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United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

cover

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission ___ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of the
Webster Station Area, Dayton, Ohio

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Industrial Development of Webster Station Area, ca. 1865-1950
Transportation in Webster Station Area, ca.1850-1950
Industrial Architecture in Webster Station Area, ca.1865-1950

C. Form Prepared by

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Barbara Rave Dept. Head Planning, Inventory & Registration December 19, 2000
Signature and title of certifying official Date

Ohio Historic Preservation Office -- OH SHPO
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall 2/2/01
Signature of the Keeper Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Ohio Historic Preservation Office

E. Statement of Historic Contexts

1. Industrial Development of Webster Station Area, ca. 1865-1950

The industrial nature of Dayton, Ohio developed with the early historical growth of the city. With its incorporation in 1805, early industrial activities developed to meet the needs of the growing community and its role as a small regional marketplace. The city's location adjacent to the Great Miami River and Mad River allowed for the establishment of water powered mills that took local raw materials and agricultural products and transform them into value added products for local consumption. Products such as flour, paper, woolens, and lumber were sold within the community and surrounding area. Additionally, small firms that made saddles and harnesses and furniture soon developed. As the local economy grew, transportation routes became vital for Dayton's future growth. Prior to the establishment of the Miami and Erie Canal in 1829, the city was connected to the surrounding rural landscape and other emerging villages by primitive roads and water transport. Rivers became important transport links. Prior to the establishment of the canal, the rivers carried moved flatboats and keel- boats in an somewhat regular manner. At times, boat traffic was disrupted by shallow water and the build-up of sediment and debris. During the early part of the 1800s, commerce was shipped via the Great Miami River between Dayton and Cincinnati. Commerce was also shipped on the rivers to surrounding communities as well.

With the population growth of Dayton, its importance as a regional commerce grew as well. By 1840, its population had reached 6,067 twice the 1830 population. Its industrial development grew as well with 188 diverse manufacturing firms established to meet the need of the growing regional marketplace by 1842. Major areas of industrial development included cotton factories, flour mills, saw mills, paper mills, foundries, soap and candle works, and distilleries and brewing.

The population of the city had reached 10,977 in 1850. By that date, Dayton was also served by five railroads. This marked the decline of the canal as an important mode of transport. A review of *William's Dayton City Directory* for 1856 identified the nature of the city's industrial growth. For example, the Barney, Parker Company (later the Barney and Smith Car Company)

manufactured railroad cars and agricultural implements. By 1888, this firm was the largest employer in the city with 1,587 workers. The firm was were located in the eastern portion of the Webster Station area. Another firm in the Webster Station area was the Buckeye Iron and Brass Works that made agricultural implements and tools.

The Webster Station area of Dayton, Ohio, developed as a center for light industry during the late 19th through the mid-20th century. This was a slow evolution of growth that did not happen in a contiguous manner, but one in which pockets of industrial activity evolved as demand dictated. The area adjacent to the northern extension of the Miami-Erie Canal attracted warehouse and light manufacturing activities, which slowly pushed eastward along the major streets. In some situations, this industrial development required the demolition of existing residential buildings and contributed to the disintegration of the residential character of the neighborhood. The area also became attractive to industry because of its central location with close proximity to downtown Dayton and connection to other parts of the city.

The physical development of the Webster Station area started with the platting of several subdivisions and their small residential lots in the late 1820s and early 1830s just east of the canal extension along First Street. The last subdivision within the area was platted in the eastern portion and north of First Street in 1852. The actual physical development of the residential built form proceeded at a slow, uneven rate, as small-scale residences were built in response to the growing eastward expansion of the city.

The evolution of the area as a location of industrial activities started out slowly as warehouses and several light manufacturing activities located adjacent to a northern extension of the Miami and Erie Canal. With its construction in Dayton from 1828 to 1845, the canal emerged as an important transport route that linked Dayton to other cities along its western Ohio route and to an emerging agricultural landscape. The canal allowed for the transport of materials and products from the hinterland to and from Dayton.

Some the early industrial development of the city was attracted to locations directly adjacent or within very close proximity to the canal. The area along the north extension between Third Street and Fifth Street emerged as a location for small-scale industries and warehouse activities. This

area was also close to downtown Dayton and was bisected by several major streets linked to the growing city.

One of the earliest industrial activities established in the eastern portion of the area, the Barney and Smith Car Company was founded in 1849. It evolved as a builder of railroad passenger and freight cars and by 1909 employed over 3,500 people at its 58-acre site (no longer extant). The firm achieved a national reputation for the decorative wooden interior construction of its passenger cars. The firm went out of business in 1922 because it was not able to incorporate steel passenger car construction. A rival firm, The Pullman Company of Chicago, became the standard using steel construction by World War One.

Railroad development in the east side of Dayton brought another means of transport into the area in the mid-19th century. By the early 1850s, the Webster Station vicinity had been bisected by several railroad lines, including the Cincinnati, Hamilton, and Dayton. Within a short period of time several industrial buildings began to move away from the previously desirable canal-oriented locations. At the same time, however, the residential character of the area continued to develop, and housing began to extend along the eastward streets.

By 1869, the Webster Station area exhibited a mix of land uses. Industrial activity continued along the east side of the canal between First and Second streets and also extended along First Street to just past Madison. This area was characterized by warehouses and light manufacturing activities. In addition, Third Street began to experience limited industrial development just east of the canal. Residential development continued as the major land use in the Third Street vicinity, and numerous residential lots located on the north side of First Street, from Webster to Keowee were still vacant, awaiting awaited development. The canal and railroads continued as the major transport facilitators. The core of industrial activity was still centered on either side of the canal, from Third Street down to Fifth Street.

A wave of new industrial development began in the early 1890s, continuing into the first part of the 20th century. Of particular importance was the development of Third Street, east of Wayne Avenue. Numerous buildings were constructed as real estate investments and as locations for specific businesses. The area evolved as the location of several grocery and dry good distributors,

coffee and spice milling, paint manufacture, publishing, and warehousing of paper products. Today, a cohesive small cluster of architecturally and historic buildings exists along the street. (See East Third Street Historic District nomination form.)

The devastating 1913 flood experienced by communities in western Ohio impacted Dayton. The Webster Station area was flooded when the Great Miami River and Mad River rose to inundate the lower lying areas of the city causing extensive loss of wood frame residential buildings and some damage to industrial buildings. The greatest impact with respect to industrial buildings was with the loss of production time as the lower floors were being cleaned up. The flood did not deter subsequent new industrial construction in the area. The inundation led to considerable efforts being directed to the establishment of future flood control measures, along the nearby rivers, in order to preclude the extent of damage that may be experienced.

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 the time, produced a full line of cars at their complex on the east side of the city. The company's operations were located in the vicinity of Bainbridge, McDonough and Bacon Streets, just east of the proposed East Third Street Historic District. (Many of the existing buildings, including 15, 101 and 123-125 Bacon and 9 and 15 McDonough, were included in the Dayton Motor Car Company Historic District, which was listed in the National Register in 1984.) In 1912 the company was purchased by a larger corporation, which converted the facilities to the production of auto parts rather than complete vehicles. This merger was part of the first wave of industry consolidation as small producers began to be bought out by larger companies. Following two successive mergers, in 1925 the company was eventually taken over by the Chrysler Corporation, which then ceased manufacturing operations in Dayton. This closure signaled the end of small, independent auto producers in the United States.

Several breakthroughs in automotive engineering during the early 20th century were associated with the Dayton Engineering Laboratories Company, better known by its acronym Delco. The company was founded in 1909 by engineers Charles F. Kettering and Edwin A. Deeds. Both had been employed by the National Cash Register Company that was founded by John H. Patterson.

Patterson Avenue, named after him for his contribution to the industrial development of Dayton, extended through the Webster Station boundary. Delco's early success was predicated on the manufacturing of electrical components used in automotive and aviation related production. Examples of pioneering technology undertaken by Kettering and Deeds included the invention of the electrical ignition switch, the self starter for automobiles, and the invention of an anti-knock fuel additive designed to eliminate knocking in an automobile engine. The firm also produced an engine driven generator which found an enormous market within the nation's farming community. In 1916, Delco was sold to General Motors which expanded Delco's automobile parts and systems production. This acquisition also resulted in General Motors constructing, within the Webster Station area, a large building to house their Frigidaire brand refrigeration systems in 1928. The Frigidaire Company built some small auto components for General Motors at their large factory at 300 Taylor Street. They also produced home refrigeration equipment and commercial air conditioning systems for theaters and department stores.

Delco constructed its own building at 335 East First Street in 1915: a large, multi-story production, research and office building in the Commercial style. They later expanded at this location in 1929 and 1938. Also, the company leased space in several nearby buildings located along First Street just east of the canal. They moved some of their facilities into the Beaver Power Building No. 2 (329 East First Street) immediately after its construction in 1913. Delco became the largest single user of space in the Webster Station area during the late 1910s and early 20s. In 1913, this firm employed over 1,500 workers at this location.

The research into engine knocking was carried out on the upper floors of the A.H. Nixon Tobacco Warehouse at 144 Canal Street (built 1865), which Delco used as a laboratory. Delco played a significant role in the industrial development of Dayton and the architectural development of the Webster Station area as well. Because of the firm's contributions to the industrial development of Ohio, its buildings should also be evaluated in a statewide context.

Smaller firms in the Webster Station area also played a role in the early auto industry. For example, the Dayton Fan & Motor Company at 804 East Monument Avenue (built 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.

It is important to summarize the general industrial development of the city of Dayton with other Ohio industrial cities in order to gain an understanding of this city within the context of Ohio industrial development. In 1899, Dayton ranked fifth among Ohio cities with respect to value of products produced. By 1909, the city's industrial position had slipped to sixth for value of products produced. In that year, the city's leading industries included sixty-nine firms manufacturing foundry and machine products, fifty-six firms engaged in the making of tobacco machinery, and forty-five firms in the printing and publishing business. In 1919, Dayton remained sixth with respect to value of products. By 1929, Dayton's position rose to fourth for value of products produced. With the advent of the Depression, at the end of 1929, industrial production in Dayton as well as Ohio dropped dramatically. It would take getting past the depression years and into wartime production before the industrial activities of the state and Dayton increased. During the early 20th century, Dayton was a regional industrial city within Ohio. Cities such as Cleveland, Cincinnati, and Columbus, because of their much more complex industrial base continually outranked Dayton. Dayton's level of industrial development could be compared with that of similar sized markets the included Toledo, Canton, and Youngstown. What does set Dayton apart from all major industrial cities of the state it that it contained several nationally important companies that got their start locally. Firms such as National Cash Register, Delco, Barney and Smith Car Company, and Reynolds and Reynolds achieved national reputations. Additionally, specialization within certain sectors of industrial production were associated with Dayton. Diverse industrial production included automobile related products, the electric cash register, bicycle production, and various foundry and iron production activities.

By the late 1940s, national trends, such as suburbanization, the movement away from multi-story buildings, and the decline of railroads, rendered older industrial areas such as Webster Station obsolete. The construction of the railroad viaducts on East Third Street and Wayne Avenue made roads more accessible to automobile and truck traffic and signaled the decline of rail traffic.

Many of the original companies located in the area ceased operations. The buildings increasingly began to be used for low-end and marginal businesses. Vacancies increased. Some buildings were demolished. Today, some buildings are still used for light industrial or warehouse operations, while others stand empty.

During the 1970s, industrial employment and production decreased in the United States. Automotive related industries were particularly hard hit, however, many sectors of the economy experienced a decline. This was coupled with a decrease in population for some industrial cities. The city of Dayton experienced a thirty percent loss in manufacturing jobs in the 1970s. In addition, it had an almost three percent loss in population from 1970 to 1980. Overall, it lost 16.6 of its population from 1950 to 1980. Much of this was due to the loss on manufacturing jobs. This resulted in the closing of many of the industrial business in the Webster Station area during this period of time.

The Webster Station area is now experiencing redevelopment. Several buildings along Third Street and Wayne Avenue are undergoing adaptive re-use for retail and office activities as well as market rate apartment housing. Developers are also showing interest in individual buildings for re-use. A new minor league baseball stadium, expected to be a catalyst for future development, is slated for construction within a large vacant block. The existing built form will be evaluated to see if it can contribute to the anticipated development.

From the thematic point of view of industrial development, the Webster Station area reflects an evolution of buildings that contributed to a variety of industrial activities. These included tobacco warehouses, various manufacturing businesses, pulp and paper distributors, wholesale grocery products, automotive related manufacturing firms, printing and publishing, and paint manufacturing. In addition, the freight warehouses reflect the importance of transportation associated with products and materials produced or used within the area. The strength, from a contextual point of view, of the area is that within the near east side of Dayton, a spectrum evolution of industrial activity developed there. This resulted in a morphology of industrial streetscape and numerous isolated industrial buildings. Due to previous demolitions, the number of industrial buildings that contributed to the historical development of the area was greater than

that which exists today. Those significant buildings that remain, however, contribute to our present day understanding of the industrial development.

A review of industrial development within the city of Dayton did not identify any other areas that contained either a comparable number of significant industrial buildings, or a comparable variety of industrial land use. There are pivotal locations for industrial development in Dayton: for example, those remaining buildings built for the National Cash Register Company were associated with a firm that made one of the strongest contributions to the city's industrial development. Industrial development has also taken place in other parts of the city. Over the years, unsympathetic alterations, additions, and demolitions have diminished the significance of many of these areas and their industrial buildings.

Nonetheless, no other area of the city exhibits such an extensive area of historic industrial activity. Another unique characteristic of the area is the integrity of many of its surviving buildings: the majority of its industrial structures have experienced little to minimal alteration to the original physical fabric.

2. Transportation in Webster Station Area, ca. 1850 to 1950

Transportation played a key role in the development of the Webster Station area. The Miami and Erie canal attracted industrial development after its completion in Dayton and into the 1860s and 70s. By the 1850s, however, rail links had been extended into the northern, eastern, and southern portions of the area. Railroad connections offered a more flexible and timely method for raw material and finished goods transport. Over the years, freight terminals were constructed in the Webster Station area to facilitate movement of materials and products into and out of the central city. Within the area, many buildings also had rail lines running adjacent to them with freight dock doors that allowed for direct transfer of commodities between the building and the train. One such example of this is found with the buildings located along the south side of East Third Street just east of Wayne Avenue. At the rear of each building, freight doors and vestiges of the old rail tracks are in place.

The industrial character of portions of the Webster Station area would not have been developed if it were not for the implementation of the rail transport system. Businesses sought an advantage in site location. The canals, railroads, and major streets that bisect the area provided that advantage. The transport system facilitated movement of products and raw materials. They helped to fulfill a criterion necessary for good industrial location: transport access. Other areas in Daton benefitted from an expanding transport network. The Webster Station area, however, evolved as the result of the utilization of all three types of transport movement. Many businesses in the area located where they did as the result of being linked to or having close access to the canal, railroads, or street system

The name for the area was derived from a freight terminal that was constructed adjacent to Webster Street by the Cincinnati, Hamilton, and Dayton Railroad. In fact, two freight stations had been constructed on Webster Street by this railroad in 1914. This was followed by the construction of the Merchants Forwarding Terminal, also located on Webster Street, in 1916. Over the years, earlier freight terminals had been replaced as the need dictated.

3. Industrial Architecture in Webster Station area, ca. 1865 to 1950

The third theme that helps to place the Webster Station area into a historic context relates to the architectural development of its industrial buildings. The significant buildings in the area reflect the application of architectural details that were prevalent at the time of their construction, from ca. 1865 to 1950. The area's architectural development is closely associated with the Commercial style, especially for those buildings constructed after 1890. The style was widely used throughout the area; it was applied to both manufacturing and warehouse buildings. Numerous buildings exhibit details that reflect specific additional architectural styles. These include earlier Italianate and Modern styles.

Most buildings built in the Commercial style incorporate a three-part division of the main facade. The lower level, which is usually the first floor, incorporates architectural details that delineate it as a separate part of the facade. A common feature of the first floor detail is an interior cornice that extends across the facade physically separating it from the upper floors of the building. Sometimes storefront bays, with plate glass display windows, are detailed as part of the first floor treatment. However, buildings do not need to incorporate storefronts to articulate the style. The interior upper floors usually exhibit pier and spandrel wall construction with windows set in recessed spandrels between vertical piers. Window bays may be separated into single, paired and triple sash configurations. A common feature of the upper floor composition is that all the floors are usually identical. The third element that articulates the Commercial style is that the topmost floor, or sometimes the top two floors, are treated differently from the rest of the building. Usually the top floor(s) are physically separated from the lower stories by a plain or decorative interior cornice or string course that extends the length of the building. Often, the cornice may be heavily bracketed or exhibit dentils. Window bays may be enframed by brick, stone, or terra cotta detail. The upper story detail can also incorporate a projecting cornice or parapet.

Within the Webster Station area, some buildings are further distinguished by the use of accepted design motifs applied as part of the Commercial style. Some buildings that incorporate the three-part division to the facade characteristic of the Commercial style, can also incorporate specific details that are associated with the Queen Anne, Romanesque Revival, or Neo-Classical Revival modes. Thus, buildings that include these extra stylistic details benefit architecturally by

incorporating additional distinctive elements.

Several buildings in the Webster Station area express other architectural styles, thereby contributing to the area's stylistic diversity. Examples include the three railroad warehouse freight terminals. Although freight terminals tend to be functional in layout and design, the two buildings designed by the Cincinnati, Hamilton, and Dayton Railroad exhibit decorative elements located at the gable ends of each building. In particular, stepped gable ends add architectural interest. In addition, the remaining freight warehouse, although functional in overall design, does add to the architectural development of the area as an example of a specific and clearly recognizable type, and is also significant in the context of transportation context. The canal era buildings, among the oldest in the downtown area, are for the most part functional in overall design. These buildings reflect the use of very muted architectural adornment; this was typical of the earlier industrial architecture of Dayton. Nonetheless, they are distinguished by subtle individual details such as arched windows and doorways and corbeled brick cornices. The Dayton Flour Mill Building expresses an early distinctive style. It is an Italianate styled building that exhibits a bracketed cornice and tall, narrow windows surmounted by segmental arched stone hoods. The Dayton Power and Light Company power plant expresses the Neo-Classical Revival style with quoins, tall round-headed windows, and a decorative cornice.

When the buildings of the Webster Station area are examined, an evolution of architectural design becomes evident. While it is not necessarily a profound evolution, it does show the variation in architecture from canal era buildings to the mixed Commercial style architecture. As stated previously, the Commercial style and its variations dominate the built form. The thematic view of architectural development illustrates that an evolution of Commercial style architecture, as applied to industrial buildings, took place.

The architectural development of the Webster Station area is best understood when its architectural history is evaluated in a citywide context. An assessment of commercial architecture in the city of Dayton shows that the area contains good representative examples of the Commercial style. Some buildings, like the Barney/Throckmorton Building and the Delco complex may be viewed as excellent examples of the Commercial style. In addition, the cluster of industrial buildings located along both sides of East Third Street can be considered to be the best

cluster of Commercial style industrial buildings in Dayton. No comparable cohesive group of industrial buildings can be found in the city.

Other industrial areas of Dayton exhibit good representative examples of Commercial architecture. The National Cash Register buildings, for example, can be considered to be excellent examples of the Commercial style. What sets the Webster Station area apart from the other industrial areas of Dayton is the fact that, within a few blocks, numerous industrial buildings are found that exhibit good to excellent architectural stylistic detailing. No other area in the city reflects this higher level of architectural distinction and integrity.

F. Associated Property Types

I. Name of property type: Industrial Architecture of the Webster Station Area
II. Description

Subtypes:

Masonry bearing wall buildings. Industrial buildings of masonry bearing wall construction were built in the area from the mid 19th through the early 20th century. Most are of small to medium scale. They stand two to four stories high with brick walls and flat, shed, or gabled roofs. They may include ground floor storefronts. The buildings are usually built to the property line, filling most of the lot. They generally have a sidewalk in front and an alley to the rear or to one side. Neighboring buildings can be attached to one or both sides. Some examples are functional in design or distinguished by subtle architectural details. Others reflect popular styles of their respective periods, such as the Italianate, Queen Anne, Romanesque Revival, Neo-Classical Revival, or early Commercial styles. Cornices and windows and doorways are focal points for architectural adornment. The interiors of the buildings feature wood floors and may include metal or brick columns.

Reinforced concrete buildings. Industrial buildings of reinforced concrete construction were built in the area beginning in the early 20th century. They are 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 facade may exhibit an exposed concrete column. They may also feature flat 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 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 floors and columns.

The earliest surviving reinforced concrete buildings within the Webster Station area were constructed in 1912. The 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, watertighness, and rapidity of construction. These were traits that were of extremely usefulness for industrial building construction.

Railroad freight depots. The surviving railroad freight depots in the area exhibit a distinctive form. They are long and narrow in plan, with loading docks along the side parallel to the tracks. They are built of brick. Roofs are steeply gabled. Basically functional in architectural treatment, they also include minimal architectural details; some may be enlivened by decorative elements in the gable ends or roofline. Depots are freestanding structures, built at front lot lines.

Power plants. In general, electrical generating plants are industrial buildings large proportions that, because of their scale, tend to dominate the streetscape. Some transcend their utilitarian nature by references to popular styles of the day. They stand one or two stories high with flat roofs. Their verticality is emphasized by tall windows. Of masonry construction, they may include decorative brick, stone or terra cotta details. Power plants are freestanding buildings. They may include subsidiary structures, small in scale and functional in nature. They may also include smokestacks, water towers, coal bunkers or railroad trackage.

III. Significance

Eligible buildings and districts will meet Criterion A for association with the historic context "Industrial Development of Webster Station, ca. 1865-1950" or "Transporation in Webster Station, ca. 1850-1950". The built form of the vast majority of surviving historic buildings within the Webster Station area were constructed to 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 wa in close proximity to Dayton's downtown, it was centrally located within the broader Dayton area, and it offerred excellent connectivity for transport.

The industrial buildings of the 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. Within five decades, the area was transformed from an existing residential community of modest homes, churches, and schools to a thriving light manufacturing and warehouse district. A remarkable variety of businesses located there, including wholesale grocers, paint factories, paper suppliers, tobacco warehouses, plumbing supply manufacturers, The individually nominated buildings and the proposed East Third Street Historic District are significant for their association with warehousing and light manufacturing from the mid 19th through the mid 20th century. Some buildings are significant for their association with particular businesses that made important contributions to the city's commercial life or industrial development; included within these are the Delco complex and the Lowe Brothers Paint Company Building. Still other buildings, such as the railroad freight terminals and freight warehouse, derive their significance from their association with transportation links such as the canal, railroads, and street system that delivered raw materials, shipped finished goods, and made industrial development possible. Still other buildings, such as the Dayton Power and Light Company generating plant, are notable for their association with power generation, supplying the electrical energy that powered manufacturing processes and commercial activities.

Many significant buildings will meet Criterion C for "Industrial Architecture in Webster Station ca. 1865-1950. Numerous buildings are noteworthy for their architectural expression. They represent good examples of popular commercial architectural styles from the late 19th through the mid 20th century. Some buildings lack overt stylistic references but are notable as expressions of specific property types, such as the canal era buildings (built in the 1860s and 70s) found adjacent to Patterson Boulevard. These buildings are some of the oldest extant industrial structures in Dayton; few of this era have survived. Many buildings good examples of the Commercial style, which came to prominence in the late 19th century and established itself as the standard for commercial and industrial architecture through the mid 20th century. Included are examples of the style in its classic three-part mode, with clearly defined lower story, upper stories and top story,

as well as its less common, two-part variant. Several Commercial style buildings are enhanced by Romanesque Revival or Neoclassical Revival features. Many include decorative masonry or terra cotta details including piers, cornices and parapets. Some also retain original storefronts. As a group, the buildings also reflect the evolution of building technology for their period of construction. These ranged from older masonry bearing wall buildings of modest scale, to masonry structures of greater bulk with iron columns, to reinforced concrete factories and loft buildings of much greater height and mass. The period of significance encompasses the estimated construction dates of the significant buildings.

IV. Registration Requirements

In order to be considered for National Register listing 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 facade, 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. Since the storefronts of many historic buildings have been altered over time to meet changing needs or 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. Additions to minor elevations of buildings are acceptable provided they do not obscure important features.

Appendix A

Evaluation of the Construction Techniques
for Significant Buildings
Over Three Floors in Height
Located within the
Webster Station Area

Number	Building	Construction Date	Bearing Wall	Reinforced Concrete
1	Weber Bldg	1921		X
2	Haas & Mitchell	1874	X	
3	Seitz & George	1904	X	
5	Frigidaire	1928		X
6	Dayton Fan @ Motor	1918		X
8	Lincoln Storage	1912		X
9	Beaver Power #2	1913		X
10	Nixon Warehouse	1865	X	
11	Miller Brothers	1870	X	
12	Haas Tobacco Bldg	1870	X	
14	Delco	1915, 1929, 1938		X
15	McCormick Bldg	1913	X	
17	Philip Haas Bldg	1911	X	
22	Lorenz Publishing	1922		X
25	Cinti Cordage	1914		X
26	J. T. Barlow Co.	1914		X
27	J. K. McIntire	1912		X
28	Lotz Paper Co.	1918		X
30	Barney Bldg	1893	X	
31	Lowe Brothers #1	1893	X	
32	Weakley @ Worman	1910	X	
33	Keogh @ Rike	1901	X	
34	Canby, Ach @ Canby	1893	X	
35	American Cigar	1903	X	
36	Lowe Brothers #2	1929		X

Source: Sanborn Insurance Maps (various)
Montgomery County Auditor's Office
Personal Observation of Fred Mitchell

For location of buildings, refer to Webster Station Multiple Property Documentation Area map.

G. Geographical Data

The Webster Station area is roughly bounded by the following: Extending along the east side of North St. Clair from Second Street up to East Monument Avenue, then east across North Patterson Boulevard, then north along the east side of Patterson Boulevard to the south shore of the Mad River, then east along the south shore of the Mad River to the west side of North Keowee Street, then in a southern direction along the west side of North Keowee Street to the north side of East Third Street, then west along the north side of East Third Street and then south of the buildings from 424 to 520 East Third Street and 29 Wayne Avenue, then west behind the buildings to Wayne Avenue, then north along the east side of Wayne Avenue to the north side of East Fourth Street, if extended, then west along the north side of East Fourth Street to the east side of Wyandot, then north along the east side of Wyandot to the north side of East third Street, then west along East third Street to the east side of side of Patterson Boulevard, then north along Patterson Boulevard to the north side of Second Street, then west along the north side of Second Street to the east side of North St. Clair and the point of beginning.

The area is clearly defined by significant natural and man-made features and by areas of markedly different land use. It is bounded on the north by the Mad River and the city's riverfront development area, on the east by Keowee Street (rebuilt into a major thoroughfare), on the south by an elevated railroad track and on the west by the downtown commercial district.

H. Summary of Identification and Evaluation Methods

The buildings of the Webster Station area were documented on Ohio Historic Inventory (OHI) forms in 1998. Research was conducted to determine the buildings' owners, tenants and past uses. Since the area is important to the industrial development of the city of Dayton, buildings were evaluated within the context of its industrial development. Their contribution to the overall industrial development of the city was established. The criteria established for the National Register of Historic Places were then used to determine the significance of the buildings and to assess their integrity. Based upon the evaluation of its historical and architectural development, recommendations were made with respect to the existing buildings exhibiting enough significance to merit inclusion in the National Register of Historic Places.

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