

Historic Context

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The Ohio Modern Dayton survey covers the period 1940-1970, throughout the Dayton metropolitan area. Although the survey project focuses on the mid-20th century, a brief summary of Dayton's earlier history gives a fuller understanding of its development. In addition, some complex thematic areas, such as industry, military, and transportation, are so embedded in Dayton's history that it is very difficult to begin this discussion at 1940. These three thematic areas are intertwined, and spurred the massive residential construction that took place in the metropolitan area. As Dayton is an industrial and aeronautical city, thousands of people flooded the area to work at the factories or Army Air Force installations beginning in the late 1930s. After World War II, many workers remained in the area, continuing the housing construction boom and resulting influx of new schools, churches, offices, and commercial buildings.

Early History and Thematic Development: Dayton and Environs, 1800-1900

Montgomery County was formed in 1803, with Dayton the original county seat. Dayton was incorporated as a town in 1805. Centered on present day Main and Monument Streets, the town grew from an established 1796 settlement.

The 1820s brought two significant transportation improvements to Dayton: the National Road and the Miami Canal. Disappointed that the National Road, the United States' first federally funded highway, would not pass through the town, Dayton's enterprising leadership built an alternate route. The alternate route was so well marked that many travelers made the 10 mile journey south into Dayton not realizing they had left the actual National Road. The additional traffic helped the city's commercial center grow.

In the early part of the 19th century, the Miami Canal, with up to 70 canal boats a month, supplemented the roads serving the city. Completed in 1829 from Dayton to Cincinnati, the canal facilitated the transport of goods and people into and out of the city. Following the Mad River, the canal determined the location of warehouses and industry. A small commercial and residential settlement, known as Oregon and related to the canal, developed in the 1830s east of the center of town. Construction of the Miami and Erie Canal northward continued, reaching Lake Erie in 1845. The western part of Ohio was now fully connected from Lake Erie to the mighty Ohio River.

Dayton grew from a modest population of 383 in 1810 to 10,977 in 1850. The town was large enough to be designated a city in 1841. The city's rapid expansion was directly attributable to improved transportation modes, particularly the Miami Canal.

Since Dayton was a canal town, its citizens were for many years skeptical of the railroad, and its establishment in Dayton was slow compared to other cities. The construction of the first railroad lines in 1851, connecting Dayton to Springfield and Cincinnati, signaled a new age of transportation that would soon dominate travel to and from the city and make possible great industrial growth. New railroad lines to other cities appeared in Dayton during the 1850s. The first passenger station was built in 1856, at Sixth and Ludlow. While the Miami Canal had been important to Dayton's early growth, it was swiftly eclipsed after the arrival of the railroad.

Dayton's industrial base expanded throughout the 19th century, and Dayton emerged from the Civil War years as a more prosperous community. By the 1880s, the diversity of products manufactured in Dayton included cigars, engines, beer, wagons, railroad cars, and agricultural implements. For several reasons, Dayton was well situated for industrial growth in the late 19th century. Nine railroad lines passed through, connecting Dayton to cities in all directions. Although not as fast, multiple roads and pikes also crossed the city. Dayton's relatively close proximity to other population centers, such as Springfield, Columbus, Cincinnati, and Richmond, Indiana, contributed to its development. Abundant coal and iron supplies could easily be obtained from southern Ohio, and gas and electricity were inexpensive. While Dayton's reputation as a diverse manufacturing center spread, it drew more skilled laborers to the area. All these factors combined to create a desirable environment for new industry.

The city also possessed an inventive spirit that contributed to its reputation as a technologically innovative community. Even before the big names of Dayton invention were conducting experiments, the city was a breeding ground of discovery. Between 1861 and 1864, nine patents were awarded for Dayton inventions. (Zumwald 56) A few years later, John Balsley invented the stepladder and a paper bag machine.

Housing development in Dayton naturally spread outward from the city's original settlement at Main and Monument Streets. By the 1860s, neighborhoods surrounded the commercial downtown. The older canal-related Oregon settlement became a fashionable neighborhood after the Civil War.

In 1869, the Dayton Street Railroad Company was chartered, introducing a new form of transportation to the city's streets. New neighborhoods and factories could be constructed farther away from the central city, as the streetcar lines continued to expand outward. In the 1870s, more cohesive neighborhoods were constructed away from the historic center, forming Dayton's first suburban development. In Dayton, the street railways were established as much

for their development potential as they were for profit. “It is interesting to note that in the minds of the first promoters the idea was rather to open up for the real estate market large farms lying within a mile or so of Dayton rather than making money out of streetcars.” (Conover “Intimate History” vol 1 213)

The first horse-drawn streetcar line ran for 3.75 miles on Third Street. The same year, the area west of the Great Miami River, with its scattering of farmhouses, was annexed to the city, and residential development began in earnest. The neighborhood, today known as Wright-Dunbar, was quickly served by four other streetcar lines in addition to the Third Street line. To the east, the Third Street line enhanced the development of the Huffman neighborhood and St. Anne’s Hill, which had become a German working class neighborhood by the 1860s.

Additional streetcar lines were constructed in the 1870s, servicing areas farther from the downtown core, including the Wayne and Fifth line, which also contributed to the east side’s growth. The Dayton View line, which eventually was expanded to be the Oakwood & Dayton View line, facilitated northern and southern growth. The city limit on the north, at Plymouth and Salem Streets, served as the initial terminus for the Dayton View line, which ran along Salem Avenue. “Both Oakwood and Dayton View were virtually created and maintained by this transportation service.” (Conover “Intimate History” vol 1 215) Electrification of the streetcar lines began in 1888.

One of the manufacturing facilities started in the late 19th century that would have a lasting impact on the history of Dayton was the National Cash Register Company. In 1884, John Patterson purchased controlling interest in the Ritty Cash Register Company. James Ritty had developed a cash register in 1879 and started a fledgling company. Upon his acquisition, Patterson changed the name to the National Cash Register Company (NCR) and changed the destiny of the city. Within just six years, Patterson, along with his brother, Frank, transformed the company of 13 employees, producing five cash registers per week, to a multi-national company with 444 employees.

Shortly before the turn of the century, Dayton’s manufacturing companies began to relocate to the outskirts of the city, a development facilitated by expanding electric streetcar lines. Having outgrown the original company space, John Patterson moved NCR south of the city limit to his grandfather’s farmland in 1893. Building a modern factory with 30 acres of floor space and numerous large windows for the comfort of his 1,300 employees, Patterson set the trend for suburban industrial placement. Located on several acres, the innovative facility eventually became a campus complete with landscape design by the Olmsted Brothers firm.

Unlike the subdivisions developing because of the streetcar lines, the South Park neighborhood developed in response to the construction of the new National Cash Register factory. While not

a planned neighborhood or worker's housing by definition, the neighborhood had strong associations with NCR. Many of its employees lived there until increased automobile ownership, later in the 20th century, made it easier to live farther from work.

The spirit of invention continued in the waning decade of the 19th century. Fred Kohnle invented an automatic ticketing and price-tagging machine in 1890. His Climax Tag Company eventually became today's Monarch Marking. The same year, a dentist, Dr. Luzern Custer, invented a dental gold annealer. Perhaps inspired by NCR's product, in 1895 John Ohmer invented a taxicab register that recorded fares. By 1900, Dayton was the city with the greatest number patents awarded.

Spurred by Dayton's commercial and industrial growth throughout the late 1800s, downtown land soon became more valuable for governmental, commercial, and industrial purposes. As a result, less residential construction occurred downtown and, in fact, many of the early 19th-century houses were demolished to make way for a growing downtown.

Downtown construction reflected Dayton's enhanced commercial, industrial, cultural, and governmental status at the turn of the 20th century. Dayton was a thriving city by the end of the century, reaching 85,000 in the 1900 census (Dayton, Ohio 1900 Census).

Neighboring Villages and Townships

Half a dozen villages were settled within a ten mile radius of Dayton during the early to mid-19th century. Included among these rural villages were Centerville, Oakwood, Trotwood, Vandalia, Fairfield, and Osborn (the latter two in Greene County). Although these villages were independent of Dayton, improved roads made it easier to conduct business in the larger, central city. Beginning in the 1830s, turnpike companies took over a number of the old wagon trails, creating better roads throughout Montgomery County and into surrounding counties. A decade later, Dayton was connected to Centerville and Vandalia. These pikes were the beginning of the metropolitan area's 20th-century road network.

Centerville

Located 10 miles south of Dayton, Centerville was an agricultural village and commercial center for Washington Township. First settled in 1796-97, Centerville's historic downtown was centered on Main (State Route 48) and Franklin (State Route 725) Streets. Many of Centerville's buildings were constructed of stone from nearby quarries.

Trotwood

Known as Higgins Station until 1866, Trotwood was settled around a milling site in 1824. Later in the 19th century, the village was a refueling stop for trains, which crossed through the village center on a diagonal. Situated six miles northwest of Dayton, Trotwood contains late 19th- and early 20th-century houses around a central intersection.

Vandalia

Today primarily considered a suburb of Dayton, Vandalia was a lively pike town in the 19th century. Incorporated as a village in 1848 along the National Road, Vandalia has a linear quality that reflects its pike town heritage. It was settled by Benjamin Wilhelm, who had decided against traveling to the National Road's terminus in Vandalia, Illinois. The village's early growth was directly related to the westward migration of settlers on the National Road.

Fairborn

The city of Fairborn, in Greene County, was formed by two separate 19th-century villages. Fairfield, which was a pike town along the Old Cumberland Trail and the center of Bath Township, bustled with hotels, taverns, and a variety of other commercial enterprises during the mid 1800s. Today, this pike between Dayton and Springfield is State Route 444/Broad Street. Osborn was platted in 1850, just to the northwest of Fairfield, along the newly arrived Mad River and Lake Erie Railroad. Osborn thrived in the latter part of the century, quickly outgrowing Fairfield.

Oakwood

The city of Oakwood, which abuts Dayton's southern border, is the smallest of the metropolitan area's suburbs. Oakwood's history begins in the mid-1800s as an area of gentlemen's farms and summer estates for the wealthy. Located on a bluff high above Dayton, Oakwood appealed to the affluent who could afford to live, or have a second home, outside the industrial city. It was officially platted in 1872, but was sparsely settled and did not incorporate as a village until 1907.

Early 20th-Century History and Thematic Development: Dayton and Environs, 1900-1939

Dayton entered the new century on the same high note that it had left the previous century. Up to 64 passenger trains were arriving daily, and a new Union Station was completed, in 1901. Passenger and freight train service continued to be an important part of Dayton's economic and industrial growth through the first half of the 20th century. Electrified interurban lines between Dayton and neighboring cities were under development as well. Perhaps compensating for its earlier hesitation over the railroad, Dayton zealously adopted the interurban. "An early entrant into the interurban market, Dayton became one of the largest interurban centers in the country, second only to Indianapolis." (Zumwald 87) Downtown at Third and Kenton Streets, a large interurban station was constructed in 1910. Just as the streetcars expanded the city's reach, the interurban made it easy to reach the nearby villages, such as Trotwood, Vandalia, or Centerville, and even possible for a person to work and live in different towns.

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 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.

Dayton's prosperous years were sorely tested during the devastating floods of March 1913. Many Ohio cities suffered during the 1913 floods, but with three rivers coursing through the city the damage was especially significant in Dayton. Millions of dollars of destruction was done, thousands were displaced, and 361 people lost their lives. The flood resulted in the formation of the Miami Valley Conservancy District in 1915. Comprising multiple municipalities, townships, and counties, the Conservancy oversaw the construction of five dams.

Dayton was the first large American city to adopt the city manager form of government. During an era of social and political reform, John Patterson, head of the locally important National Cash Register Company, campaigned for a number of years to reorganize the city's government into a more efficient business-like system. His initial efforts were unsuccessful, and in 1907, he threatened to move NCR to another city. Following the 1913 flood, Dayton's citizens, agreeable to new municipal leadership, voted in favor of Patterson's proposed city manager plan. For a

number of years the city manager system was known as the Dayton Plan and Dayton enjoyed “a nationwide reputation as a model municipality.” (Teaford 121)

Patterson’s paternal sway over the city is illustrative of the power that business and industry had within Dayton. That, coupled with the city’s recent national reputation as in the political vanguard, was yet another incentive for businesses to locate there. Two companies that became prominent Dayton businesses located in the city due to its favorable business climate. Loren M. Berry created a multi-million dollar company when he started a telephone directory advertising company, L.M. Berry & Company. In the 1910s, Berry specifically relocated to Dayton to start a new business, because of its location and booming economy. His company sold advertising space in telephone directories, known as yellow pages. By the 1930s the company had reached one million directory copies per year and had several branch offices in other states. The second company was the McCall Corporation, owner and publisher of *McCall’s* magazine. In 1923, the printing portion of the business, known as McCall Printing Company, was relocated to Dayton.

The emerging preference for cars in the 1910s meant more and better roads. The eastern leg of the Dixie Highway traversed the Dayton metro area, passing through Vandalia, Harrison Township, Dayton, and Van Buren Township. Constructed from 1914-1927, the route instigated by the Dixie Highway Association connected Ontario, Canada to Miami, Florida.

More roads created the need for a better organizational and management system. This need was met on the state and federal level in the 1920s, with a new road numbering structure. Locally, this meant that the federal National Road became U.S. Route 40 and the Dixie Highway became U.S. Route 25. Many of the mid-19th-century pike roads evolved into modern state or federal routes in the early 20th century. For example, the former Dayton-Lebanon Pike became today’s State Route 48, also known as Far Hills Avenue in Kettering and Oakwood and Main Street through Dayton. The automobile became the new king of transportation and in 1929, symbolically, the long-abandoned Miami Canal was filled in. It is now known as Patterson Boulevard.

Thanks to the streetcar and automobile, the city’s neighborhoods had expanded ever farther from the central city. By 1930, new residential areas had been established off of major thoroughfares. For example, the Belmont neighborhood, roughly six miles to the southeast of downtown, was swiftly developing during the late 1910s through 1930. Belmont also had an accompanying commercial cluster on Watervliet Ave.

By 1924, some insightful city leaders and planners recognized that Dayton had to annex more land or it would continue to lose industry to the undeveloped surrounding rural townships. A plan that recommended annexation of 22 square miles was adopted, but the City was not

aggressive in acquiring the land. In 1930, 6.5 square miles of the recommended 22, were finally annexed. Through the annexation, Dayton gained two upscale subdivisions in the Dayton View neighborhood, the fast developing Belmont neighborhood, and some parcels on the West Side. The plan also proposed acquiring Oakwood, but the village's residents fought annexation and Dayton failed in its bid. The loss of Oakwood and the failure to annex more of the recommended 22 miles was significant for Dayton. The nonchalant approach to annexation in the 1920s was repeated later in the century, ultimately contributing to Dayton's economic woes in the late 1900s.

Like most of the country, Dayton suffered during the Depression years. However, as war escalated in Europe in the late 1930s, many of Dayton's numerous factories were converted to produce war-related supplies to be shipped overseas. As a result, Dayton's economy began to recover from the Great Depression earlier than that of other cities. By 1937, there were signs that the economy was improving.

After years of stunted housing construction, due to the Depression, a housing shortage began to occur in Dayton, especially as more people flooded the city for factory employment. In 1939, local builder J.N. Haverstick and Sons constructed three speculation houses (spec houses) on Dayton's West Side. Located on Edison Street, the lots were purchased for \$100, and the modest houses contained two bedrooms and one bathroom. An advertisement placed in the Sunday newspaper for the houses resulted in heavy traffic, as no one had seen new houses for a long time (Haverstick).

While Dayton was the location of countless aviation firsts, such as the world's first commercial cargo flight in 1910, the first helicopter flight in 1923, blind landings, automatic landings, and the night airway system, the city didn't have a municipal airport. That irony was not lost on *Ripley's Believe It or Not*, which reported in 1932 that the Birthplace of Aviation did not have a municipal airport. (Dayton, The Junior League of 133)

In 1936, the City of Dayton purchased a defunct private airfield, which had begun in 1924 as Johnson Flying Service and then became Dayton Airport, Inc. Located at the western edge of Vandalia, it was reopened as the Dayton Municipal Airport in December, and TWA began operating three daily flights from the facility. This significant municipal investment, coupled with the fact that TWA was able to support multiple daily flights, was surely a sign that Dayton was awakening from several years of economic depression.

Industry/Manufacturing

Despite Dayton's accommodating overtures to industry and the arrival of companies like L.M. Berry and McCall's, the early 20th century saw more manufacturing facilities being located outside the city, rather than at its core. Due to the city's transportation infrastructure, early to mid-1800s factories were generally located downtown along the major roads or the canal, and later the railroad. Typically ranging from two to four stories, the factory buildings often sat near other commercial properties. In the 1860s, "a factory built on fifty feet of frontage and which boasted three stories was looked upon as an extraordinary large plant." (Conover "Story" 212) As the industrial revolution continued, the size of equipment and machines increased, resulting in the need for a different type of building than the older 19th-century industrial structures. Further refinements in mass production also meant more machines, necessitating extra space. In addition, the product itself often increased in size. This change in factory layout was ultimately to the detriment of Dayton.

Continuing the trend prominently set by John Patterson with NCR, in 1905, the Dayton Steel Foundry Company built a plant in a cornfield rather than locating in the already established industrial areas near downtown. Once the streetcar lines expanded and the interurban provided improved transportation from Dayton to the nearby villages, the ability to construct factories out in the townships increased. Needing more space, several of Dayton's manufacturing companies, such as Delco, constructed new plants south of the city by the 1910s. Delco constructed a large manufacturing facility in Moraine, Van Buren Township, by 1917. This began in earnest the shift of the manufacturing base from Dayton proper to the suburbs.

Given Dayton's and the suburbs' industrial importance in the mid-20th century, it is worthwhile to more closely examine the early 20th-century history of a few high profile companies. In 1900, Dayton was booming with business and industry and was the third ranked city in Ohio in capital investments. "Among the thirty-five leading industrial cities in America, Dayton claimed front rank as a site for the formation of new companies. The Platt Iron Works, the Beaver Soap Works, Kramer Bros. Foundry, and the Speedwell, Stoddard-Dayton, and Dayton Motor Companies established themselves here." (Dayton, The Junior League of 49)

National Cash Register continued to experience phenomenal success during the early 20th century. By 1910, NCR dominated the market with 95% of cash register sales and fabrication. During WWI, NCR manufactured aircraft instruments. The company struggled during the Depression years, but forged ahead with expansion plans by the end of the 1930s. In 1936, it still had 6,900 employees in Dayton and 16,000 internationally. At the cusp of the 1940s, the company was experimenting with electronic adding machines.

Charles F. Kettering, along with Col. Edward Deeds and William Chryst, developed the automobile self-starter during 1909-11. Kettering and Deeds formed Delco (Dayton Engineering Laboratories Company), which General Motors acquired in 1918, after successfully selling the self-starters to Cadillac. 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.

In addition to Delco, General Motors developed three other divisions in the Dayton metro area: Frigidaire, Inland Manufacturing, and Delco Moraine. Having invented the electric refrigerator, native Daytonian Al Mellows 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 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.

As the 20th century progressed, another benefit of Dayton's invention and entrepreneurial spirit became evident. Although not manufacturing *per se*, engineering, research, and development were key components of Dayton's overall manufacturing climate. Dayton engineering and research was 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 the Engineers Club of Dayton was established in 1914. A professional networking organization, its 412 members constructed a clubhouse in 1918.

Regional Military Development

The Dayton metropolitan area's military heritage is directly linked to its aviation heritage. Beginning in the early years of the 1900s, with an economic impact that would last until the present, the development of the airplane was hugely significant to the region. Adapting the airplane for military use was equally significant. The presence of the area's Army Air fields on the eve of the United States' entry into World War II was the second reason, in addition to the proliferation of manufacturing jobs, so many people migrated to the Dayton area in the late 1930s and early 1940s.

In 1908, the Wright brothers began demonstrating their flyer to the U.S. Army Signal Corps. Realizing the value of flight for military purposes, the War Department purchased the first U.S. military airplane for the Army Aeronautical Division in 1909, at a cost of \$30,000. Because the Wright brothers continued to refine their invention and were considered leaders and experts in the nascent field of aviation, like-minded inventors, engineers, and aviation enthusiasts naturally gravitated to Dayton, where the brothers lived. It was only logical that a military aviation facility would eventually be launched in the area.

In 1916, Col. Deeds initiated the establishment of a military aviation training site adjacent to Huffman Prairie, the site of the Wright's early test flights. The War Department set up a military flying school and depot at the new 2,095-acre Wilbur Wright Field. By 1917, the United States had entered World War I, and troops arrived at the recently opened facility in June for training. In addition to its use for training pilots, the Army Signal Corps facility had an aviation mechanics and armorers school. An associated 40-acre Fairfield Aviation General Supply Depot was adjacent to the military training school. The depot stored and supplied equipment for Wilbur Wright Field as well as three other aviation schools in the Midwest.

In consultation with Orville Wright, Deeds and Charles Kettering purchased 254 acres just north of downtown Dayton, between the Great Miami River and Keowee Street. By January, 1918, the newly completed McCook Field was ready for operation by the Army Air Service's Engineering Division. "As an engineering and research facility, McCook Field has been described as 'the single most influential agency in the early years of American air power.' McCook's engineers and technicians researched, developed, manufactured, tested, and evaluated military aircraft and all of their associated components and equipment." (Fact Sheet) At its peak, McCook Field contained 1,096 civilian employees and 378 military personnel.

Following WWI, Dayton's leading businessmen continued to advocate for the city's connection to military aviation research. McCook Field, with its "this field is small-use it all" motto, was quickly outgrown, especially as the size of airplanes continued to increase. John Patterson, of NCR, and later his son, Frederick, raised \$425,673 to keep the undersized McCook Field in

Dayton. The money was used to purchase 4,520 acres near Huffman Prairie and relocate McCook Field. Once relocated in 1927, McCook Field joined the older facilities at Wilbur Wright Field. The flying school was discontinued after WWI, and its facilities merged with the Fairfield Air Depot. The name of the entire facility was changed to Wright Field, recognizing both brothers.

The facility continued to grow in size and prominence. The new engineering facilities were the Army Air Corps' headquarters for the development of advanced aircraft and equipment. In 1931, the field was split in two, the engineering section retaining the name Wright Field. The other section, east of Huffman Dam, became known as Patterson Field, in recognition of the Patterson family's relationship with the site. This section contained the Fairfield Air Depot.

Neighboring Villages and Townships

Trotwood and Centerville remained small rural villages during the early decades of the 20th century. Vandalia, Fairfield, Osborn, and Oakwood experienced changes that would have an impact on future development.

Vandalia

In the early 20th century, Vandalia had its first wave of Dayton suburbanites when the Dayton & Troy Electric Traction Line was completed through the village. Ten miles north of Dayton, Vandalia was close enough for commuting to the larger city for work. During the 1920s, the automobile created a resurgence of travel on the National Road, newly designated U.S. Route 40. Vandalia was soon dubbed the "Crossroads of America" when the eastern route of the Dixie Highway, between Michigan and Florida, crossed the National Road in the middle of the village, ca. 1920. Designated U.S. 25, the Dixie Highway created another line of commercial development within Vandalia.

The Dayton Municipal Airport, established in 1936, brought both Dayton and Vandalia into the modern commercial aviation age and created jobs for local residents. Until the early 1960s, the main entrance to the airport was on N. Dixie Highway, just north of the Rt. 40 intersection. Anyone going to the airport, whether for work or travel, passed through the center of Vandalia to get there.

Fairborn

The Wright brothers' Ohio test flights took place on Huffman Prairie, just east of Dayton near Fairfield. Fairfield's proximity to the recently established Wilbur Wright Field and Fairfield Aviation General Supply Depot created an explosion of population during World War I, resulting in a housing shortage. This pattern would be repeated on a much larger scale twenty years later during World War II.

After the Miami Valley Conservancy District constructed Huffman Dam in the 1910s, Osborn was in a floodplain. In 1921, the entire village, people and buildings, was relocated east of Fairfield. The Dayton and Xenia traction line constructed in 1900 separated Fairfield and the relocated Osborn.

Oakwood

Dayton's most prominent citizens, such as John Patterson, the National Cash Register president, and Orville Wright, built estate homes in the rural suburban area in the early 1900s. Enough people lived in the settlement for it to receive village status in 1907.

After the 1913 flood, which devastated much of Dayton, Oakwood became a refuge away from any future flood waters. The Oakwood area was actively advertised as being well above flood level, which resulted in more relocation to the village in the 1910s. The village only had 67 houses in 1910, but by 1920, the population had grown to 1,473. The number of inhabitants rose dramatically in the 1920s, reaching 6,494 in 1930. The City of Dayton was exploring the annexation potential of Oakwood, but in 1931, the residents of Oakwood voted to incorporate and maintain autonomy.

Post World War II: Dayton Metropolitan Development, 1940-1970

1940-1949

In 1940, Dayton's population reached 210,718. Population was increasing, due to the increased opportunities for employment at the area factories, research facilities, and military installations. People began migrating from other areas, particularly the South, to find work in Dayton, "The Dayton area was grossly unprepared for the influx of workers in its factories and at Wright and Patterson fields. With 75,000 to 125,000 new people in the area, traffic was terrible, and the housing shortage was acute." (Zumwald 165)

Because of the Dayton area's dramatic wartime increase in manufacturing, the city experienced a severe lack of manpower by 1943. Employment had risen 124% since the previous decade. Dayton was designated as a No. 1 critical labor area by the U.S. War Manpower Commission – "meaning it had a genuine labor shortage. Because skilled labor was in great demand, companies had set up training programs to make new employees as productive as possible as quickly as possible." (Zumwald 165) The city's business leaders worried that the designation would hurt local industries, if the government or outside businesses perceived that Dayton did not have sufficient laborers to fulfill its government contracts. Business leaders emphatically emphasized that the shortages were primarily at Wright and Patterson fields.

Black and white laborers from the South were being actively recruited to work in Dayton's factories. This northward migrating group constituted the largest concentration of newcomers in Dayton, as well as most industrial Midwestern cities, during the era. Dayton's black population in 1940 was 9.6% and 14% in 1950. (Teaford)

Dayton profited greatly from war-related production, with defense contracts in the city reaching \$1.645 billion. "By 1945, a Dayton Chamber of Commerce survey predicted that war prosperity – which had fattened the pocketbooks of most Dayton companies – would help produce an \$80 million postwar expansion program of public improvements as well as private investments in new construction, machinery, equipment, fixtures and remodeling." (Zumwald 170) The huge payrolls through the early 1940s were reflected in the generosity and civic minded spirit of the citizens. Just as Daytonians had pledged money to keep the McCook Field within the city's sphere in 1927, the residents of Dayton raised \$31 million in 1944 through war bonds. In January, 1945, the U.S.S. Dayton was commissioned, named for the city that paid for it. The naval cruiser acted as a shield for aircraft carriers and participated in Japanese shore bombardments.

The Chamber of Commerce's prediction of public improvements was correct. The city embarked upon a downtown building campaign, beginning with a 1946 Civic Center study. The 1946 Civic Center plan included a cluster of government buildings at W. Second, Wilkinson, W. Third, and Perry Streets. (See Historic Image 52, Appendix B) The proposed development featured a central block with a heavily landscaped parking lot. The north end of the Civic Center was anchored by the 1931 Art Deco style Ohio Bell Building, 215 W. Second Street. The large U-shaped buildings on Wilkinson and Perry faced the central open space and secondary entrances on W. Second and W. Third Streets. The southern end featured a two story building, smaller in scale than the others, with its primary elevation facing the central block. Another government building was proposed at the northwest corner of W. Second and Perry Streets. Because of the angle of Perry Street and the landscaped plaza of the building facing Perry, the northwest corner building also has a strong visual link to the other buildings facing the central lot.

Also in 1946, Dayton's leadership began discussions of annexation and a new Plan Board was formed, "With regard to land area, the 1946 study reached the same conclusion as did the 1924 plan, namely that 'very little land is left for development within the central city, for either residential or industrial purposes.'" (Dunham 100) Wishing to expand upon the 25-square-mile city boundary, an assertive plan for gaining another 31 square miles was under consideration. Despite realizing the need to grow or be shut out, Dayton only managed to obtain an additional 4.2 square miles in the 1940s. The additional acreage was mostly to the north, and part of it was annexed in 1941, before the aggressive plan.

Although Dayton was looking in all directions, once again, Oakwood's residents did not support an annexation. The adjacent Van Buren Township, to the south, was another targeted area. The northeastern edge of the township, abutting the city boundary, had seen considerable residential and industrial growth during the early 1900s and was a coveted tax base for Dayton. The established Southern Hills neighborhood, nestled between the Dayton Country Club and S. Dixie Highway included 1920s housing stock, interspersed with early 1940s four-unit apartment buildings. In 1946, "Southern Hills was the most developed part of the township, having 3,500 residents and a tax valuation of \$5.3 million." (Dunham 105) The City of Dayton tried unsuccessfully to annex it as part of the 1946 plan. In response to the proposed annexation, the Southern Hills Civic Association was formed, which rallied residents to vote in opposition of Dayton's effort. The failed attempt to annex this neighborhood ultimately planted the seed for Van Buren Township's incorporation six years later.

The city's transportation infrastructure began to change in the 1940s. Both the streetcars and the interurban were considered outmoded forms of public transportation by the 1930s-40s. The interurban had a nearly 50-year history in the metro area, before the last run was made

from Dayton to Moraine in 1941. Slowly taking over the streetcar routes, the more modern bus had become the preferred method of public transport. As a result, the streetcar lines were discontinued in 1947. More significantly, in the same year, "Dayton had the most automobiles per capita of any Ohio city." (Zumwald 174)

Dayton's population reached 239,000 in 1948 and increased by another 4,872 in the 1950 census. Overall, the city's largest population gain in the mid-20th century was in the 1940s. Growth was due to the returning war veterans and the resulting baby boom, ". . . the men returning from the war brought new life to Dayton's industry – and precipitated a housing boom that not only changed the face of the city, but heralded the growth of the suburbs as well." (Dayton, The Junior League of 107)

Housing

By the early 1940s, the accelerated increase of factory workers, many of whom were relocating to Dayton from the South or Appalachia, created a housing crisis in the city. In 1942, the Dayton Public Welfare office declared in its annual report that 4,000 people were searching for a home and only 40% would find one. "Three and four families were living in a single house; 'other families are living in hotel rooms, garages, automobiles and even sewer pipes. Some persons are sleeping in shifts.'" (Ronald & Ronald "Lands Between" 311)

Despite material rationing during WWII, new houses had to be built, and housing construction increased during the early 1940s, reflected by the 334 family units for whites, plus 30 black-only units built by private builders during 1944. (Zumwald 169) Several older neighborhoods had infill housing constructed on vacant lots, and others, such as Belmont, continued to develop, expanding the neighborhood boundaries. Small-scale apartment buildings and fourplexes also were constructed to meet the great housing demand. They could be found in established neighborhoods throughout Dayton, such as Burkhardt on the east side, as well developing neighborhoods to the northwest, such as Hillcrest, and southeast, Belmont.

In response to the housing crisis, various federal government agencies constructed or funded housing near military and civilian defense installations throughout the Dayton metropolitan area. These structures ranged from small frame houses to duplexes to apartments to dormitories. In 1943, the National Housing Agency (NHA) allocated funds for constructing 1,500 family units and 125 dormitories in the Dayton region. The following year, under the oversight of the federal Public Housing Agency (a department of the NHA), 1,075 housing units were built in Dayton. (Zumwald 169) Other representative governmental agencies constructing residential properties included the Federal Works Agency Mutual Ownership Defense Housing Division, which fell under the Public Housing Agency umbrella after February 1942. This agency was responsible for the 1941-42 Greenmont Village development (further

discussed below under Van Buren Township/Kettering) and the neighboring Dayton Mutual Homes plat, to the east of Woodman Drive, both in Van Buren Township (Kettering). The latter plat was completed in 1945 and contained Cape Cod houses (MOT-05534-06). Other federal government-sponsored housing was located in Vandalia, Moraine, Fairborn, and Riverside.

In an effort to track the number of available apartments and ensure rent prices were fair, the Dayton War Housing Committee was formed in 1942. In addition to tracking apartment issues, the committee had more than 1,000 mobile homes brought in and spread throughout the metro area in 34 trailer camps.

For decades, Dayton's housing had been segregated into whites east of the Great Miami River and blacks on the West Side. "The area, fueled by foreign war materials orders and American military needs, was already 'importing' workers, black and white, from the south. When the federal government began providing housing for the influx of workers, it effectively managed to cement the already existing trend of a black west side and a white east side." (Ronald & Ronald "Lands Between" 308) An example of the government's role in continuing the east/west division was DeSoto Bass Courts, constructed to house young black couples and families who were not permitted to rent apartments elsewhere in the city. The apartment complex was Dayton's first public housing development, partially funded by the federal government and the Dayton Metropolitan Housing Authority. More money was dedicated to the site by Congress during WWII. The money was used to construct an additional 690 units for employees of the area's factories. In 1947 and 1948, another 110 units were built to help alleviate the housing shortage faced by veterans.

In addition to the infill construction in older neighborhoods and government constructed housing, new subdivisions were being platted by the end of the war. South of Dayton's downtown, the Carillon neighborhood was under construction 1943-44, and the Patterson Park subdivision, to the southeast, was being built by 1946. Northwest of the city limits in Harrison and Madison townships, three subdivisions (Cornell Heights, College Hill, Greenwich Village) were platted by 1944. The Residence Park neighborhood on the West Side was also platted by 1944; part of it fell within Dayton, the majority in Madison Township.

"In 1946, a record 5,229 weddings took place in Dayton.... Life was good. There were jobs aplenty." (Ronald & Ronald "Lands Between" 323) Young married couples with quickly expanding families were looking for new homes. Despite the new house construction of the early 1940s, the housing shortage continued into the early 1950s. Several Dayton-based home builders rose to the challenge. One such example is the H.C. Huber Construction Company, the largest home building firm in Dayton at the time, which built a residential development on Dayton's northwest side near the Good Samaritan Hospital in the late 1940s. However, Huber's

firm, like many of Dayton's long-established builders, quickly turned its attention to Van Buren Township and areas around Oakwood.

Industry/Manufacturing

In 1940, Dayton had 432 factories, producing 750 products. From the late 1930s through the mid-1940s, many of the products were war related. Of the early 1940s factories, more than 60 were classified as principal war production facilities. There were also hundreds of small manufacturing plants that served as subcontractors producing military-related items. Dayton's factories produced munitions, but the city's specialty was airplanes and aircraft parts.

In addition to actual production, Dayton's long-running tradition of engineering, research, and invention continued in the 1940s, with the development of numerous aviation and general defense related products both in the industrial community and at Wright Field. Aviation research and development at Wright Field included pressurized aircraft cabins and controllable bombs. Top secret experimentation and research by the Monsanto Chemical Company, which led to the development of first atomic bomb, were conducted in Dayton at 1601 W. First Street (NR listed 2006). Complementing Dayton's female factory workers, who made up 50% of the industrial workforce by 1944, were women who contributed to the locally important defense engineering and design sectors. In 1939, Maude Elsa Gardner, an aeronautical engineer at Wright Field from 1936-1941, became the first woman admitted to the Dayton Engineers Club. Alice King Chatham, a Dayton native, was designing and fabricating flight helmets for the Army Air Force at Wright Field during the war. She later designed helmets for NASA.

Dayton's automobile related plants produced a variety of products. Delco Moraine made bomber gears, aircraft hydraulics, small motors used in aircraft for windshield wipers, and a variety of tank parts. GM's Inland Division, on Home Avenue in Dayton, manufactured aircraft and truck steering wheels, pistols, and over 2.5 million rifles. The Frigidaire division's two plants (Kettering Boulevard in Moraine and Taylor Street in Dayton) produced propellers and aircraft machine guns. As production returned to normal products by 1947, General Motors was employing 40,000 people within the Dayton metropolitan region.

Employment at NCR exploded from 8,000 to 20,000 between 1940 and 1945. As war in Europe continued to escalate, NCR's normal production and research was halted. The company's factory converted to production of war materials, such as aircraft engines and bomb sights. Also in 1942, NCR's specialized Electrical Research Laboratory was essentially militarized by the Navy for the development of code breaking machines, known as bombes. NCR engineer, Joseph Desch, along with co-worker Robert Mumma, oversaw the development of the bombe for the company. As the U.S. Naval Computing Machine Laboratory, the facility was operated by NCR and the Navy, including 600 Women Accepted for Volunteer Emergency Services

(WAVES), the Navy's unit of female enlistees. The WAVES worked round-the-clock shifts constructing 121 top secret decryption machines, which enabled the Navy to intercept German U-boat transmissions. "Because of their efforts it has been estimated that World War II was shortened by one, possibly two, years. In 1945 General Dwight D. Eisenhower, in a letter to the British military, wrote that information obtained from intercepted German messages 'saved thousands of British and American lives and, in no small way, contributed to the speed with which the enemy was routed and eventually forced to surrender.'" (Dalton) Once WWII ended, NCR resumed development of pre-war research and design, which resulted in several new electronic products. The company was facing \$100 million in backlogged orders of its traditional products. Down from its 1945 peak, NCR nevertheless maintained a steady workforce of 14,500 employees.

The Huffman Manufacturing Company had been in the bicycle manufacture business since 1934. Many people used bicycles as inexpensive transportation during the Depression, and sales were strong enough that by 1940 the company was earning \$1.5 million. During WWII, like most of Dayton's factories, Huffman Manufacturing turned to war materials, producing artillery shell parts. The company also received a federal government contract for 4,000 bicycles. The Huffman Manufacturing Company had been in the bicycle manufacture business since 1934. Many people used bicycles as inexpensive transportation, during the Depression, and sales were strong enough that by 1940 the company was earning \$1.5 million. The good fortune continued after the war, with the introduction of a very popular children's bike in 1949. That year also began the use of the nationally recognized "Huffy" as part of the bicycle name.

Locating in the 1940 downtown Talbott Building, the Mead Corporation returned to Dayton in 1944 from Chillicothe, Ohio. The company had begun with a small paper mill in Dayton in 1846, but moved the administrative offices to Chillicothe in 1933, joining its second paper mill located there. George Mead, a Dayton native and president of the company for nearly the first half of the 20th century, eventually turned the Mead Corporation into an international business with operations in several countries.

George Mead joined Dayton's other business elite and was a prominent figure in the community. He also served on several national governmental boards and commissions in the 1940s, which potentially furthered Dayton's national reputation as an important industrial leader. Mead served on the War Labor Board, an arbiter of labor-management disputes, the War Mobilization and Reconversion Advisory Board, an agency charged with planning wartime and postwar economic growth, and in 1947, he was appointed by President Harry Truman to serve on the Hoover Commission. The charge of the commission was to study methods for streamlining the federal government's executive branch.

John W. Berry Sr., a returning war veteran and the founder's son, greatly enlarged L. M. Berry & Company, a yellow pages advertising firm. "He grew it after 1946 from 50 employees and \$2 million in revenues to 1,500 employees and \$40 million. He signed up more prospects than ever before in the company's history." (Kline) The company began compiling and printing the city directories as well as selling the advertising. Telephone ownership had steadily increased since its invention in 1876, becoming commonplace in homes by the mid-20th century. The concurrent demand for more yellow pages publications made possible Berry's expansions, "Following World War II, the yellow pages were prospering from the post-war boom. Consumers were learning the time-saving convenience of using their directories, and businesses were recognizing that they profited from directory representation. The yellow pages had emerged as an indispensable element of modern American living." (Waltz and Senewe 39)

The largest of Dayton's many printing firms was the Reynolds and Reynolds Company, begun in 1866 as Gardner & Reynolds. It was a basic print shop, with the novel idea of printing standard business forms, which were then sold in small quantities to local business owners. In the late 1920s, Reynolds and Reynolds created standardized accounting forms for car dealers, which significantly increased its profits. While it was not the type of industry that could convert to the production of ammunition or aircraft propellers, it did print specialized parts lists and instruction sheets for federal defense departments. After the war, Reynolds and Reynolds enjoyed continuing profitability, and by 1947, the company's sales were up 25%.

Regional Military Development

The WWII years brought a great deal of expansion at Wright and Patterson fields. By 1944, forty different aircraft research and development programs were being conducted at Wright Field. In addition to aircraft development, several other activities took place at the field. Training schools were conducted, and captured enemy planes were tested. A unit of WASPs (Women Airforce Service Pilot) was stationed at Wright Field. The WASPs tested new equipment and flew new prototypes. Axis prisoners of war were even held at the installation. As the war continued, almost 38,000 civilians and more than 13,000 troops were working at Wright and Patterson fields. "The logistical support by these men and women sustained 243 combat groups, 80,000 planes, and 2.4 million troops. Ultimately, it was the aircraft that were designed, tested, improved and repaired at Wright and Patterson that assured an Allied victory." (Zumwald 165) In 1945, Wright and Patterson fields represented one-third of the city's industrial payroll.

From 1942-45, the Army Air Force (USAAF) occupied the Dayton Municipal Airport and constructed several large hangars for airplane repair and new runways for training. Designated as the Dayton Army Air Field, the airport served as a satellite to Wright and Patterson fields.

The airport returned to civilian use in 1947, although an Ohio Air National Guard unit remained at the facility. Dayton regained the deed for the property the following year.

In addition to Wright and Patterson fields, a smaller Army Air Force installation was located in Van Buren Township. Beginning in the 1920s as another Johnson Flying Field, the facility eventually became an Army Air Force Depot. During WWII, Italian prisoners of war were housed at the installation. It was renamed Gentile Air Force Station (AFS) after the war. The station was essentially an Air Force office park, housing several different organizations, but the largest was the supply center. The 55-acre Gentile AFS eventually contained several dozen buildings, but the four massive supply buildings dominated the facility.



Gentile AFS, 1949
(Historic Image 1)

The United States Air Force (USAF) was separated from the Army in 1947, and the new military branch of service quickly set about establishing and improving its bases. After years of reorganizing and shuffling units from field to field, Wright-Patterson Air Force Base was created from the separate aviation and depot operations at Patterson and Wright fields. Officially designated in January 1948, the base's combined supply, logistics, and research facilities evolved, along with the increased worldwide mission of the Air Force. Wright-Patterson's presence in Dayton and its contribution to the metro area's economic stability cannot be overstated.

Neighboring Villages and Townships

Trotwood and Centerville continued as small rural villages during the 1940s. Oakwood experienced new housing construction, but otherwise remained the same. Vandalia, Fairfield, Osborn, and what was soon to be Kettering experienced significant growth during the 1940s. Each of these areas was in close proximity to industrial or military facilities.

Vandalia

Vandalia's proximity to manufacturing plants, the Dayton Municipal Airport, and the highways created an ideal situation for considerable growth during WWII. Despite a steady stream of traffic passing through the village, Vandalia had not grown significantly in its first 90 years. In 1940, the population was a little less than 400, merely double what it was in 1849. However,

between 1940 and 1948, the population more than quadrupled, reaching 1,800. The previously quiet crossroads village was suddenly a military and manufacturing town.

Vandalia's proximity to manufacturing plants in the greater Dayton area, the Dayton Municipal Airport, and the highways created an ideal situation for considerable growth during WWII. In 1940, Aeroproducts, a General Motors division, purchased Engineering Projects, Inc., a local company. Aeroproducts developed and produced airplane propellers, creating many jobs and a subsequent need for housing. The factory was located on N. Dixie Highway, adjacent to the airport.

Dayton Army Air Field brought many soldiers and civilian support workers to Vandalia. To help ease the early 1940s housing shortage in Vandalia, the federal government constructed a neighborhood called Vandalia Homes. Later called Airline Heights, the subdivision was opened to returning veterans after the war. The neighborhood, mostly comprising small frame Cape Cod houses, contains streets with aviation related names, such as Curtiss Wright, Skyview, and Lockheed. Though most were constructed by the late 1940s, houses continued to be added to the neighborhood into the mid-1950s. The neighborhood of approximately 250 houses was eventually annexed to Vandalia in 1954. (See Historic Image 53, Appendix B)

Roadside commerce was always important to Vandalia's economy, especially given its road-related history. In the years before the interstate highways were complete, the National Road/Route 40 was the primary east-west route through central Ohio. Vandalia's roadside rapidly developed with restaurants and motels, serving vacationers and local residents alike, in the mid-20th century. The Dixie Highway also saw similar commercial growth. Appealing to the military presence, nearby factory workers, and residents, a cluster of commercial enterprises was built on North Dixie Highway near the airport entrance. The Airline Theater was constructed in 1947 (MOT-05465-13) and was located just south of the Airline Shopping Center.

Fairborn

By 1940-41, as the U.S. was supporting Europe's war efforts and then entering World War II itself, Fairfield experienced a repeat of wartime housing shortages. This time, however, the multiple aviation fields and depots were larger and more fully developed, with broader missions. In addition to the increase in military personnel, a huge influx of civilian workers arrived to support operations at Fairfield Air Depot and Patterson Field. The response for housing was met with both private development and government assistance.

The Fairlawn Plat, containing 200 houses, was developed in 1941 by Boyt Schierenbeck, a local builder. Twenty fourplex units were also built the same year, by the Loving Arms Company. In 1942, the federal government constructed temporary housing, Hebble Homes, on the north

end of Fairfield, which consisted of 100 duplexes. The government also constructed dormitories for 1,100 workers on the west side of Fairfield, in 1942. Two other housing developments, Skyway Park and Wood City, which were demolished after the war, were constructed to serve Patterson Field to the south. To assist with the strain on the village's infrastructure, federal aid was dedicated to Fairfield in 1943 and 1944 for basic items, such as road repairs, as well as a new incinerator. The federal government stipulated that its funded incinerator for Fairfield had to serve Osborn, as well.

The flood of new residents resulted in a dramatic increase in student enrollment for Fairfield's, Osborn's, and Bath Township's school systems. In 1923, the two villages and Bath Township had begun combining their educational programs, constructing Central School the following year to house the high school departments for each municipality. By the 1928-29 school year, the municipalities further merged their educational efforts and the system was declared an exempted village school. Enrollment doubled during the WWII years and afterwards, increasing by a thousand students in just six years, from 2,023 in 1944 to 3,007 in 1950. (Poole 38) A 14-room annex building to the high school was constructed, at a cost of \$104,700, behind the high school in 1944. Just as the federal government had helped pay for local infrastructure to accommodate more housing, it footed much of the bill for the new Annex. (Poole 38) The government's Hebble Homes and Skyway Park neighborhoods also had rooms within houses dedicated for school use.

Fairfield and Osborn had coexisted side-by-side since 1921, but the close proximity and duplicate municipal efforts were being debated by the mid-1940s. A precedent for sharing facilities had begun in 1924, with the completion of Central School. Now with the shared incinerator, the operation of separate administrations was beginning to be viewed as redundant. Without a merger, Fairfield was blocked in, making any future annexation very difficult. The Army's air fields and depot defined Fairfield's western boundary, and Osborn mostly bordered it on the east. To the north was the Clark County line, and a different township was to the south, making any future annexation for Fairfield very difficult.

People continued to relocate to the area, even after WWII ended, working at the newly designated Wright-Patterson Air Force Base. Reorganized in 1947, the base had varied missions and research duties and was one of the country's most important bases.

Van Buren Township/Kettering

The combined industrial and military facilities in Van Buren Township naturally drew more residents who were employed by them. As had happened in other industrial communities during WWII, people were flooding into the township, working at the factories that had been

converted to the production of war-related equipment. For example, the Delco plant manufactured tanks during WWII.

Several 1940s plats were developed in the northern part of the township, as well as farther south on either side of Far Hills Avenue. At the southeast corner of the Dorothy Lane and Far Hills intersection, the Clara Huber plat was developed in 1941-45, containing modestly scaled Period Revival houses. There was a triangular neighborhood in the northwest corner of Wilmington Pike and Stroop Road by 1949. Unlike the other developments, this one has a mix of older housing stock, lacks sidewalks, and has more of a township feel than a planned suburban appearance. The plat to the east of Woodman Drive and south of Patterson Road was developed by the Dayton Mutual Homes, Inc., in the mid-1940s. The neighborhood is comprised of frame Cape Cod houses, such as 2143 E. Bataan Drive (MOT-05534-06).

A significant government-sponsored housing project, Greenmont Village (MOT-05641-06), of 300 residential buildings representing 500 units, and oriented around a central school building, was built in northeast Van Buren Township just south of the Dayton city line. Constructed September 1941 to June 1942, Greenmont Village was a planned community built by the Federal Works Agency (FWA) in response to local housing shortages for defense workers. As workers relocated to Dayton to fill factory jobs during wartime, there were few options for housing. At the urging of the local union, Congress of Industrial Organizations (CIO), Greenmont Village was constructed to meet the housing crisis for defense workers. President Roosevelt authorized \$1.75 million for the project. Greenmont Village was one of eight communities in the U.S. built by the FWA's Mutual Ownership Defense Housing Division. Tasked with the construction of middle class housing for defense workers, the Division was short-lived, only lasting 1940-1942. The concept of the program was for the government to construct the housing and eventually turn its management and ownership over to a membership cooperative of the residents. In December 1942, the neighborhood became the Greenmont Mutual Housing Corporation.

1950-1959

Dayton began the 1950s with 243,872 inhabitants, gaining over 33,000 in the previous decade. The city grew by another 18,460 during the decade of 1950s. The region's industrial base had nicely rebounded and there was ample opportunity for work. Residential construction had increased dramatically and new subdivisions were being constructed at the edges of the city's boundaries in all directions.

In addition to the auto-related factories, Wright-Patterson AFB was one of the region's most important employers. It continued to develop as the Korean War was fought, the Cold War escalated, and technology for aeronautical weaponry advanced. The base employed approximately 20,000 civilian and military workers during the 1950s. Gentile AFS, the military's electronics depot, was employing 2,168 civilians in 1951 and more than 3,700 by 1955. (Military: Gentile Station)

The prosperity of Dayton's companies and the economic contribution of the Air Force base were reflected by the city's inhabitants. In 1958, Dayton was one of the state's eight largest cities. Among those cities it was the richest, as "the average weekly pay was \$101.21, compared to \$85.48 in Cincinnati and \$83.21 in Columbus." (Ronald & Ronald "Lands Between" 339) This prosperity is illustrated by the number of new shopping centers developed during the 1950s in the metro area. After nearly a decade of economic depression, four years of war, rations, and material shortages through the end of the 1940s, people wanted to buy things. As a result of all the technological advances and new materials created for war use, there was a plethora of innovative products available to the consumer.

Commercial enterprises in the central business district expanded. Downtown businesses such as banks, savings and loans, department stores, dry cleaners, and pharmacies began opening suburban branches). Dayton got its first shopping mall in 1947 when Arthur Beerman, founder of Elder-Beerman Stores Corp., built McCook's on Keowee Street, northeast of downtown. He later built three additional malls: Northtown (ca. 1950), Easttown (1954) and Westtown (1956) (MOT-05300-32). Town & Country Shopping Center opened in 1951 on East Stroop Road in what would become the heart of Kettering. In 1956, J.C. Penney left downtown Dayton and relocated to Town & Country. From 1950 to 1958, ten shopping centers were built in Dayton's suburbs, with more than 150 stores and 10,000 parking spaces. (Zumwald 188) Also, many new office buildings and professional offices were built. During the mid-20th century, Dayton had three community-founded home-based banks: National Bank of Dayton (a merger of Merchants National Bank and Trust and Peoples Bank and Trust), Winters National Bank, and Third National Bank. There were also several savings and loan companies. All were competing for the exponential increase of home loan applications. By 1974, there were five banks

downtown and nine building and loan businesses active in handling the financing of new homes.

While the city was struggling to claim more territory for its own, the Dayton Chamber of Commerce was recognizing the need to include the growing suburbs. During the 1950s, the Dayton metro area became the third largest metropolitan area in Ohio. In 1956, the name was changed to the Dayton *Area* Chamber of Commerce, reflecting its broadened scope after WWII.

In the post-WWII years, more people than ever had cars, increased leisure time, and more expendable cash. For the first time, families in large numbers were taking weekend trips and week-long family vacations. Tourist-related industries also were expanding, particularly along major transportation routes like the National Road and the Dixie Highway, both of which traverse the Dayton area. These included urban and suburban hotels, motels and restaurants, as well as recreational activities such as bowling alleys and drive-in theaters. Roadside culture was an important part of 1950s leisure time, and businesses, such as drive-in restaurants with curbside service, became popular across the city.

The Federal Aid Highway Act, passed in 1956, began the improvement of the early 20th-century routes and the creation of the new interstate system. Over the next two decades and more, interstates, usually paralleling the older routes like the National Road and the Dixie Highway, were constructed across the nation. A 1958 survey looking for solutions to resolve the Dayton area's growing pains suggested that traffic congestion would be relieved by expressway construction. By this time, the region's interstates were already being planned or under construction. In the meantime, new roads were being constructed citywide to accommodate planned subdivisions, and older roads were being widened and improved to accommodate increased traffic.

Housing and Associated Development

Although an additional 8.6 square miles were annexed throughout the 1950s in small parcels, the bold annexation plan of 1946 remained unrealized during the decade. As the century progressed, the opportunity for Dayton to expand its boundaries was shrinking, "By the beginning of 1950, the Daily News wrote that 'Persons experienced in the realty field say that Dayton from a land development standpoint is practically, entirely built up.' The News article went on to emphasize that within the current city limits, there is no room for a large housing development unless houses that have out lived their useful life are demolished." (Dunham 98) The size of the city saw an increase from 25.69 square miles in 1948 to 34.31 square miles in 1958. However, the surrounding villages and townships were rapidly inflating with residential subdivisions, and in some cases, such as Kettering, townships were incorporating to keep from being annexed by Dayton.

Included among the annexed land was the remainder of the Residence Park subdivision, as well as the previously platted Cornell Heights, College Hill, and Greenwich Village neighborhoods. Platted in the 1950s, the Northern Hills neighborhood rounded out the city boundary in the far northwest corner. The Eastmont and Eastern Hills neighborhoods in the far southeast corner were also acquired during the 1950s annexations.

While Dayton was concerned with the acquisition of land and the need for additional housing, city leadership was still mostly reacting to subdivision development and concentrating energy on the downtown. Largely in response to what was classified as blighted housing in the downtown vicinity, a housing code setting minimum standards was adopted in 1956. An Urban Renewal Office was established in 1957 to take advantage of federal dollars. A five year program began in September 1958. The first area of concentration was the East Dayton Urban Renewal Area, a fairly large swath from E. Third Street south to U.S. 35 and from the east end of the Oregon neighborhood to Keowee Street. Five hundred of 660 total buildings of 19th-century housing stock were removed by the end of 1960, with the remaining 160 rehabilitated.

The post-World War II population boom tested the capacity of the public school system. An influx of blacks and Appalachian whites seeking postwar employment opportunities contributed to this growth, continuing the racial and socio-economic mix of the city's population as well as its numbers. This changing dynamic also fostered segregation in the community and the schools. (Ronald & Ronald "School Days" 89) To accommodate the congestion, extensive construction of new school buildings took place in Dayton's public school system in the 1950s. Between 1950 and 1958, 19 new buildings, 571 new classrooms and 57 other facilities such as auditoriums, gymnasiums and libraries were built. Between 1953 and 1956 alone, 22 acres of educational floor space was created for Dayton schools. (Ronald & Ronald "School Days" 68)

Industry/Manufacturing

In the postwar years, Dayton experienced regeneration similar to its industrial heyday of the turn of the century. "Industrial growth in the city mirrored the urban development. Not only did the network of factories expand and the total work force increase, but in 1958, NCR doubled its 1951 sales figures, showing a full 65% gain from 1948-1958. Small companies also recognized the social and economic advantages in Dayton's market, and many of them moved to the city during the '50's." (Dayton, The Junior League of 107)

Such was the 1950s' economic climate in the Dayton metro area. That decade saw Dayton's long-established industries continue to rebound from their wartime conversions. The late 1940s had seen these companies return to the manufacture of their everyday products, and the 1950s saw them regain a foothold within their respective industry. Frigidaire, NCR, and Delco

combined employed 42.6% of Dayton's work force, representing over 50,000 total people. (Harland Bartholomew and Associates)

In 1952, NCR purchased the Computer Research Corporation of Hawthorne, California, which greatly expanded its capabilities. Throughout the decade, the company worked to develop its first computer for business use. As a result, by the end of the 1950s, NCR was able to significantly enlarge its product offerings from simple cash registers to complex computer systems with vast data processing functions. Reflecting NCR's dedication to research and targeted company acquisitions during the 1950s, 80% of its sales in 1961 represented equipment not on the market ten years earlier. (Sanders 28)

The massive consumer appetite of the 1950s created a boom for Dayton's various General Motors plants. This, in turn, continued the important relationship of the company to the metropolitan area's stability. Speaking at the 1958 golden anniversary of GM in 1958, Stanley Allyn, NCR chairman, succinctly stated the significance of the company, "General Motors is the most important single factor in the economic life of this area. Equally important is the fact that General Motors in every instance has been a pillar of support for worthwhile community projects." (Sanders 32)

The general public's profound desire to own a new car kept GM's Delco and Inland divisions operating at full capacity, employing thousands to meet the national demand. The manufacture of automobile parts such as shock absorbers, steering wheels, brake assemblies, transmission parts, and diesel bearings occurred in the area's GM factories. The multitude of new houses being constructed across the nation needed new refrigerators, which kept GM's Frigidaire division active. Some of the local home builders had agreements with Frigidaire, installing its refrigerators in their new houses. A local custom builder, Richard Fisher, reported that he "always used Frigidaire – they were local, made good deals for the home builders and really catered to them." (Fisher) Huber Rentals in Huber Heights also touted the use of Frigidaire appliances in its rental units. The two Frigidaire plants alone employed 19,000 people in 1952.

After WWII, McCall's completed an \$11 million plant expansion. In 1952, the company printed over 3 million magazines, representing 52 national publications such as *McCall's* and *Redbook*, at its Dayton facility. McCall's also employed thousands and was significant to Dayton's tax base, remaining at its West Side location on McCall and Germantown Streets.

Conversely, in the early 1950s, the Huffman Manufacturing Company closed its Dayton plant, moving to a massive new facility in Celina, Ohio. Although the makers of Huffy bikes kept their headquarters in Dayton, it was proof that the failure to annex vacant lands would continue to haunt the city. The company had begun to produce lawn mowers in addition to the Huffy bikes

and had outgrown its Gilbert Avenue plant on the east side. While the Huffman Manufacturing Company may have had the opportunity to locate in one of Dayton's surrounding suburbs or township areas, there was no opportunity for the company to construct a larger facility within the city limits. The relocation of the factory was also the beginning of the trend for established industries to leave not only Dayton, but the entire metro area.

Neighboring Villages and Townships

Trotwood and Centerville remained small rural villages into the 1950s; however, both were beginning to experience residential growth that would have a huge impact by the 1960s. Oakwood experienced new housing construction, but otherwise remained the same. Vandalia, Fairborn, Kettering, and the beginnings of Huber Heights were all growing at a rapid rate.

Vandalia

Large subdivisions were added south of Rt. 40 beginning in the mid-1950s. The neighborhoods to the west of N. Dixie Highway tend to have smaller, more modestly scaled Ranch houses. To the east of N. Dixie Highway is the Circle View subdivision, which has slightly larger, more detailed Ranch and Split-Level houses. A 1950s subdivision is also farther east, across I-75 from the center of Vandalia. This area expanded farther eastward and residential development occurred into the 1970s.

New residential construction may be attributed in part to expansion of the Aero products plant. Receiving an Air Force contract in 1951, the factory's size was doubled. The Dayton Municipal Airport returned to civilian use in 1947, and within two years an expansion program was under way and the number of flights increased. The airport was also hosting an Ohio Air National Guard squadron, with an associated 450 military and civilian personnel. The industrial expansion and resulting population growth, along with commuters working in Dayton or at Wright-Patterson AFB, raised Vandalia's population to 6,432 by 1960.

Other manufacturing pursuits joined Aero products in Vandalia. Located east of Vandalia's center on Rt. 40, the Leland Electric Company, a local concern, manufactured aircraft electronics at its new facility. The building has hosted companies related to aircraft and defense contracting since its construction in 1959 (MOT-05441-13).

Fairborn

The 19th-century rural villages of Fairfield and Osborn experienced some of the biggest changes from postwar suburbanization in the area. Merging the two neighboring villages and combining their names, Fairborn was incorporated on January 1, 1950. Fairfield's Main Street became

Broad Street when the villages merged. Osborn also had a Main Street, which remained the same, running east-west, with early 20th-century commercial properties. Each village had several blocks of residential development off of its main streets, mostly early 20th-century houses.

Upon Fairborn's establishment in 1950, the population was 7,840. An additional 5,700 inhabitants arrived in just four years, and Fairborn quickly surpassed the population of the Greene county seat, Xenia. The Korean War, 1950-53, is credited with prolonging the influx of new residents arriving in Fairborn. (Poole 31) Reflected by new student enrollment during the 1953-54 school year, families had arrived from twenty-two different states and seven foreign countries. (Poole 38)

Paralleling the population growth, new plats were annexed to the young city, resulting in 477 acres being acquired by 1954. Construction records for the community were broken in 1954, with 671 new houses added to the city's streets. "More churches, new churches, expanded churches, schools and more schools plus a daily newspaper all followed the birth of a city to weld houses and people into a community." (Hilbrink "Fairborn Recalls")

In 1950, two teachers and seventy students were sharing a classroom. The merger of the formerly independent villages' resources was of particular benefit for the school system. A significant school construction campaign was immediately begun. Within five years, Baker High School, an accompanying gymnasium and stadium, and two elementary schools were constructed. Despite the new construction, enrollment continued to outpace the available facilities. In 1955, enrollment was over 5,800 students, an increase of 2,800 in just five years. To meet the demand, more schools were constructed, and South Elementary, constructed in 1954, was already receiving a twenty-room addition in the late 1950s.

Fairborn's boundaries grew in response to builders' request for annexation rather than by planned development. Most of Fairborn's growth was occurring to the south, bringing the city's boundary down to the township line. The 35-house Shroyer plat and the Wright View neighborhood were under consideration for annexation in early 1960, and four other subdivisions were in the planning stages for the south end as well.

Fairborn's mid-20th-century commercial development predominantly took place on Broad Street, also designated as State Route 444. Route 444 was certified in 1959 as a diagonal connector between State Route 4 on the southwest and U.S. 40/I-70 on the northeast. The route also served the growing Wright-Patterson AFB, which continued to be one of the Air Force's most important bases in the post-WWII decades. Motels and restaurants along S.R. 444 were poised to gain from general automobile traffic, as well as to benefit from the base's

proximity. Mid to late 20th-century car dealerships (GRE-01210-10) and shopping centers joined the commercial development on Broad Street.

Kettering

Many of Dayton's post-WWII residential builders continued the trend of developing around the southern city boundary and Oakwood. The resulting rapid suburban growth caused Kettering to be recognized as a village in 1952 and a city just three short years later. Population at the time of incorporation was 38,118. Immediately south of Dayton, Oakwood had already claimed a chunk of Van Buren Township in the early 1900s, and the village of Moraine claimed a portion in 1953. In 1955, the newly formed city of Kettering took the rest of it.

Kettering was named for Charles F. Kettering, inventor of the automobile self-starter and founder of Delco. Kettering lived in a Tudor Revival-Prairie style house, Ridgeleigh Terrace, in what would become west Kettering, from 1914 until his death in 1958. Kettering was one of a few prominent Dayton citizens that built estates in the wooded hills of Van Buren Township. The rural picturesque setting was still convenient to either Dayton or Oakwood.

The Kettering area's fast-paced growth in the 1940s and 1950s is related to its industrial and defense-related jobs as well as its proximity to other job sources in neighboring communities. Delco, which eventually became Delphi, had a manufacturing plant in east Kettering, off of Woodman Drive. The small city of Moraine, just on the west side of S. Dixie Highway from Kettering, had another Delco plant and a huge Frigidaire manufacturing facility which employed 10,000 in 1968. At only five miles south of Dayton, downtown businesses and the NCR world headquarters also provided employment options. In addition, the rapidly expanding Wright-Patterson Air Force Base was only a few miles farther away to the northeast, in Fairborn.

When Kettering incorporated, it gained the Gentile Air Force Station within its city limits. The station was an Air Force office park that had grown from a pre-WWII Army Air Force Depot. Gentile Air Force Station housed several different organizations, but the largest was the Defense Electronics Supply Center (DESC). The 55-acre Gentile AFS eventually contained several dozen buildings, but the four massive DESC buildings dominated the facility. The station employed 2,168 civilians in 1951 and more than 3,700 by 1955.

Housing construction flourished in the 1950s, continuing to meet the housing needs of defense-related and factory workers. The First Dayton Builders and Newcom Knolls plats, constructed in the mid-1950s, north of Dorothy Lane and east of Woodman Drive, contain rows of frame tract houses. The neighborhood was meant to conveniently house workers from the Delco plant, across Woodman Drive to the west. The large-scale Van Buren Apartments complex was constructed in 1951 to bridge the housing shortage for Delco and DESC employees.

In addition to the new residential construction blanketing the previous agricultural lands, commercial development thrived on Kettering's primary thoroughfares as well. Constructed 1950-51, the Town and Country Shopping Center opened in 1951 at the southeast corner of Far Hills and Stroop. The modern suburban style shopping center, complete with large parking lot in front, was the first to serve the surrounding township, Oakwood, and south Dayton. Town & Country was initiated by a New York financier, Otto Spaeth, and developed by Casto & Associates of Columbus, Ohio. In 1949, Casto & Associates had completed a Town & Country Shopping Center in suburban Columbus, considered to be "one of the nation's first regional shopping centers." (Our History) Don M. Casto, Sr. was instrumental in persuading James C. Penney to relocate his downtown Dayton store to the rural Town & Country Shopping Center, making it "one of the first suburban J.C. Penney's in the country." (Roberson) In order to expand business hours and thereby profits, "it was the first shopping center to have illuminated signs and the second in the nation with illuminated parking, allowing customers to shop at night." (Roberson)



Town & Country Shopping Center, 1950s
(Historic Image 2)

Huber Heights

The history of Huber Heights is uniquely tied to one developer. Charles H. Huber began planning his new Wayne Township community in 1955 and constructing houses in 1956. The rural township was founded in 1810 and was predominantly farmland when Huber started developing plats.

Charles Huber learned the residential construction trade at his father's company, H.C. Huber Construction Company. Herbert C. Huber, a Dayton native, began his construction business in 1924. Throughout the 1920s and 1930s, he built houses in several Dayton neighborhoods, Oakwood, and south of Dayton in what would become Kettering. Apartment buildings were also included in the company's housing options. In addition to Charles, Huber's other four children and his wife participated in the business. After Herbert Huber died in 1954, Charles took the Huber Homes company name and continued constructing houses. His siblings and mother took the extant rental properties and southern land holdings. In 1956, at age 27, Charles Huber was president of Huber Homes, Inc., and about to embark upon the largest planned community in post-WWII Dayton.

Initially desiring to continue building south of Dayton, Charles Huber was forced north by utility problems for his envisioned community. Just east of the Old Troy Pike, he began by constructing three brick houses in Wayne Township in 1956. The Wayne Township acreage was not conveniently located to water or sewer connections. Unlike the other 1950s subdivisions being developed in the Dayton area, Huber's subdivisions were being built on land quite distant from even a village entity. In addition, Huber had to construct the necessary utilities. At a cost of \$750,000, Huber Utilities operated the first privately licensed water and sewer treatment plant in Ohio. While the lack of utility connection was an obstacle, the township also lacked zoning laws, which allowed Huber greater flexibility with his plans. Huber purchased farmland as it became available, and upon completion of his first plat, he moved north three miles for development of the next one.

With lots on curvilinear streets, the first house models varied only in the choice of gable or hip roof. Based on his father's motto, "build a house that people want, at price they can pay," Charles Huber's new houses sold rapidly. During the late 1950s, the early houses sold for roughly \$12,000. Each house had an attached garage, and Huber experimented with the latest materials in order to provide the most maintenance-free house possible. The use of brick quickly became the benchmark of a Huber home, with every one at least partially faced with brick. This eventually earned Huber Heights the moniker of "America's largest community of all-brick homes."

New house models were introduced nearly annually, and plats tended to have a concentration of the most recent model types, resulting in a loosely chronological distribution of models. New models were unveiled at public open houses, which were huge events, drawing almost 30,000 people a day. In addition to the models, construction of a new residence would take place during the open house, allowing visitors to witness Huber's building techniques.

Expansion of the Huber Heights development, as well as the product and reputation of Huber Homes was swift. Beginning with the Midwesterner (MOT-05598-14, MOT-05633-14) and the Highlander (MOT-05626-14), the basic three-bedroom Ranch model that could be found in the earlier Kettering subdivision, Huber launched two more models in 1959. The Cape Cod style Ohioan model (MOT-05597-14) and the L-shaped Suburban model (See Historic Image 54. Appendix B) were Huber's other two early house types. Dubbed "the Big Four for 1959," the houses were unveiled at an April 5th gala, hosted by the 1958 Mrs. America pageant winner. "By hostessing the Huber Heights opening, the country's number one wife and mother is expressing her confidence in the company which will construct the official 1959 Mrs. America Exhibition Home." (The Hub 4)



Huber Homes Open House, ca. 1960
The Ohioan model is seen in the background.
(Historic Image 3)

Within just three years after assuming control of Huber Homes, Charles Huber had created a national presence for the company. In addition to constructing the Mrs. America Exhibition Home in Ft. Lauderdale, the company was receiving national recognition. Also in 1959, Huber received four excellence awards from the Congress of Better Living, sponsored by *McCall's* magazine. Huber Homes, Inc., won the National Association of Home Builders' First Award of Merit in 1958, 1959, and 1960.

1960-1970

In 1960, Dayton was the sixth largest Ohio city. However, for the first time in its history the city would see a decline in population during the 1960s. The 1950s brought a 7.6% population increase, but the 1970 census reported nearly the same percentage of loss for the 1960s. This marked the beginning of a continuous decline in Dayton's population until the present day. From a high of 262,332 in 1960, the estimated 2010 population is around 154,000.

Conversely, Montgomery County's population increased by 15% during the 1960s, not including Fairborn's 65.9% gain during the same decade. A 1961 *Dayton Daily News* editorial summarized the rapid changes occurring throughout the region. "Bends in the roads became villages, towns and villages headed for city status, and cities, like hungry magpies, pecked away at unincorporated land through annexations. With more people and more land serving them, problems mounted for Southwest Ohio. Classrooms swelled with students, zoning and land use problems rose, highways and airports took on additional traffic, recreational lands became crowded and sparse, water conservation suffered." (Zumwald 195)

Realizing that a comprehensive approach was of greater benefit for promoting the city, the Chamber of Commerce began endorsing the Mega-City 70-75 concept in 1962. The vision was that Dayton, located at the very busy intersection of I-70 and I-75, would be the core of a 27-county area. Within that area, there were six metropolitan areas, including Columbus, Springfield, Cincinnati, Hamilton, Lima, and Richmond, Indiana: "The Megacity area has a population of 3,700,000 (1960 census), and annual buying power in excess of \$7 billion and more than 5,000 industrial plants." (Sanders 107) Dayton would function as the "county seat" for the Megacity.

In Dayton, the first of the new limited access highways to be completed was actually a state route. In 1961, S.R. 4 was finished in advance of the interstates that it would connect. Interstate 75 was completed in sections through the early 1960s, and finally completed through downtown from I-70, 10 miles north to south of the city in 1966. The section of I-70 connecting the northern metro area to the Indiana line was completed in 1964. Although I-675, the city bypass, was



I-75 through downtown Dayton, ca. 1966
(Historic Image 4)

authorized by the state in 1962, it was not fully completed until 1986. U.S. 35 has gradually been converted to an expressway from Xenia through downtown Dayton to its West Side.

During the 1960s, the city continued to focus its attention on the core downtown. The East Dayton Urban Renewal was underway and in 1963, the City Commission Office, pleased with the results, reported, "Dayton is deeply involved in a process that promises a new day for our city, and a new life for our citizens. This process is called Urban Renewal." (City Commission Office, 1963 12) That year the Dayton Towers (MOT-05159-57) high-rise apartment building was completed, and a new downtown post office (MOT-05160-57) was completed in



Aerial view of East Dayton Urban Renewal Area showing Dayton Towers near completion, 1963 (Historic Image 5)

1970, across Fifth Street. When completed, Dayton Towers was celebrated as the centerpiece of the newly redeveloped area and was held up as a symbol for "changing the face of a former slum." (Dayton Area Chamber of Commerce 17)

The western edge of the central business district was downtown Dayton's second urban renewal area. (See Historic Image 57, Appendix B) A large swath of ca. 1900 housing had been demolished in this area for the coming of the interstate, including an interchange, and new commercial and governmental buildings. The renewal area began just west of the Dayton Safety Building, 335 W. Third Street, which had been completed in 1955 (MOT-05152-15). The Dayton Safety Building was the first of three governmental buildings that were constructed in the location proposed in the 1946 Civic Center Plan. (See Historic Image 52, Appendix B) The next completed building, in 1961, was the Montgomery County Court Services at 303 W. Second (MOT-05151-15), followed in 1965 by the Montgomery County Courts Building at 41 N. Perry (MOT-05372-15). In 1975, a federal building had been completed in the central space that was dedicated for a landscaped parking lot.



Montgomery County Courts Building, 1969 (Historic Image 6)

The City Commission Office's 1960 annual report called for a "much needed sports arena-convention center" with an accompanying high-rise hotel and more governmental buildings between Second and Third Streets. A rendering within the report shows a multi-story governmental office building, resting atop angled stilts, to the north of the Dayton Safety Building. A plaza was indicated between the buildings and various other buildings were in the background. (See Historic Image 56, Appendix B) The following year, the City Plan Board reiterated the need for an arena-convention center, deeming the city's convention facilities too small, in its 1961 *Downtown Dayton Redevelopment Plan*.

By 1965, the Dayton Area Chamber of Commerce reported in *Dayton USA* that demolition was mostly complete for the Central Business District Urban Renewal Area. (See Historic Image 59, Appendix B) The 50-acre site was to contain office and residential towers, smaller offices, commercial buildings, and even light industry on the south end, around Fifth Street. The center piece of the redevelopment was still the sports arena-convention center and hotel. New renderings depicted both structures on platforms, reflecting a strong Miesian influence. (See Historic Image 58, Appendix B) Once the University of Dayton announced plans for its new arena in 1967, it was determined that the combined convention center-sports arena was not necessary. Instead, Sinclair Community College, chartered in 1966, received the twenty acres that had been designated for a convention center.

By the early 1960s, Wright-Patterson AFB was Ohio's largest employer with 25,000 civilian employees and 7,700 airmen. In addition to the employment and housing implications throughout the Dayton metropolitan area as a result of Wright-Patterson, missions conducted at the base drew civilian engineers, researchers, and aircraft-related manufacturers to the region. In 1963, it was estimated that more than 300 manufacturers had offices in the Dayton area because of Wright-Patterson AFB. (Sanders)

Wright-Patterson AFB's influence on the local community continues to be immense. Although the number of people stationed at the base dwindled by the mid-1990s, it was still a massive facility. "With 23,000 military and civilian employees currently working at Wright-Patterson Air Force Base, it is the largest employer in Ohio at a single location and the largest employer worldwide among United States Air Force Bases. Payroll amounts to \$2.4 million per day." (Ronald & Ronald "Lands Between" 244) The Air Force itself considers Wright-Patterson Air Force Base to be "arguably the most important base in the Air Force." (Fact Sheet)

Education

In the 1960s, Dayton's schools were finally catching up to the two previous decades of population growth. By 1962, Dayton Public Schools consisted of 54 elementary schools (17 of which were built after 1950), 11 high schools (four of which were built after 1952), and a

growing enrollment of 56,132 students. (O'Keefe 19) By 1974, there were 60 elementary schools, 11 high schools and the Montgomery County Vocational School in the Dayton system. (The Greater Dayton, Montgomery County Story 19)

In the 1960s, Dayton's schools were almost exclusively segregated. The exodus to the suburbs was fed by racial tensions. "During the 1960s, Dayton's black population increased from 57,288 to 74,284. However, for the first time, Dayton's total population decreased from 262,332 to 242,917 as 'white flight' occurred." (Peters 165) Tensions reached a breaking point in the late 1960s, with race riots in 1966, 1967, and 1968. The suburban white flight begun in the 1960s, particularly after the riots, was exacerbated once mandatory student busing began in 1976. Busing was instituted following a 1972 court action brought by the NAACP, which challenged Dayton's segregated school system. A complex busing system moved students between differing school zones for nearly 30 years. In 2002, Dayton's court-ordered desegregation officially ended, making it the last Ohio school district to end busing.

People were moving to the suburbs for a variety of reasons, and the exodus from the city is reflected in the dramatic growth of the suburban school districts. Unprecedented, in 1962 Montgomery County's school enrollment outside of Dayton exceeded that of the city. "The massive increase in the suburban school population gives an idea of the race to the suburbs. From 1958 to 1963 Madison (now Trotwood-Madison) rose 62.1 percent, while Washington Township (now Centerville) increased 103 percent. Huber Heights Wayne Township enrollment grew by an astounding 230.9 percent! Between 1962 and 1964 Wayne Township held classes in 40 Huber Heights homes...and three churches." (Ronald & Ronald "Lands Between" 396) Prior to World War II, the Butler Township Local School District had approximately 500 students. (Ronald & Ronald "School Days" 65) By 1968, what had become the Vandalia-Butler City School District in 1956 had 5,100 students. (O'Keefe 72) "As other districts grew, the Oakwood system did not because of the limited physical size of the city. Although the system, like others, peaked in size in the 1960s, it has never had the massive growth which characterized most suburban school districts." (Ronald & Ronald "School Days" 175)

A major fundraising campaign of the metropolitan area's Catholic community in 1959 resulted in new or enlarged parochial high school facilities being built in the Dayton vicinity during this time period as well. The three high schools, Chaminade (MOT-05207-56), Julianne, and St. Joseph Commercial, received additions as a result of the \$5 million campaign. Two new high schools, Carroll and Alter, were constructed and completed by 1963. A site on Dayton's north side was acquired for a sixth high school, which had not been built by the mid-1970s. By 1968, there were 29 elementary schools in addition to the high schools. (O'Keefe 19) In 1974, this number of Catholic schools remained unchanged. (The Greater Dayton, Montgomery County Story 19)

Colleges and universities across the nation were expanding during the post-WWII decades, due to the 1944 Serviceman's Readjustment Act. More commonly known as the G.I. Bill of Rights, the act provided educational benefits for military personnel. The federal government paid tuition, books, and a monthly stipend for veterans wishing to get an advanced education. In an era when only the upper economic classes could afford college, the G.I. Bill provided an opportunity for millions of people who otherwise could not have obtained a higher education. Nearly eight million veterans had taken advantage of the G.I. Bill's educational component by 1956 when the program ended. (Busch 16) Because of the G.I. Bill, colleges had unprecedented growth in the late 1940s through the 1960s.

Three institutions of higher learning are located within the Dayton metropolitan area. Two of them, the University of Dayton and Sinclair Community College, are within downtown Dayton and had significant expansions in the 1960s. Wright State University has a Dayton address but technically is in Fairborn, Greene County. Wright State University was conceived in 1961 as a branch campus for the Ohio State University. Within three years of the completion of the campus's first building, the branch was accredited as Wright State University. Sinclair Community College and Wright State University both grew out of a desire to provide more opportunities for higher education in Montgomery County, which would serve students who wanted professional careers in the numerous technical and engineering firms in the region. The boom in higher education and the high number of engineers and skilled technical workers in the region caused the authors of the 1968 *Dayton Center City: Phase A - Plan for Planning* to note that, "The region appears to have a higher level of education than Ohio and the U.S."

University of Dayton

Founded in 1850, the University of Dayton (UD) is adjacent to the Montgomery County fairgrounds and just south of the city's central downtown. Known previously as St. Mary's College, the institute received its present name in 1920. A Catholic university, the University of Dayton is today the largest private university in Ohio with 11,000 students and a national ranking in the top ten among Catholic colleges.

The University of Dayton admitted female students in 1936, becoming the first Catholic university in the U.S. to do so. Two years later the first black woman graduated from the university. Like most colleges and universities across the country, the University of Dayton experienced a student enrollment increase following WWII. By the 1960s, it was serving 10,000 students annually. In 1961, the first of several campaigns of the decade resulted in a \$3 million total.

The Rev. Raymond Roesch served as the university president from 1959 to 1979 and was known as the 'architect' of the campus, as he directed the planning and construction of 20 buildings. Buildings completed during this period include the 1969 500,000 volume Roesch Library (MOT-05158-60), designed by Pretzinger & Pretzinger and constructed for \$4.7 million, a \$7 million engineering building, a \$2 million business administration building, and the \$4.5 million arena (also designed by Pretzinger & Pretzinger). In the late 1960s, the university established a large computer center, rated as one of the largest in the U.S. at the time.



1975 Aerial view showing the extent of mid-20th -century buildings added to the campus. Roesch Library is in the center. (Historic Image 7)

(O'Keefe 22)

The University of Dayton Arena (MOT-05157-64) opened in December 1969 and is the home of the University of Dayton Flyers basketball team. Planning for a larger arena had begun in 1967, and after UD's appearance in the NCAA Final Four basketball tournament that year, the university administration became convinced that a larger arena was needed. The UD Arena has a national reputation, having hosted the NCAA Basketball Tournament 16 times out of the last 33; it is fourth over all in the number of tournament games hosted there. The Dayton Flyers continue to be an extremely popular team and serve as a focal point for broader community spirit.

Sinclair Community College

Sinclair's roots go back to 1887, when the Dayton YMCA began offering night classes for men in subjects such as drawing, arithmetic and vocational subjects. The education program was founded by David A. Sinclair, General Secretary of the YMCA. In 1948, the YMCA College became Sinclair College, a private two-year junior college. In 1965, both the Sinclair Trustees and the Montgomery County Commissioners agreed that a public community college was necessary to better serve the community. The college was officially chartered in March, 1966, and voters approved a supporting levy the following year. The assets of the private Sinclair College were transferred to the new community college.

Edward Durell Stone of New York was named the architect of the new Sinclair Community College campus in 1967. On twenty acres of urban renewal area once proposed for sports arena and hotel development, construction began in 1969. Recognized as one of the United States' leading proponents of the International Style, Stone designed a number of well known buildings, such as the John F. Kennedy Center for the Performing Arts in Washington D.C. Among his higher education designs are the medical center at Stanford University, the State University of New York, Albany, the Harvey Mudd College in Claremont, California, and the medical center at the University of Arkansas. Stone's design for Sinclair Community College included a unified complex of attached structures, occupying several blocks, which are linked above and below ground. Seven buildings, arranged around a central plaza, were opened for classes in September, 1972 (MOT-05202-15, MOT-05203-15). Since then, the campus has grown to 55 acres and 20 buildings. In addition to the main campus, Sinclair offers classes at four auxiliary locations, six neighborhood locations, and on-line. Currently, the school offers over 150 academic programs and serves nearly 23,000 students.



Sinclair Community College and the Montgomery County Administration Building in the background (both designed by Edward Durell Stone), 1975
(Historic Image 8)

Wright State University

Initially planned to be a Dayton area branch campus for the Ohio State University and Miami University, Wright State University (WSU) quickly became an independent university. Although Dayton was a technological leader of the mid-20th century, there was no public university in the city. The idea for a branch campus quickly became a community-supported goal for a public institution of higher learning. It was determined that Dayton should have a university that catered specifically to engineering and technologically related trades. A community-wide campaign drive was conducted in 1962, and just as Dayton's citizens had helped fund the retention of McCook Field in the 1920s and the construction of the U.S.S. Dayton in the 1940s, they were ready to financially support the proposed campus. Amazingly, over \$3 million was raised within three months and Wright-Patterson AFB donated unused land.

Completed in 1964, Allyn Hall was the first building constructed on the new branch campus. Prominent Dayton architects Lorenz & Williams were given a \$2 million budget for the construction of Allyn Hall. It was named for Stanley C. Allyn, one of WSU's founders and a retired chairman of the National Cash Register Corporation. Four structures were completed 1964-67, forming a cluster of new buildings for the campus, known as Founders' Quadrangle. In addition to Allyn Hall, the quad was completed with Oelman Hall and Millett Hall, both in 1966, and Fawcett Hall, in 1967. Lorenz & Williams designed three of the four original WSU buildings. Established in 1927, Lorenz & Williams is the oldest architectural firm in southwest Ohio. The firm's design work has ranged from the 1970 downtown Dayton skyscraper, Winters Bank Tower, now known as Kettering Tower, to the recent renovation of the Hulman Building and the Old Post Office, both also located downtown.

Often referred to as the 'instant university' in the 1960s, the branch campus was quickly successful, enrolling 3,200 students the first year. In 1967, it was designated a state university. Wright State had 6,000 enrolled students the following year. By 1974, there were 12,000 students. The campus had expanded with more classroom buildings, the first residence hall, and the Rockafield House, the WSU president's house. Wright State has continued to grow, with numerous buildings added to the campus, and today, enrollment averages around 16,000.

Libraries have been an important component of education for the community. Dayton organized the first library association in the state of Ohio in 1805. (Zumwald 12) The Dayton Public Library's 1887 building in Cooper Park was replaced, after many earlier attempts, with the current facility in 1962. A year after the new main library's opening, the author of *Dayton: Gem City of Ohio* praised the building for its aesthetics and its contribution to Dayton's progressive cultural amenities. "The new library, opened Mar. 26, 1962, is more than a beautiful and efficient center for cultural growth. It is a symbol of the renewal that makes Dayton and Montgomery county a fascinating area in which to reside and work. It is another reminder of the city's determination to keep abreast of the tremendous national and international developments." (Sanders 80)



Dayton and Montgomery County Public Library, 1962
(Historic Image 9)

At the time of completion of the 1962 building, the library had a system of 14 branches. Presently the Dayton Metro Library has 20 branches. Those built within the period between 1940 and 1970 include:

BRANCH NAME	DATE OF CONSTRUCTION
Belmont Branch	1941
West Carrollton Branch	1942
Vandalia Branch	1945
Ft. McKinley Branch	1955
New Lebanon Branch	1955
Kettering-Moraine Branch	1958
Northtown-Shiloh Branch	1958
Burkhardt Branch	1960
Huber Heights Branch	1962
Trotwood Branch	1966
Miamisburg Branch	1967
Northmont Branch	1967
Madden Hills Branch	1969

Housing

After 1960, residential growth was primarily in the suburbs. Two decades had passed since the last serious cry for annexation. In 1964, a private firm, Community Research, Inc., recommended that Dayton annex 36 square miles of unincorporated township land to the north, east, and west. From 1964 through the end of the decade, Dayton gained another four square miles, mostly to the west and far northeast corner. The City Plan Board, in 1968, adopted the earlier recommendations and was more aggressive about annexation pursuit, but it was too late to gain any sizeable chunks of property. "By 1968, the townships had grown

enormously and had developed a stronger identity of their own. . . In addition, by the 1960s Dayton's problems in housing, finance, and racial relations were well known, and the suburbs wanted no part of them." (Dunham 110)

The 1968-69 *Dayton Newcomer's Guide* very succinctly sent new arrivals to the suburbs for their housing needs. Mentioning the northwest-southeast axis of regional development, the guide mostly ignored the close-in, older Dayton neighborhoods. The new shopping centers and the Salem Mall were touted as key points of the burgeoning Trotwood area. On the southeast end of the axis, Kettering was touted as a "prestigious growth area." Kettering, along with Washington Township and the bordering area of Greene County, was noted as being a haven for professionals and junior executives, as well as young married couples.

Apartment construction, generally ignored by builders since the 1940s, made a comeback beginning in the late 1950s. For Dayton proper, that began to represent a larger share of new residential construction throughout the city, particularly along the primary arterial streets. In 1963, due to apartments, new residential units made an 18% jump over the previous year. *Dayton Newcomer's Guide* also noted the rising popularity of apartment living in the suburbs.

In response to the downtown urban renewal demolition in the late 1960s, historic preservation began to be part of the housing discussion. Oregon, Dayton's oldest intact neighborhood, was nearly demolished as part of the urban renewal programs. Oregon remained a thriving mixed neighborhood, of high style mansions and more modest workers' houses until the 1913 flood. Suffering from the flood waters, the neighborhood was in continual decline through the mid-20th century. Due to community support, it was given local historic district status in 1972 (the city's first locally designated historic district) and National Register listing in 1974.

Industry/Manufacturing

Several of the Dayton metro area's industrial concerns had exceptional success in the 1960s, and many surpassed the prosperity of the previous two decades. For over one hundred years, since the end of the Civil War, manufacturing had made Dayton a prosperous city. In 1969, Dayton was considered the seventh largest industrial market in the country. (O'Keefe) The industrial trend persisted into the 1970s, when manufacturing in Dayton, and the United States in general, began a slow decline. Perceiving the future downturn in manufacturing, the 1968 *Dayton Center City: Phase A - Plan for Planning* noted that one in six jobs was related to the motor industry and that more balance was needed. (Rogers, Taliaferro, Kostritsky, Lamb)

By the early 1960s, GM was Dayton's largest employer, representing 27,000 employees and \$3 million a week. Of the four divisions, Frigidaire was the largest, employing 15,000 in 1968. By 1961, Frigidaire was producing compressors for car air conditioners, which represented "the

equivalent of a new Dayton industry.” (Sanders 33) In 1979, though, GM sold its Frigidaire division, and the 8,000 jobs were subsequently moved to Cleveland. The former Moraine Frigidaire plant was converted to the manufacture of diesel engines in 1981, regaining 3,000 jobs, but the downtown Dayton Taylor Street plant remained idle. Other changes occurred as GM faced increasing competition from foreign auto makers. In 1974, Delco was merged with the Champion Spark Plug division to become AC-Delco. The AC-Delco company became Delphi in 1999, after GM relinquished it as a division. GM’s Aviation division, located in Vandalia, was discontinued and merged with Inland Manufacturing in 1961.

In the 1960s, NCR was a worldwide company, with 56,000 employees at different divisions and manufacturing plants in multiple locations. Research remained an important part of the company’s business, with over 200 projects under development in 1961. NCR’s Dayton employment numbers reached an all time high of 20,000 in 1969. New products were introduced in the 1970s, including automated teller machines, and the company relocated its world headquarters to a new \$10 million building on Patterson Blvd, in 1976. However, the number of local employees sank to 5,000 in 1977, due to the removal of the production process from Dayton.

NCR was acquired by AT&T in 1991, foretelling the beginning of the end for the company’s relationship with Dayton. In 1993, the last of 125 manufacturing jobs in Dayton were eliminated. AT&T, in 1997, decided to spin off the company, and it once again was known as NCR Corporation. After 125 years, the company’s leadership chose to relocate the company to Georgia in 2009.

Beginning in the 1960s, Dayton was starting to lose not only the factories but the corporate offices as well. The opportunity to construct sprawling office buildings in park-like settings close to the nearly completed interstate was enticing for growing international companies. In 1960, Huffman Manufacturing was the third largest bicycle manufacturer in the United States, and its Celina plant was the world’s largest bicycle factory. Although it remained close, the corporate office was moved from Dayton to the nearby suburb of Miamisburg in 1964.

In the 1960s, Dayton had McCall’s, the largest magazine publishing plant in the world (O’Keefe 12), plus a dozen paper-related firms, producing a variety of paper, box, envelope, cardboard, and packaging products, representing 10% of Dayton’s workforce in 1968. The largest of these prominent firms, Reynolds and Reynolds, Mead Corporation, McCall’s, and L.M. Berry, all had tremendous expansion during the decade. Today, only two of the firms are still extant and neither is headquartered in Dayton proper.

Reynolds and Reynolds purchased an electronic data processing company in 1960. Specializing in computer software for auto retailers, the company experienced great profits and growth in

the ensuing decades. Reynolds and Reynolds acquired other companies in the latter 1900s and early 2000s, creating an international presence with over 5,000 employees. The company was purchased and merged with a Houston, Texas, company in 2006, but is still headquartered in the Dayton area, specifically in new buildings in Kettering.

By 1962, the Mead Corporation had 42 plants in 17 states, all overseen by the headquarters in Dayton. Sales that year topped \$435 million. Located in the Talbott Tower since the 1940s, the Mead Corporation began planning for a new multiple-story world headquarters building in 1965. Completed in 1977, the Mead Tower has a significant presence on the Dayton skyline. In 2002, Mead was merged with Westvaco. The headquarters for the recently formed MeadWestvaco was relocated to Richmond, Virginia, in 2006. The paper mill portion of the business was sold in 2005, becoming NewPage Corporation, still based in the Dayton area.

McCall's was printing and shipping over a billion magazines annually by 1962. In addition to McCall's own publications, *Saturday Review* and *Redbook*, at least 60 other magazines were printed by the company including *Newsweek*, *Popular Science*, *Reader's Digest*, and *U.S. News & World Report*. McCall's remained a leader in pattern designs, as had been founder James McCall's intention dating back to 1873. By the 1960s, McCall's 63 million clothing patterns were sold around the world. Designed in New York, all of the company's patterns were printed and shipped from Dayton.

At its peak in the 1960s, the printing plant employed 6,000 workers. Owner of McCall's for the past 15 years, Norton Simon sold the company in 1973, separating the magazine and printing business. McCall Printing became Dayton Press, Inc., in 1975. Down to 2,500 employees, and after nearly 60 years of publishing in Dayton, the plant was closed in 1980. Twenty years later, it was demolished.

Like other companies, L.M. Berry moved its offices from downtown. Since 1948, the company had been headquartered in the Art Deco style Hulman Building, but in 1964, it moved to Moraine, occupying a three-building complex. Collaboration with ITT World Directories in 1966 made L.M. Berry & Company an international company. The company closed the decade with annual revenue of \$100 million in 1969. The company, with over \$1 billion in revenues, was acquired by the BellSouth Corporation in 1987. The Berry Company continues to operate as an independent subsidiary and retains its corporate headquarters in Kettering. The last member of the Berry family to work at the company retired in 2006.

Engineering continued to play a part in the metropolitan area's economy. At the start of WWII, there were 1,000 members of the Engineers Club of Dayton. Reflecting the continued presence of engineers at Wright-Patterson AFB and various industries after the war, the club had 1,130 members in 1960. Dayton's position as a technological and engineering community has

continued since the WWII era. Despite the recent loss of NCR, the research and development tradition remains, as the University of Dayton is developing a technological research facility to be housed in the former NCR buildings.

Neighboring Villages, Cities, and Townships – The Suburbs

Centerville and Trotwood both experienced continued growth during the 1960s, changing from rural villages to cities practically overnight. Oakwood maintained its status quo, and Fairborn's growth began to level out. Vandalia, Kettering, and Huber Heights all continued to expand.

Centerville

The village experienced steady, but minimal, growth from founding to the 1950s. In 1950, the population was 827. In 1960, it was 3,490, representing a 322% increase. An annexation in 1957 partially accounted for the huge population boost. Population made another significant jump during the 1960s, reaching 10,333 in the 1970 census. Due to the swell of residents, Centerville achieved city status in 1968. Several thousand acres were annexed to the community from Washington Township in the 1960s. Throughout the late 20th century, the city remained a popular residential suburb, resulting in continued increases and a current population high of 23,700. Several historic commercial buildings remain intact, and the city boasts the largest collection of early stone houses in Ohio.

While remaining separate entities, Centerville and Washington Township have a shared agricultural to suburban history. Washington Township experienced the same rapid residential growth that Centerville did in the mid to late 1900s. Township population in 1950 was 2,754 and 10,605 in 1960. Growth in the unincorporated township was facilitated by the extension of a county water line in 1952. Due to concern about uncontrolled development, a township zoning plan was adopted in 1957. The completion of I-75 from Dayton to Cincinnati in 1960 also contributed to the influx of new residents in the area. In more recent years, Centerville and Washington Township began combining municipal services. In 2008, a vote was held regarding a merger of the city and township, but it did not pass.

Centerville's first large scale subdivision was built by the Zengel Construction Company. The Pleasant Hill subdivision, platted by Karl Zengel in 1948, initially had 125 acres. Bradstreet, named for Centerville's mayor, was the earliest developed street in the subdivision. The first phase of construction occurred 1950-56 and included approximately 100 houses, many of which were Cape Cods. Featuring connected curvilinear streets and a few cul-de-sacs, the subdivision eventually contained approximately 350 houses by the early 1970s.

At least five subdivision plats were developed in the 1960s, joining the six plats begun in the 1950s. By 1970, Centerville had grown from a small village with a few dozen houses to a city with 2,500 single-family houses. Several multiple-family developments were also constructed in the 1960s. The popularity of Centerville persisted into the 1970s, with 3,577 new residences constructed.

In addition to the numerous subdivisions, Centerville's population explosion during the post-WWII years is also evident from the numerous schools and churches constructed in the 1950s and 1960s. Joining the already established congregations in Centerville, eight new churches were established between 1940 and 1960. All constructed new church buildings and some of the older congregations built additions. Among these new religious structures were the 1960-68 Southminster Presbyterian Church (MOT-05592-03), designed by architect Henry Jung of Philadelphia, and the 1969 Church of the Incarnation (MOT-05593-03), designed by Cincinnati architect William Paul Craig.

In 1941, all of Washington Township's 373 school children were attending classes at the ca. 1925 consolidated school building in Centerville. Following several years of increased enrollment, the school board constructed a desperately needed addition to the building in 1945. This marked the beginning of a school construction campaign that would last for decades.

In 1948, there were only 43 high school students, but the shift from a rural school district to a suburban one was rapidly under way. As new subdivisions and families flooded Washington Township and Centerville, school buildings were needed everywhere. During the 1950s, more additions were added to the old school, a new high school was completed in 1955, a junior high school was organized in 1958, and at least two elementary schools were completed. By 1956, the school enrollment was 1,497 jumping to 2,628 within four years. "The school system was acquiring more than one full classroom of children per month." (Centerville Historical Society 129) School expansion continued in the 1960s with a middle school system for the sixth-eighth grades begun. Three middle schools were constructed in that decade. Four new elementary schools were also built. Within only a decade of its construction, the 1955 high school was overcrowded and plans were begun for a new building, which was completed in 1975. The 1955 high school subsequently was converted to be the Cline Elementary School. After two decades of school construction, in 1969 the system was changed from the Washington Township School District to the Centerville City School District.

Mid-20th-century commercial development in Centerville was primarily located on N. Main Street/S.R. 48, extending from the city's historic center to its northern boundary. Multiple mid-20th-century commercial buildings were built on this stretch of road, particularly after it was

widened in 1961. Included among these buildings are stores, offices, and a gas station. The Dayton Mall, opened in 1970, is a few miles west of Centerville, on the Miamisburg-Centerville Pike. Commercial development has formed a nearly continuous line from the western edge of Centerville to the Dayton Mall. The completion of I-675, just northwest of the city, in 1986, has contributed to Centerville's continued expansion as a bedroom community.

Trotwood

With a population around 1,000, Trotwood remained a rural village and township commercial center into the 1950s. That soon changed, though, when the village's population soared to 6,400 in 1965. Subdivision plats, with curving streets, quickly surrounded the central core in the 1950s. Residential development continued into the early 1970s, especially to the north near the Salem Mall.

Following the spreading residential development and taking advantage of Salem Avenue's interchange with I-70, Trotwood's largest mid-20th-century commercial strip developed on Salem Avenue, well north of the village's historic commercial center. A typical shopping district of the era, Salem Avenue contained a plethora of newly constructed banks, strip malls, stores, car dealerships, and restaurants. The area became a regional shopping center after the Salem Mall opened in 1966. The Salem Mall, along with adjacent stores, was Dayton area's largest shopping district through the 1970s. Salem Mall was quite successful, and in the early 1980s, an addition was completed for a food court and J.C. Penney's. By the late 1980s, though, the mall began to be perceived as unsafe, due to criminal incidents. In addition to the 1970 Dayton Mall near Centerville, two new malls were built in the Dayton region in the mid-1990s, which proved to be stiff competition for the Salem Mall. As a result, some of the larger stores and the cinema closed. Except for the original Sears anchor (MOT-052970-80), the mall was demolished in 2006 after a decade of decline. While some businesses remain, the overall area is peppered with vacant storefronts.

As a mostly rural village, Trotwood did not have the industrial base that other neighboring communities did. However, a notable exception is Trotwood Trailers, Inc. Formed in 1930 from a backyard business, Trotwood Trailers was producing 20% of the camper market in Ohio by 1950. Representing several different camper models, "it was a regular sight to see 12 trailers rolling out of town every day on their way to customers across North America." (Trotwood: History) The company was destroyed by fire in 1981.

Trotwood's population continued to steadily grow in the late 20th century, but not at the dramatic pace that it did in the 1950s. In 1996, Trotwood absorbed the remainder of Madison Township, forming a large 30.5 square mile city. Madison Township had also experienced an

influx of residential development, particularly in the later 1950s. Population of the merged municipalities then became 27,420.

Vandalia

World War II and manufacturing caused a significant increase in Vandalia's population, changing it from a crossroads village to a city practically overnight. With sufficient population by 1960, Vandalia was incorporated as a city on January 1st. The city remained closely associated with Dayton's late 20th-century urban exodus. Vandalia continued to gain residents through the 1990s, as Dayton's population continued to decline, and nine residential developments were under construction in 1995. Population reached 14,600 in the 2000 census.

The Leland Electric Company on Route 40 became a division of American Machine & Foundry Co. (AMF), likely in 1960, when that company located in Vandalia. AMF had become a top military contractor in the post-WWII years. Including the Vandalia plant, AMF controlled and operated 42 plants and 19 research facilities scattered across 17 countries by 1961, producing everything from remote-controlled toy airplanes to Intercontinental Ballistic Missile (ICBM), launching systems, including those for Titan, Atlas, and Minuteman.

The Leland division, which eventually became the present day GE Aviation through a series of acquisitions, produced electric systems for aircraft and missiles. Today, the development of military and civilian aircraft systems still continues at the facility, maintaining Vandalia's historic ties to aeronautic engineering.

Due to changing aviation technology, AeroProducts was eventually discontinued and merged with another General Motors division. Known alternately as Vandalia Inland Manufacturing or GM Inland Manufacturing Division, the former AeroProducts plant began the manufacture of interior car components. In 1995, still a GM division, the plant was called Inland Fisher Guide, employing 1,000 people. The plant then became part of the Delphi Corporation's holdings in 1999, supplying interior auto components to GM. Of four Dayton area Delphi plants, the Vandalia location was the last one operating in 2009. Down to fewer than 400 employees, Delphi closed part of its operations that year, leaving only 250.

Upon the completion of the east-west I-70 and the north-south I-75 in the 1960s, Vandalia was situated to be the modern "Crossroads of America." Late 20th-century commerce established in the city tended to be transportation related, such as warehouses and transit operations. While city officials lamented the partial loss of Delphi in 2009, which had once represented 50% of the city's revenues, it pointed to the proposed development of a distribution center as part of the city's balanced economy.

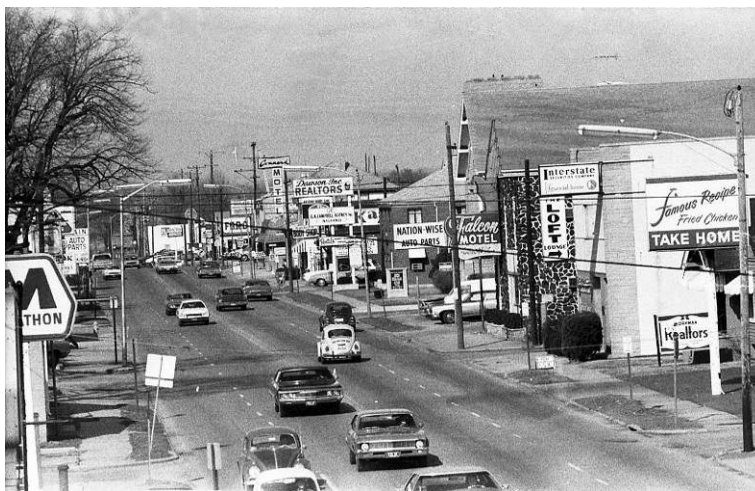
Vandalia retains several mid-20th-century commercial buildings, such as the 1947 Airline Theater, on the Dixie Highway and the National Road. The theater closed in 1960, but the owner opened an ice cream shop beside it in 1964. The Airline Dairy Cream business was expanded to serve food for workers at the factory. The mid-20th-century buildings are greatly outnumbered by late 20th-century and more recent buildings.

Although it has not necessarily contributed to Vandalia's growth, an interesting component of its history is the Amateur Trapshooting Association. In 1924, Vandalia became the national headquarters of the organization. A Hall of Fame was added to the National Road site in 1969. Thousands of competitors gather annually in August for shooting tournaments, flooding the city with visitors.

Fairborn

By 1960, a decade after incorporation, the population was at 18,000 and the city had doubled in square miles, from 1.7 in 1950 to 3.5. By 1964, discussions were taking place as to whether Fairborn should annex all of adjacent Bath Township, but no action was taken on the discussion.

From its designation in 1959 as a new state route, Broad Street blossomed with commercial activity in the 1960s. Several motels were established on the strip during the 1960s, including the 1967 Falcon Motel (GRE-01205-10) and the 1960 Command Motel (GRE-01205-10). The early 20th-century commercial core on Main Street, in the northern section of the city, remained stable. The mid-century commercial architecture was interspersed with the older two and three story buildings typical of early 20th-century commercial districts. Despite the new commercial strip developing on Route 444 during the 1960s, small-scale business owners continued to invest in Fairborn's older commercial district. Interspersed among the older commercial buildings are a few buildings constructed in the 1940s and 50s, reflecting the community's expanding suburban growth (GRE-01203-10, GRE-01204-10). South Central Avenue also contained a mix of early and



Fairborn's N. Broad Street/S.R. 444, ca. 1970
Shown in the foreground is the Falcon Motel.
Its oversize falcon sign is no longer extant.
(Historic Image 10)

mid-20th -century commercial buildings intermingled with residential properties, such as the 1965 M&M Federal Savings & Loan Association (GRE-01212-10).

A *Fairborn Daily Herald* article of January 28, 1960 announced Rupp and Roehner, Inc.'s, plans for a new large-scale subdivision with up to 900 houses. Located to the northeast of the city limits, the Rona Hills subdivision was platted by the Fairborn builders on 320 acres. At issue for the development's annexation was lack of contiguous land, as the site was nearly a mile from Fairborn's eastern boundary. Two cement companies with large land holdings bordered the east side and hampered Fairborn's growth. The acquisition of a small, linear strip of land solved the problem, but by the early 1970s, Rona Hills was separated from Fairborn by I-675. It remains the only residential development located on Fairborn's northeast side.

In November 1964, a \$2.9 million school bond issue was approved for construction of two elementary schools and a second high school. These buildings were completed in the late 1960s. Growing from the single shared Central School in 1950, the community had 11 school buildings in 1975. It had taken 25 years, but by 1975 school construction in Fairborn had finally caught up with student enrollment. In that year, the school superintendent declared that enrollment was beginning to decline and predicted that it would continue to do so. As the 20th century ended, Fairborn's once explosive student population had stabilized, resulting in a restructuring of the students and the school buildings.

Also in 1964, the first building was completed on the Wright State University campus, located at the very southwestern edge of the city. Intended to be a commuter school, Wright State likely had less of a day-to-day impact on Fairborn than a traditional college with students in residence would have had. Although having the university in the city's periphery was prestigious, students were not interacting with the established center of Fairborn in the same manner as a traditional town and gown arrangement. In fact, commercial development, including restaurants, hotels, department stores, and offices, followed Wright State's development, ultimately shifting commerce away from Fairborn's mid-20th-century commercial core.

Additional land for new development, in the heart of the city, was created in 1969-70 with the demolition of Hebble Homes. The last of Fairborn's government constructed housing from World War II, Hebble Homes had become dilapidated and the 35 acres it sat on were considered better suited for other uses. Proposed among the new development was a motel, although it was already recognized that more luxurious motels were being built along the interstates and a new one would be competing against them more than it would be against Fairborn's already established motels. Today, a motel is located at the proposed site, just south of the angled intersection of N. Broad Street and Central Avenue. Also as proposed, restaurants

and commercial buildings line N. Broad, and apartment buildings are clustered at the dead-end of W. Whittier Avenue.

Although World War II, the Korean War, and the general housing shortage experienced everywhere created a burst in residential construction, Fairborn's housing boom was largely over by the mid-1960s. The city had little or no room to grow, and the region's expanding highway system allowed for Wright-Patterson's employees to more easily live farther away from the base. Civilian upper management and military officers often lived in the upscale community of Oakwood, several miles to the southwest. Competition from other residential builders in neighboring communities also played a role in the housing options for Wright-Patterson workers. Only a few miles to the northwest, Huber Heights, in particular, offered a bevy of housing choices at affordable prices for middle income families.

After three decades of intense growth, population reached its peak at a little over 32,000 in 1970. A decline occurred in the 1980 and 1990 censuses, but Fairborn's population rebounded to its 1970 level in 2000. Fairborn's boundaries changed very little after the mid-1960s, with the exception of the eastern boundary. Land was annexed, taking the boundary out to Trebein Road. However, situated roughly a mile west of Trebein Road, I-675 forms a visual and physical barrier on the city's east side. Three late 1990s subdivisions are located in this mostly undeveloped area between I-675 and Trebein Rd.

Oakwood

Oakwood is exclusively a bedroom community and the most affluent one in the Miami Valley. Despite the massive suburban development that occurred in the Dayton metropolitan area in the mid-20th century, Oakwood was only slightly larger in the 2000 census (9,215 inhabitants) than it was seventy years earlier. The majority of housing in the city pre-dates 1950, and the city was mostly developed by the time of its incorporation in 1931. Oakwood's picturesque tree-lined streets are filled with Period Revival style houses, particularly Colonial and Tudor revivals.

Mid-20th-century housing is mostly confined to the northern portion of the city. Small groupings of Ranch houses are located on Far Hills Avenue and on the first lots of the side streets off of it. A few of the northern streets also have Ranch houses sprinkled intermittently among the older housing stock. There are a few ca. 1950 apartment buildings situated on Far Hills Avenue, also in the northern portion of the city. Larger Split-Level and Modernist style Ranches are located in the western section of Oakwood. They are located on hilly wooded lots, which are bigger and have deeper setbacks than the older core of Oakwood. These winding streets probably were platted later in the mid-20th century and respond to the terrain, which is dramatically different from the flatter grid-platted area to the east side of Far Hills Avenue. The

western area of Oakwood differs in character from the older more densely developed section and contains a number of late 20th-century contemporary or Period Revival houses.

At roughly three square miles, Oakwood has no industry and little commercial development within its boundaries. A small, linear commercial strip is located on Far Hills Avenue, just north of the Kettering border. It contains a mix of early and mid-20th-century buildings, none taller than two stories. There are only a few late 20th-century buildings within the commercial strip. A handful of one-story commercial buildings, constructed ca. 1950, are clustered around the Oakwood Municipal Building on Park Avenue, just to the east of Far Hills Avenue. Oakwood operates its own school system.

Kettering

As the 1950s progressed, neighborhood plats continued to extend farther to the south and west, these areas tending to be more high style than the eastern sections, perhaps correlating with the picturesque terrain. "Kettering became the fastest-growing city in Ohio in the ten years between its birth in 1955 and 1965." (Ronald & Ronald "Lands Between" 326) The city's population jumped from 38,118 in 1955 to 54,462 in 1960. To keep pace with Kettering's residential explosion, numerous schools and churches were constructed in every section of the city. Not only was Kettering growing physically, but its citizens were experiencing economic growth as well. In 1968, Kettering's income per household was \$12,808. It was \$4,400 higher than Dayton and higher than any of the other suburbs, which averaged in the \$8-9,000 range. (O'Keefe 59)

In addition to the early Town & Country Shopping Center, commercial development occurred along much of Dorothy Lane, particularly at its intersection with larger north-south streets. Other commercial concentrations were constructed on E. Stroop, Wilmington Pike, and Woodman Drive. Many of these shopping and food-service-related commercial buildings were built in the 1960s. Also constructed in the 1960s, office buildings, with prominent front parking lots, were scattered along Kettering's main streets. Governor's Hill Office Park was constructed in the early to mid-1960s, on the western city limit off of S. Dixie Highway (MOT-05648-06, MOT-05650-06).

Kettering's population peaked in 1970 at 69,599. It declined by 12% over the next decade and experienced smaller decreases until reaching the present population of 57,502, a loss probably attributable to job losses in the community. Better reflecting its primary mission, Gentile AFS was renamed Defense Electronics Supply Center (DESC) in 1962. DESC was closed in 1997 and merged with a defense supply center in Columbus, resulting in the loss of 2,800 jobs. Although the city was successful in converting the former defense property to an office park, it does not have the same level of activity that it once did. The Delco/Delphi factory also was closed and a

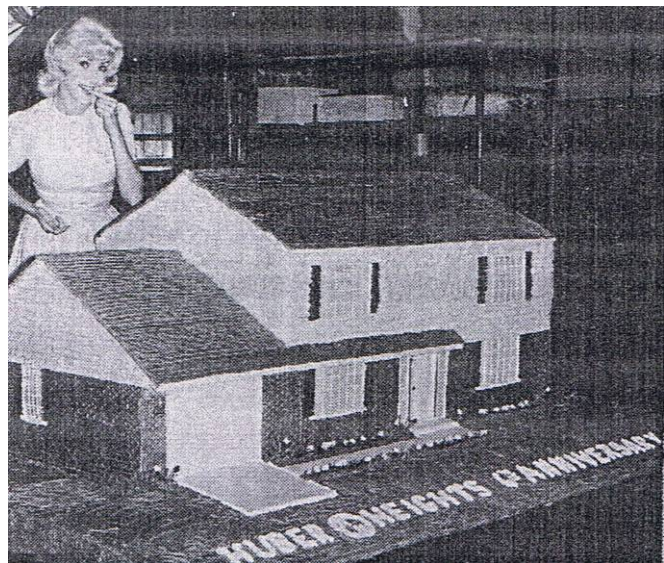
smaller manufacturing concern acquired it. The neighboring factories in Moraine have also closed. Despite employment challenges, the city appears to be healthy with well kept neighborhoods and few vacant storefronts. The 2000 census enumerated Kettering's population at 57,502, making it the largest of Dayton's suburbs and the second largest city in Montgomery County.

Huber Heights

By 1960, the Huber Heights community contained 3,000 houses and approximately 10,000 residents. Huber Homes was chosen a second time that same year, from a field of 115,000 builders, to build the Mrs. America Exhibition Home in Ft. Lauderdale. Charles Huber introduced two new models in 1960, the L-Shaped Villager and the Mrs. America. The Mrs. America model was adapted from the exhibition home and was the company's first four-bedroom with family room house. (See Historic Image 55. Appendix B) Again, the previous year's Mrs. America winner hosted the Huber Homes annual model gala. Also in 1960, both the *Saturday Evening Post* and *McCall's* featured Huber Homes, showcasing the Suburban model.

Huber Homes' first two-story model, the Executive, was introduced in 1961, selling for \$17,500. In subsequent years, dozens of one and two story models were introduced, each having its own name. By the late 1960s, Huber Homes' residential offerings also included condominiums, apartments, and townhouses.

Population reached 18,943 in 1970. By 1976, twenty years after Charles Huber took over the company, Huber Homes had constructed 10,000 houses in Huber Heights. Another 5,000 houses were constructed between the late 1970s and 1992, when Huber Homes stopped construction activity. The last of Huber's plats were recorded in the late 1970s. As Huber's development grew to 34,642 inhabitants, the community chose to incorporate as a city in 1981, and Wayne Township was disbanded. Population increased by 4,000 after incorporation, until it topped 38,000 in 1990, where it remains today.



A giant cake in the shape of Huber's new two-story Executive model was created for the company's sixth anniversary celebration in 1962.

(Historic Image 11)

Charles Huber planned what he termed “an integrated community for modern living.” He set aside hundreds of acres for schools, churches, parks, and shopping. In the mid-1970s, a company booklet estimated the total value of Huber’s donated land to be over \$1 million. Although Huber located and reserved space for commercial development, he did not construct any of Huber Heights’ shopping centers. The Huber Heights Shopping Center, located at Chambersburg and S.R. 201, was developed by the Columbia Building Company in 1960. Huber purchased new and up-to-date equipment for the volunteer fire department.

As the community grew, schools were constructed to meet the demand. The first children to live in the area attended the existing 1919 centralized township school, now known as Titus Elementary. The earliest elementary schools were Kitty Hawk, completed 1959, and Menlo Park, 1962. Rushmore Elementary was built in 1964, and Monticello Elementary was added in 1965. The high school was completed in 1959-66. Wayne High School represents the multiple-building campus style of school construction popular in the 1960s. The Studebaker Middle School was completed in 1970.

From 1959 to 1960, Wayne Township’s enrollment increased by 488 students, mostly attributable to Huber Heights. In neighborhoods where school construction could not keep pace with the number of children, Huber constructed houses without the interior partitions, which he then rented to the school system for \$1 per year. The supplemental classrooms were known as the “little red schoolhouses.” The last of these “house” schools was returned to Huber in 1974, when school construction finally caught up to residential growth. Another middle school and two more elementary schools were added to the system in the 1970s. Within 20 years, 1956-1976, Huber Heights was a school system of 10,000 students. All of the school buildings in Huber Heights, with the exception of the 1919 township school and Studebaker Middle School, which will acquire another use, are scheduled to be demolished in 2010.

As he had done with schools, Charles Huber dedicated land for the construction of churches. Within four years of starting house construction, a number of congregations were establishing roots in Huber Heights. The Huber Heights Baptist Church was constructed 1959-60, St. Timothy Lutheran was completed in 1958, and the Huber Heights Church of the Brethren was completed by 1960. That same year, three additional churches were in the planning phase.

As Huber was constructing Huber Heights, he was traveling and studying the work of other builders around the country. He was influenced both by the scale of Levittown and the modernity of the Ranch house designs coming from California. Huber Homes, Inc., spawned two other companies, Huber Investments and Huber Rentals, both still active today. A national company, Huber Homes built several thousand houses in other cities, such as Columbus and

Cincinnati, Ohio, Atlanta, Georgia, Scottsdale, Arizona, Indianapolis, Indiana, and Ft. Lauderdale, Florida. Charles Huber died in May, 2003.

Additional Township Areas

Like the neighboring Washington Township to the east, Miami Township experienced rapid residential growth during the mid-20th century. Residential growth in the unincorporated township took place along Mad River Road, the diagonal rural road leading northeast to Kettering. The completion of I-75 from Dayton to Cincinnati in 1960 also greatly contributed to the influx of new residents in the area. The Dayton Mall, opened in 1970, is also located in Miami Township, which further contributed to both residential and additional commercial expansion. Commercial development has formed a nearly continuous line from the Dayton Mall to the western edge of Centerville. The completion of I-675 in 1986 at its merger with I-75 in the middle of the township, has contributed to Miami Township's continued development as a bedroom community.

Harrison Township, on the north side of Dayton, also experienced mid-20th-century residential growth. However, this growth is best represented by commercial development along N. Main Street and N. Dixie Highway. Although there are scattered residential properties, these two streets are characterized by a continuous flow of commercial properties from Dayton's downtown to I-70, several miles north. Commercial development is represented by everything from bowling alleys to motels to drive-in theaters, to apartment buildings, to stores and offices.

