

SIA

2018 FALL TOUR

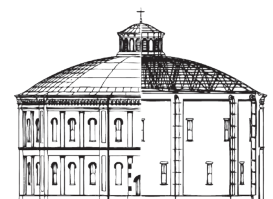
DAYTON, OHIO

**SEPTEMBER 27 - 30, 2018
CROWNE PLAZA DAYTON HOTEL**

GUIDEBOOK & PROGRAM

**SOCIETY FOR INDUSTRIAL ARCHEOLOGY
MICHIGAN TECHNOLOGICAL UNIVERSITY
1400 TOWNSEND DRIVE
HOUGHTON, MI 49931-1295**

www.sia-web.org



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Employees of the Dayton-Wright Airplane Company stand on the wings of the Dayton-Wright RB-1. Courtesy of Special Collections & Archives, Wright State University.

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INTRODUCTION

INTRODUCTION

DAYTON, OHIO: FORMER INDUSTRIAL JUGGERNAUT

SAMUEL R. STALEY - FLORIDA STATE UNIVERSITY

Dayton's Past Industrial Power

Few people today would recognize Dayton, Ohio, as the industrial powerhouse it was less than a hundred years ago. Once a beacon of manufacturing success, Dayton claimed more patents per capita than any other U.S. city in 1900. Its entrepreneurial climate nurtured innovators such as Charles Kettering, inventor of the automobile self-starter and air travel pioneers Wilbur and Orville Wright. As the U.S. economy took off after World War II, Dayton was home to the largest concentration of General Motors employees outside of Michigan.

The city also nurtured companies that would become stalwarts on the Fortune 500, including National Cash Register (NCR), Mead Paper Company, business forms companies Standard Register and Reynolds and Reynolds, Dayco and Phillips Industries. To put this in context, just 14 U.S. cities could claim six or more Fortune 500 headquarters ten years ago. That's not a bad performance for an urban area that peaked as the 40th largest U.S. city in 1940.

These early industrialists were more than just business men. They were also visionaries. The founder of NCR, John H. Patterson, is widely credited with laying the foundation for the first modern factory system, pioneering the basic principles that still drive much of modern advertising, and redefining the relationship between labor and management.

NCR may also have been America's first truly global business. "The cash register," writes Patterson biographer Samuel Crowther, "is the first American machine which can claim that on it the sun has never set." Even as Patterson was toiling away in a little shop in Dayton, cash "registers were being sold in England and Australia." The company's first non-US sales office was established in England in 1885 and its first European factory was established in Germany in 1903.

It's difficult to underestimate Patterson's influence on American industry. By 1930, an estimated one-sixth of all U.S. corporate executives had either been an executive at NCR or been part of Patterson's management training programs. Among NCR's alumni were IBM's visionary CEO Thomas Watson, as well as the presidents



Downtown Dayton as seen from the west looking across the Great Miami River.

of Packard Motor Car Company, Toledo Scale, Delco (now Delphi) and dozens of others.

What may separate men like Patterson from their equivalents today in places like Silicon Valley was their intense civic involvement. Patterson was one of the first business leaders to try to apply scientific management to local government, testing out his ideas in rebuilding the city after a disastrous flood ruined downtown Dayton in 1913. He also helped create the Miami Conservancy District, one of the nation's first flood control districts that still manages a system of low-level dams and levies that keep downtown flood-free to this day. Perhaps one of Patterson's most prescient civic innovations was bringing the city manager form of local government to the first large city in the U.S.

As significant as Patterson was as an individual, he was not alone. The Dayton area benefited from the entrepreneurial drive and civic commitment of hundreds of businessmen that built large companies, many publicly traded. Patterson was the most iconic of the icons.

Dayton's Economic Descent

Today one would not expect such vision in Dayton, and you would be unlikely to find it. Since the early 1970s, nearly 15,000 manufacturing jobs disappeared at NCR. Automobile plants cut payrolls as the economy restructured toward services, and foreign competition outsold domestic manufacturers. As late as 1990, five General Motors plants



Assembly shop at the National Register Company about 1902. Image Courtesy Historic American Engineering Record.

employed more than 20,000 people regionally. Now, fewer than 12,000 work in these factories and Delphi—acquired by a German firm—has closed other Dayton plants. NCR’s world headquarters moved to the Atlanta metropolitan area. Mead Paper Company has merged with a competitor, becoming MeadWestvaco and its corporate headquarters has moved to Richmond, Virginia.

As the economy has tanked, the city has shrunk. After peaking at more than 260,000 people in 1960, the city is barely clinging to a core city population of less than 160,000. In the 2000 census, Dayton ranked 147th in size nationwide. Its metropolitan area is now ranked 59th.

Meanwhile, the suburbs have grown. Nearly 74 percent of Montgomery County’s population lived in Dayton in 1930. The growth of suburban cities shrunk that proportion to less than a third by the mid 1980s. Now, less than 20 percent of the metropolitan area’s population lives in the city of Dayton.

Lessons for Other Cities

Dayton’s early dependence on traditional manufacturing, with a particular emphasis on assembly line work, put the region at a competitive disadvantage as growing international trade and dramatically reduced transportation costs allowed for the global dispersion of factory work.

Yet, perhaps most remarkable is not the region’s decline, but its resilience. Despite the ongoing decline of manufacturing sector, the metropolitan area still knits together a population of over one million people. What accounts for this?

First, the regional economy has diversified. Now, as in other metropolitan areas, the growth in employment is in services. Two local major health care networks—Premier Health Partners and Kettering Medical Network—employ 15,300 in facilities that are nationally recognized for their quality of care. Wright Patterson Air Force Base is

a center for scientific research and development and employs another largely civilian workforce of 21,000.

Second, some of the large industrial companies of the past have evolved to meet the needs of an information economy. Reynolds & Reynolds, a former business forms manufacturer, now provides software in niche markets such as auto sales. The region is also home to the legal information services provider Lexus/Nexus, now a division of Reed Elsevier but originally a division of the Mead Paper Company's investment in data management services.

Third, core parts of the traditional manufacturing base literally retooled to become globally competitive. In the early 1980s, more than 600 machine shops employed nearly 20,000 people. As the 1990s unfolded, this number had fallen by half. As the 21st century got its start, the number of tool and die shops had revived and employment was rebounding close to 15,000. The shops remain small, but they are deeply invested in global trade. Productivity is up along with incomes.

Fourth, the region remains at a strategic logistical and demographic location in the Midwest. The city of Dayton is at the cross roads of two major interstate highways—the major east-west link I-70 and the north-south connector of I-75. Combined with access to three major airports, the Dayton region can easily benefit from and tap into economic growth in nearby metropolitan areas such as Columbus, Cincinnati, and Indianapolis. Ironically, many of the highway improvements some believed would “empty” the downtown—the interstates plus a par-

tial beltway, I-675—ended up tying the city and suburbs to other larger urban areas and enhanced the region's geographic importance.

Dayton's economy may no longer provide the flash and glitter of 20th-century economic leadership, but the region has demonstrated a remarkable robustness that holds lessons for other cities striving to remain competitive in a global economy. All cities or economic regions pass through periods of growth and decline. The real question is whether they can adapt to changing economic circumstances.

Dayton survived by building on the secrets of its past success. Its innovative manufacturing base has become more tech-centric and service-oriented. New areas of vitality such as health services have been enhanced. The city may no longer be what it was at its peak a century ago, but its future is far from grim.

This article is adapted from an article that appeared in www.newgeography.com, See www.newgeography.com/content/00153-dayton-ohio-the-rise-fall-and-stagnation-a-former-industrial-juggernaut. Sam Staley, Ph.d., is currently director of the DeVoe L. Moore Center in the College of Social Sciences and Public Policy at Florida State University in Tallahassee, Florida. He is a fourth generation native of the Dayton area (eighth generation Ohioan) with a nearly unbroken 50-year residency in Bellbrook, Ohio, before moving to FSU in 2011. He previously taught urban economics at Wright State University and the University of Dayton.

TOUR SITES

THURSDAY, SEPTEMBER 27 — EARLY TOUR TO CINCINNATI NATIONAL VOICE OF AMERICA MUSEUM OF BROADCASTING

8070 Tylersville Road, West Chester, OH 45069

www.voamuseum.org

The Voice of America was conceived during WW II as a way to counter Axis propaganda. Cincinnati radio broadcasting pioneer Powel Crosley, Jr. agreed to help in the effort, so the Bethany Relay Station was erected immediately adjacent to Crosley's massive mast antenna at Mason, Ohio. Located far inland from coastal waters and with ready access to electrical power, the Bethany Relay Station opened in 1944 and used a nearby field of 24 high-efficiency antennas to broadcast shortwave radio to Europe, North Africa, and South America. News, whether good or bad from an Allied perspective, was broadcast in 23 languages on a 24-hour schedule. By the late 20th century, broadcasts from satellite had replaced such earthbound technology, and the Bethany Station was last used in 1993. The towers were demolished in 1997-98, but the station building has been



A large field of high efficiency antennas originally stood behind the Voice of America station building. Photo Courtesy VOA Museum.

transformed into the National Voice of America Broadcasting Museum.

WLW-AM VERTICAL RADIATING ANTENNA AND TRANSMITTER

8070 Tylersville Road, West Chester, OH 45069

By specializing in the production of low-cost units, Cincinnati's Crosley Radio Corporation became the world's largest radio manufacturer in the 1920s and earned owner Powel Crosley Jr. the nickname "the Henry Ford of Radio." Crosley quickly realized the need for quality broadcasting to further enhance the appeal of his radios and established the WLW radio station in 1922. It grew into a celebrated venue for aspiring national stars like Doris Day, Andy Williams, Red Skelton, and Fats Waller. Early on, Crosley also recognized the importance of boosting his broadcasting power so users of his low-cost radios could capture his signals. He simultaneously began a campaign to get federal regulators to authorize wattage increases for his broadcasts. It culminated in Crosley's completion in 1933 of an 831-foot antenna at Mason, Ohio—placing it at the time among the world's tallest structures—that was powered by a 500,000-watt transmitter. Franklin Roosevelt was enlisted to remotely inaugurate the first broadcast from the White House using a gold-plated telegraph key. It proved so powerful that neighboring farmers were reportedly able to receive broadcasts through their wire fencing. The tower's height proved problematic when a signal blackout was discovered a hundred miles away. The technical solution to that issue

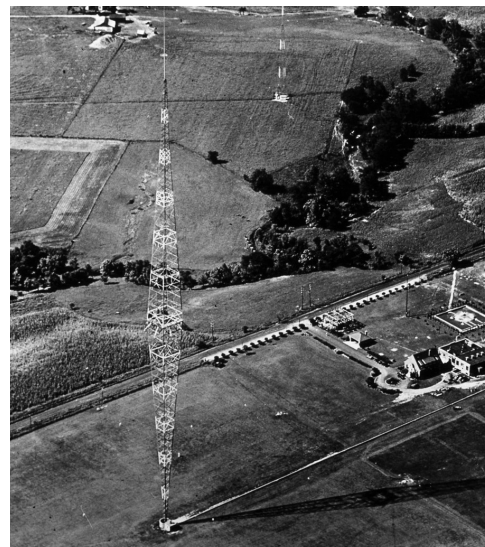


Photo Credit: VOA Museum

was to shorten the mast at the top of the tower by about 50 feet. Eventually complaints from other radio broadcasters led Congress to reduce Crosley station to 50,000 watts in 1939. Today, the tower remains in daily use by WLW, located at 700 on the AM dial.

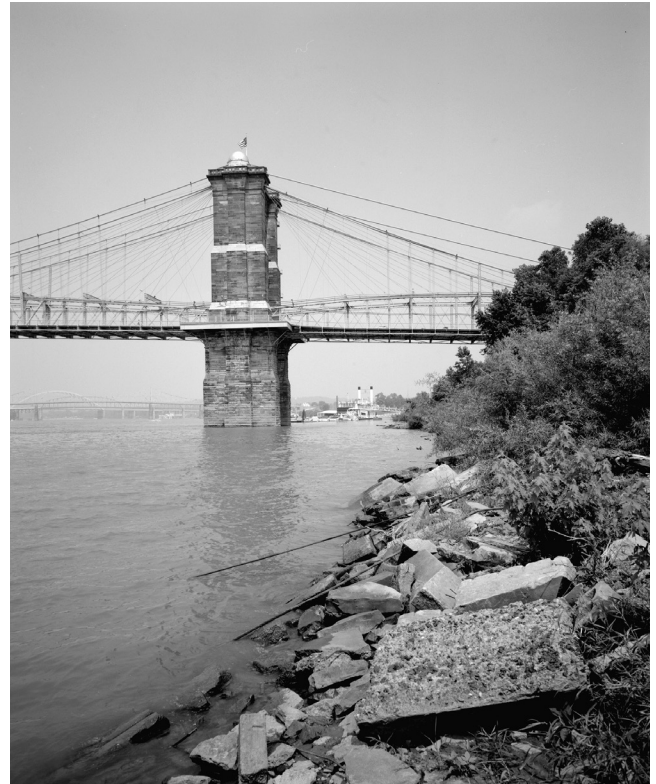
JOHN A. ROEBLING SUSPENSION BRIDGE

Crossing the Ohio River between Covington, KY and Cincinnati, OH

www.roeblingbridge.org

Construction of the Covington-Cincinnati Suspension Bridge began in 1856, but, due to work interruptions caused by the Civil War, it was not completed and open to traffic until 1867. Area residents celebrated its 150th anniversary at RoeblingFest in 2017. The National Historic Landmark is celebrated for its association with John A. Roebling and its precedent-setting techniques later used in designing and constructing the Brooklyn Bridge. A second set of cables and new deck trusses were added in the 1890s under the direction of Wilhelm Hildenbrand, one of Roebling's assistants on the Brooklyn project. The adjacent landscape is enhanced by Cincinnati's riverside park area known as The Banks. The Civil War-era bridge effortlessly carries nine thousand vehicles per day. The SIA tour includes tower and anchorage access provided by Kentucky DOT.

Roebling Bridge tower from Kentucky side. HAER KY-40-4, William Gus Johnson, photographer, 1987.



THE VERDIN COMPANY



3900 Kellogg Avenue, Cincinnati, OH 43226

www.verdin.com

Two French immigrant brothers, Francis de Sales and Michael Verdin, founded Cincinnati's Verdin Company in 1835. They immediately established a tower clock business in the Over-the-Rhine neighborhood. Their earliest documented job was the clock and bell equipment for Old St. Mary's Church—the city's oldest clock tower—in 1842. The clock tower continues to operate, although electrically powered. Still owned by the Verdin family, the company is in its sixth generation. It makes, installs and services bells, carillons, and tower clocks, along with the landmark towers and structures that house them. Verdin celebrated its 175th anniversary in 2017 by casting a specially designed bell highlighting their history.

OPTIONAL SELF-GUIDED TOURS

America's Packard Museum

420 South Ludlow St (open noon-5; \$5 entrance fee)

A former dealership with numerous restored vehicles.

Mendelson's

340 E. First St. (open until 5:30)

A liquidation warehouse with appliances, electronics, etc., dating back to the 1960s.

Greater Dayton RTA Central Hub

Third and Main

An excellent vantage point to see the Authority's nationally known electric trolley buses.

Oregon Historic District

E. Fifth St.

Stretching along East Fifth Street, the district is a vibrant, walkable neighborhood full of restaurants, bars, and shops.



Vintage automobiles on display at America's Packard Museum.



One of the Greater Dayton RTA's innovative electric buses..



Spools of wire for sale at Mendelson's.

THE STEAM PLANT DAYTON (OPENING RECEPTION VENUE)



Image Courtesy Steam Plant Dayton.

617 E 3rd St, Dayton, OH 45402

www.steamplantdayton.com

The opening reception will be held Thursday evening at The Steam Plant, a former **Dayton Power & Light (DP&L)** steam generating plant that is within walking distance of the Crowne Plaza Dayton. Edward Roach, historian with the Dayton Aviation Heritage National Historical Park and author of *The Wright Company: From Invention to Industry*, will provide an orientation lecture during the reception.

The Steam Plant was built as a power-generating plant by Dayton Power & Light in 1907 with additions in 1917 and 1948. The plant served as a backup steam heating system for downtown Dayton and was used until the mid-1980s. The building's current owners have renovated the building as an event space, preserving its unique architectural features such as exposed beams, brick walls and floor-to-ceiling windows.

FRIDAY, SEPTEMBER 28 — TOUR A

MIAMI CONSERVANCY DISTRICT — TAYLORSVILLE DAM

2000 US 40, Vandalia, OH 45377

www.mcdwater.org

The Taylorsville Dam is one of five dry dams built by the Miami Conservancy District in wake of the devastating March 1913 flood. The 67-foot-high earthen dam, constructed largely using hydraulic fill, stretches 2,980 feet and includes concrete only where necessary to handle moving water. The reservoir area—which extends as far north as Troy—is capable of retaining more than 60 billion gallons of floodwater. Under the leadership of Arthur E. Morgan, who later headed the Tennessee Valley Authority, the conservancy district itself handled all construction as a cost-saving measure. More than a thousand engineers, administrators, clerks, and laborers were assembled for the effort, extending from January 1918 until April 1923. Equipment was gathered from all across the nation, including a dragline pried from the frozen ground of a mine in the Michigan UP. An innovation in hydraulic engineering developed by Morgan and his engineers was the so-called “hydraulic jump” at the dam spillways. Falling steps and a pool



The “hydraulic jump,” featuring a series of steps and a wall to hold a pool, was one of the water calming innovations developed by Conservancy engineers. Photo courtesy Wright State University

absorbed the kinetic energy of floodwaters as they were released, thereby minimizing the erosion damage caused downstream.

HOBART

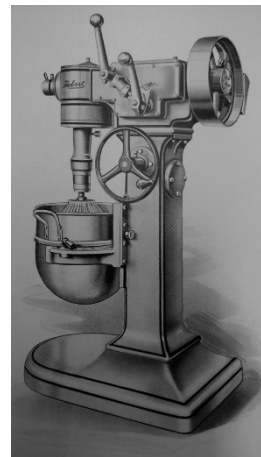
Plant 27, 750 Lincoln Ave., Troy, OH 45373

www.hobartcorp.com

Established in 1897 as an electric motor company in Troy, Ohio, Hobart is a leading manufacturer of food equipment products for cooking, food preparation, dish-washing, waste reduction, weighing and packaging.

Hobart is part of ITW Food Equipment Group, a division of Illinois Tool Works. ITW is one of the world’s leading diversified manufacturers of specialized industrial equipment, consumables, and related services businesses. The ITW Food Equipment Group family of brands in North America includes: Hobart, Baxter, Traulsen, Vulcan, Wolf, Berkel, Gaylord, Kairak, Somat and Stero, among others.

The oldest Hobart mixer still in service is a 1913 model used every day at Winan’s Chocolates & Coffees, a fourth-generation-family-owned company in Piqua, OH.



HARTZELL PROPELLER, PIQUA



A Hartzell Propeller employee makes adjustments to a new prop. Photo Courtesy Hartzell Propeller.

One Propeller Place, Piqua, OH 45356

www.hartzellprop.com

In the early twentieth century, George W. Hartzell Company moved from Greenville, Ohio, to Piqua and began to specialize in hardwoods, much of it shipped to England and Germany. At this time, Hartzell developed a process for steaming lumber that is still used today. During WW I, Robert Hartzell, George's son, became interested in airplanes and noticed the high rate of wooden propeller failures. His friend Orville Wright suggested the company use its hardwoods to manufacture propellers, prompting the formation of the Hartzell Walnut Propeller Company and supplying numerous propellers for American aircraft—labeled with the word “Liberty”—during the

war. Following the war, Hartzell added wooden steering wheels and industrial fans to its propeller product line. During the 1930s, the firm expanded to metal blades for Curtiss-Wright Corporation and Hamilton Standard. Hartzell transitioned to the manufacturing of blades of a composite material using a fabric-based plastic known as Hartzite during WW II and later also added aluminum. In recent years, Hartzell has continued to develop both innovative materials and configurations that have maintained their position as a leading propeller supplier for both general aviation use and specialized products for clients like NASA.

ELDEAN COVERED BRIDGE (TOURS A & B)



Eldean's Long truss is the best preserved of its type in the country. HAER OH-122-10, Jet Lowe, photographer, 2002.

Bypassed section of Eldean Road, near intersection with N. County Road 25A, Troy, OH 45373

Constructed in 1860 across the Great Miami River, the two-span Eldean Covered Bridge is a rare surviving example of the Long truss. Patented by U.S. Army engineer Stephen H. Long in 1830, the Long truss introduced the concept of prestressing to American bridge design. The most structurally intact of all surviving Long truss covered bridges, the National Park Service designated the Eldean Bridge as a National Historic Landmark in 2017.

Under the leadership of Miami County Engineer Doug Christian, the county restored the bridge in 2005-06 using traditional materials and construction techniques. Engineers removed steel rods from the truss and lower chords placed during a previous repair and hammered wooden wedges at counterbrace connections. This action prestressed the bridge as Col. Long had originally intended.

WACO AIR MUSEUM (TOURS A & B)

1865 S Co Rd 25A, Troy, OH 45373

www.wacoairmuseum.org

Founded in 1919, the WACO Aircraft Company was a partnership between barnstormer George "Buck" Weaver and two former Curtiss Aeroplane employees, Clayton Brukner and Elwood "Sam" Junkin. Initially known as the Weaver Aircraft Company, the firm moved to Troy, Ohio, and in 1929 assumed the WACO name. Soon it became a national leader in the design and manufacturing of wood and fabric civil aircraft. Eventually, the company produced 62 different designs, more than any other aircraft firm of this period.

During WW II, WACO's extensive experience building fabric-covered aircraft helped them win a large government contract to manufacture troop- and cargo-carrying gliders, and they converted the plant entirely to their production. Typically these gliders were intended to carry 14 men with their equipment and a jeep. A 60-man glider had been designed for the invasion of Japan but the war ended before it was put into production. Following



the war, WACO's former emphasis on unpowered flight proved a liability and the firm ceased operations in 1947.

The 77-acre WACO Field features a 2200-foot runway and an 1856 barn relocated to the premises and re-erected through a traditional barn raising. The current hanger was built in 2009 with the assistance of the Ohio Cultural Facilities Commission and is operated by the WACO Historical Society.

FRIDAY, SEPTEMBER 28 — TOUR B

AIRSTREAM — A DIVISION OF THOR INDUSTRIES



419 West Pike Street, Jackson Center, OH 45334

www.airstream.com

Airstream dates back to the 1930s, producing its uniquely iconic aerodynamic aluminum travel trailers—loosely based on aircraft designs. The Southern California company built the current Ohio production facility in 1952 to meet a rising demand in the post-war economic boom. In 1979, when rises in gasoline prices caused

trailer sales to plunge, the California production facility was discontinued. A year later, Airstream was acquired by Thor Industries, which has become America's leading producer of recreational vehicles, including many brands of trailers and motor homes.

SIDNEY COURTHOUSE SQUARE

Intersection of Court and Ohio streets, Sidney, OH

Located in the center of the Sidney's centrally located public square, the **Shelby County Courthouse** was completed in 1881 following the design of German immigrant George H. Maetzel. He had worked on the engineering staff of the Panhandle Railroad before becoming interested in architecture and, in addition to his work in Sidney, designed four other courthouses in Ohio and Kentucky. All, like Sidney's courthouse, reflected adaptations of the French Second Empire style.

The Monumental Building was designed by Cleveland architect H. H. Lane in a High Victorian Gothic style and completed in 1879 as a municipal building and to recognize the county's Civil War dead. A bronze "Soldier in Blue" by the J. W. Fiske Co. of New York City was added the top of the façade in 1900. A third-floor theater retains much of its original opera house features.

The Spot has occupied the southwest corner of Sidney's Courthouse Square since 1913. The current Art Moderne Style building with porcelain enamel steel panels was built in 1941 and remains a popular eatery and drive-in in the downtown.

The People's Federal Savings and Loan was designed by Louis Sullivan and completed in 1917. The National Historic Landmark retains almost all its original Sullivan-esque terra cotta detailing both inside and out and is proudly maintained in pristine condition by bank officials.



The Monumental Building (right) at Sidney Courthouse Square..



The Spot restaurant on Sidney Square.



Louis Sullivan's "jewel box," The People's Federal Savings and Loan on Sidney Square.

FRENCH OIL MILL MACHINERY COMPANY

1035 West Greene St., Piqua, OH 45356

www.frenchoil.com

Alfred Willard French founded the French Oil Mill Machinery Co. in 1900. An MIT graduate, French—the recipient of 55 patents—believed creative engineering would lead to superior machinery for producing vegetable oils. As experts in vegetable oil hydraulic press technology, the company was soon exporting machinery to Great Britain, Germany, and Norway. The firm also expanded to other processes, such as metal forming and rubber curing. French Oil Mill remains a family-owned business, currently in its fourth generation. With customers in more than 80 countries, French designs, manufactures, and supports hydraulic press systems for a wide variety of applications: molding rubber and composites; industrial rubber mixers; screw presses for synthetic rubber processing; separation of liquids from solids; oilseed equipment used to extract vegetable oil from seeds and nuts; and for the production of biofuels.



A grinding wheel hydraulic press mill produced by French Oil Mill Machinery in Piqua, Ohio.

SATURDAY, SEPTEMBER 29

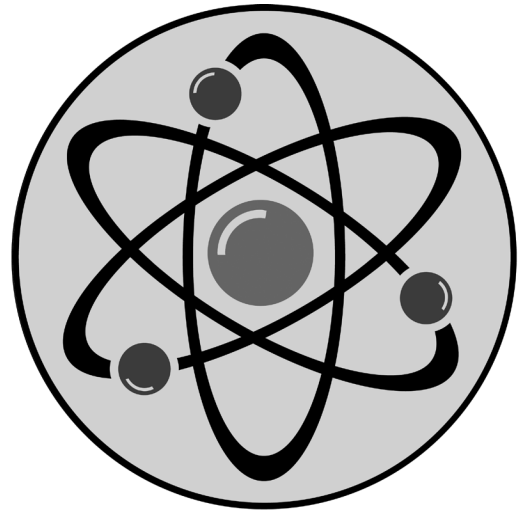
MOUND COLD WAR DISCOVERY CENTER

1075 Mound Road, Miamisburg, OH 45342

www.daytonhistory.org/visit/dayton-history-sites/mound-cold-war-discovery-center

From 1948 to 2003, Mound Laboratory operated as the Atomic Energy Commission's first post-World War II site. During the Cold War, the facility was involved in creating trigger components—including much work that still remains classified—for the US nuclear arsenal. As international efforts reduced nuclear stockpiles, the laboratory's focus shifted to aiding various US space programs, including the invention of the radioisotope thermoelectric generator. Known as an RTG or radioactive battery, it has powered NASA missions ranging from Apollo to New Horizons. It also became involved in developing methods for containing and recovering tritium, making fossils fuels more efficient, producing stable isotopes for medical applications, and numerous other nuclear-powered devices. In depth exhibits of this history were opened in the laboratory's former office building in early 2018.

Seventeen buildings once functioned in laboratory nuclear arsenal operations but only one remains today: T-Building, an underground, reinforced-concrete building designed to withstand the most powerful conventional weapon then in the US arsenal, a 2,000-pound semi-ar-



mor-piercing, jet-propelled torpedo. Built between 1947 and 1949, it included 16-foot walls and roof and was accessed through three bombproof steel doors. Following its decommissioning in 1973, a three-year clean-up operation began. Transfer of the site to a new owner and use was being finalized in August as the tour preparations were being finalized. Tour organizers remain hopeful that access will be allowed.

NATIONAL MUSEUM OF THE US AIR FORCE

1100 Spaatz Street, Dayton, OH 45431

www.nationalmuseum.af.mil

The US Air Force Museum is located at Wright-Patterson Air Force Base approximately 6 miles northeast of downtown Dayton. Four buildings enclose more than 17 acres of indoor displays, museum store, 3-D theater, and flight and space travel simulators. Displays of over 360 aircraft and missiles are divided into ten galleries, including Early Years, World War II, Korean War, Vietnam, Missiles, Presidential, Global Reach, Space, and Research & Development. Multiple cafés are located on an upper level for visitors' convenience.

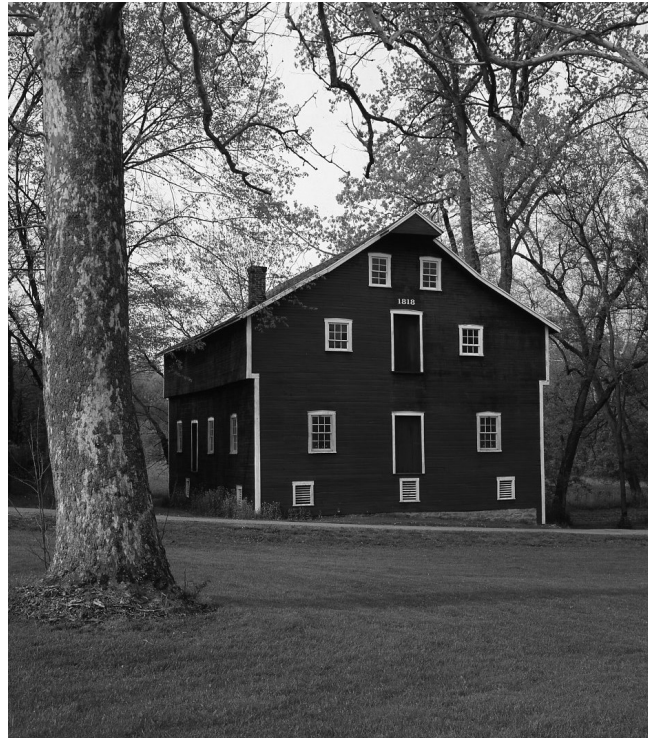


STALEY MILL FARM AND INDIAN CREEK DISTILLERY

7095 Staley Road, New Carlisle, OH 45344

www.staleymillfarmanddistillery.com

The Staley Mill Farm is Ohio's best example of the water-powered industrial complexes of gristmill, sawmill and distillery that once existed all across the state. A carefully integrated system, the gristmill ground the grain used in the distillery while a sawmill provided wood for barrels and fuel. The gristmill is said to date from 1818 and is virtually unaltered from its original construction following Oliver Evans's influential *Young Mill-Wright and Miller's Guide* (1795). Similarly, the sawmill is an unaltered Evans-inspired structure, last operated at the turn-of-the 20th century. While the historic bondhouse still stands, the distillery closed in 1905 and fell into ruins. The family has, however, resurrected the distillery in a new building that uses the original copper stills and family recipes dating to the 1820s. A whiskey tasting is planned prior to the banquet for those interested. The original millrace, complete with two stone bridges, 1830s farmhouse, and original bank barn also stand on the property.



The Staley Farm grist mill is thought to be among the state's oldest mills. It is certainly Ohio's best preserved example.

SUNDAY, SEPTEMBER 30

DAYTON SITES OPEN SUNDAY TO VISIT ON YOUR OWN

WRIGHT-DUNBAR INTERPRETIVE CENTER AND THE WRIGHT CYCLE COMPANY

16 South Williams Street; open 9 AM–5 PM.

This NPS site includes the Aviation Trail Visitors Center, exhibits on the Wright Brothers, Paul Laurence Dunbar, and the Parachute Museum.

PAUL LAURENCE DUNBAR HOUSE HISTORIC SITE

219 North Paul Laurence Dunbar St.; open 10 AM–4 PM.

Restored home where the African-American author and poet spent his final years.

WRIGHT COMPANY FACTORY BUILDINGS (EXTERIOR PHOTOS ONLY)

Fenced area near the intersection of West Third and Abbey.

Exterior of the three Wright factory buildings remain much as built between 1910 and 1916.

HAWTHORNE HILL

Oakwood home designed by the Wright Brothers and their sister, Katherine, as their home. Visits are arranged at Carillon Historical Park for an additional fee.

NATIONAL MUSEUM OF THE US AIR FORCE

1100 Spaatz Street; open 9 AM–5 PM.

HUFFMAN PRAIRIE FLYING FIELD

Kaufman Avenue near the intersection with SR 444, Wright-Patterson AFB; open 8:30 AM–5 PM.

Overlook of the prairie at the Visitors Center provides an excellent view of the Huffman Dam built by the Miami Conservancy District. Directions to the field itself are available at the Center. Here the Wrights conducted critical flight tests. It features a reconstructed catapult used as an aid for becoming airborne and a reconstruction of the shed where they worked on airplanes.



The Wright Cycle Company



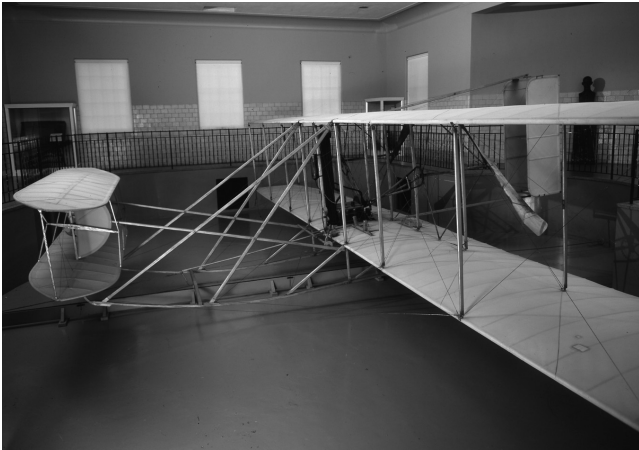
Historic photo of Wright Company factory buildings.



National Cash Register display at Carillon Historical Park.



Street corner in Greenmont village



The Wright Flyer preserved at Carillon Historical Park was carefully restored with the guidance of Orville Wright just prior to his death.

CARILLON HISTORICAL PARK

1000 Carillon Blvd.; open noon to 5 PM; admission \$8 / adults and \$7/seniors.

This 65-acre historical park designed by the Olmsted Brothers include the 1905 Wright Flyer restored under Orville Wright's guidance, the Heritage Center of Dayton Manufacturing with a collection of NCR cash registers, an 1835 B&O steam locomotive, and the first automobile self-starter. Also features an 1850s-style brewery and restaurant.

GREENMONT VILLAGE

Office, 20 Rembrandt Boulevard, Kettering.

Defense contracting swelled Dayton's population during WW II creating a major housing need for defense workers and their families. Greenmont is one of three communities of Mutual Ownership Defense Housing created in the Dayton area beginning in 1941. The homes filled immediately when completed in 1942 and a waiting list of thousands ensued. Many of the homes still retain their distinctively Spartan, flat-roofed architecture.

