NPS

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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.

RECEIVED 2280
JUN - 3 2016
Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: Delco Building
Other names/site number: Delco Plant 1, Beaver Power Building No.2
Name of related multiple property listing:
Historic and Architectural Resources of the Webster Station Area
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 329 E. First Street
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Not For Publication: N/A Vicinity: N/A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 _X_C ___D

Barbara Powell **DSHPO Inventory & Registration** May 24, 2016

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**

Delco Building
Name of Property

Montgomery Co., Ohio
County and State

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:) _____

Patrick Andrus — Signature of the Keeper

7/14/2016 — Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

Building(s)	X
District	
Site	
Structure	
Object	

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use
Historic Functions
(Enter categories from instructions.)
INDUSTRY: Manufacturing Facility

Current Functions
(Enter categories from instructions.)
Vacant

7. Description

Architectural Classification
(Enter categories from instructions.)
Late 19th and Early 20th Century American Movements

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Concrete, Glass

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 Delco Building, also known as Beaver Power Building No.2, was identified as a significant building in the *Historic and Architectural Resources of the Webster Station Area National Register of Historic Places Multiple Property Documentation Form* (MPD). The Delco Building is located in an urban industrial area of Dayton, Ohio, known as Webster Station, and occupies its entire site. It is a six-story reinforced concrete structure that contains over 200,000 square feet of industrial and office space. The building has concrete framing, floors and exterior walls; interior walls are brick and concrete construction. Massive in scale, the building has three elevations facing north, east and south. The west elevation is flanked by an adjacent building. The building is square in shape, with each elevation comprised of nine equal-sized bays. The end bays and flanking piers on each elevation project slightly from the building. The Delco Building maintains historic integrity, reflecting both its identified building typology and method of construction.

Narrative Description

Overall Setting & Property Type Definition

The Delco Building is located in downtown Dayton, a little over a half mile from city hall, adjacent to the Dayton Dragons Ballpark and Baseball Plaza, in an area known for its historic industrial development. The Delco Building maintains a significant presence on East First Street, although the adjacent street patterns were changed in recent years by the addition of the ballpark. Specifically, the east and north elevations now front on a pedestrian way (east) and plaza (north) associated with the ballpark. The west elevation adjoins the adjacent building. Nevertheless, the building retains it physical integrity as a free-standing structure. (Photos 1-2, 4)

The Delco Building was identified as a significant property in the *Historic and Architectural Resources of the Webster Station Area MPD*. Listed in 2000, the Webster Station Area MPD defined four industrial architecture property subtypes: masonry bearing wall buildings, reinforced concrete buildings, railroad freight depots, and power plants. The Delco Building is an example of the reinforced concrete building subtype. The MPD defined the building type as, "multi-story structures of medium to large scale, often incorporating a large volume of space. They exhibit flat roofs. Facades are generally defined by pier and spandrel treatment with brick or concrete construction. Often, the rear or side façade may exhibit an exposed concrete column. They may also feature flats surfaces, simply treated. They often feature a high proportion of window to wall area, with large, industrial-type wood or metal windows. Many utilize the two-part or three-part division of elements characteristic of the Commercial style. Some buildings are of the purely utilitarian design, while others incorporate elements of prevalent architectural styles such as the Neo-Classical Revival. Some include first floor storefronts with multiple doors and large display windows. Cornices, parapets and window bays are often treated as decorative elements. The interiors of the buildings exhibit concrete floor and columns."[1]

The multi-story Delco Building meets the MPD definition of reinforced concrete buildings. The exterior industrial character is largely defined by the building's pier and spandrel configuration with large-scale industrial steel windows between each pier. The Delco Building also has the characteristic flat roof, simple flat surface wall treatment, and cornice with decorative treatment. Additionally, with its concrete floors, columns, and large volume space, the interior has features of the reinforced concrete building type. As is evident from the Narrative Description, the Delco Building continues to reflect its identified property type as outlined in the Webster Station MPD.

Although in poor condition, the upper-story industrial windows are still intact except in some second floor locations. Each window consists of steel sash divided into either three or four vertical sections, with a multi-lite configuration that includes operable hopper windows. Metal covers were added to the windows in 1997-98. Two columns of panels, on the north and east elevations, were removed in March 2015 to expose the original windows at the rear corner. In

[1] Mitchell, Fred and Margo Warminski. *Historic and Architectural Resources of the Webster Station Area, Dayton, Ohio – National Register of Historic Places Multiple Property Documentation Form*, 2001, p.F-13.

October 2015, the metal panels were removed from the First Street façade and four bays on the east elevation. As is evident from the photo documentation, the fenestration pattern of the building remains in place and the building does maintain its industrial characteristics. (Photos 1-2, 4-9, 22, 25, 27)

As originally constructed in 1912, the Delco Building was four stories in height (See Attachment B). The building's top floor at that time was delineated by a projecting cornice above the 4th floor. Shortly after construction, "a fifth floor was constructed, as well as a partial sixth floor that would be expanded into a full floor in the early 1920s. The exact dates of the floor additions are unknown..."[2] The projecting cornice is repeated above the 5th floor, providing termination for the building's design. Flat brackets at the piers of these cornices add architectural interest. The 6th floor is topped by a capped parapet design that conceals the flat roof. The partial 6th floor was initially set back from the building's edge, as can be seen in historic photographs. Circa 1920, canopies extended off of the addition. The 6th floor was built out to the building's envelope between 1921 and 1923.[3] The 5th and 6th floor additions continued the building's fenestration and materials, although the window openings on these floors are slightly shorter than the lower floors.

Exterior Description

The East First Street (south) elevation functioned as the main elevation for entry to the building. (Photos 1-4) The first floor bays have had their original windows and doors removed, except as noted, and are infilled with concrete block. The concrete block construction is parged on this elevation. Historic photos and the Sanborn Insurance Company maps indicate that the building had a loading bay located in the 4th bay, which still exists today. (Photo 3) In addition, an office entrance existed in the 9th bay, at the corner of E. First Street and the former Foundry Street. Bays on the south elevation that are currently used for pedestrian entrance are the 1st (man door with stoop and canopy); 5th-6th (storefront window and recessed door with projecting canopy); and 8th (man door with stoop and canopy). Accessing the building from the concrete sidewalk at street level, these entrances have plain concrete steps with pipe rails. Also on this façade, there are two metal fire escapes at the 3rd and 8th bays that extend from the 6th floor to grade. These appear to have been added before 1918, when the Sanborn Fire Insurance Map indicates their existence. There is a flush metal door at each level for access to the fire escape, a later replacement of a glazed door, as shown in the c. 1950 historic photo (See Attachment B).

The east elevation originally fronted on Foundry Street, which is now a paved walkway to the Dayton Dragons Ballpark. (Photos 4-7) A metal structure with the name "Don Crawford Plaza" marks the entrance of the paved walkway at E. First Street and a series of light posts extends the length of the building within the walkway. Like the façade, the first floor bays on this elevation have been infilled with concrete block. The concrete block construction is exposed and appears

[2] Mortensen, Jennifer L. "Reclaiming the Daylight Factory: The Significance of Versatility in the Preservation of Early Twentieth Century Concrete Frame Industrial Buildings in Dayton, Ohio." (Thesis. University of Washington, 2015), p.111.

[3] Mortensen, "Reclaiming the Daylight Factory," p.124.

to be more recent. Each bay has a bank of glass block windows, near the top, except the 3rd bay, where a man door is located.

The north elevation originally fronted on a street, which is now a large paved pedestrian plaza owned by the City of Dayton and associated with the ballpark. (Photos 8-9) First floor bays have been infilled, in the same manner as the east elevation, except at the 3rd-5th bays. Bays on the north elevation that are currently used for entrance are the 3rd and 5th (loading docks with metal overhead doors) and 4th (recently added man door). This door has a plain concrete stoop and steps.

Interior Description

The interior of the Delco Building is primarily open floor-plate space with large mushroom columns providing support throughout the building. An interior light court exists at the 3rd and 4th bays in the rear two-thirds of the building. The building contains freight elevators and stairs, some of which are of recent construction. Windows are floor to ceiling, providing a source for natural light. Floors and ceilings are exposed concrete. A significant interior space is the 6th floor corner office that was occupied at one time by Charles F. Kettering, founder of Delco.

There is a main stair and elevator core at the center portion of the building, extending from basement to 6th floor. The stair is a metal pan stair with simple pipe railings, in fair condition. (Photo 15) The elevators consist of a large freight elevator facing east and two smaller passenger elevators, one facing east and one facing south, adjacent to the freight elevator. (Photo 16) The freight elevator has a large opening with split doors that open vertically up and down. Other stairs in the building include an enclosed partial stair along the west wall that extends from basement to second floor (Photo 17), and a small partially enclosed stair in the southeastern corner that extends from basement to first floor. Adjacent to the west stair is a vacated elevator shaft.

The basement is a utilitarian space under the entire footprint of the building, and consists of painted masonry walls, concrete ceilings and floors, and concrete mushroom columns. As in the rest of the building, there is a centrally-located elevator/stair core, plus a set of enclosed stairs at the west wall (basement to 2nd floor) and in the southeast section of the building (basement to 1st floor). Miscellaneous utilitarian block partitions exist in the basement. There is an area of lowered ceilings beneath the existing first floor loading dock ramp and access to a tunnel across E. First Street on the south side. (Photo 10) The tunnel connected this building with the 1915 Delco Plant 2, at 340 E. First Street. Another tunnel on the east side once connected this building with the 1940s Delco Plant 3, which has been demolished and was in the location of the present ballpark.

The first floor is comprised of open industrial space with concrete ceilings, floors and mushroom columns. (Photo 11) The area at the southeast corner is partitioned into non-descript office space with concrete block or gypsum board partition walls and dropped ceilings, nearly all of it added in recent years. (Photos 12-13) Further west is an existing vehicular loading bay with a ramp down to E. First Street; a portion of this bay has a corridor enclosure, in poor condition. At the

top of the loading bay ramp is another ramp that continues to the west to the first floor level. It should be noted that the light court, in the western half of the building, originally was open to the first floor, but was incorporated into the building and roofed over at the second floor at a later unknown date. (Photo 14) The light court windows still remain, in poor condition, in the northern half only at this level.

Floors 2 through 5 are all similar, with open industrial floor space that includes concrete floors, ceilings and mushroom columns. (Photos 17, 19, 23, 28) The floor-to-ceiling industrial scale windows occupy three of four exterior walls. There are miscellaneous utilitarian partitions on each floor, generally constructed of concrete block. (Photos 20, 22, 26)

Located north of the central stairwell and behind the elevator core, a cluster of rooms is present on each floor. A north-south corridor, containing bathrooms and a mechanical room along the east light well wall, separates these utilitarian spaces from the main floor.

Toward the center of the building is a light court from the second floor to the roof. (Photos 18-19, 23-24, 28, 33-34) Three sides of the light court contain the same multi-lite metal sash windows as the rest of the building; only the east side has a different configuration. This elevation has buff-colored brick with smaller window openings that reflect locations at bathrooms and stairs, with the exception of one bay of multi-lite windows. The light court originally extended to the first floor, but was altered by the installation of a roof at the second floor level, with a narrow non-original skylight down the center. There are large vent pipes at the northeast and northwest corners, extending to the roof.

The 6th floor was added by Delco shortly after the building was constructed. This floor does not have the concrete mushroom columns found on lower floors, but instead uses steel columns (wrapped with plaster or in some cases wood). (Photos 29, 33) In addition, this floor has a plaster ceiling instead of concrete. This floor has miscellaneous partitions (Photo 34), but the most significant is the office space located at the northeast corner. This is reputed to be the location where Charles Kettering, co-founder of Delco, had his office. (Photos 29-32) This space is unique in the building. It features rooms with crown moldings, painted wood door trim, wall paneling or wainscoting, built-ins, and original paneled doors. Two small restrooms with marble wainscoting are also contained within the corner office suite.

Historic Integrity

The Webster Station MPD defined the registration requirements for the listing of identified individual properties into the National Register. "In order to be considered for the National Register individually or as contributing elements of districts, buildings must be intact examples of one of the identified subtypes. They must possess integrity of location, setting, design, workmanship, materials, feeling and association. More specifically, they must be recognizable as products of their time and place and their function (for example, factory, church, freight depot) must still be apparent. Their basic form must not be obscured by extensive additions or extensive alterations such as alteration of roof form (for example, changing a flat roof to a gable). It should be emphasized that some additions and alterations to the original building

fabric reflect historic changes associated with a particular manufacturing process, new technology, or the growth of a firm that desired to remain at its original location. Unacceptable alterations would include siding that completely covers the building's façade, rendering it faceless and invisible. Minor alterations that do not significantly alter the building's appearance, such as the addition of non-historic signs, replacement of doors, removal of cornices, installation of replacement windows that fill the original openings, or boarding of window openings, are acceptable provided the building's shape, plan, and basic materials remain visible and unaltered and much of the building's other historic fabric remains intact."[4]

The Delco Building maintains historic integrity and meets the MPD registration requirements. It continues to reflect the reinforced concrete building type and its historic significance as an industrial building. The Delco Building's basic form is intact and no additions have been added to it, nor has the roof configuration changed. The most noticeable alteration to the building is the infill of the majority of 1st floor window bays. Although this has occurred, the Delco Building is recognizable as a product of its time and place and its industrial function is still apparent. Furthermore, this alteration meets the defined MPD historic integrity definitions. "Since the storefronts of many historic buildings have been altered over time to meet changing needs or to reflect new architectural fashions, a higher degree of alteration to the shopfront, such as window replacement, the enclosure or partial covering of display windows or the application of materials of a later time period, is acceptable provided the building's upper stories remain largely intact."[5]

Some of the upper story windows of the Delco Building are still covered with metal panels on the east and north sides. As noted above, the Webster Station MPD states that the boarding of window openings is an acceptable minor alteration. The metal panels on the Delco Building do not impact the building's shape, plan, or other historic fabric, and the basic materials remain visible and unaltered. The application of the metal panels is an easily reversible, minor alteration. Panels were removed in four bays, in March 2015, to expose the original windows and openings, and the façade panels, plus four bays on the east elevation, were removed in October 2015. (Photos 1-2, 4-9, 22, 25, 27) An interior inventory of the windows substantiates that the vast majority of the windows remain, although in very poor condition. Some second floor windows are missing.

On the interior, the Delco Building has had minimal alterations. Interior alterations typically constitute later partition walls, which are small in scale and do not impact the characteristic large volume space. The historic light well is intact, illustrating early 1900s era industrial design. Additionally, the executive office suite on the 6th floor remains in place, reflecting historic materials, use of the space, and association with the company founders.

The Delco Building possesses integrity of location, setting, design, workmanship, materials, feeling and association. Exterior and interior materials are intact, and it illustrates a sense of early 20th century time and place. Although the baseball park and plaza were constructed

[4] Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD*, p.F-16.
[5] Ibid, p.F-16.

adjacent to the Delco Building, the overall industrial setting is intact. Many neighboring factory buildings are present, including Delco Plant 2 across E. First Street.

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.
- [X] 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
Architecture

Period of Significance
1912-1927

Significant Dates
1912

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

Cultural Affiliation

Architect/Builder
Schenck & Williams

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 *Historic and Architectural Resources of the Webster Station Area, Dayton, Ohio MPD* defines the significance of the city's late 19th and early 20th century downtown industrial neighborhood. Specifically, Dayton Engineering Laboratories Company, or more commonly referred to as Delco, "played a significant role in the industrial development of Dayton and the architectural development of the Webster Station area as well..."[6] Founded by Charles F.

[6] Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD*, p.E-5.

Kettering and Col. Edward Deeds in 1909, Delco was instrumental in bringing a sizeable piece of the American automobile industry to Dayton. "In 1900, Dayton was booming with business and industry and was the third ranked city in Ohio in capital investments."[7] The relationship between Delco and General Motors, beginning in the late 1910s, was crucial for the continued strength of Dayton's manufacturing base. The city's robust industrial scene, through its diversified companies in the late 19th and early 20th centuries, made it one of Ohio's important manufacturing cities. The Delco Building, identified in the Webster Station MPD as a significant property, is being nominated under Criterion A, for association with local industry. Delco manufactured automobile starting, lighting, and ignition systems. It is also being nominated under Criterion C, as an excellent illustration of reinforced concrete construction and the daylight factory building type. The Period of Significance is 1912 to 1927, which represents the period of time that the Delco Building was associated with one of the company's co-founders.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

"Delco was one of Dayton's most significant manufacturing companies, not only because it provided tens of thousands of jobs throughout its long history, but because it embodied the entrepreneurial and innovative spirit for which Dayton was known at the turn of the twentieth century."[8] The nominated property at 329 E. First Street was Delco's first permanent manufacturing location, and the Delco Building is historically significant as a representative of the company's industrial importance to the City of Dayton.

Dayton Industry – General Background

Dayton has had a storied and significant industrial history. One of its most well-known manufacturers, the National Cash Register Company (NCR) was begun in 1884, and by 1890 it was a multi-national company. John Patterson, company president, relocated the company in 1893 to undeveloped family farmland, creating an integrated campus, including a landscape design by the Olmsted Brothers. NCR remained in Dayton until the early 2000s.

Dayton was also a center of invention and innovation. Nine patents were awarded to Dayton inventors between 1861 and 1864. In 1865, Daytonian John Balsley invented the stepladder, receiving a patent five years later.[9] Other Dayton inventions from the 1890s included a dental gold annealer, price-tagging machine, and a taxicab fare register. "By 1900, Dayton was the [American] city with the greatest number patents awarded."[10]

[7] Nathalie Wright, "Historic Context," in Steven Avdakov et al., *Ohio Modern: Preserving Our Recent Past, Dayton and Surrounding Area Survey Report* (Columbus: Ohio Historic Preservation Office, 2010), p.31.
[8] Mortensen, "Reclaiming the Daylight Factory," p.109.
[9] Wright, "Historic Context," in Avdakov et al., *Ohio Modern*, p.24.
[10] Ibid, p.26.

"Orville and Wilbur Wright figure prominently in Dayton's 20th -century history. The brothers' invention of the airplane placed Dayton in the forefront of aviation history and development. Considered the Birthplace of Aviation, Dayton set the pace for advancements in that arena. The Wrights' invention was also yet another example of the inventive and entrepreneurial spirit prevalent in the city since the mid-19th century. Orville and Wilbur established the Wright Company, with an airplane production factory in Dayton, in 1909. Although the company fairly quickly transferred to new ownership, it set a precedent for the manufacture of planes and aircraft parts in Dayton. The Wright Brothers' work was directly responsible for a number of aircraft-related manufacturing concerns to be established in Dayton throughout the 20th century."[11]

The early 20th century's other transportation revolution, the automobile, also had an impact on Dayton's industrial climate. The Webster Station MPD identified Dayton's and specifically Webster Station's contributions to automobile manufacture. The Webster Station area of Dayton is just east of the commercial downtown. Due to its proximity to downtown and the northern extension of the Miami-Erie Canal, Webster Station began to develop as a warehouse and light industrial area as early as the mid-1800s. Industrial development slowly replaced residential lots as the 19th century progressed, until the area was predominantly industrial related by the end of the century.

The Webster Station MPD noted that "During the early 20th century Dayton became an important center for the developing automobile industry, both in terms of auto production and innovation and engineering. From 1904 to 1912 the Dayton Motor Car Company, one of numerous small, independent auto manufacturers in operation in the United States at that time, produced a full line of cars at their complex on the east side of the city. Several breakthroughs in automotive engineering during the early 20th century were associated with the Dayton Engineering Laboratories Company, better known by its acronym Delco.

Smaller firms in the Webster Station area also played a role in the early auto industry. For example, the Dayton Fan and Motor Company at 804 East Monument Avenue (built in 1918) made small motors and assembled fans for auto and home use. The Weber Company at 224-226 North St. Clair Street (1921) was a small firm that sold and installed various auto accessories. The McCormick Building at 434-438 East First Street (1913) was briefly home to two auto related firms: the McCormick Laboratories, which researched and developed auto related electrical and engine systems, and the McCormick Manufacturing Company, which then built the products developed in the lab. The two firms were housed in the building in 1917; by the following year they were replaced by the Acme Carburetor Company."[12]

Beginning in the late 1910s, General Motors contributed to Dayton's automobile industrial pursuits and expanded the manufacturing base with refrigerators. "In addition to Delco, General Motors developed three other divisions in the Dayton metro area: Frigidaire, Inland

[11] Wright, "Historic Context," in Avdakov et al., *Ohio Modern*, p.28.
[12] Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD*, p.E-4-6.

Manufacturing, and Delco Moraine. Having invented the electric refrigerator, native Daytonian Al Mellowes was struggling to establish a company. In 1921, GM purchased the company and established the Frigidaire division in Dayton. GM's president believed that Dayton was a good location for a new industry. Initially sharing space with Delco Light, one of Charles F. Kettering's many side projects, Frigidaire soon outgrew its downtown Taylor Street location, and a large factory was constructed in 1926 in the rural area around Moraine, six miles south of Dayton. Although the division continued to use the Webster Station location, the more remotely located Moraine factory was further indication that Dayton's industrial base would continue to vacate the city during the 20th century.

The Inland Manufacturing division, established in 1922, initially produced wood steering wheels, but eventually branched out to include other interior components. A General Motors Inland manufacturing plant was located on Dayton's West Side between Home Avenue and the railroad tracks. The fourth division, Delco Moraine, began in 1923 as another one of Kettering's side companies. The primary products manufactured today at Delco Moraine are brake assemblies and diesel bearings."[13]

"As the 20th century progressed, another benefit of Dayton's invention and entrepreneurial spirit was created. Although not manufacturing per se, engineering, research, and development were key components of Dayton's overall manufacturing climate. Dayton engineering and research were related to aviation, because of the Wright brothers, and automobiles, because of the developments of Kettering and Delco. Engineering was such an important piece of Dayton's economy and industrial base that an Engineering Club was established in 1914. A professional networking organization, the 412 members of the Dayton Engineers Club constructed a clubhouse in 1918."[14]

329 E. First Street – General Information

The building at 329 East First Street was briefly known as the Beaver Power Building No. 2. The first occupant was Delco, which quickly gave the building its name of the Delco Building or Delco Plant 1. Completed in late 1912, the Delco Building was commissioned by Frederick Beaver, who had constructed an earlier building, dubbed Beaver Power Building, at the northwest corner of 4th and St. Clair streets. Although the name Beaver Power Building No. 2 is denoted on historic Sanborn maps and the Webster Station MPD uses it, that name never shows up in the Dayton City Directory. Only the first Beaver Power Building is designated by name in the city directory. Delco was the sole occupant of 329 E. First Street by March 1913, and an image from the same year shows the name Delco above the main entrance, in the 5th bay of the façade. (See Attachment B) Due to this and city directory research, the most accurate historic name for the property has been determined to be the Delco Building.

[13] Wright, "Historic Context," in Avdakov et al., *Ohio Modern*, p.32.
[14] Ibid, p.24.

Delco – Background History

Delco was founded by Charles F. Kettering and Col. Edward Deeds. Working out of Col. Deeds' barn on evenings and weekends, the pair developed an improved automobile ignition system. Created during the summer of 1908 through the spring of 1909, the project focused on the invention of a better ignition system for a kit car that Deeds was building. At the time, Kettering was an electrical engineer for Dayton's prominent manufacturing business, National Cash Register. He brought in William Chryst and William Anderson, two NCR colleagues, to assist with the side project. The ignition system that the four men developed, under Kettering's leadership using his inventions, was a massive improvement in the operation of early automobiles.

Through a series of meetings, Deeds and Kettering were able to impress Henry Leland, the head of Cadillac, with the new invention. They were focusing their efforts on development and marketing only, so were caught off-guard when Leland unexpectedly ordered 8,000 ignition units in July 1909. At this point, they had no formal company, no production facilities, and no financing. "After frantic negotiations, Deeds arranged a loan of $150,000 to capitalize the venture, evenly splitting the liability between himself and Kettering, and formally incorporated the company on July 22, 1909."[15] Deeds, who had business and law experience, served as president of the newly formed Dayton Engineering Laboratories Company, while Kettering, the inventive engineer, served as vice president. Because he liked the National Biscuit Company acronym (Nabisco), it was William Chryst who suggested the company name, with the intention of it being referred to by its acronym, Delco.

Following the quick formation of Delco, Kettering resigned from NCR on September 1, 1909, and pursued his first ignition patent that month. Delco subcontracted the manufacture of the Cadillac ignition order to the Kellogg Company. Initially, the Delco founders preferred to concentrate on engineering research and did not aim to be manufacturers themselves. In 1910, Delco, denoted as electrical engineers, is first listed in the Dayton City Directory, located in room 706 of the United Brethren Building, northeast corner 4th & Main Streets.

Having had modest success and sales with the Delco ignition, Kettering next turned his attention to the invention of an electric self-starter. Again challenged by Henry Leland of Cadillac, Kettering's goal was to design an automobile self-starter prototype to replace the hand crank, which was dangerous to operate. Still working out of Deeds' barn at 319 Central Avenue, in the fall of 1910, Kettering snagged seven former NCR employees to assist him. "Known collectively as the 'Barn Gang,' these men were an independent lot and a creative fraternity. Their leader, affectionately called the 'Boss,' often observed that the only rank in the group was when one man was ranker than the next."[16]

[15] Stuart W Leslie. *Boss Kettering: Wizard of General Motors* (New York: Columbia University Press, 1983), p.41.
[16] Leslie, *Boss Kettering*, p.46.

By December 1910, Kettering and the barn gang had developed an initial self-starter, and Leland sent a Cadillac motor to use for testing. Then, in January 1911, an entire Cadillac was sent for additional testing and refinement. By mid-February 1911, Kettering and his crew had created a successful self-starter prototype, which was an integrated ignition and lighting system.

Leland was again impressed, ordering 12,000 self-starters in November 1911, and again Deeds and Kettering were not prepared for that type of manufacturing. Due to Cadillac's 1912 production schedule, Leland's order had an accompanying short time frame. Delco's wish to subcontract manufacturing duties a second time did not pan out, and they were forced to produce the self-starter themselves. In 1912, "they rented a floor of the Beaver Power Building on the fringe of Dayton's downtown...and hired a dozen workers to build self-starters."[17] They were located on the fourth floor of this building at 35 S. St. Clair Street.

Delco's self-starter and the Cadillac contract secured the young company's success. "The firm had grown steadily, and by the fall of 1912 counted Cadillac, Oakland, Oldsmobile, Jackson, Auburn, and other car companies among its customers."[18] As such, it was quickly apparent that Delco's rented space in the Beaver Power Building was not sufficient for their needs. "Their landlord at the time, Fredrick Beaver, was already constructing another Beaver Power Building, so Delco entered negotiations for the site, even making some construction requests to better suit their manufacturing process."[19] Delco employed 1,200[20] at this time and was the first tenant in the newly completed building constructed by Frederick Beaver. "By early 1913, Delco occupied the basement and two floors of the rented factory building on East First Street, employed 1,500 workers, and had sold a total of 35,000 starting, lighting, and ignition systems."[21] Additionally, Charles Kettering had an office in the building. According to city directories, Kettering maintained an office at 329 E. First Street beginning in 1912. Col. Edward Deeds is never listed in city directories as having an office in the Delco Building.

On March 25, 1913, after an extended period of excessive rainfall, a massive flood swept through Dayton. The Webster Station industrial neighborhood was hard hit. The Delco Building was flooded, with the basement and 1st floor submerged under water, plus multiple railroad cars were knocked into the building. Kettering borrowed a fire engine from the Ahrens-Fox Company of Cincinnati to pump water out of the Delco Building and hose down mud-caked equipment. The fledgling company survived the Great Flood, and had returned to limited production in less than three weeks.[22]

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[17] Mark Bernstein. *Grand Eccentrics: Turning the Century – Dayton and the Inventing of America* (Wilmington, Ohio: Orange Frazer Press, 1996), p.122.
[18] Leslie, *Boss Kettering*, p.52.
[19] Mortensen, "Reclaiming the Daylight Factory," p.111.
[20] Leslie, *Boss Kettering*, p.52.
[21] Ibid, p.53.
[22] Ibid, p.54.

By the end of 1913, Delco occupied the entire building, and was nearing 2,000 employees.[23] Although the company did not initially occupy the entire Delco Building, the city directories indicate that Delco was the only occupant, no other industrial entities are listed in the building. Completing its first full year at the Delco Building, the company had produced 45,000 ignition systems. "Production was three times what it had been the year before. Output grew steadily to 600 units a day."[24] Delco's growth had amplified to the point of needing more space in the factory, and a fifth floor and partial sixth floor were added by 1913.

A short time later, a new Delco manufacturing facility was constructed on the south side of E. First Street, across from the Delco Building. The seven-story building, dubbed Delco Plant 2, doubled the company's floor space. Completed in 1915, it coincided with the company's larger share of the automotive market. "At the end of 1915 the company reported profits of $1.5 million, and had about one-quarter of the automotive starting, lighting, and ignition market."[25]

On May 11, 1916, Deeds and Kettering sold Delco to the United Motors Company. Deeds and Kettering retained their respective positions with Delco after the sale. United Motors was a consolidation of five independent automobile accessories manufacturers, scattered across the country. United Motors' founder, William Durant, allied the company with General Motors, and in 1918, United Motors was acquired by General Motors. During World War I, Delco produced ignition systems for airplanes. The Delco Building, containing offices, light manufacturing, and shipping departments, continued to be utilized by General Motors' Delco division until the late 20th century. Starting in the 1917-18 city directory, at least one patent attorney is also listed at the Delco Building.

Col. Deeds and Charles Kettering founded other companies throughout the 1910s. For example, in 1916, they established the Domestic Engineering Co., manufacturing the Delco Light, a home lighting plant for non-electrified rural areas. From 1908 to 1920, Deeds and Kettering formed half a dozen independent companies – all of which ended up underneath the General Motors umbrella through acquisitions. In 1920, the business partners ended their successful run, and Kettering was appointed vice president of the newly created General Motors Research Corporation. "Kettering went on to develop anti-knock gas and the diesel engine and served as the head of General Motors (GM) research from 1920 to 1947. Kettering's inventions through Delco ultimately created a relationship between the City of Dayton and General Motors that lasted for decades."[26]

Kettering remained vice president of Delco and continued to have an office at 329 E. First Street through 1926. That year, he was noted as president of Delco and the company is listed as manufacturers of starting, lighting, and ignition apparatus for autos, aeroplanes, and motor boats. By the following year, the Dayton Engineering Laboratories Company has ceased to exist.

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[23] Bernstein, *Grand Eccentrics*, p.122.
[24] Leslie, *Boss Kettering*, p.54.
[25] Ibid, p.55.
[26] Wright, "Historic Context," in Avdakov et al., *Ohio Modern*, p.32.

Delco has become Delco-Remy, manufacturers of ignition apparatus. Kettering is not associated with this merged company and he has ceased to have an office at 329 E. First Street. In the late 1920s, Delco was sharing 329 E. First St. with the Moraine Products Co., bushing manufacturers.

Kettering did remain involved with the Delco-Light Co., formerly the Domestic Engineering Co. By 1927, Delco-Light Co. had constructed Plant No. 3 at the northeast corner E. First (425) and Foundry. It was connected via underground tunnel to the Delco Building, to the west. The three GM/Delco factories formed a large campus on the east end of downtown Dayton. "Also, the company leased space in several nearby buildings located along First Street just east of the canal… Delco became the largest single user of space in the Webster Station area during the late 1910s and early 20s."[27]

"Throughout the decades after Delco became the property of GM, it was reorganized several times within different divisions. Eventually, the original Dayton Engineering Laboratories Company entity was completely dissolved, but the trade name of 'Delco' carried on through various product names and in various GM departments. The name of Delco even survives within GM today through a division named AC Delco, although GM no longer has any assets or active presence in Dayton."[28]

By the late 20th century, General Motors had stopped using the early Delco factory buildings. Delco Plant 1 was sold, along with Plant 2, to Mendelson Realty, Ltd. in 1981. The two buildings have been primarily used for storage since then. Delco Plant 3 was demolished in 1981, and a baseball stadium, Fifth Third Field, was built on the site. In 2014, the Delco Building was purchased by First Street Acquisition LLC, which currently plans to convert the building to apartments, utilizing historic tax credits.

Historic Significance

The Delco Building is being nominated to the National Register of Historic Places under Criteria A and C. Under Criterion A, the Delco Building is significant for its association with the Dayton Engineering Laboratories Company (Delco) and early automotive–related industrial history in Dayton. After having begun operations in various locations, the Delco Building became the company's first permanent location in 1912 and remained the location most integral to its early success. The company was the catalyst for bringing the important and influential Michigan auto manufacturers to Dayton, first with Cadillac and then through a long-running connection with General Motors. Under Criterion C, the Delco Building represents an identified 1910s manufacturing building type. The building was listed as a Dayton Landmark in 2015 for industrial and architectural significance.

The Period of Significance for the building is 1912-1927, based upon the property's association with one of Delco's co-founders. Charles F. Kettering and Delco are first listed at 329 E. First

[27] Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD*, p.E-5.
[28] Mortensen, "Reclaiming the Daylight Factory," p.115.

Street in the 1912-1913 city directory. Kettering was VP and general manager of Delco, becoming president of the company by 1926. In 1927, the company had changed its name to Delco-Remy, manufacturers of ignition apparatus, Kettering is no longer associated with the company, and 329 E. First Street is no longer the location of his office. This signifies that Delco no longer remains an identifiable independent local company and the critical association with its founder has ended.

Although the Delco Building has a direct association with Charles F. Kettering, the property is not being nominated under Criterion B. Even though Kettering maintained an office at 329 E. First Street for a number of years, he also had multiple additional offices in downtown Dayton during the same time. He changed his home address almost as frequently as his professional addresses. Given the number of properties associated with Kettering, it seems that Criterion B is not an appropriate option for the Delco Building. Col. Deeds' barn, where the inventions took place that ultimately spawned Delco, was individually listed in the National Register in 1979 (NR #79001904). And, the Engineers Club of Dayton (NR 2007, #07001091) was listed under Criterion B in association with Kettering and Deeds.

Criterion A

With respect to Criterion A, the Webster Station MPD outlines the requirements for listing. "Eligible buildings and districts will meet Criterion A for association with the historic context 'Industrial Development of Webster Station, ca. 1865-1950' or 'Transportation in Webster Station, ca. 1865-1950.' The built form of the vast majority of surviving historic buildings within the Webster Station area were constructed for industrial land use. They contribute to the overall industrial character of this portion of the city. Industrial sites were predicated on an advantageous location. The varied transportation links provided that advantage. Industrial business owners constructed their buildings in this area because it was in close proximity to Dayton's downtown, it was centrally located within the broader Dayton area, and it offered excellent connectivity to transport.

The industrial buildings of Webster Station area are significant for their association with the development of the city's industrial base from the post-Civil War years to the post-World War II era… Some buildings are significant for their association with particular businesses that made important contributions to the city's commercial life or industrial development; included in these are the Delco complex and the Lowe Brothers Paint Company building."[29]

The Delco Building reflects an important era of the company's early history. Being the company's first permanent factory, Delco Plant 1 illustrates the rapid commercial success of Delco's invented and manufactured automobile products. The company expanded into the Delco Building in response to a need for more space, due to explosive demand for its electric self-

[29] Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD*, p.F-14-15.

starter. "The success of Delco propelled the company into a dual role within the community as a leading manufacturer of practical goods and as a representative of a thriving city."[30]

Delco quickly became a prominent member among Dayton's important manufacturing concerns and a strong proponent of the city's virtues. One example of this type of community leadership was Delco's role in planning an industrial exposition in Dayton. The destruction of the 1913 flood in Dayton had made national headlines. Many properties had been destroyed, businesses had failed due to property losses, and there was some concern within city leadership that the enduring result of the flood would be disinvestment in the community. The industrial exposition was intended to celebrate Dayton's manufacturing base and show that the city was resilient in its flood recovery.

In June 1915, plans for the Dayton Industrial Exposition, to be held January 14-22, 1916, were underway. Delco, serving as host, offered its Delco Plant 2 as the site for the event. Construction for this new building was just beginning at the same time. "The event was organized by the Greater Dayton Association and hosted by Delco. According to a magazine article detailing the event, the exposition was designed to "[furnish] abundant evidence that Dayton [had] risen triumphant from the ruins into which the flood of 1913 plunged the city. The article also states the event was intended to 'bring into one composite whole all the diversified industries and products of the city in order to satisfy the captains of industry of the stability and diversity of Dayton's institutions.'"[31] With ten individual exhibits occupying the entire seven-story building, the Dayton Industrial Exposition was heavily advertised and attracted 110,578 visitors. "By the time of the Exhibition in 1916, Delco had already established itself as a strong and growing industry in Dayton's economy. Not only had the company experienced spectacular commercial success in a few short years, it also represented innovation by pioneering new inventions."[32]

Criterion C

Under Criterion C, the Delco Building was identified in the Webster Station MPD as an example of the reinforced concrete commercial warehouse style building. It has also been identified as an excellent example of the daylight factory. The building attained its final form during this early 20th century period, including the addition of the 6th floor (c.1923) and the addition of the fire escapes (before 1918).

As defined by the Webster Station MPD, "Industrial buildings of reinforced concrete construction were built in the area beginning in the early 20th century…The earliest surviving reinforced concrete buildings within the Webster Station area were constructed in 1912. The

[30] Mortensen, "Reclaiming the Daylight Factory," p.136.
[31] Mortensen, "Reclaiming the Daylight Factory," p.130-131. Article mentioned within the quote is from Beard, M. L. "An Industrial Exposition." *The American City* (Feb. 1916): 174-175.
[32] Ibid," p.132.

Lincoln Storage Company Building and the J.K. McIntire Building were constructed in the same year. The last use of this construction technique on any significant industrial building in the Webster Station area was in 1929. It appears that numerous buildings used this technique from 1912 to 1918. Within Dayton and across the nation, the use of reinforced concrete construction was readily adopted to replace the older, height limiting bearing wall construction method. Reinforced concrete allowed for a greater flexibility of design with respect to windows, fire resistance, water tightness and rapidity of construction. These were traits that were of extremely [sic] usefulness for industrial building construction."[33]

The Delco Building remains an intact example of reinforced concrete construction. It falls within the identified construction period for the building type, within the Webster Station industrial area. As described in the Narrative Description (page 1) Delco Plant 1 retains the characteristic features of the reinforced concrete building subtype. These characteristics include the building's pier and spandrel configuration with large-scale industrial steel windows between each pier, flat roof, simple flat surface wall treatment, and cornice with decorative treatment.

Delco Plant 1 has also been defined as a daylight factory. Documented by Jennifer Mortensen in her thesis, "Reclaiming the Daylight Factory: The Significance of Versatility in the Preservation of Early Twentieth Century Concrete Frame Industrial Buildings in Dayton, Ohio," the Delco Building remains a significant local example of the building type. The daylight factory, a concrete frame industrial building, dominated the American industrial landscape in the first thirty years of the twentieth century, embodying the ideals of a progressive and innovative American industrial atmosphere.

A daylight factory is a multistory reinforced concrete frame building with large window spans enclosing a spacious grid of concrete columns on each floor of the interior. The era of the daylight factory represents a relatively small period of time within the larger manufacturing history of the United States. American engineers began experimenting with concrete frames for industrial purposes at the turn of the twentieth century. Natural light infiltration, through the use of lightwells or roof lighting, is another hallmark of daylight factories.

Concrete revolutionized the technology and aesthetic of the American industrial building. Reinforcing made concrete a much more versatile material for industry, leading to dramatically open floor plans and significantly larger window spans when compared to the common industrial building just a few years prior. The aesthetic of concrete-framed industrial buildings reflected these technological changes with the structural frame visible on the exterior of the building and windows composing the bulk of the wall surface. Some daylight factories feature decorative detailing or brick inlays, and there are a range of window-to-wall ratios found throughout the type, but despite these aesthetic variations, the daylight factory is strongly characterized by the clear concrete frame surrounding expansive fenestration.

[33] Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD*, p.F-13-14.

Patented in 1902 by Ernest Ransome[34], the concrete construction technique, which became known as the unit construction method, was a building system where the floor slabs extended out beyond the thickness of the walls, which would then support the wall panels and the window spans. This construction method gave the reinforced concrete frame a strong visual outline on the exterior of the buildings, exposing the form and producing a new and distinct aesthetic. The buildings that were conceived and constructed in the unit construction method with floors extending to the exterior, marked the emergence of the daylight factory. Ransome, an engineer and architect, was one of many innovators experimenting with the structural possibilities of concrete construction, during the late 19th and early 20th centuries, and was especially prominent in its advancement in the United States.

The daylight factory building type further evolved when reinforced concrete floor slabs were introduced, supported by mushroom columns. Utilizing mushroom columns, instead of a beam and girder system, allowed for more natural light from windows to penetrate even farther into the space. It was recognized as a more aesthetically attractive interior.

The Delco Building represents the materials, construction techniques, and design aesthetic of the daylight factory type. Constructed during the brief heyday of the building type, the Delco Building evokes the 'confident and competent public image' befitting an important industrial city, such as Dayton. With its high proportion of window surface on the exterior walls, large strategically-placed light well and open interior space, Delco Plant 1 contains the physical features defining the daylight factory building type. "In addition to the structural integrity of the robust concrete frame, Delco Plant 1 exhibits predictable and regular proportions… The structural system…made a significant step forward with its flat slab construction and mushroom columns that create a two-way structural system. Instead of the weight of the building traveling along a defined path from the smallest structural elements to the largest, the slab is internally reinforced and its weight transfers directly to the top of each column from all directions within the tributary area."[35]

The 1912 Delco Building was designed by the prominent Dayton architectural firm of Schenck & Williams. The firm had previously worked with Frederick Beaver, designing the 1910 Beaver Power Building. Harry I. Schenck & Harry J. Williams also designed the 1915 Delco Plant 2, located across E. First Street from the Delco Building. Other notable Dayton properties designed by Schenck & Williams include the YMCA (NR 1988, #88001299), the Wright Library (NR 2013, #13000981), and the 1931 skyscraper Mutual Home & Savings Association (NR 1982 # 82001480). The firm also designed the new Engineer's Club of Dayton (NR 2007, #07001091),

[34] Ransome, Ernest L. and Alexis Saurbrey. *Reinforced Concrete Buildings* (New York & London: McGraw-Hill Book Company, 1912), p.9. Patent number 694,577

[35] Mortensen, "Reclaiming the Daylight Factory," p.121, 123.

financed by Kettering and Deeds in 1916 and completed in 1918. Schenck and Williams were early members of the professional club upon its establishment in 1914.

Summary

"While Delco Plant 1 was the smallest of the downtown plants, it was perhaps the most integral to the development Delco. The first major order of 12,000 electric starters for Cadillac were built in Beaver Power Building #1, but the company was headquartered during its most crucial years in Delco Plant 1. It was in this building that the company successfully weathered the Great Flood of 1913 that led to be the demise of many other downtown Dayton businesses. Throughout decades of expansion, Delco Plant 1 remained the headquarters of the brand. Plant 1 was the center of one of Dayton's most important companies, and the building remains a focal point of the downtown area today."[36]

[36] Mortensen, "Reclaiming the Daylight Factory," p.117-119.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Mitchell, Fred and Margo Warminski. *Historic and Architectural Resources of the Webster Station Area, Dayton, Ohio – National Register of Historic Places Multiple Property Documentation Form*, 2001.

Mortensen, Jennifer L. "Reclaiming the Daylight Factory: The Significance of Versatility in the Preservation of Early Twentieth Century Concrete Frame Industrial Buildings in Dayton, Ohio." Thesis. University of Washington, 2015.

Roach, Edward and Nancy Horlacher. *Engineers Club of Dayton National Register of Historic Places Nomination*, 2007.

Previous documentation on file (NPS):

_X_ 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:

_X_ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 3.24

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
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: 740962	Northing: 4405082
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated boundary includes all of Parcel #R72 00702 0009, as defined by the Montgomery County Auditor.

Boundary Justification (Explain why the boundaries were selected.)

The nominated boundary includes the property historically associated with the Delco Building.

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11. Form Prepared By

name/title: Jennifer L. Mortensen, Judy Williams, Nathalie Wright
organization: Judith B. Williams, LLC.
street & number: 789 Dennison Avenue, #301
city or town: Columbus state: OH zip code: 43215
e-mail judywilliams.hpc@gmail.com
telephone: 614-736-3540
date: April 9, 2016

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.
- **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: Delco Building

City or Vicinity: Dayton

County: Montgomery State: Ohio

Photographer: Nathalie Wright

Date Photographed: March 18, 2015 and November 2, 2015

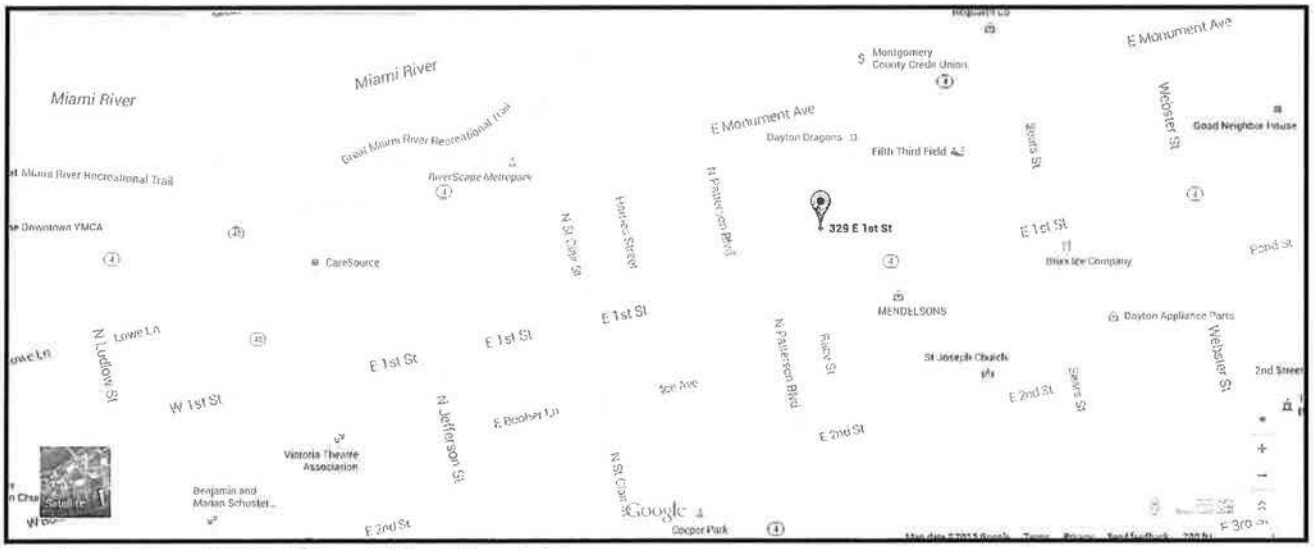
Description of Photograph(s) and number, include description of view indicating direction of camera:

1. Façade, looking northeast
2. Façade, looking north
3. Façade, loading bay and storefront entrances, looking north
4. Façade and east elevation, looking northwest
5. East elevation, looking northwest
6. East elevation, window bays, looking northwest
7. East elevation, looking south
8. North elevation, looking south
9. North elevation, window bays, looking south

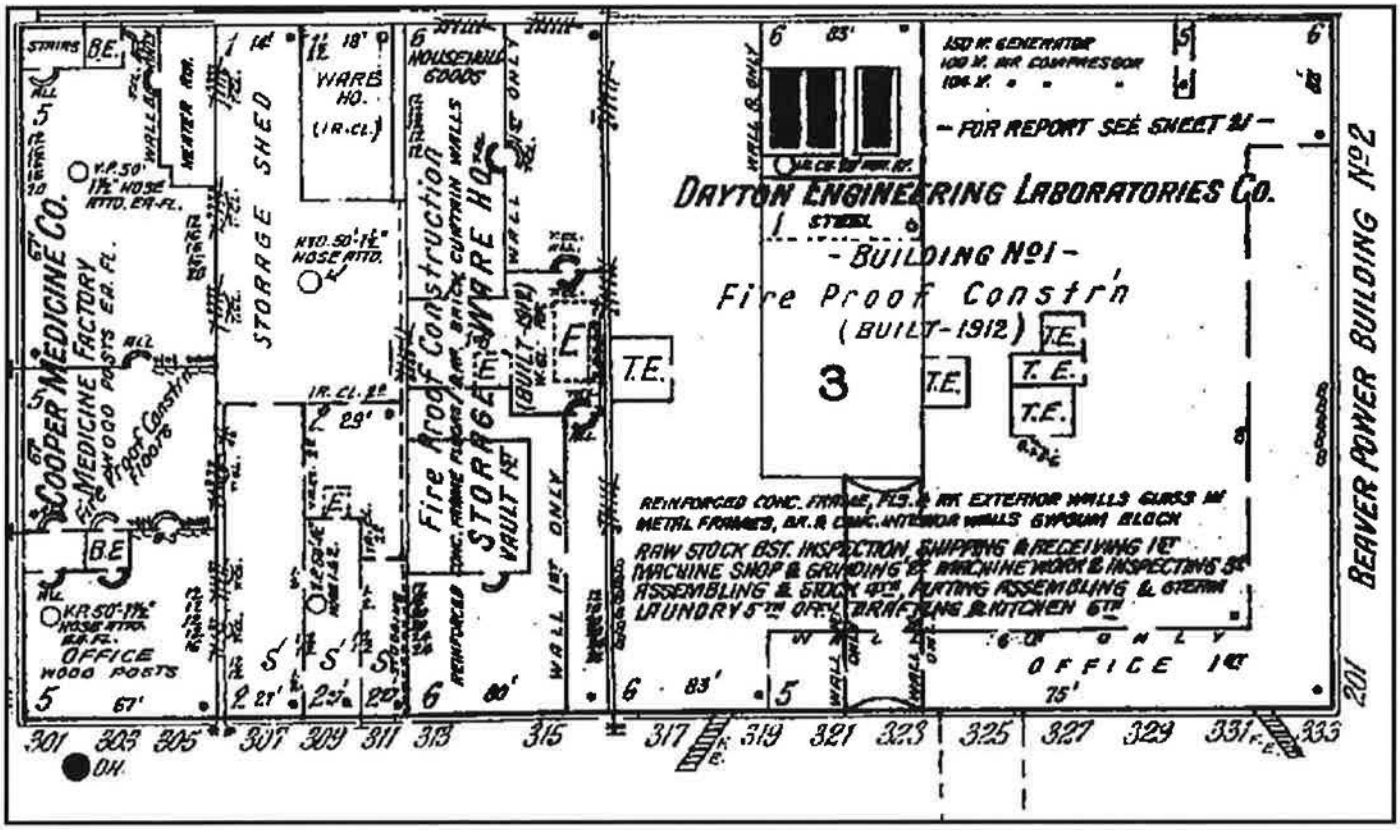
10. Basement, looking south
11. First floor, looking northeast
12. First floor, looking northwest
13. First floor, looking west
14. First floor, light court, looking northeast
15. Second floor, stairs, looking west
16. Second floor, elevator core, looking northwest
17. Second floor, secondary stairs to basement and abandoned elevator core, looking northwest
18. Second floor, light well, looking north
19. Third floor, light well, looking southeast
20. Third floor, looking northeast
21. Third floor, looking east
22. Third floor, looking west
23. Fourth floor, looking east
24. Fourth floor, light well, looking south
25. Fourth floor, looking northeast
26. Fifth floor, looking south
27. Fifth floor, looking north
28. Fifth floor, looking east
29. Sixth floor, executive offices, looking northeast
30. Sixth floor, executive offices, looking west
31. Sixth floor, executive offices, looking southwest
32. Sixth floor, executive offices, looking north
33. Sixth floor, looking west
34. Sixth floor, looking south

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

Delco Building, Montgomery County, Ohio
ATTACHMENT A – Maps



Locational Map – 329 E. 1st Street. From Google Maps



1918 Sanborn Map

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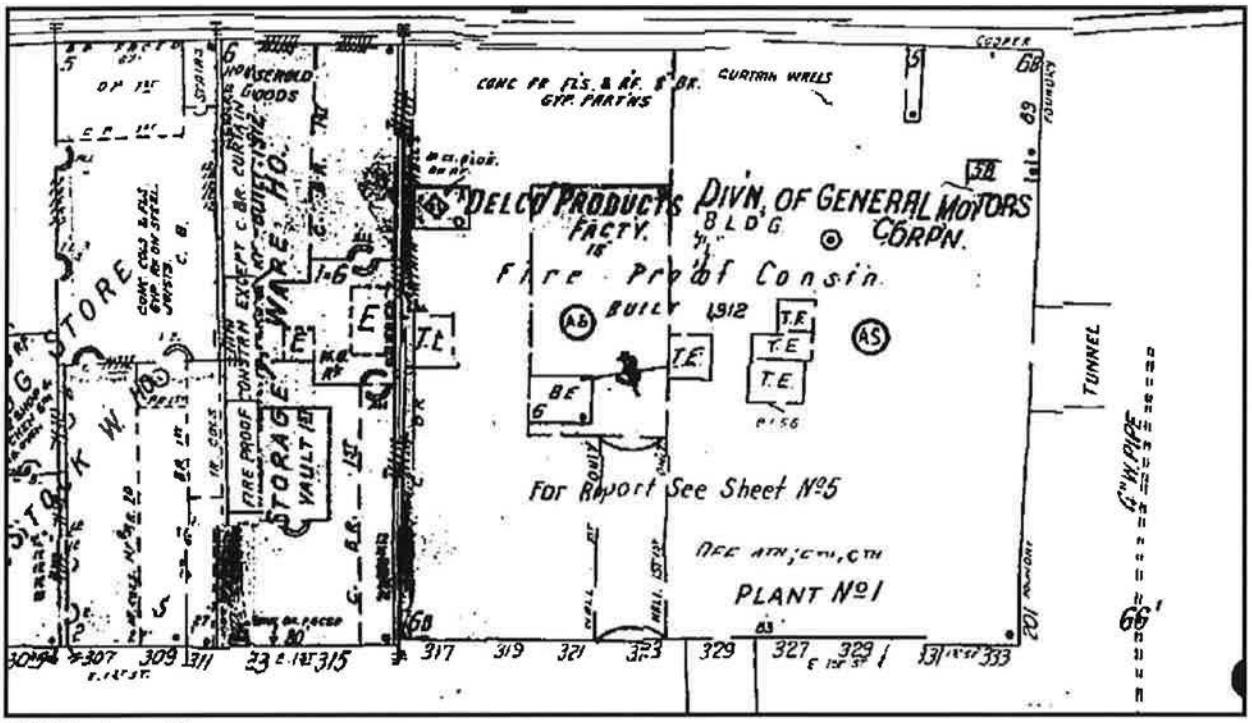
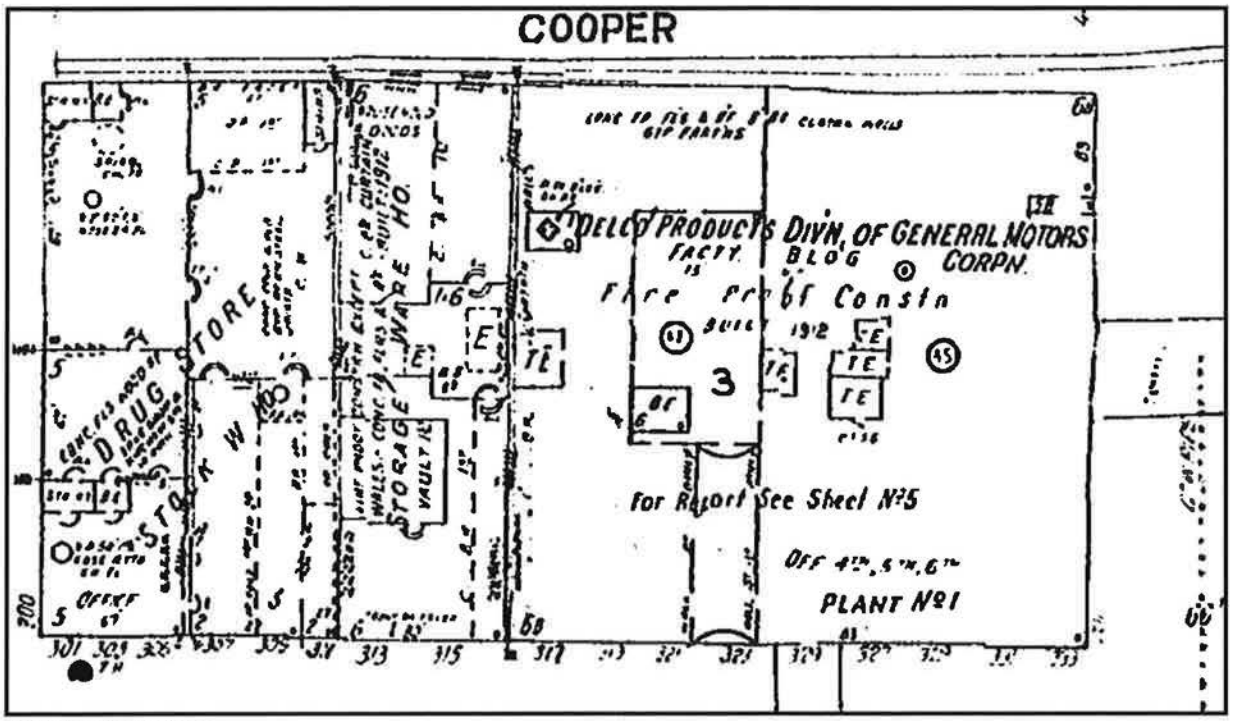
National Park Service
National Register of Historic Places Registration Form

Delco Building, Montgomery County, Ohio
ATTACHMENT A – Maps

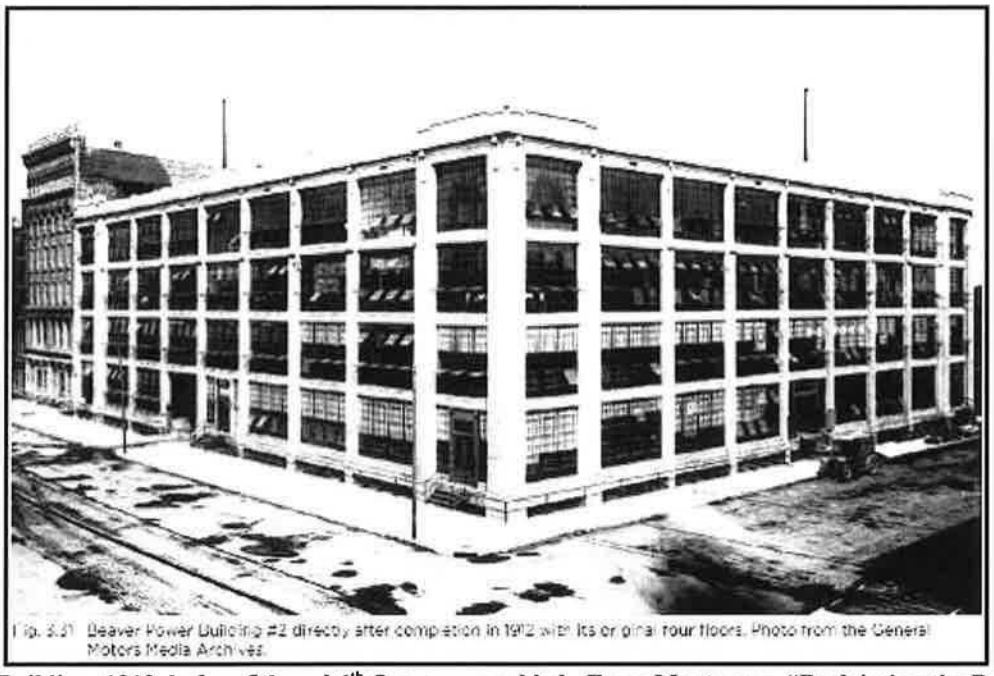


1950 Sanborn Map



1956 Sanborn Map

Delco Building, Montgomery County, Ohio
ATTACHMENT B – Historic Images

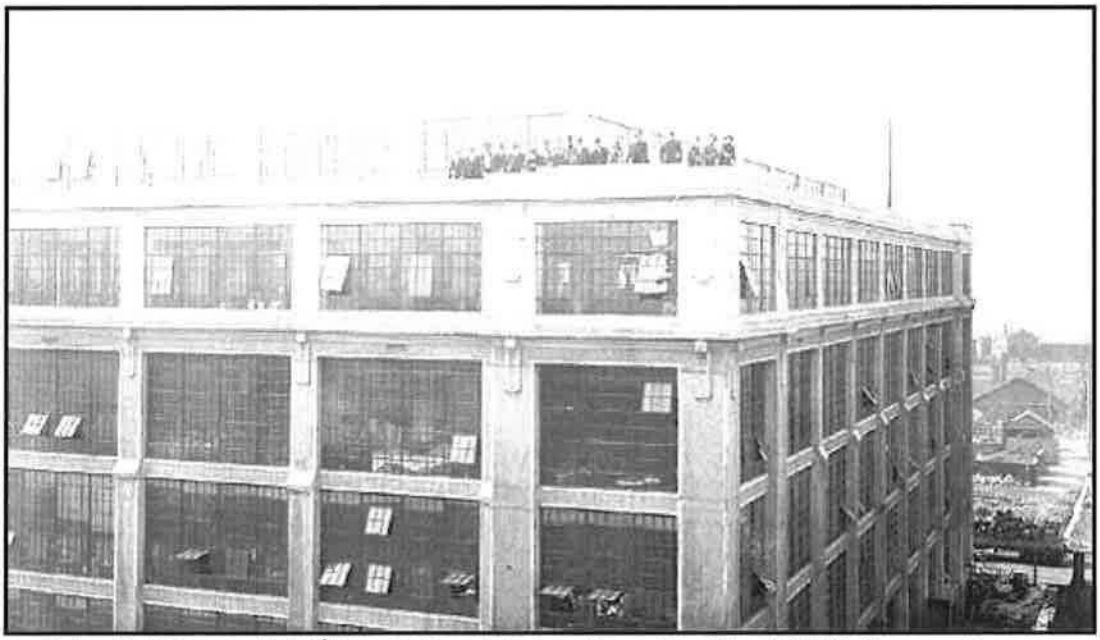


Delco Building, 1912, before 5th and 6th floors were added. From Mortensen, "Reclaiming the Daylight Factory," p.112.

Delco Building, March 1913, clean up after the Great Flood. Source unknown.

Delco Building, Montgomery County, Ohio
ATTACHMENT B – Historic Images

Delco Building, Delco name above entrance, March 1913. Source unknown.



Delco Building, partial 6th floor in its original configuration, March 1913. Source unknown.

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Delco Building, Montgomery County, Ohio
ATTACHMENT B – Historic Images

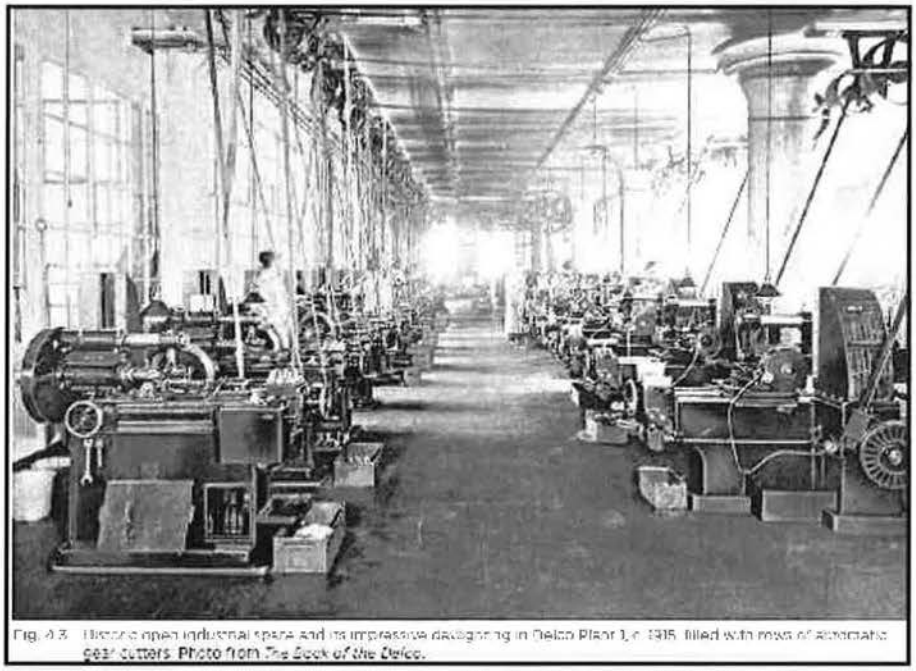

Fig. 4.3. Historic open industrial space and its impressive daylighting in Delco Plant 1, c. 1915, filled with rows of automatic gear cutters. Photo from *The Book of the Delco*.

Delco Building, c.1915. From Mortensen, "Reclaiming the Daylight Factory," p.152.

Fig. 3.32. Delco Headquarters at 329 East First Street in 1921 after two floors were added. Photo from the collections at Dayton History.

Delco Building, 1921. From Mortensen, "Reclaiming the Daylight Factory," p.113.

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Delco Building, Montgomery County, Ohio
ATTACHMENT B – Historic Images

Fig. 3.33 Delco headquarters at 329 East First Street during the Delco Day Parade in 1941, showing the sixth floor expanded. Photo from the collections at Dayton History.

Delco Building, 1941. From Mortensen, "Reclaiming the Daylight Factory," p.113.

Fig. 3.56 Aerial view of the three downtown Delco plants. Plant 2 on the left, Plant 1 center, and Plant 5 to the right. The photo was taken some time after 1923 when the first phase of Plant 5 was completed, but before 1929 when Plant 2 underwent its first major addition. Photo from the collections at Dayton History.

Delco Building, 1947. From Mortensen, "Reclaiming the Daylight Factory," p.116.

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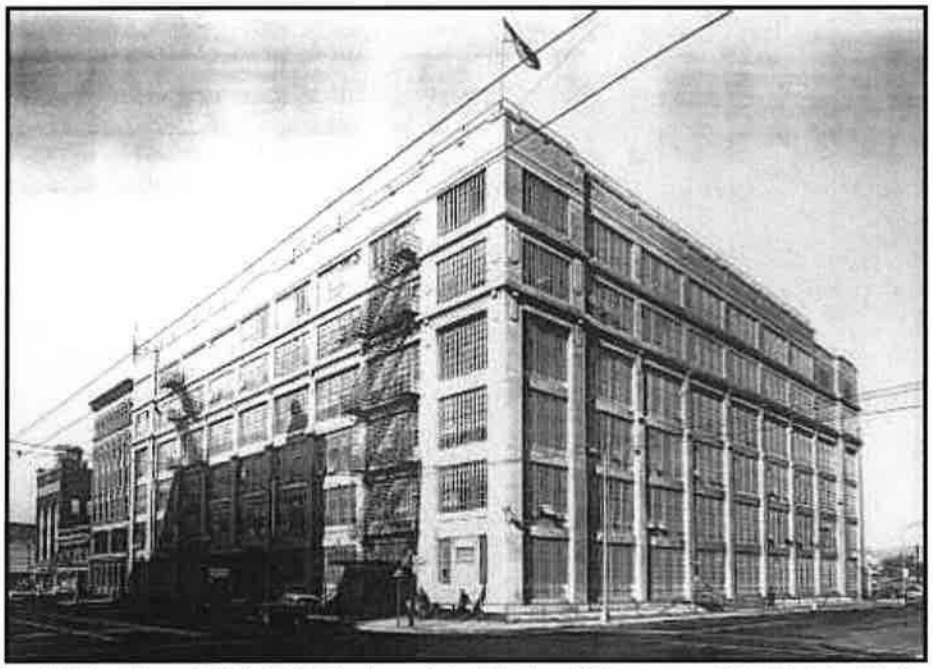
Delco Building, Montgomery County, Ohio
ATTACHMENT B – Historic Images



Delco Building, 1950s. From Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD.*

Delco Building, c.1970. From Wright State University

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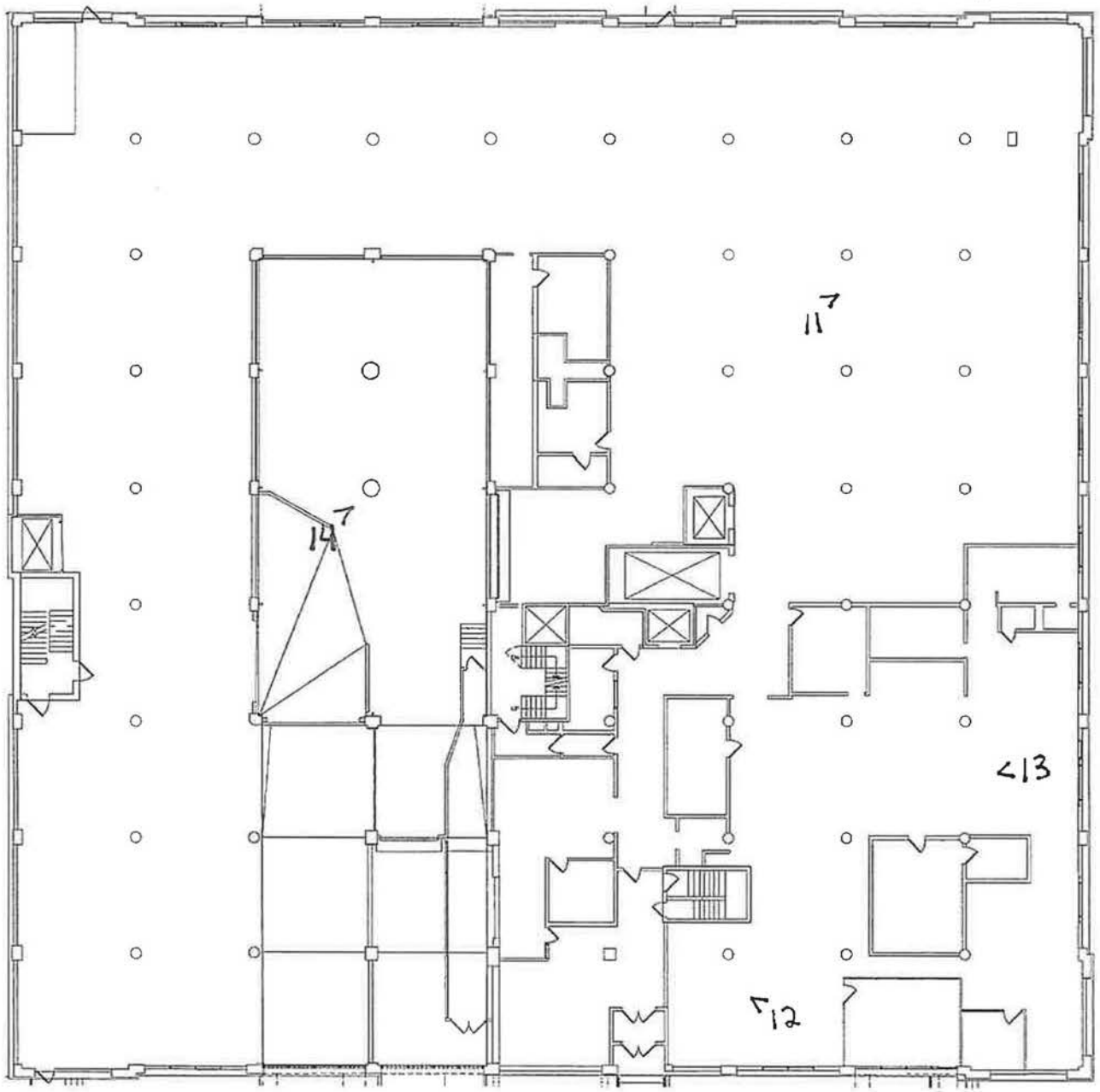
National Park Service
National Register of Historic Places Registration Form

Delco Building, Montgomery County, Ohio
ATTACHMENT B – Historic Images

Delco Building, c.1997. From Mitchell, *Historic and Architectural Resources of the Webster Station Area MPD.*

DELCO BUILDING
MONTGOMERY CO., OH



FIRST FLOOR EXISTING
PHOTO KEY

LUSK
A DIVISION OF LUSK, LLC
555 Metro Place North
suite 100
dublin, ohio 43017
614.327.5009

NOT FOR CONSTRUCTION

PROJECT
New Development
The Mendelson Building
320 E. 1st Street
Dayton, Oh. 45402

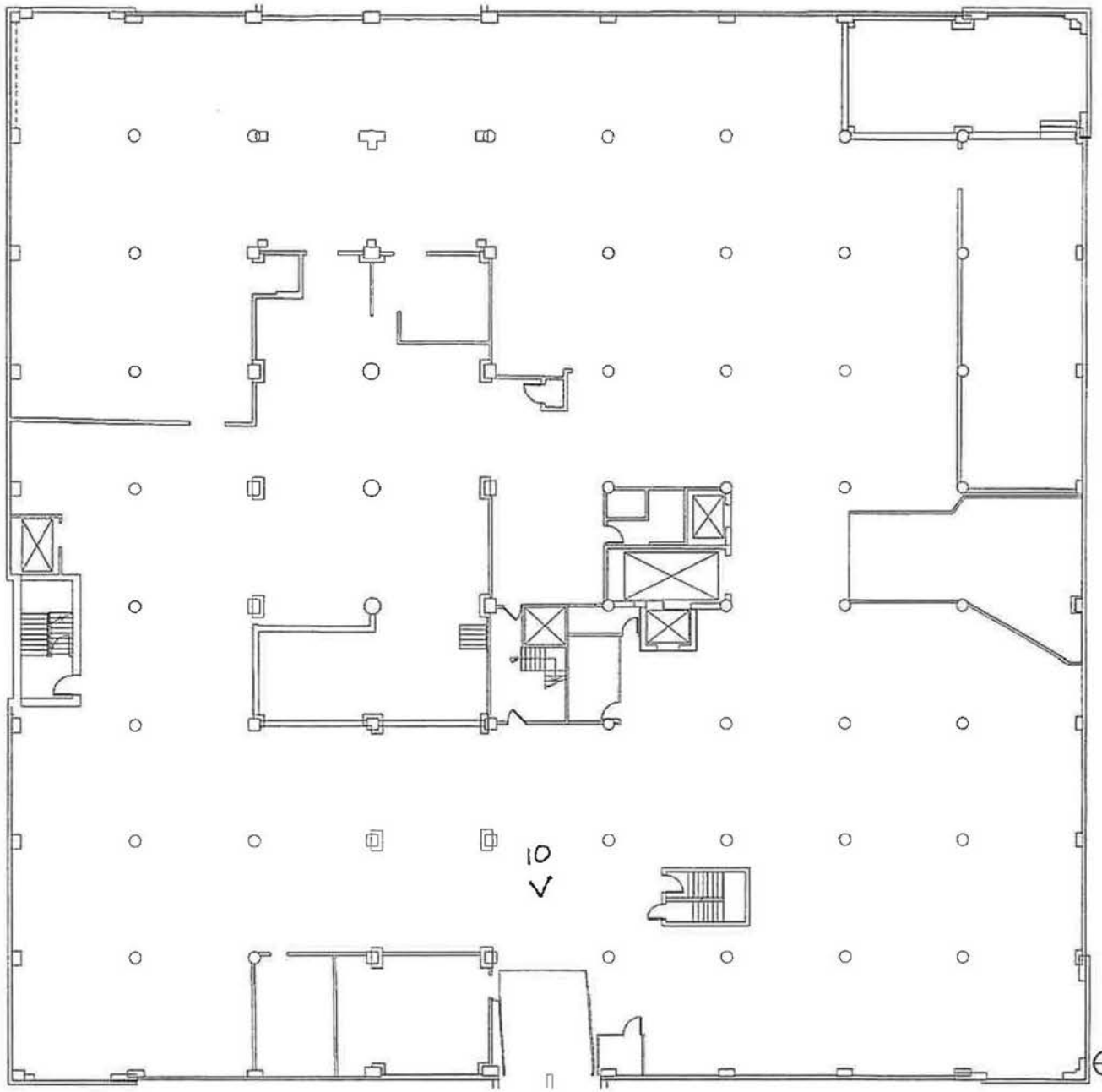
PREPARED FOR
Crawford Hoying
Development Partners
555 Metro Place North
Suite 600
Dublin, Ohio 43017
614-335-2020

SHEET TITLE
FIRST FLOOR PLAN EXISTING

SHEET INFORMATION
PROJECT NO
SCALE
ISSUED FOR
DATE
REVISIONS

SHEET NUMBER
AE101

DELCO BUILDING
MONTGOMERY CO., OH



BASEMENT EXISTING

PHOTO KEY

LUSK
A DIVISION OF LUSK, LLC
555 Metro Place North
suite 100
dublin, ohio 43017
614.827.6000

NOT FOR CONSTRUCTION

PROJECT
New Development
The Mendelson Building
320 E. 1st Street
Dayton, Oh. 45402

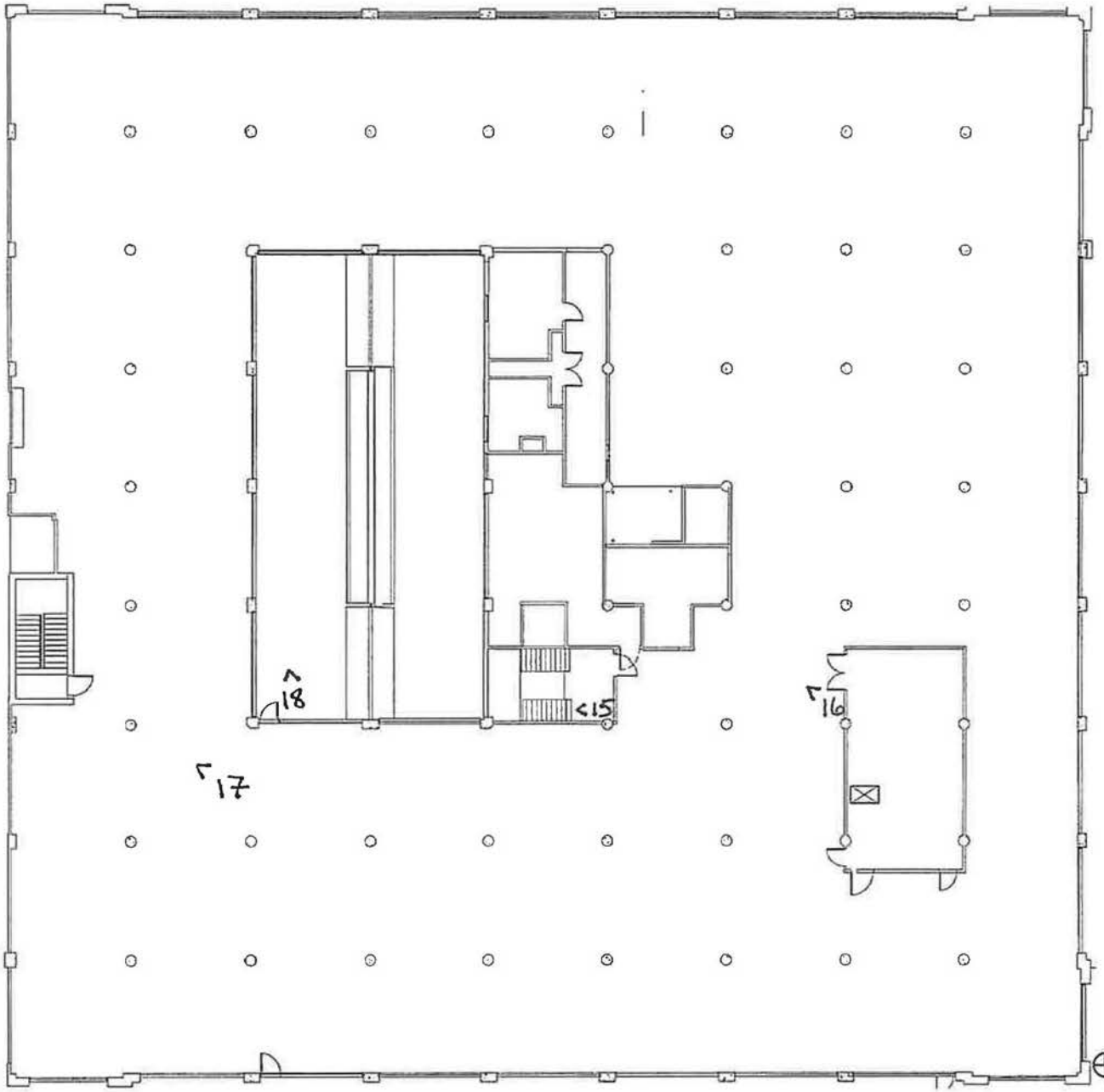
PREPARED FOR
Crawford Hoying Development Partners
555 Metro Place North
Suite 600
Dublin, Ohio 43017
614-335-2020

SHEET TITLE
BASEMENT PLAN EXISTING

SHEET INFORMATION
PROJECT NO
SCALE
ISSUED FOR
DATE
REVISIONS

SHEET NUMBER
AE100

DELCO BUILDING
MONTGOMERY CO., OH



SECOND FLOOR EXISTING

PHOTO KEY

LUSK
A DIVISION OF LUSK, LLC
555 Metro Place North
suite 100
dublin, ohio 43017
614.827.8000

NOT FOR CONSTRUCTION

PROJECT
New Development
The Mendelson Building
320 E. 1st Street
Dayton, Oh. 45402

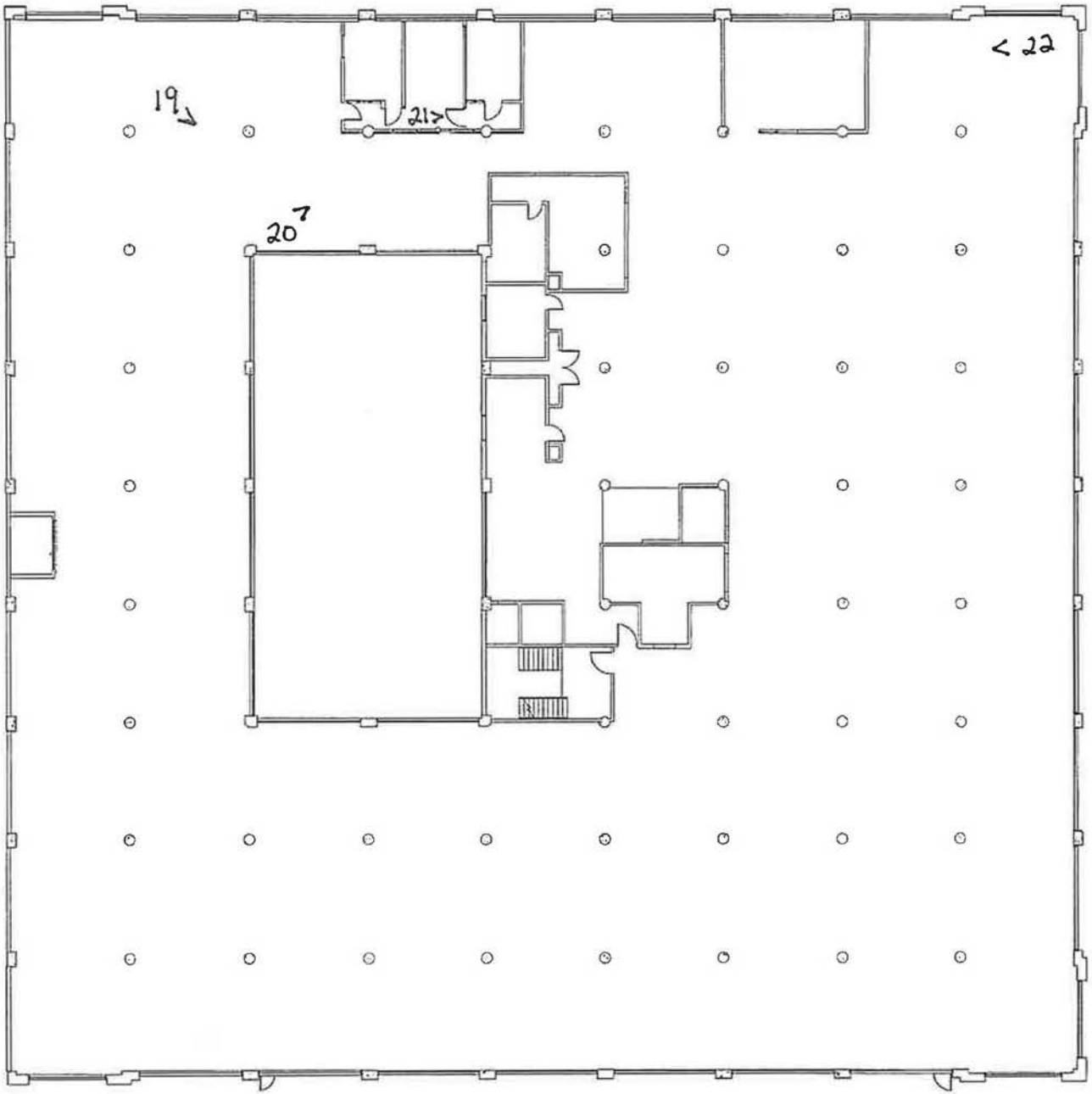
PREPARED FOR
Crawford Hoying
Development Partners
555 Metro Place North
Suite 600
Dublin, Ohio 43017
614-335-2020

SHEET TITLE
SECOND FLOOR PLAN EXISTING

SHEET INFORMATION
PROJECT NO.
SCALE
ISSUED FOR
DATE
REVISIONS

SHEET NUMBER
AE102

DELCO BUILDING
MONTGOMERY CO., OH



THIRD FLOOR EXISTING
PHOTO KEY

LUSK
A DIVISION OF LUSK, LLC
555 Metro Place North
suite 100
dublin, ohio 43017
614.827.9000

NOT FOR CONSTRUCTION

PROJECT
New Development
The Mendelson Building
320 E. 1st Street
Dayton, Oh. 45402

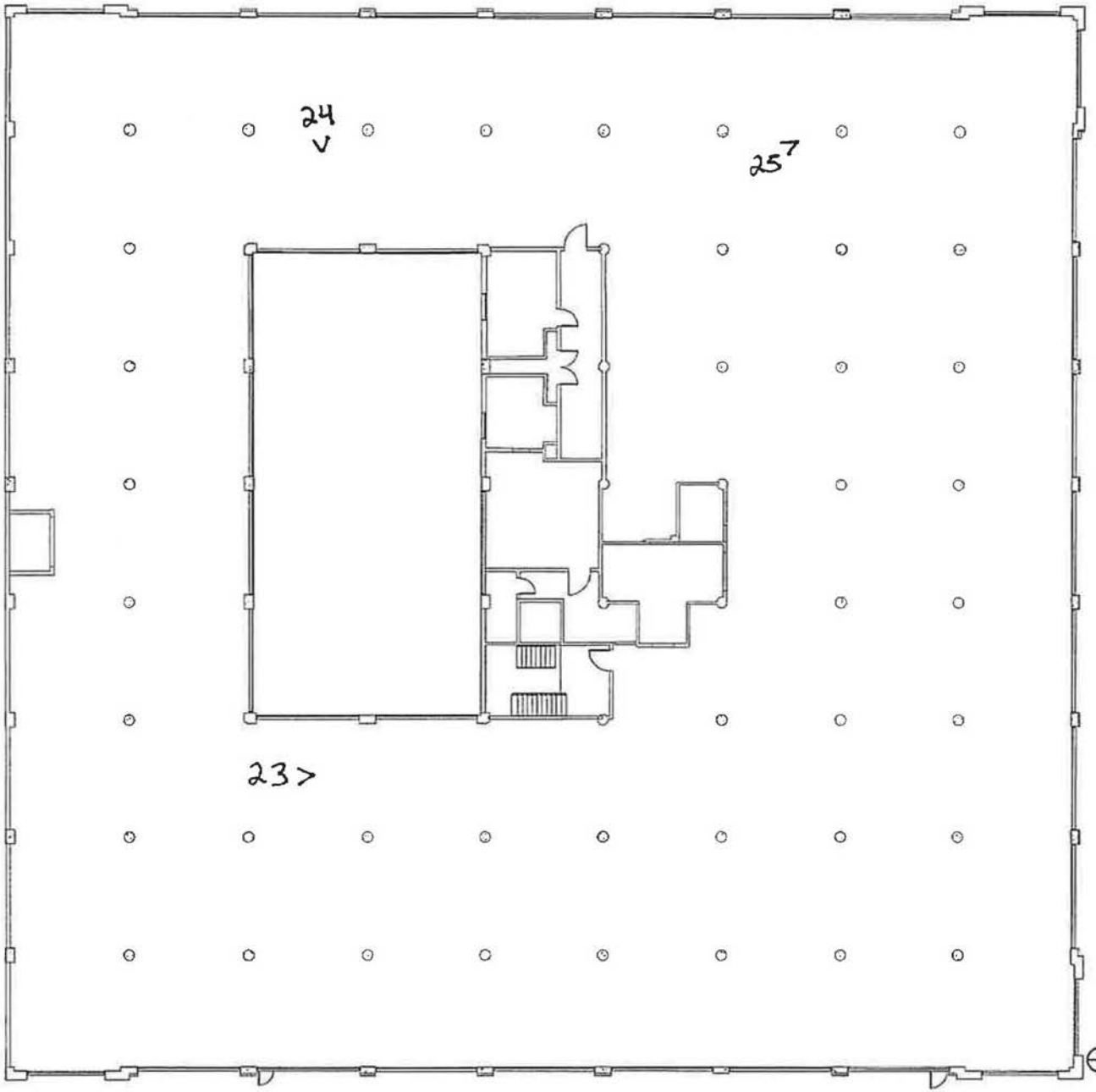
PREPARED FOR
Crawford Hoying
Development Partners
555 Metro Place North
Suite 500
Dublin, Ohio 43017
614-335-2020

SHEET TITLE
THIRD FLOOR
PLAN
EXISTING

SHEET INFORMATION
PROJECT NO.
SCALE
ISSUED FOR
DATE
REVISIONS
SHEET NUMBER

AE103

DELCO BUILDING
MONTGOMERY CO., OH



FOURTH FLOOR EXISTING

PHOTO KEY

LUSK

A DIVISION OF LUSK, LLC

555 Metro Place North
suite 100
dublin, ohio 43017
614.827.8900

NOT FOR CONSTRUCTION

PROJECT

New Development

The Mendelson Building
320 E. 1st Street
Dayton, Oh. 45402

PREPARED FOR

Crawford Hoying
Development Partners
555 Metro Place North
Suite 500
Dublin, Ohio 43017
614-335-2020

SHEET TITLE

FOURTH FLOOR
PLAN
EXISTING

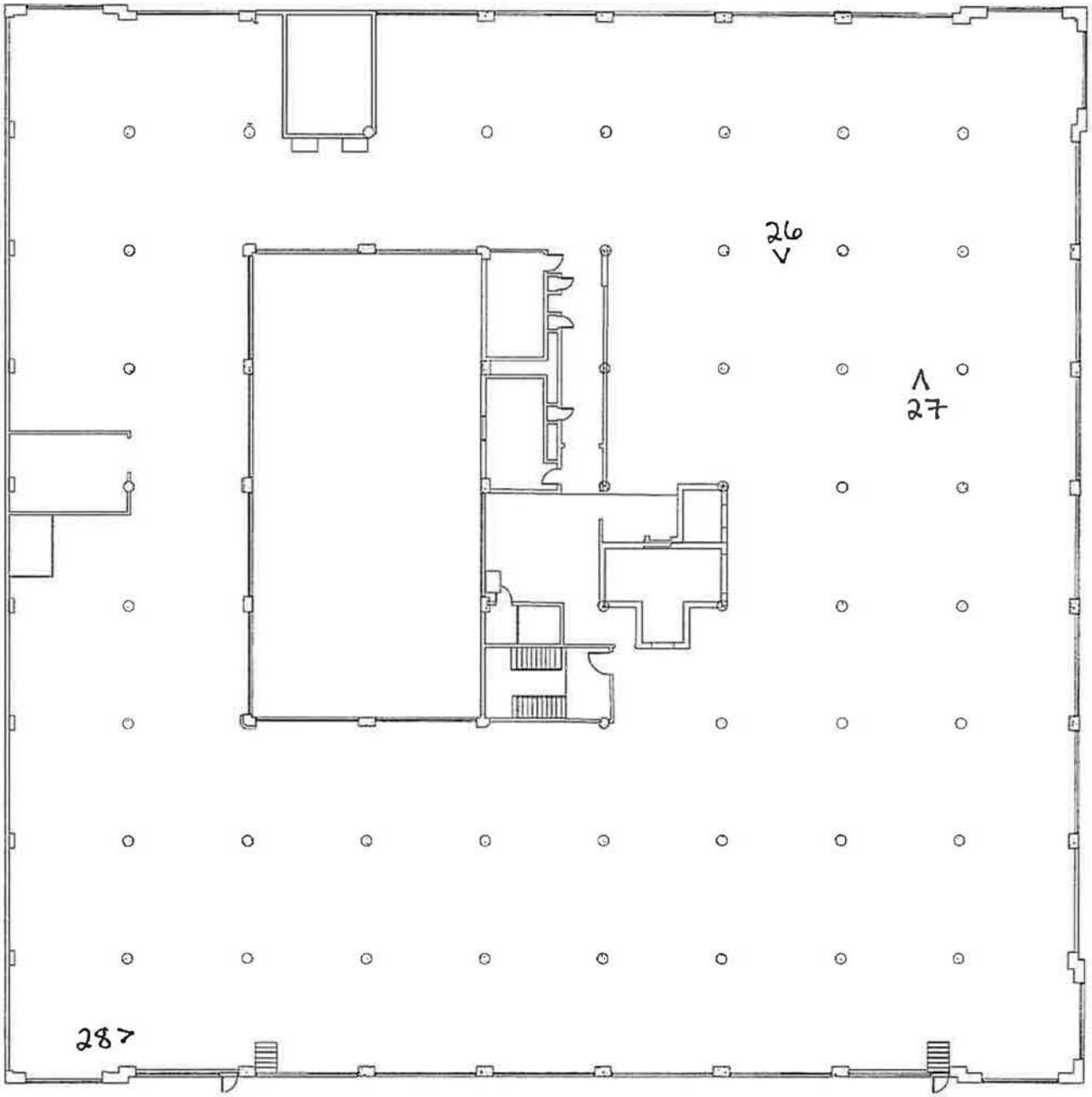
SHEET INFORMATION

PROJECT NO. 1904
SCALE 1/4"=1'-0"
ISSUED FOR PD Progress Set
DATE 09.27.19
REVISIONS

SHEET NUMBER

AE104

DELCO BUILDING
MONTGOMERY CO., OH



FIFTH FLOOR EXISTING
PHOTO KEY

LUSK

A DIVISION OF LUSK, LLC

555 Metro Place North
suite 100
dublin, ohio 43017
614.827.6000

NOT FOR CONSTRUCTION

PROJECT

New Development

The Mendelson Building
320 E. 1st Street
Dayton, Oh. 45402

PREPARED FOR

Crawford Hoying
Development Partners
555 Metro Place North
Suite 600
Dublin, Ohio 43017
614-335-2020

SHEET TITLE

FIFTH FLOOR
PLAN
EXISTING

SHEET INFORMATION

PROJECT NO.
SCALE AS NOTED
ISSUED FOR
DATE
REVISIONS

SHEET NUMBER

AE105

DELCO BUILDING
MONTGOMERY CO., OH

⊕ SIXTH FLOOR EXISTING
PHOTO KEY

LUSK
A DIVISION OF LUSK, LLC
555 Metro Place North
suite 100
dublin, ohio 43017
614.827.6000

NOT FOR CONSTRUCTION

PROJECT
New Development
The Mendelson Building
326 E. 1st Street
Dayton, Oh. 45402

PREPARED FOR
Crawford Hoying
Development Partners
555 Metro Place North
Suite 600
Dublin, Ohio 43017
614-335-2020

SHEET TITLE
SIXTH FLOOR
PLAN
EXISTING

SHEET INFORMATION
PROJECT NO.
SCALE
ISSUED FOR
DATE
REVISIONS

SHEET NUMBER
AE106

DAYTON NORTH QUADRANGLE
OHIO-MONTGOMERY CO.
7.5-MINUTE SERIES (TOPOGRAPHIC)

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

USGS science for a changing world

1999

Produced by the United States Geological Survey

Topography compiled 1964. Planimetry derived from imagery taken 1988 and other sources. Photoinspected using imagery dated 1996; no major culture or drainage changes observed. PLSS and survey control current as of 1965. Boundaries, other than corporate, revised 1999

North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Ohio coordinate system, south zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 16

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Area covered by dashed light-blue pattern is subject to controlled inundation to 818 feet

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

MN GN
5° 89 MILS
1° 48′ 32 MILS
UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

20% TOTAL RECOVERED FIBER

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 0 METERS 1000 2000
1 0.5 0 MILES 1
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

OHIO
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 West Milton
2 Tipp City
3 New Carlisle
4 Trotwood
5 Fairborn
6 Miamisburg
7 Dayton South
8 Bellbrook
ADJOINING 7.5′ QUADRANGLE NAMES

INTERIOR–GEOLOGICAL SURVEY, RESTON, VIRGINIA–1999

ROAD CLASSIFICATION

Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

DAYTON NORTH, OH
1996
NIMA 4163 I SW-SERIES V852

ISSN 0-607-01089-5
9 780607 010896

DELCO BUILDING
MONTGOMERY CO., OH
UTM:
16/740962/4405082


ONE WAY
FIRST


CROSSWALK
APARTMENTS | COMMERCIAL
Now Leasing
WATER STREET
DISTRICT


APARTMENTS / COMMERCIAL
NOW Leasing
WATER STREET
DISTRICT
D
Don Crawford Plaza


MENDELSON LIQUIDATION OUTLET


MEN


EXIT


1268
1270


EXIT


EXIT

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Delco Building

MULTIPLE NAME: Webster Station Area, Dayton, Ohio MPS

STATE & COUNTY: OHIO, Montgomery

DATE RECEIVED: 6/03/16 DATE OF PENDING LIST: 6/27/16
DATE OF 16TH DAY: 7/12/16 DATE OF 45TH DAY: 7/19/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000462

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 7/14/2016 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A & C

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 7/14/2016

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

OHIO HISTORY CONNECTION

May 27, 2016

J. Paul Loether, Deputy Keeper and Chief, National Register
and National Historic Landmark Programs
National Park Service
National Register of Historic Places
1201 Eye St. NW, 8th Fl. (2280)
Washington D.C. 20005

Dear Mr. Loether:

Enclosed please find four (4) new National Register nominations for Ohio and one (1) returned multiple property documentation cover. All appropriate notification procedures have been followed for the new nomination submissions.

NEW NOMINATION	COUNTY
Hamilton Downtown Historic District	Butler
Lubal Manufacturing & Distribution Co.	Franklin
Bimm Fireproof Warehouse	Montgomery
Delco Building	Montgomery

RESUBMITTED MULTIPLE PROPERTY SUBMISSION	COUNTY
Morgan's Raid in Kentucky, Indiana and Ohio MPS (Ref. No: 64501229)	Multiple

The MPS cover document was returned to states on 12/23/2014 for corrections and revision of property type information. The requested revisions have been addressed.

The enclosed disks contain the true and correct copy of the nominations for the Hamilton Downtown Historic District and Lubal Manufacturing & Distribution Co. nominations to the National Register of Historic Places and the Morgan's Raid in Kentucky, Indiana and Ohio MPS.

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 Powers

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 _____
For nomination of the Delco Building to the National Register of Historic Places: Montgomery Co, OH

✓ 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: _____