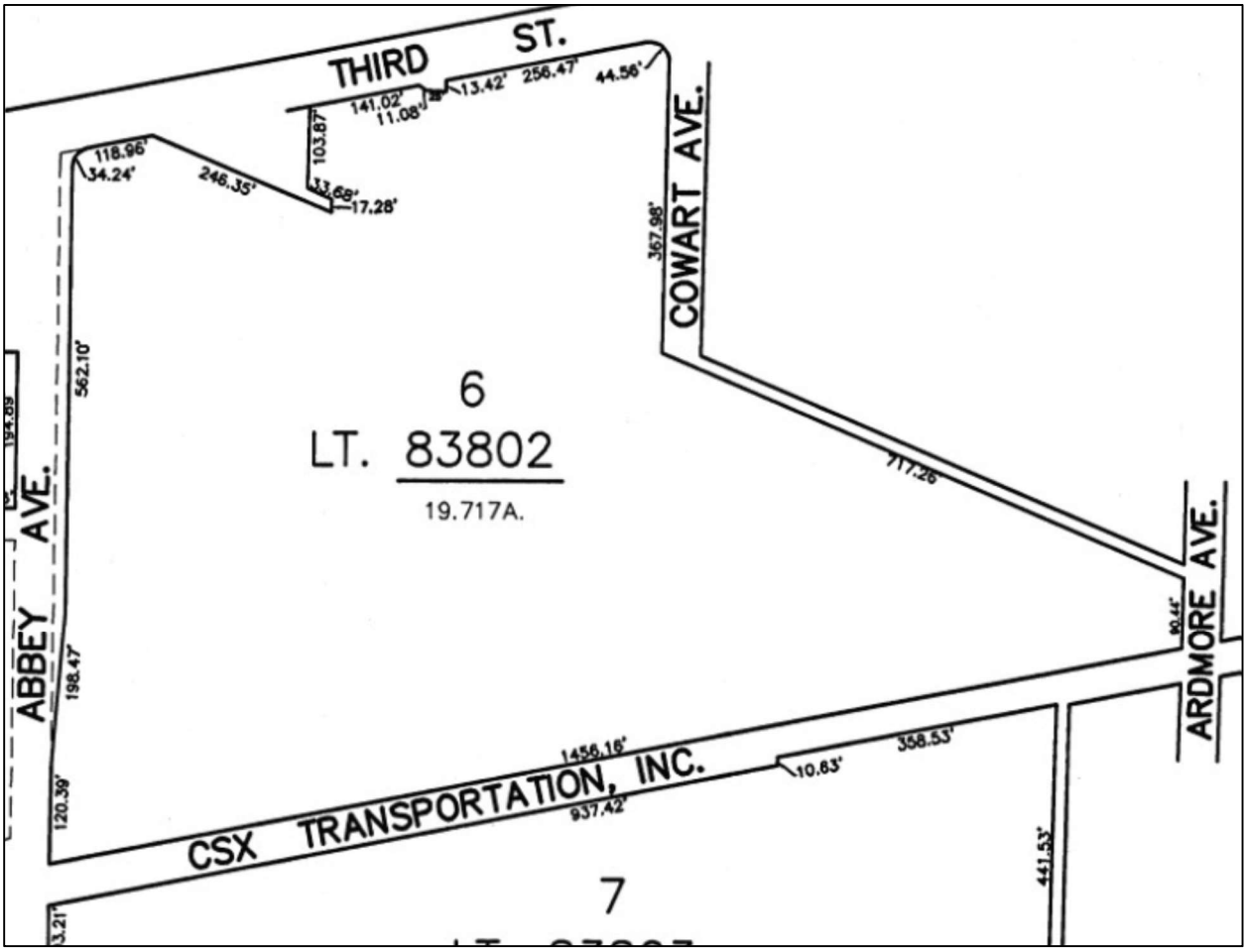
Section number Additional Documents Page 1



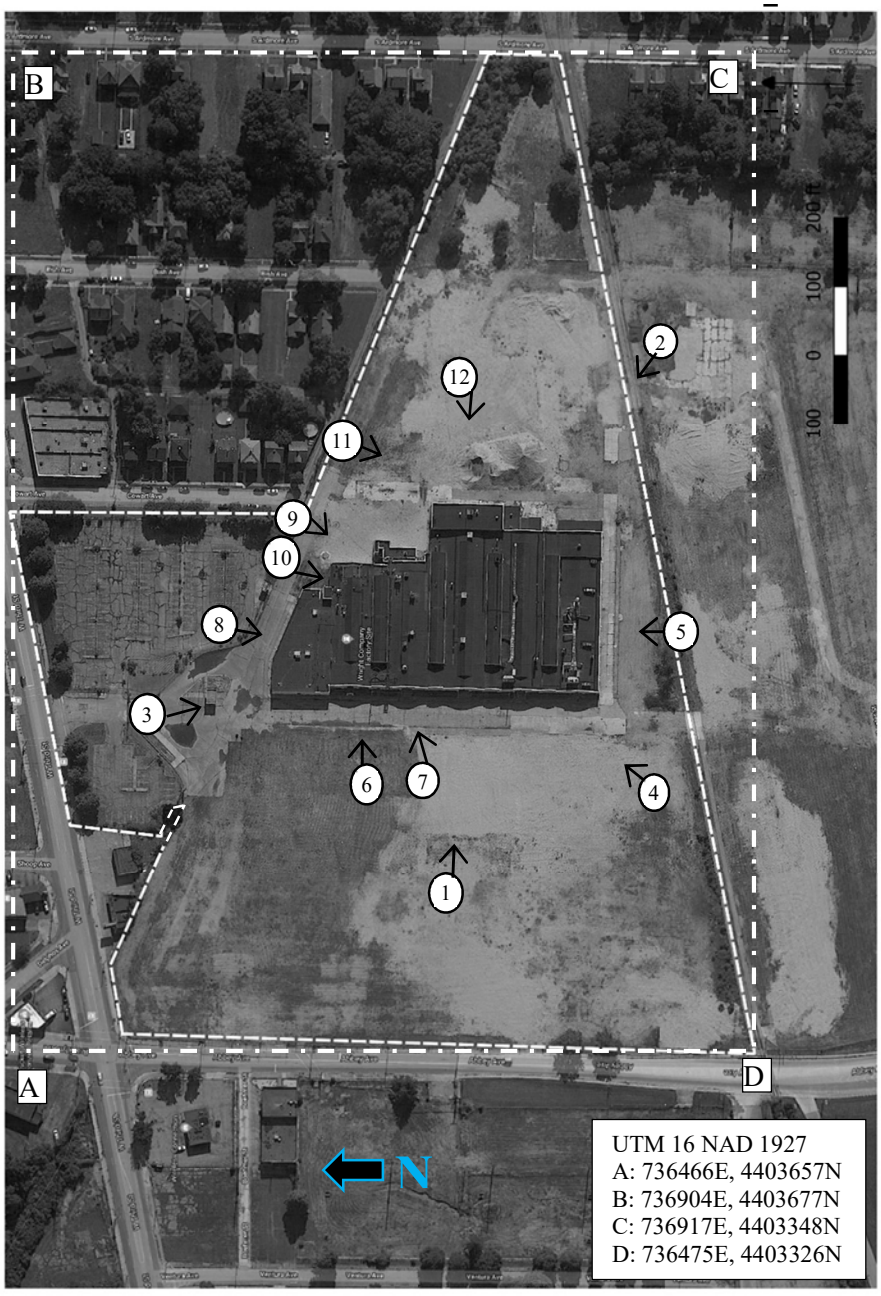
Map 1: Location Map for the Wright Company Factory Building.



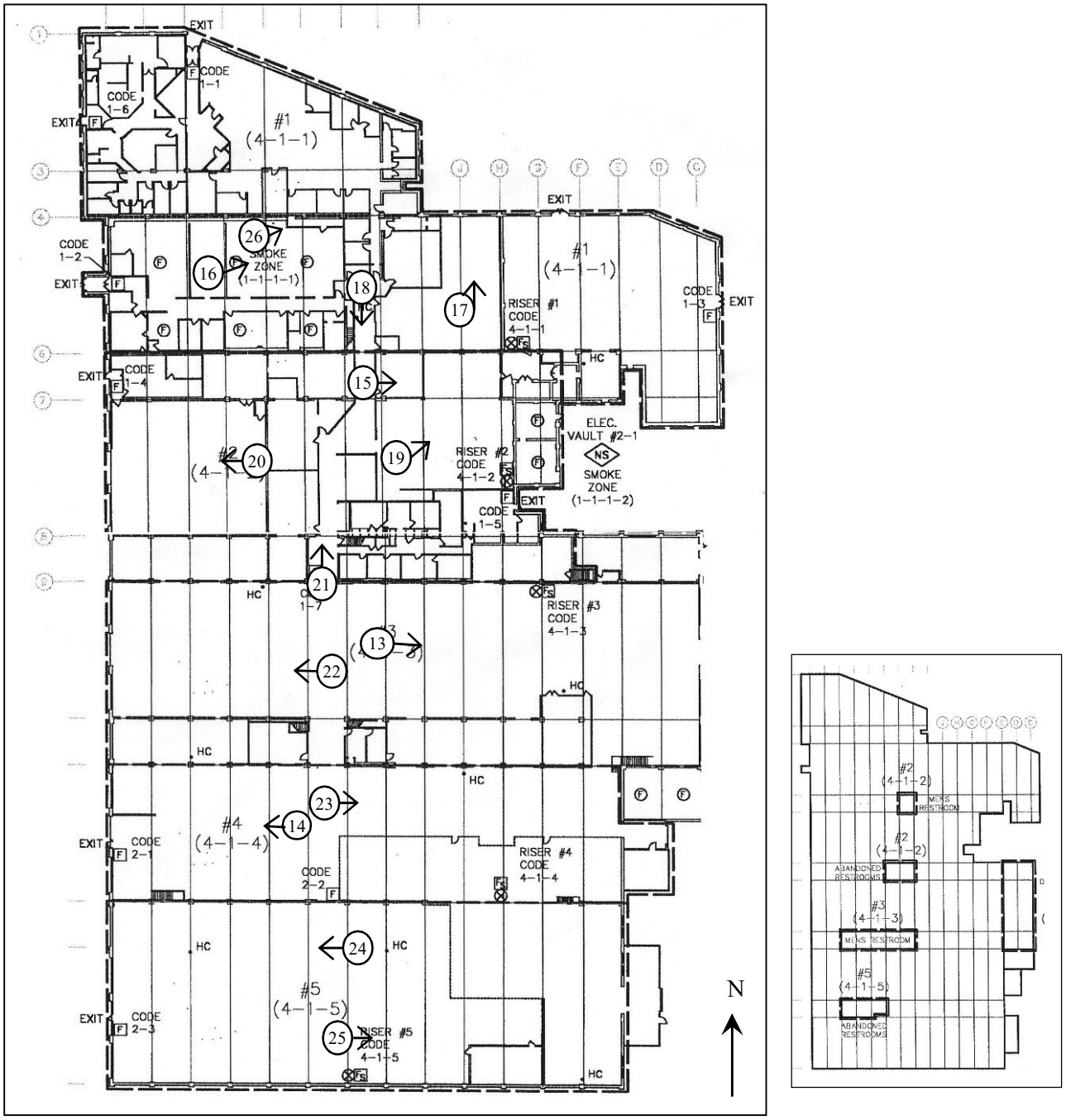
Map 2: Plat Map for the Wright Company Factory showing Boundary, Lot 83802 (Source: Montgomery County Auditor).



Map 3: Plat Map for the Wright Company Factory (Enlarged) showing boundary of Lot 83802 (Source: Montgomery County Auditor).



Map 4: Aerial Map, Wright Company Factory, showing locations of exterior Photographs 1-12.



Map 5: Wright Company Factory Floor Plan, *left*, showing photograph locations 13-26, and Mezzanine Level Key Plan, *right* (*Source: Fire Signal Drawings, Delphi Corporation, c. 2006*)

Figure 1: Wright Company Factory, 1911, after Building 2 addition was completed, showing the front and south side facades.

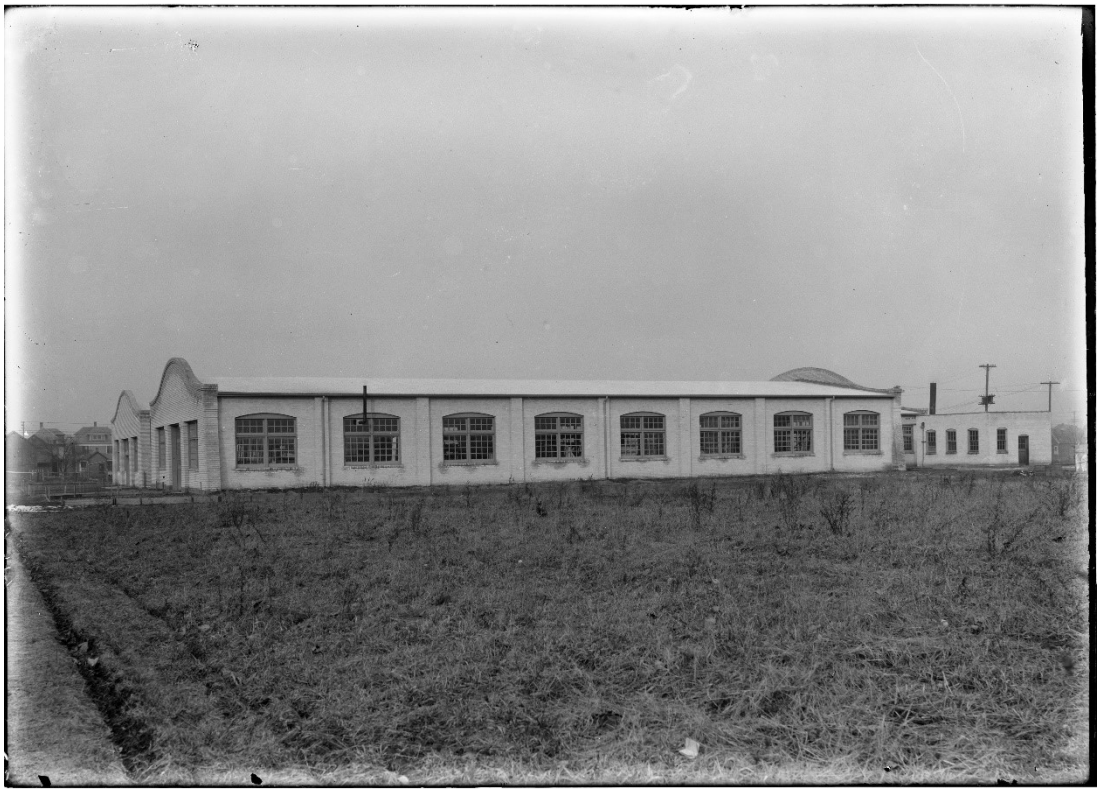


Figure 2: Wright Company Factory, 1911, after Building 2 addition was completed, showing the south side façade and the small power house located to its rear, east side.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Wright Company Factory
Name of Property Montgomery County, Ohio
County and State N/A
Name of multiple listing (if applicable)

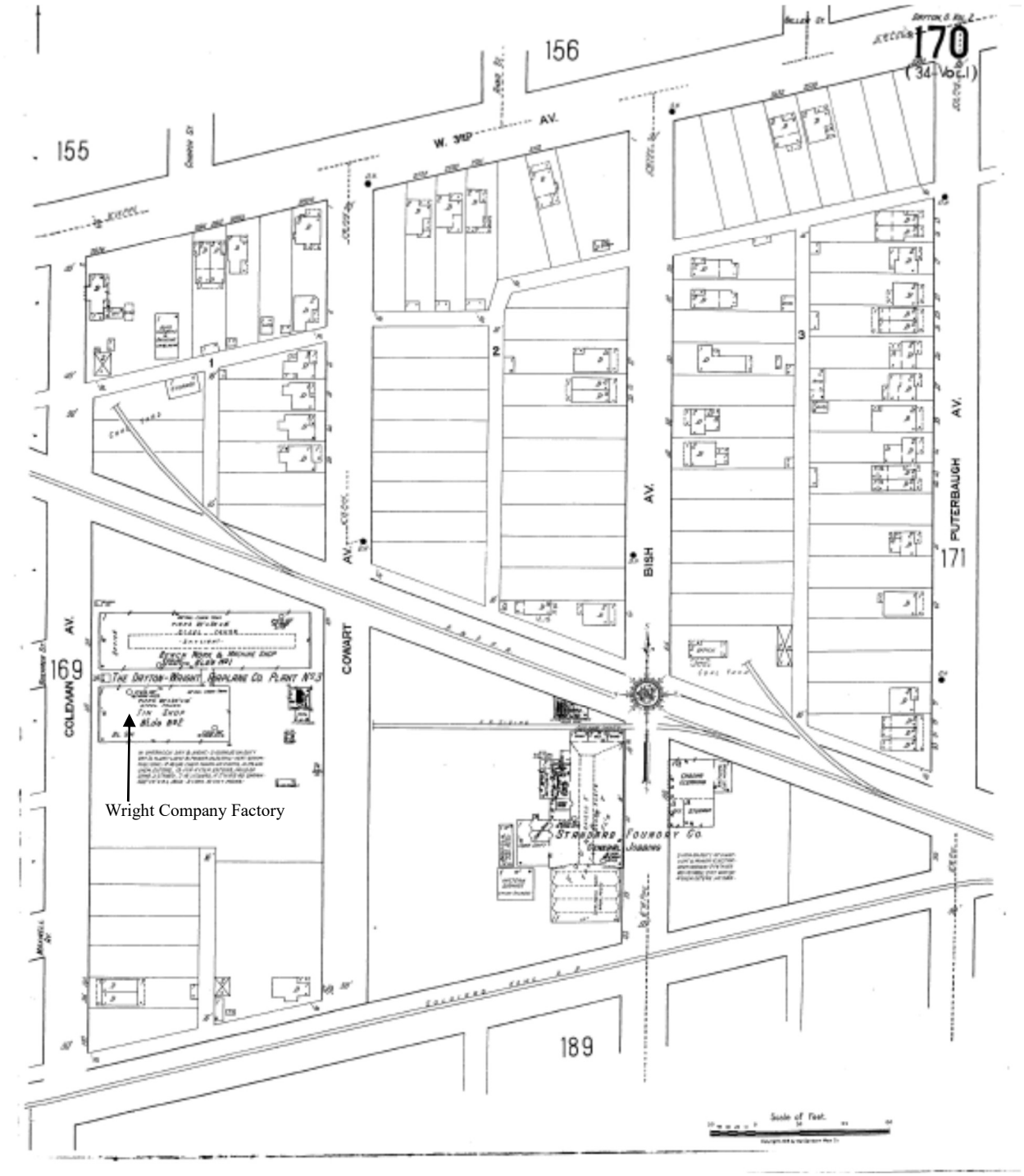


Figure 3: *Sanborn Fire Insurance Map, 1919*, showing the Dayton Wright Airplane Company Building and its addition, with a hallway connecting them (Source: Ohio Public Library Information Network).

Figure 4: Wright Company Factory, view of the General Assembly Department in Building 1 after the completion of Building 2 addition.

Figure 5: Wright Company Factory, view of the Woodworking Department after the completion of Building 2 addition.

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Figure 6: The Inland plant as it appeared in 1924, with Building 3, 4 added and Building 6 (now demolished) constructed, as depicted in the *Inlander*, 1937 (Fifteenth Anniversary Addition).

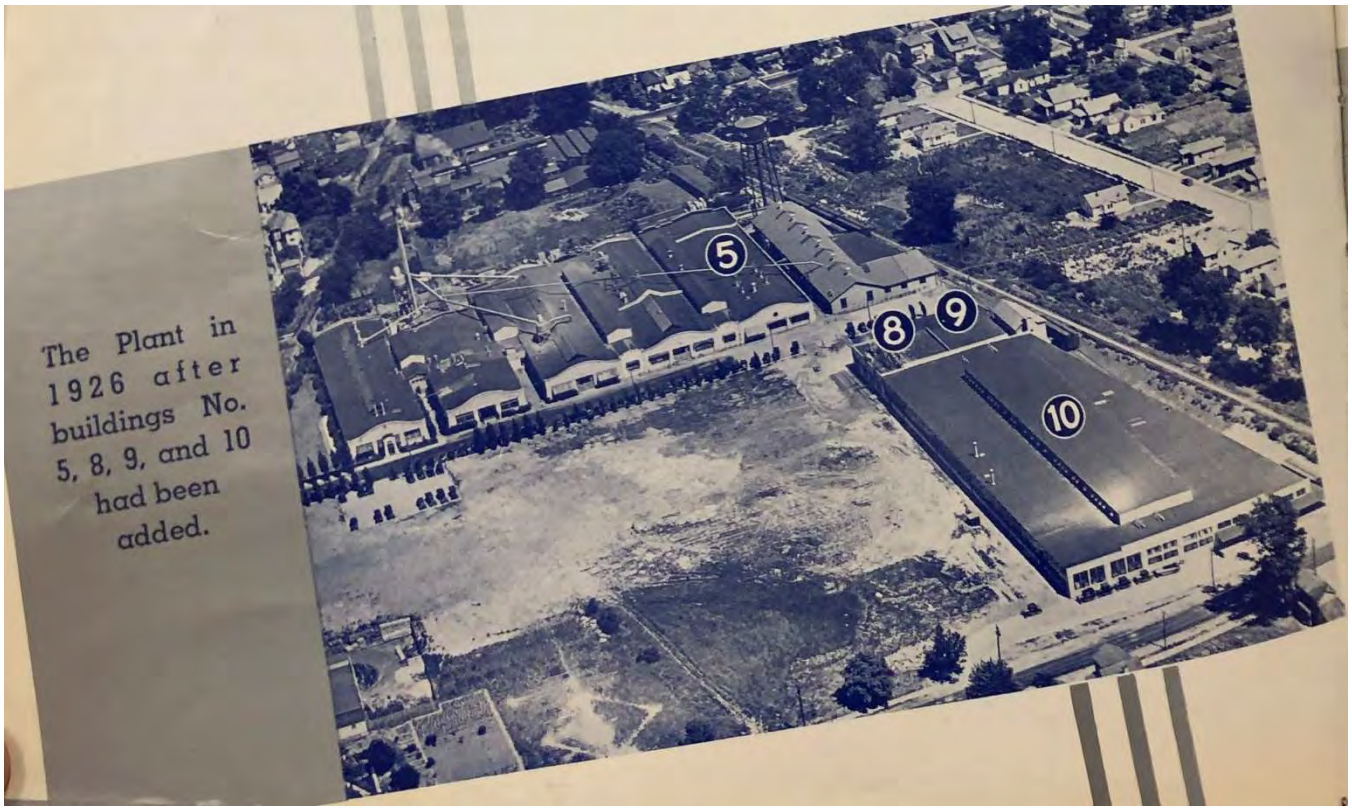


Figure 7: The Inland plant as it appeared in 1926, with Building 5 added; Buildings 8, 9, and 10 shown here have since been demolished. Depicted in the *Inlander*, 1937 (Fifteenth Anniversary Addition).

Figure 8: The Inland plant as it appeared in 1935, with Building 17 added; Buildings 13, and others apart from the original building 1 and its additions shown here have since been demolished. Depicted in the *Inlander*, 1937 (Fifteenth Anniversary Addition).

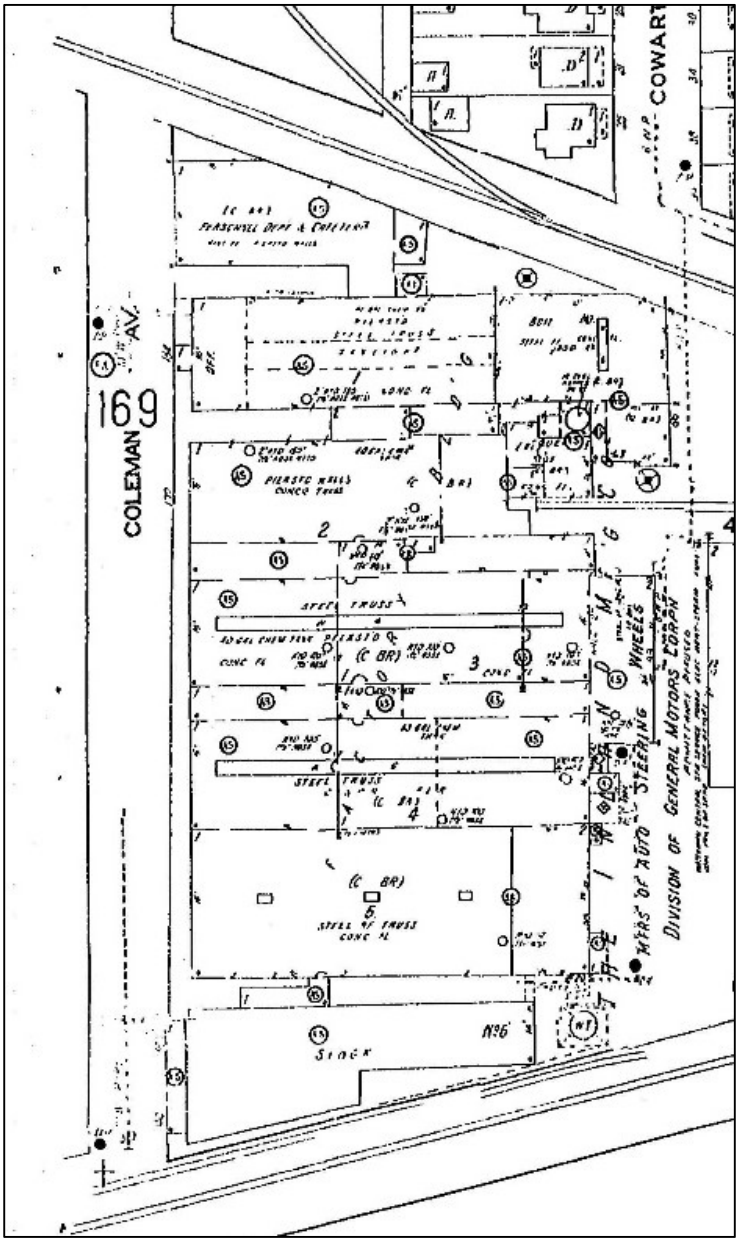


Figure 9: Sanborn Fire Insurance Map, 1955 showing the Wright Company Factory/Inland Manufacturing Company Building (Source, Ohio Public Library Information Network)

Wright Company Factory,
Dayton, Montgomery Co.,
Ohio

A) Z 16
E 736466
N 4403657
B) Z 16
E 736904
N 4403677
C) Z 16
E 736917
N 4403348
D) Z 16
E 736475
N 4403326

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

DAYTON SOUTH QUADRANGLE
OHIO—MONTGOMERY CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

4163 IV SE (TROTWOOD)
4163 I SE (FAIRBORN)
4163 II SW (SPRINGBORO)
4163 II NE (MIAMISBURG)
4163 II NW (BELLBROOK)
4163 II SE (FRANKLIN)
4163 II SW
4163 II NE (WAYNESVILLE)

DAYTON (COURTHOUSE) 3 MI.
TROY 21 MI.
NORTHRIDGE 5 MI.
SHILOH 6 MI.
DAYTON (COURTHOUSE) 3.2 MI.
EATON 21 MI.
MIDDLETOWN 19 MI.
GERMANTOWN 10 MI.
XENIA 9 MI.
ZIMMERMAN 3.4 MI.
FRANKLIN 7 MI.
CINCINNATI 42 MI.
RIDGEVILLE 7 MI.
LEBANON 14 MI.
CITY HALL 2 MI.
BELLBROOK 2.9 MI.

Mapped, edited, and published by the Geological Survey
in cooperation with the Defense Mapping Agency
Revised in cooperation with State of Ohio agencies

Control by USGS, NOS/NOAA, and USCE

Topography by photogrammetric methods from aerial photographs taken 1954. Field checked 1955. Revised from aerial photographs taken 1964. Field checked 1966

Polyconic projection. 10,000-foot grid ticks based on Ohio coordinate system, south zone. 1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American Datum.
The difference between 1927 North American Datum and North American Datum of 1983 (NAD 83) for 7.5-minute intersections is given in USGS Bulletin 1875. The NAD 83 is shown by dashed corner ticks

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

Red tint indicates areas in which only landmark buildings are shown

Area west of the Great Miami River lies within the Miami River Survey
Area east of the Great Miami River lies within the Between the Miamis

Land lines based on the Great Miami River Base

There may be private inholdings within the boundaries of the National or State reservations shown on this map

SCALE 1:24 000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

MN GN
4½° 80 MILS 1°48' 32 MILS
UTM GRID AND 1991 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

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

OHIO
QUADRANGLE LOCATION

Revisions compiled in cooperation with State of Ohio agencies from aerial photographs taken 1988 and other sources. Contours not revised. This information not field checked. Map edited 1991

DAYTON SOUTH, OHIO
39084-F2-TF-024

1966
REVISED 1991
DMA 4163 II NW - SERIES V852

SEP 1992

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1992


THINK
SAFETY
ENTRANCE
ONLY
MAIN
RECEIVING
8 - 11
11 - 1


2


WORK READINESS
CENTER
DEPT.780


SAFETY FIRST
SAFETY FIRST
CAUTION
Wear Eye Protection At All Times


EXIT


EXIT


D013-BLDS-TINN
SETECH INC

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Wright Company Factory

Multiple Name:

State & County: OHIO, Montgomery

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
7/24/2019	8/9/2019	8/26/2019	9/9/2019	

Reference number: SG100004355

Nominator: SHPO

Reason For Review:

__ Appeal	__ PDIL	__ Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
X Other	__ TCP	__ Less than 50 years
	__ CLG	

__X__ Accept _____ Return _____ Reject **9/9/2019** Date

Abstract/Summary Comments: AOS: Industry; LOS: local; POS: 1910-1955. Factory is part of the National Aviation Heritage Area.

Recommendation/ Criteria: NR Criterion A.

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date 9/9/19

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

March 8, 2019

To: The Ohio Historical Preservation Office

Columbus, Ohio

Re: Wright Factory Nomination for National Register

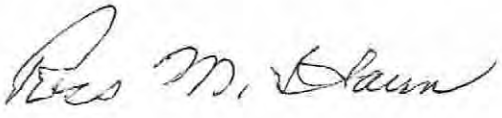
I am writing as the past General Manager of the former General Motors Inland Division, headquartered in Dayton, Ohio, to express my support for the nomination of the Wright Brothers airplane factory in Dayton, Montgomery County, Ohio, to the National Register of Historic Places.

The GM Inland Division was created in and around this historic building, with many of the skilled employees that had also worked for the Wright brothers in the airplane factory. Not only was the steering wheel technology created for the airplanes carried over to the new automotive components division owned by General Motors, but the culture and spirit of invention and continuous improvement to products carried over as well. The technical and inventive abilities of Inland employees led to its expansion of creating/manufacturing for many more companies than General Motors and for the U.S. military as well. As the Inland Division grew rapidly thru the 1900's, and many buildings were built on the Dayton site, it was important to everyone to retain the original Wright factory building intact, as our birthplace. Many of our company brochures and our new employee orientations referred back to our beginnings with/in the Wright Brothers airplane factory.

As the Nomination explains, the GM Inland Division went on from its humble beginnings in the Wright Factory building to provide employment to thousands of Ohioans and create/produce thousands of different products for all types of industry. Unfortunately, while the GM Inland Division is no longer a business entity, and the huge manufacturing site in Dayton has been cleared of most of the infrastructure, I am pleased to know that the original Wright Factory building was not demolished and that its historical value to both the American aviation and automobile industries is recognized. I fully support the Nomination submitted to you to place this site on the Register of Historic Places, as part of the story of the Dayton/Montgomery County history of technological invention and manufacturing expertise.

Sincerely,

Ross Haun



NAN WHALEY
MAYOR

OFFICE OF THE MAYOR
CITY HALL • 101 WEST THIRD STREET
P.O. BOX 22 • DAYTON, OHIO 45401
(937) 333-3636 • www.daytonohio.gov

March 18, 2019

Amanda Terrell
State Historic Preservation Office
800 E. 17th Ave.
Columbus, OH 43211-2474

Dear Ms. Terrell,

I understand that the Wright Company Factory buildings have been nominated for listing on the National Register of Historic Places and barring any obstacles will be reviewed at the June panel at the State Historic Preservation Office.

As Mayor of the City of Dayton, I am in support of the Wright Factory buildings seeking acceptance on the National Register. The historic airplane factory buildings erected in 1910 and 1911 by Orville and Wilbur Wright are the first buildings in America built for the purpose of manufacturing airplanes. This nomination really signifies the birth of the aviation industry that has been an integral part of the City of Dayton to this day. A listing on the National Register will also compliment the role of the National Park Service as these buildings are within the boundary of the Dayton Aviation Heritage National Historical Park.

The City of Dayton purchased the property that contain these historic buildings in October 2018. The city supports this nomination that starts with the Wright brothers and continues to tell the story of Inland Manufacturing and General Motors.

Thank you for considering this property for the National Register of Historic Places.

Sincerely,

Nan Whaley

Nan Whaley
Mayor

OHIO HISTORY CONNECTION

July 22, 2019

Julie Ernstein, Acting Chief, National Register of Historic Places
National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Dear Ms. Ernstein:

Enclosed please find four new National Register nominations for Ohio. All appropriate notification procedures have been followed for the new nomination submissions.

NEW NOMINATIONS	COUNTY
Champion Coated Paper Company	Butler
Defiance High School	Defiance
Wright Company Factory	Montgomery
Kenmore Boulevard Historic District	Summit

The enclosed disks contain the true and correct copy of the information to the National Register of Historic Places nominations for Champion Coated Paper Company, Defiance High School, Wright Company Factory, and Kenmore Boulevard Historic District.

If you have questions or comments about these documents, please contact the National Register staff in the Ohio Historic Preservation Office at (614) 298-2000.

Sincerely,

Barbara Powell

for Lox A. Logan, Jr.
Executive Director and CEO
State Historic Preservation Officer
Ohio History Connection

Enclosures

NATIONAL REGISTER OF HISTORIC PLACES
NPS TRANSMITTAL CHECK LIST

OHIO HISTORIC PRESERVATION OFFICE
800 E. 17th Avenue
Columbus, OH 43211
(614)-298-2000

The following materials are submitted on July 22 2019
For nomination of the Wright Company Factory, Montgomery County, OH to the National Register of Historic Places:

✓	Original National Register of Historic Places nomination form	
	___ Paper	✓ PDF
	Multiple Property Nomination Cover Document	
	___ Paper	___ PDF
	Multiple Property Nomination form	
	___ Paper	___ PDF
✓	Photographs	
	___ Prints	✓ TIFFs
✓	CD with electronic images	
✓	Original USGS map(s)	
	___ Paper	✓ Digital
✓	Sketch map(s)/Photograph view map(s)/Floor plan(s)	
	___ Paper	✓ PDF
✓	Piece(s) of correspondence	
	___ Paper	✓ PDF
	Other _____	

COMMENTS:

	Please provide a substantive review of this nomination
	This property has been certified under 36 CFR 67
	The enclosed owner objection(s) do _____ do not_____ Constitute a majority of property owners
	Other: _____