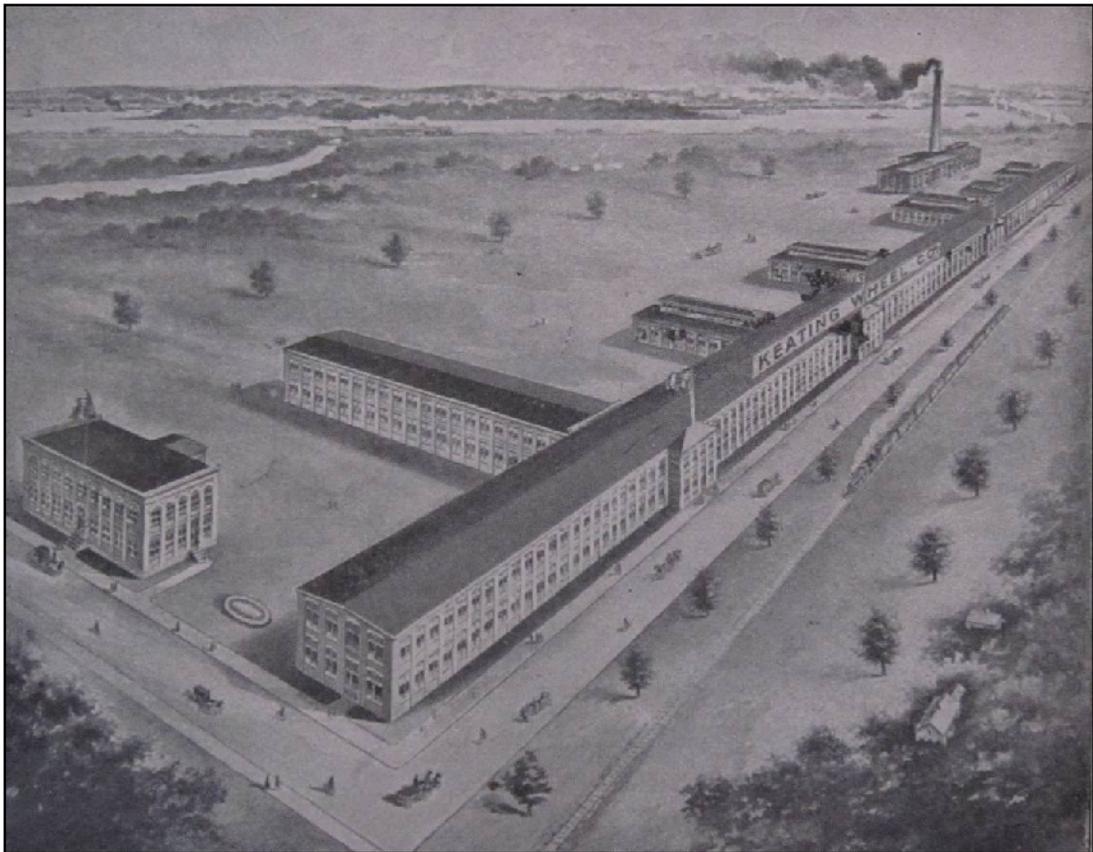


DOCUMENTATION

REMINGTON RAND FACILITY 180 JOHNSON STREET MIDDLETOWN, CONNECTICUT



**DOCUMENTATION
REMINGTON RAND FACILITY
180 JOHNSON STREET
MIDDLETOWN, CONNECTICUT**

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I. INTRODUCTION

The City of Middletown is preparing to remediate the former Remington Rand facility located at 180 Johnson Street in Middletown, Connecticut (Figure 1). Before remediation can be undertaken, the Connecticut Commission on Culture and Tourism/State Historic Preservation Office (CCCT/SHPO) has requested the completion of two mitigation measures. The two specific measures, addressed in a letter from the SHPO's office dated December 7, 2009 (David Bahlman, Division Director and Deputy SHPO to Brian Dillon, Program Manager, Department of Community Development), are as follows:

1. The full documentation of all structures (interior and exterior) to SHPO standards; and,
2. The preparation and submission of an article including a history and description of the Remington Rand industrial complex, photographs, site plans, and maps to the *Society for Industrial Archaeology New England Chapters Newsletter*.

This documentation, to satisfy the first item requested by SHPO, is prepared in accordance with the standards established in the publication "Pathways to the Past," by the Connecticut Department of Transportation (ConnDOT) and the CCCT.

The project site is located at 180 Johnson Street in Middletown. The Mattabeset River is to the north; Johnson Street is to the west; the New York, New Haven and Housatonic Rail Road (NY, NY & HRR) is to the south; and undeveloped wetland is immediately to the east (Figures 1 and 2). A railroad spur extending from the rail line to the eastern side of the facility once carried coal to the Boiler House at the northeastern corner of the site.

Currently, the Remington Rand facility is a complex of three free-standing structures. The main structure is a two-story brick building with several brick ells and additions that are designated, for tax purposes, as separate buildings numbered 1-5 and 8-11 and varying in age from 1897 to 1934 (Figure 2). To the immediate north is a Quonset Hut, used for storage, and east of this is a one-and two-story free standing brick building, designated as buildings 6 and 7, that encompass storage and a boiler house. For the purposes of this report, the entire structure will be referenced as the Boiler House. At its northern side is a brick chimney stack (Figure 2). Although the entire complex has been occupied by a number of different industrial endeavors since it was constructed in the late 19th century, it will be referred to by its most familiar name, the Remington Rand facility.

II. HISTORY OF THE REMINGTON RAND FACILITY

What is now referred to as the Remington Rand facility was built in 1896/97 by the Keating Wheel Company, and has been occupied by several different manufacturing companies since its construction. A brief history of each is described below. More detailed information is provided in a site timeline included in this report as Appendix A.

Keating Wheel Company, 1897-1891

The Keating Wheel Company was a bicycle manufacturing company established in Holyoke, Massachusetts by Robert M. Keating in 1892. Its immense success prompted Keating to search for a new site for an expanded factory, leading him to an ideally suited piece of land immediately south of the Mattabeset River in Middletown. Tax abatements offered by the City of Middletown made the site that much more attractive.

Keating was an inventor and played an active part in the design of the new factory, with Casper Ranger, a builder from Holyoke, undertaking its construction (McCullough n.d.). Work on the new state-of-the-art facility began in 1896, and by 1897 the factory was complete. A brochure published by the Keating Wheel Company described the site as follows:

Our New Factory...Middletown, Conn. Main building 1000 feet long, 50 feet wide, two stories high. Six ells. Engine House [a.k.a. Boiler House] 120 feet long. 50 feet wide. Office Building, 100 feet long, 50 feet wide, two stories high. Total floor space, 168,000 square feet, 150,000 square feet of floor space for manufacturing purposes. Entire plant run by electricity. (Keating Wheel Company 1897)

Another publication describes the new factory as 1010 feet long (a 10' discrepancy), with six ells projecting from the main building on the north side. Each of these is said to be devoted to some special operation of the wheel (Keating Wheel Company n.d.). It further indicates that all of the machine work is done on the ground floor, and that brazing, blacksmithing, grinding, polishing, etc. is distanced from this so as not to introduce dust or dirt into the machining area. The second floor of the building houses the stock room, wheel building, assembling, and crating (Ibid.).

The separate Office Building (50' by 100') is depicted to the north of the factory, at its westernmost end. A lithograph of the new factory in 1897 shows the free-standing Office Building fronting onto an unnamed street that wraps around the plant (Keating Wheel Company 1897; see Figure 3). Another lithograph also shows the Office Building with windows much more ornate than those of the factory, and a main entrance in the center of the structure (Keating Wheel Company n.d.; see Figure 4). However, it appears that the Office Building, described by Keating publications and visible on these two published lithographs (Figures 3 and 4) was never actually built, or was built in 1896/97 but was razed by 1899. Maps and photographs of the site dating from 1899 onward fail to show the Office Building in the complex (see Figures 8-14).

Historian McCullough writes that the design of the two-story Middletown factory building may be unique in bicycle manufacturing, and "is uncommon by any 19th century standards for industrial design" (McCullough n.d.). Citing its relatively narrow width, the use of pier and floor beams spaced at ten-foot intervals, and an extensive bank of windows to permit light and air circulation, the factory was considered a departure from traditional industrial design (Ibid.). Lithographs confirm that all of the buildings on the site have windows dominating their four exterior walls, so as to provide optimum natural light. The width of the buildings was also designed with this in mind. McCullough further states that the layout of the plant was carefully organized to allow for the orderly flow of work. He describes:

A blacksmith shop and forge for case-hardening are housed in the first ell, front to back; the second ell contains the brazing room; and the third and fourth ells are devoted to nickel plating and enameling, respectively. Three sets of stairs are located in shallow pavilions punctuating the plant's opposite, southwesterly elevation, and a fourth set of stairs stands at the building's far gable-end. (McCullough n.d.).

The Boiler House, which mimics the exterior treatment of the factory, is described in Keating publications as a two-story brick and stone building on the southeast corner of the plot where steam is generated by a coal-fired 500 horse-powered boiler (Ibid). In the 20th century oil replaced coal, and a number of underground oil storage tanks were installed at the site.

Keating was an accomplished inventor, and a number of patents for inventions that are still in use today are attributed to him (Appendix B). He is credited with building the first motorized bicycle, or motorcycle, in Middletown (ca.1900), and held a patent for baseball's home-base (1886), sprocket chains (1897), an electric igniter for the Explosive Engine (1900), a motor-bicycle (1901), and a spark and valve controlling device for Explosive Engines (1906). These last three referenced patents led to a 1917 lawsuit instigated by Keating against the Harley-Davidson Motor Company for patent infringement, with the lawsuit found in his favor.

Keating was continually improving the design of frames, wheels, and tires in an attempt to develop a lighter, sturdier bicycle. The successful result was a bicycle that was considerably lighter than competing models and which sold well (Figure 5).

In the late 1890s, the market for bicycles was becoming oversaturated as smaller companies merged to form larger ones that dominated the market. The country's 500 smaller bicycle companies had consolidated down to 100 in the years between 1896 and 1903 as the mass production of bicycles took hold and market prices declined (Milansky 1997). This set the stage for the introduction of the Keating wagon in 1898; with Keating adapting their pneumatic bicycle tires and frame designs to four-wheeled vehicles. Regardless, this strategic production shift was not enough for the company to remain competitive.

Keating Wheel and Automobile Company, 1899-1901

In 1899 the Keating Wheel Company expanded their production to include motorized horseless vehicles, and the company was reformed as the Keating Wheel and Automobile Company, still operating out of their Johnson Street facility. The company was to specialize in manufacturing "delivery autos" to be powered by electric storage battery power, with the advantage that they could cross snowy streets, traverse mud, and climb heavy grades (The Penny Press, October 18, 1899).

The first electric automobile was completed at the factory on November 11, 1899 (The Penny Press November 11, 1899). Despite the production of the automobile, the company found itself in financial trouble and the courts appointed Frederick A. Betts of New Haven as its Receiver (The Penny Press July 16, 1900).

Plans were made for the company to produce a Keating Motor Bicycle. In 1901 the first prototype was completed, and improvements were announced for the 1902 production year. The Middletown factory is often cited as the site of the first true production of a motorcycle in the United States (Warner 1990). Trade magazines touted the motorized cycle's design, stating that it was "one of the most original machines in all points of construction" (The Dealer and Repairman, April, 1902). Despite the expanded product base and success of the gasoline-powered cycle, Betts failed to turn the financially distraught company around, and negotiations began with various competitors to purchase the plant. After several failed attempts to sell the Middletown facility, in June of 1901 it was successfully sold to the Eisenhuth Horseless Vehicle Company of New York (The Penny Press, June 15, 1901).

Eisenhuth Horseless Vehicle Company, 1901-1907

The Eisenhuth Horseless Vehicle Company was a manufacturer of Brass Age automobiles¹, and their earliest designs very much looked like horse-drawn carriages without the horses. Eisenhuth designed his first experimental automobile in San Francisco, and had it built in Newark, New Jersey (Clark et al 1996). Eisenhuth claimed to have been the first to actually build a gasoline engine, and the first to adopt the electric ignition to it (The Horseless Age, October 1898). After he moved to New York City in mid-1901, his business purchased the Keating Wheel and Automobile Company and established manufacturing operations in the Middletown plant. The company picked the site due to location, closeness to the rail line, and proximity to the Mattabeset River that could permit boats of light draft to access the site (The Penny Press, June 15, 1901). John W. Eisenhuth was already building gasoline powered engines when he bought the Middletown facility, and initially continued production of the Keating Motor Cycle being produced there (a.k.a. Keating Motor Bicycle) (The Dealer and Repairman, April 1902).

One of the first signs of trouble for the company became evident in the year 1900, before Eisenhuth bought the Middletown facility. At that time three entrepreneurs and investors, James Wilson, Edward C. Talcott, and Daniel R. Henricks, accused Eisenhuth, president of the company, of gross mismanagement and of selling worthless stock. When charges against him were dismissed, Eisenhuth retaliated by accusing the three, together with Stewart H. Chisholm of the American Steel and Wire Company, of bribery (New York Times, July 7, 1900). Several weeks after buying the Middletown plant in the summer of 1901, Eisenhuth was indicted a second time by James Wilson, again for selling worthless stock (New York Times June 26, 1901).

In 1903, Eisenhuth merged with the Graham Fox Motor Car Company, absorbing the firm and expanding their operations at the Middletown facility. Fox had produced a model known as the Graham-Fox Compound (The Penny Press, November 28, 1903). Eisenhuth redubbed it the Compound, and continued production of the slightly unusual vehicle that had only three cylinders; two working outer cylinders, with a third inner one designed to further expand the exhaust gases of the outer two (Figure 6). Eisenhuth asked professors at both M.I.T. and the Stevens Institute to study the engine's horsepower and fuel efficiency as the vertical-mounted straight-3 engine, situated at the front of the car, produced about 35hp (Clark et al 1996).

¹ Brass Age automobiles, ca.1890-1915, were so named because of the brass fitting that distinguished them.

Despite the power and efficiency, the 1904 Compound was produced as a touring car model, and sold for the relatively high price of between \$6000 and \$8000. Equipped with a tonneau – a rear seating area – the vehicle could accommodate seven passengers, but failed to gain hold in the market due to its high cost. A less expensive model was later introduced, but only a total of 384 Eisenhuth vehicles were produced through 1907 (Warner 1990) (see Figure 7).

Legal troubles continued to haunt both Eisenhuth and his company. In 1903 he stood charges for Grand Larceny, again brought on by James Wilson (The Horseless Age, 1903). Again he was acquitted (New York Times, March 6, 1903). In 1904, the Eisenhuth Company was then sued by Colonel Frank A. Fox of the former Graham Fox Motor Car Company, who claimed that he had “invented certain essential features of the motors now being made by the Eisenhuth company” (The Hartford Courant, November 23, 1904).

Despite legal troubles, production at the company was expanding in 1904 with the arrival of two carloads of machinery and the hiring of additional employees (Boston Evening Transcript, July 12, 1904). Trade publications reported that the company would produce a 60-horsepower car for the St. Louis exposition, and that by the middle of June of 1904, they would have produced thirty 18-20-horsepower open-air touring cars, selling for \$2,000, or \$2,500, each with a top and full equipment. Shortly thereafter, they began to produce more popular priced runabouts (The Motor Age, May 5, 1904).

In 1905 the company was expanding production again, suggesting that it was financially secure. It was reported that “The Eisenhuth Horseless Vehicle Company is running overtime, and is maturing plans for enlarging its plant” (Boston Evening Transcript, March 8, 1905).

Outsold by competitors that produced cheaper vehicles, the Eisenhuth Horseless Vehicle Company filed for bankruptcy in February of 1907 (The Penny Press, February 19, 1907). The Middletown property was sold to Everett Esseltyn the following month (The Penny Press, March 22, 1907). Esseltyn was on the Board of Directors at the New York Ball Bearings Company, and probably bought it on speculation or for another investor (Trow Directory, 1909). Office furniture and fixtures from the Eisenhuth factory were not sold off until July of 1909 (The Horseless Age, July 7, 1909). Presumably, the factory complex remained defunct for the period between the selling of the buildings and equipment in March of 1907, and the selling of office fixtures in July of 1909. The building complex was then purchased by the Noiseless Typewriter Company in late 1909.

Noiseless Typewriter Company 1909-1924

In 1909, the Noiseless Typewriter Company was organized with the intent of producing a noiseless typewriter that was equal in other features to the best typewriters of the period (Moody’s Magazine 1910). At the time, there was a high demand for typewriters that were quieter than the loud clattering machines of the past. The Noiseless Typewriter Company claimed to have created such a machine, by changing the internal action of the machine thereby allowing pressure, rather than blows, to be made upon the paper (Cassier’s Magazine 1910). The company had acquired patent rights for their typewriter in the United States, Canada, Mexico, and the Argentine republic (The Toronto World, September 27, 1912).

The Noiseless Typewriter Company filed for incorporation in the State of Connecticut in January of 1909, and took possession of the former Eisenhuth Horseless Vehicle Company factory in Middletown in late 1909. Production of the Noiseless typewriter began in November, and the company began aggressively marketing their innovative product the following month. The Middletown plant reportedly occupied 31 acres and had the most up-to-date equipment “in the world.” Production was estimated to be 12,000 typewriters per year, with the potential for expansion within the factory to increase production to 36,000 units per year (The Toronto World, September 2, 1912). An undated article about the history of the Noiseless Typewriter states:

The innovative machine first went into production - very, very quietly - in Middletown in 1909. Although Noiseless was the most expensive brand of typewriter of the time, the wages of their factory workers remained extremely low. The Noiseless employees included hundreds of immigrants, many of whom worked at the plant for decades. (Noiseless, n.d.)

Problems with the Noiseless Company were cited in 1913, when a reorganization plan of the bondholders fell through. At that time it was thought that financial problems would force the sale of the company (The Iron Age, December 18, 1913). As a result of the failed reorganization, the company dissolved and reincorporated with the same name in June of 1914 (McCormack, 1915). Another reorganization of the company occurred several years later, and in 1924, the company merged with the Remington Company, forming the Remington-Noiseless Typewriter Corporation.

Remington-Noiseless Typewriter Corporation/Remington Typewriter Corporation/ Remington Rand Corporation 1924-1963

The Remington-Noiseless Typewriter Corporation, a subsidiary of the Remington Typewriter Company, continued production of a noiseless typewriter at their Middletown facility. Remington had been producing typewriters at their Ilion, New York factory for over fifty years when they merged with the Noiseless Typewriter Company. They touted their merger as putting the Remington Company in a position of “unquestionable supremacy” with regard to meeting the typewriter needs of every typewriter user throughout the world (The Pittsburgh Press, March 4, 1924).

In 1927, the Remington Typewriter Company merged with another office equipment company, Rand Kardex, to form Remington Rand, marketing the Remington Noiseless under the new name. A 1930 advertisement in the Saturday Evening Post emphasizing the hazards of noise in the workplace, particularly by the hammer-blows of a typical typewriter, bragged that a Remington Rand man had saved a company \$17,000 on construction costs. By using the Remington Noiseless Typewriter versus a standard machine, they claimed that the company cut down on the need for additional interior walls to block sound, and hence lowered construction costs (Saturday Evening Post, 1930).

The Remington Company had been producing portable typewriters since 1920, and went on to introduce a portable version of the Noiseless Typewriter in 1931. While their early models were large and bulky, these were later replaced by more streamlined versions that were met with

enthusiasm. Production increased, and the company continued to produce typewriters at the Middletown site until employee unrest climaxed in the mid-1930s.

In 1936, 1,200 factory workers went on strike at the Remington Rand factory due to growing dissatisfaction with wages and unsuccessful negotiations with management (see Photograph 39). The strike was apparently particularly violent, and, while no one was killed, both labor and management engaged in “beatings with fists and clubs, rock and brick throwing, vandalism, threats and physical intimidation.” At one point, the National Guard was brought in to restore order (Warner 1990). James Rand Jr., owner of the company, reacted by hiring replacement workers. When brought up on charges of intimidation in an attempt to break the strike, Rand was acquitted (TIME, March 22, 1937). The strike ended in April 1937, although the settlement was not fully implemented until the mid-1940s. As a result of the strike, Rand closed the typewriter factory for several years.

As the Remington Rand Company grew, it branched out into other endeavors, cornering the market of several very profitable products. By the late 1930s, production at the Middletown plant resumed, reopening as the Electronics Division of Remington Rand (Hull 1946). In July 1939, James Rand Jr., then president of the company, along with the top executives of three other typewriter manufacturing companies, was personally sued by the U.S. Department of Justice for antitrust violations (New York Times, July 29, 1939). Simultaneously, shareholders in the company sued both Rand and other top executives in the company for misuse of company funds. The case wasn’t heard until 1947, at which time it was settled out of court (New York Times, July 4, 1947).

In 1949, Remington Rand introduced the first business computer, the Remington Rand 409. During World War II, the company developed into a major military contractor and was reportedly instrumental in developing a small camera that allowed for the creation of rocket-guided missiles (Early Television Org.). “From the radio amateur’s laboratories came the incentive, the original designs, applications and construction technique, and radio amateurs initiated, nurtured, developed and carried through a program of research, development and production of television camera equipment in the Electronic Division of Remington Rand at Middletown, Conn.” (Ibid.). Both Remington Rand and Andover Kent Corporation – located in the Middletown factory in the late 1940s and early 1950s - were authorized federally funded facilities during World War II. They produced the following:: 57MM AP shot, 20MM shot, dowel pins, 30 caliber, and shells, 90MM (<http://www.heritageresearch.com/ourlibrary/databases/wwii/authorized/connecticut.htm>). In 1947, Andover Kent was also making insulators at the Middletown factory (Plastics, July 1947).

In 1955, Rand merged with the Sperry Corporation. This time the Remington name was dropped and the new parent company was known simply as Sperry Rand, while Remington Rand remained as a subdivision. Following World War II, the Remington Rand Office Machine company produced office supplies and typewriter supplies including plaster plates, typewriter ribbons, carbon paper, uniac ribbon, and microfilm at their Middletown plant from about 1951 through the early 1970s (Stevens 1993). The Remington Rand division of the Sperry-Rand Corporation is listed in Middletown directories as the manufacturers of typewriter supplies through at least 1963 (Price and Lee, 1946, 1951, 1954, 1959, 1961, and 1963). Remington

Rand occupied the site through the early 1970s, when they closed down production in Middletown. Since that time, the parcel has changed hands several times, and several small industrial endeavors have occupied the site.

III. FACILITY DESCRIPTION

For ease of reference, the building numbers that have been assigned to the Remington Rand structures by the Middletown Building Assessor will be referenced in the following discussion (see Figure 2). There are eleven separate structures referenced on the property, in addition to a Quonset Hut and three dry hydrant covers – or hose houses (Figure 2). Each is described below.

Building Number 1 – Main Factory

The main factory that dominates the Remington Rand facility is designated as Building Number 1. Construction of the structure began in 1896 and was completed in 1897 when the Keating Wheel Company began operations (see Figures 2-4, and Photographs 1-7). It first appears on maps in 1899 (Figure 8; Price and Lee 1899). The brick factory measures 50' x 905', with a foundation of concrete and native stone walls and column footers. The southern façade is punctuated by three shallow pavilions; each containing an entry door and an interior set of stairs (Photographs 1-3). Brick pilasters in American bond are 10' on center, and have tie rods and round anchor plates on each (Photographs 3-4). While many of the original windows have been replaced (Photograph 4), there are still original six-over-twelve double hung arched windows with wood mullions and granite sills on the first floor, and six-over-nine on the second floor, visible at the center and eastern end of the south façade (Photograph 5). The central pavilion, or projection, bears a 24-pane door transom, a replacement front door (not original to the structure), and a large hook for a hoist formerly used to lift heavier items into the building through the uppermost door (Photograph 6). The west end of the building, including the western elevation, has experienced the most upgrades, with extensive interior renovations and window replacements (Photograph 7).

Widespread renovations have been made to the buildings original interior (Photograph 8), however, some of the original architectural elements still remain. The interior windows have curved brick sills that remain unaltered, and the support columns are still intact in many places, as are interior fire doors (Photographs 9-11). Much of the original interior 1" factory maple flooring is still evident.

Sanborn maps indicate that there are pilastered walls and wood posts (Sanborn 1901, 1907, 1913, 1924, 1950). In addition, there are three sets of stairs, one each in the southern pavilions, with a fourth set at the building's eastern elevation (Photograph 12). The top of the structure is low-pitched built-up roofing with 2" wood decking, and 8" x 10" timber beams that are 10' on center on 8" timber columns that are 10' and 20' on center (Photograph 13) (United Appraisal Company 1988).

Keating used the first floor for manufacturing, and the second floor for assembling (Sanborn 1901; Figure 9). Eisenhuth used the first floor as a Machine Shop, and divided the second floor of the main factory into four separate segments utilized for wood working, body making,

trimming, and painting (Sanborn 1907; Figure 10). The Noiseless Typewriter Company used the first floor as a machine shop, like Eisenhuth, and again divided the second floor, but this time into only three sections used for storage, assemblage, and experimentation (Sanborn 1913; Figure 11). By the time Remington had acquired the property, the entire structure was simply labeled as a factory building (Sanborn 1924, 1950; Figures 12 and 14). An early photograph of it shows it much as it appears today (Figure 13).

Building Number 2 – Mill and Storage

Building Number 2 was constructed as an ell on the south elevation of Building Number 1 in 1896/97 by the Keating Wheel Company (see Figure 2). The 50' by 102' one-story brick building architecturally matches the main factory, with double hung six-over-twelve arched windows with wood mullions and granite sills. Exterior walls have corbelling (Photograph 14). Walls have 16" common brick pilasters, and the structure is 14' high. The ell has a monitor type built-up roof to allow for additional natural light to the interior. The monitor area measures 8' by 80' by 4' high (United Appraisal Company 1988).

Keating used the structure for a blacksmith shop and for case hardening (Sanborn 1901). It is unclear what Eisenhuth used the structure for, as it is labeled "Br. Sm." possibly suggesting either a blacksmith shop or a brake shop (Sanborn 1907). Noiseless and Remington used it for grinding and hardening (Sanborn 1913, 1924, and 1950; see Figures 9-14).

Building Number 3 – Storage

Building Number 3 is another ell off the north elevation of the main factory, also built in 1896/97 (Figure 2 and Photograph 15). It is designated as a storage building, and in 1988 also served as a dinette (United Appraisal Company 1988). The 50' by 102' building architecturally matches the other ells extending north from the factory, including Building Number 2. It also has 16" common brick pilasters, 10' on center and 14' high, and a built-up roof with an 8' by 80' by 4' high monitor (Ibid.). It also has a one-story brick addition on its west side, used as a machine shop and measuring 30' by 102' (Figure 2).

Keating used this structure as a brazing room (Sanborn 1901), while Eisenhuth used it for assembling (Sanborn 1907). Both the Noiseless and Remington Companies used it as a press department (Sanborn 1913 and 1924). In 1950 it was listed simply as a factory building (Sanborn 1950; see Figures 9-14).

Building Number 4 - Storage

Building Number 4 is another ell that extends to the north of the main factory Building Number 1, and was built in 1896/97 (Figure 2). It architecturally matches the other ells, and has a similarly sized monitor roof, although shorter in length since the overall size of the ell is somewhat smaller than others – measuring only 75' in length as opposed to 102' (Photograph 16). It has a one-story framed addition on its northeastern corner measuring 16' by 16' (Figure 2). Throughout the 20th century, the ell was used as a nickel plating room (Sanborn 1901, 1907, 1924, and 1950; see Figures 9-14).

Building Number 5 – Ink Manufacturing

Building Number 5 is the easternmost of the ells that extends to the north of the main factory building's north side (Figure 2). Built in 1896/97, the structure is 44' by 74' and has a one-story cinder block addition measuring 16' by 88' (United Appraisal Company 1988). Architecturally it matches the other ells, and like the other ells, it too has a monitor roof (Photograph 17).

Keating used the building as a Japan room; "japanning" being a baking process utilizing a type of lacquer that produced a brilliant, hard, rust-proof finish, likely on their bicycle frames. Eisenhuth used the building as a foundry (Sanborn 1901, 1907). Although no specific use was provided for the structure on later maps, the Japan Ovens were still present in 1913 and 1924 (Sanborn; see Figures 9-14).

Building Number 6 – Plumbing and Mill

Building Number 6 was built in 1896/97 and is a two-story brick building attached to the north wall of the Boiler House (Figure 2; Photographs 18 and 19). The building measures 44' by 83' with a rear addition to the north measuring 24' by 32'. There is another one-story addition to the extreme north measuring 16' by 32' (United Appraisal Company 1988). The walls are 12" common brick pilasters, 10' on center, and the building architecturally matches Building Number 1 and the original ells (Buildings Number 2-5; see Figure 2). It has a low-pitch built-up roof with 3' light steel trusses placed 10' on center (Photograph 20).

When the Keating Wheel and Automobile Company occupied the site, the building had an engine room on its first level, and an engine and dynamo room on its second (Sanborn 1901). Eisenhuth continued to use the two levels of the structure this way, with the northern one-story addition used as a dry house where employees could change upon entering and exiting the structure (Sanborn 1907). The building was labeled "I.E.P." and had two engines in it when Noiseless owned the site (Sanborn 1913). By the time that Remington owned it, the first floor was used for general storage while the second floor had a carpenter shop (Sanborn 1924; see Figures 9-12).

Building Number 7 - Boiler House

The Boiler House was built by Keating in 1896/97 to provide steam for the factory (Figure 2; Photograph 21). It originally contained coal-fired boilers, with coal cars accessing the building via a spur from the main railroad tracks to the south (Sanborn 1901, 1907). The brick two-story building measures 44' by 50', and has a brick stack to the north measuring 14' in diameter and 85' in height, having been lowered from 125' (Photographs 19 and 21; United Appraisal Company 1988). The walls of the building are 16" thick common brick, and are 28' in height, with windows that match those on the main factory and its ells. Also like the ells, the Boiler House has a monitor roof to provide additional natural light (Photograph 21). The eastern elevation has the fading words painted on it, "POWER STATION E H V Co" attributed to the Eisenhuth Horseless Vehicle Company who owned the site between 1901 and 1907. Both the

“V” and the “Co.” have been truncated by the subsequent installation of a garage door (Photograph 22).

There are two oil fired steam boilers located in the Boiler House (Photographs 23 and 24). The first is a 400 hp boiler made by The Johnston Bros. Company in 1952, and the second is a 400 hp boiler made by The Bigelow Company in 1964. Also in the Boiler House is a fire sprinkler control valve assembly for a dry sprinkler system, made by the Grunau Company (Photograph 25). There is one underground oil storage tank immediately south of the Boiler House, with a fill-pipe and breather protruding from the surface (Photograph 26). Three additional tanks have been identified on the property (Stevens 1993). The Boiler House has not changed in use since originally constructed (Sanborn 1901, 1907, 1913, 1924, 1950; see Figures 9-14).

Building Number 8 - Shipping and Manufacturing

Building Number 8 is a brick in-fill addition constructed in 1926 parallel to the main factory and connecting Buildings Number 3 and 4, two of the original ells (Figure 2; Photographs 15 and 27). The two-story brick building measures 50' by 200' and has a timber dock measuring 8' by 80' and three one-story brick additions measuring 40' by 12', 20' by 20', and 10' by 22' (United Appraisal Company 1988). The walls are 12" thick brick with 24' pilasters, and the structure has a low-pitch built-up roof, with timber beams, purlins, and columns (Ibid.).

In 1950 when it first appears on Sanborn Insurance maps and is owned by Remington Rand, the structure is labeled as a factory building (Sanborn 1950; see Figure 14). Immediately to its south, between it and Building Number 1, is a two-story brick addition and a two-story vault.

Building Number 9 – Office and Maintenance

Building Number 9 is a two-story structure built in 1935 adjacent the west side of Building Number 3, one of the original factory ells (Figure 2; Photograph 15). It is on the north elevation of Building Number 1, the main factory, and is described as an office and maintenance building. The building measures 60' by 120', with an 18' by 30' addition (United Appraisal Company 1988). The 16" thick brick pillasters are each 28' high, and the windows are twelve-over-twelve. The low-pitch built-up roofing has a 2" dressing and matched decking. Historically, it served as an office for Remington Rand (Sanborn 1950; see Figure 14).

Building Number 10 – Carbon Coating

The Carbon Coating Building, constructed in 1926, is a one-story brick infill structure erected between Buildings Number 4 and 5, the easternmost original factory ells (Figure 2; Photograph 28). The one-story cinder block building measures 50' by 74.5' and has a one-story frame addition measuring 15' by 27' (United appraisal Company). The structure has 12" cinder block walls that are 16' high, wood panel doors, and a concrete floor. Its use under ownership by Remington Rand is unknown (Sanborn 1950; see Figure 14).

Building Number 11 – Storage

Building Number 11 is a one-story structure built in 1934 at the extreme western end of the factory's north elevation (Figure 2; Photograph 29). The one-story brick building measures 60' by 120', and it has several additions including a one-story brick addition measuring 17' by 17'; a one-story metal (Butler) addition measuring 40' by 100'; and a one-story metal passageway measuring 8' by 14' (Photograph 30; United Appraisal Company 1988). The main structure has 16" common brick pilasters, 10' on center and 16' high (Ibid.). Historically, the building served for storage (Sanborn 1950; see Figure 14).

Quonset Hut

There is a free-standing Quonset Hut located to the west of Building Number 6, and north of Building Number 8 (Figure 2). The Quonset Hut was constructed on the site in 1948 (170 Johnson Street Property Report Card, Town of Middletown). It measures 40' by 60' in length and is metal with a concrete door (Photographs 31 and 32).

Dry Hydrant Cover

Along the south line of the property, immediately north of the railroad tracks, is a buried 8" water line (Figure 2). Along this alignment are three framed dry hydrant covers, or hose houses, each measuring 6' by 6'. The framed structures above these subsurface houses are considerably smaller than the cement-lined openings below (Photograph 33).

IV. COLLECTIONS

There are several distinct collections of documents, maps, atlases, memorabilia, and artifacts pertaining to the Remington Rand site. A comprehensive list is provided as Appendix C. Many of the documents were consulted in the preparation of this report. On site is a collection of artifacts and documents pertaining to the Keating, Eisenhuth, and Remington Companies that formerly occupied the site, displayed in the waiting area at ID Mail, a current tenant. Among the artifacts are two typewriters manufactured on site; one by the Noiseless Typewriter Company and the other by the Remington-Noiseless Company (Photograph 34).

One of the more significant private collections of artifacts and printed matter pertaining to the property that was identified in the area is the Gary, Rob, and Brian Keating collection². A Keating Wheel Company bicycle and an extensive collection of bicycle catalogs and posters are among their holdings (Photographs 35-38). Finally, the Middlesex County Historical Society in Middletown, Connecticut, has a vertical file of local industries, and historical photographs of the property (Photograph 39).

² Robert, Gary, and Brian Keating have no known relation to Robert M. Keating of the Keating Wheel Company.

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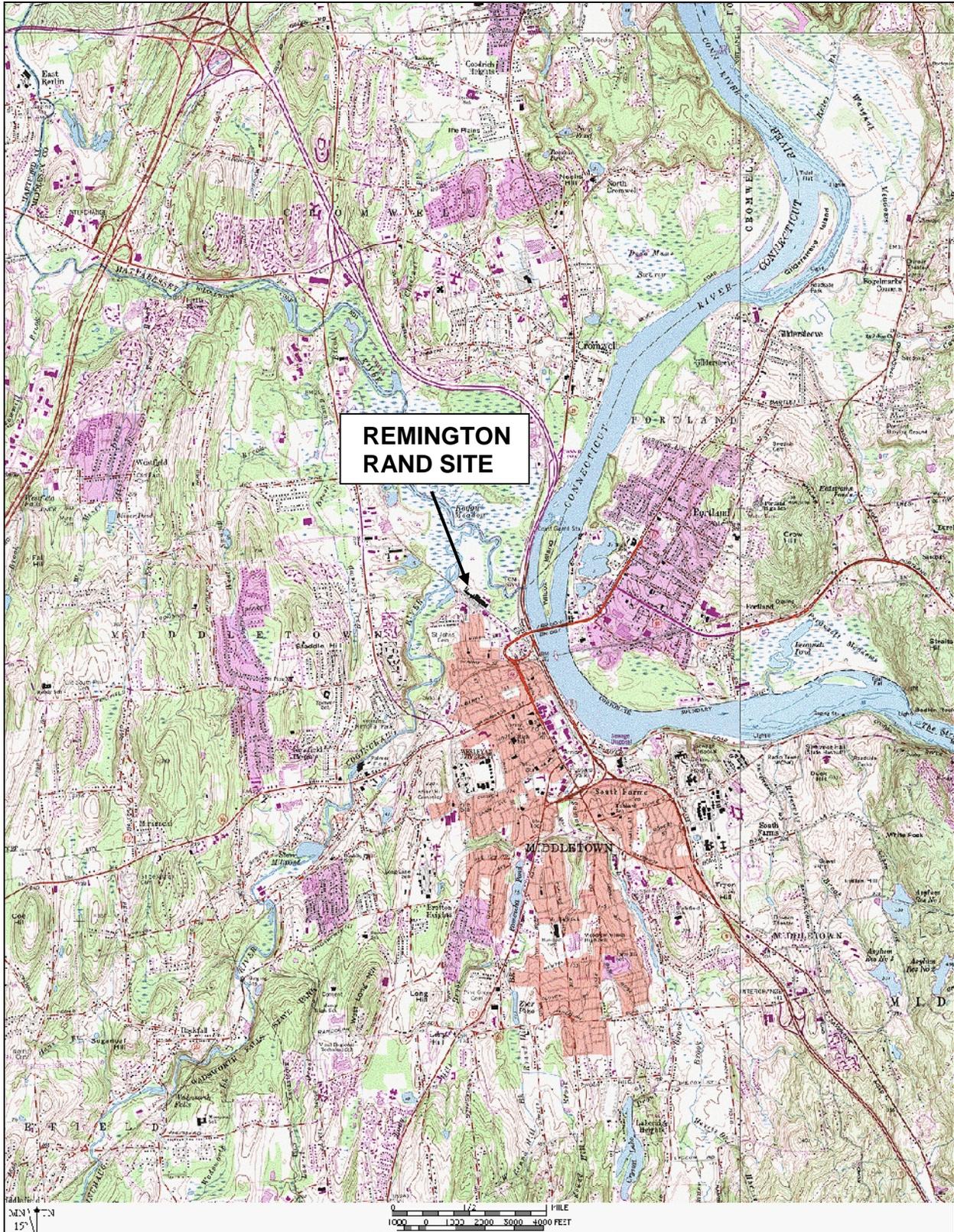


FIGURE 1: Remington Rand Site Location, U.S.G.S. *Middletown, CT Quadrangle, 1992* and *Middle Haddam, CT Quadrangle 1988*. 7.5 Minute Series.

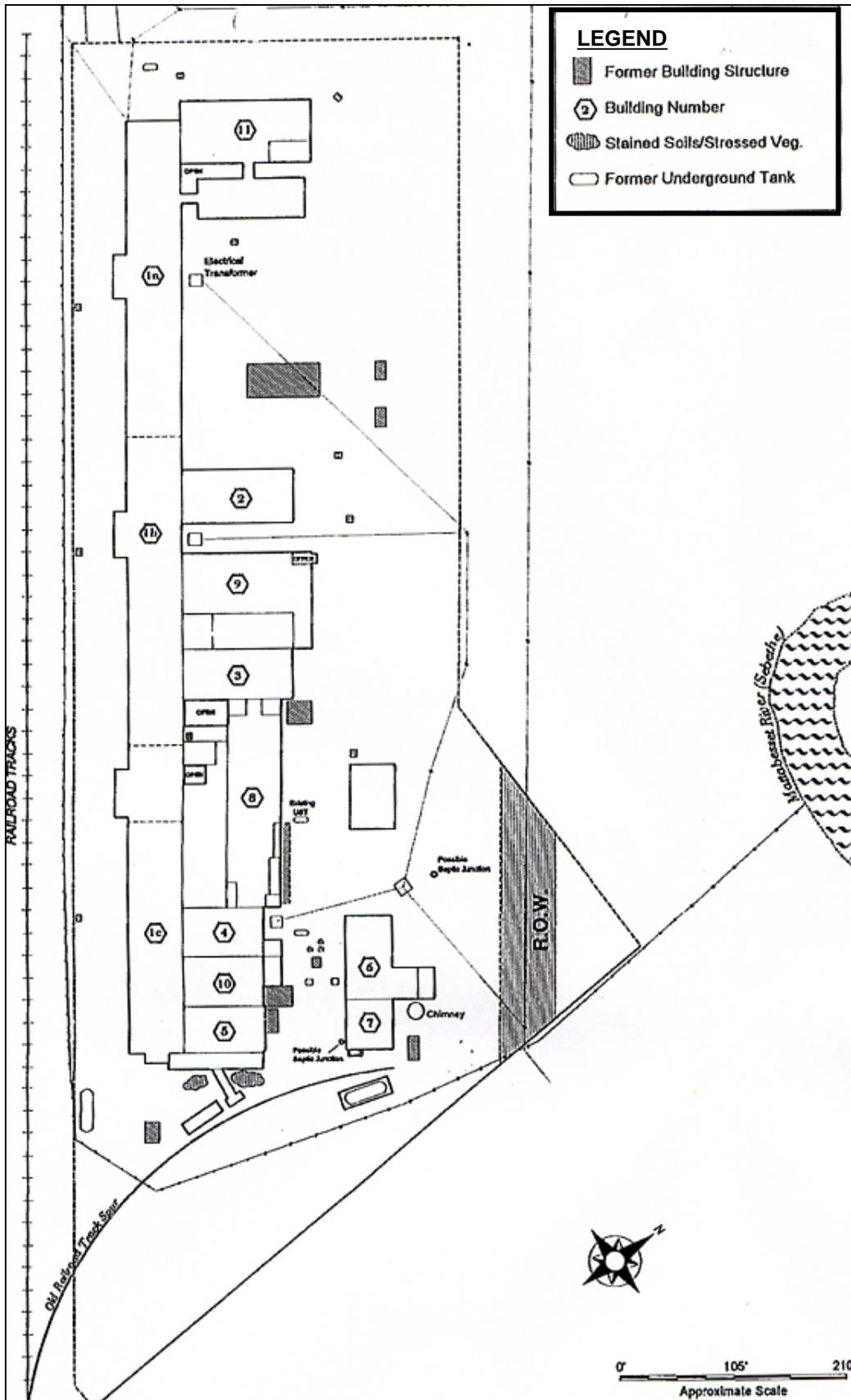


FIGURE 2: Remington Rand Site Plan with Tax Assessor Building Numbers.

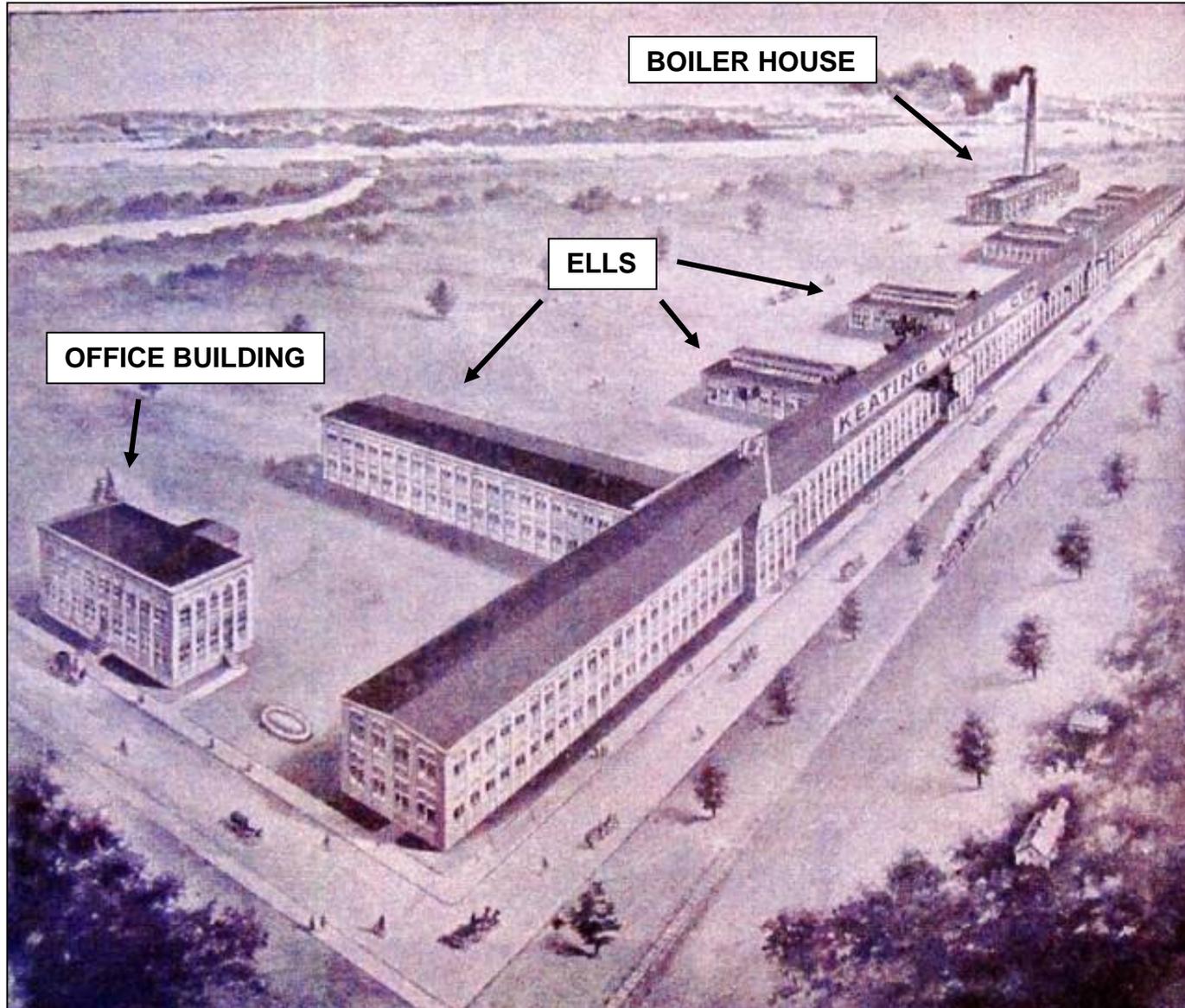


FIGURE 3: Lithograph of the newly built Keating Wheel Company factory, Middletown, New York. From *A Few Words About Keating Bicycles*. Keating Wheel Co., Middletown, Connecticut, 1897.

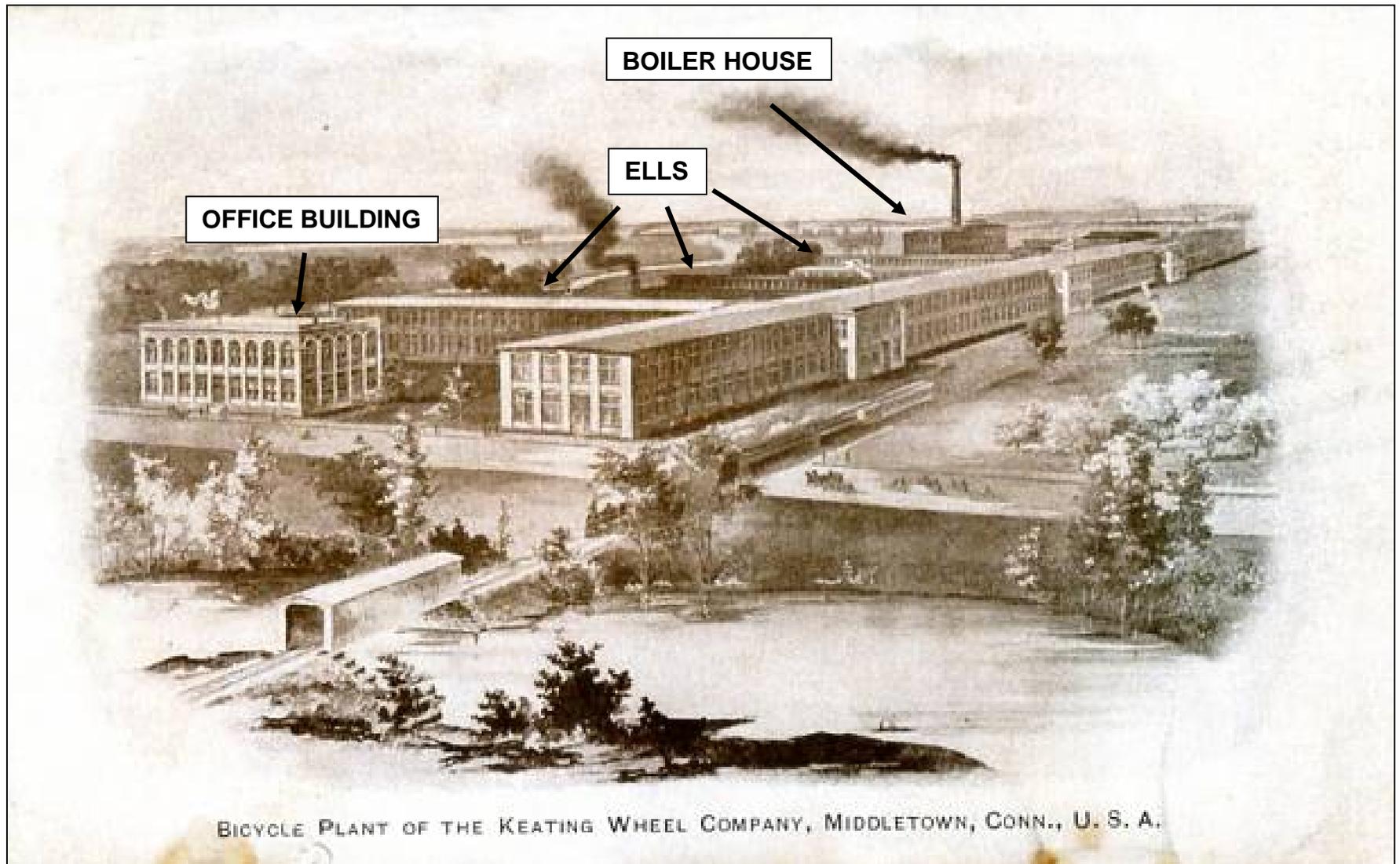


FIGURE 4: Lithograph of the Bicycle Pan of the Keating Wheel Company, Middletown, Connecticut. From *Keating Bicycles*. Keating Wheel Co., Middletown, Connecticut, no date.

KEATING GRAND

...Model 41...

THAT beauty is characteristic of Model 41 needs no further proof than an inspection of the illustration which is here presented. Every line of its curving frame is pleasing and every pleasure magnified when one tries this elegant model that is so far ahead of all competitors. The easy position of the rider, with lack of all straining or serious exertion in propelling the Keating, gives the pleasing union of graceful rider and graceful wheel.

Strength for security, beauty for tone and easy glide for pleasure, is a combination unusually rare but easily discernible in Model 41. Realizing the needs and wishes of the woman rider we have incorporated many little points of excellence that go to make a perfect cycle. The design, workmanship, appearance, all show care and time expended to attain this object. That success will attend this beautiful wheel is assured not only by riding tests but by the words of praise from our lady friends.

Price, \$100.

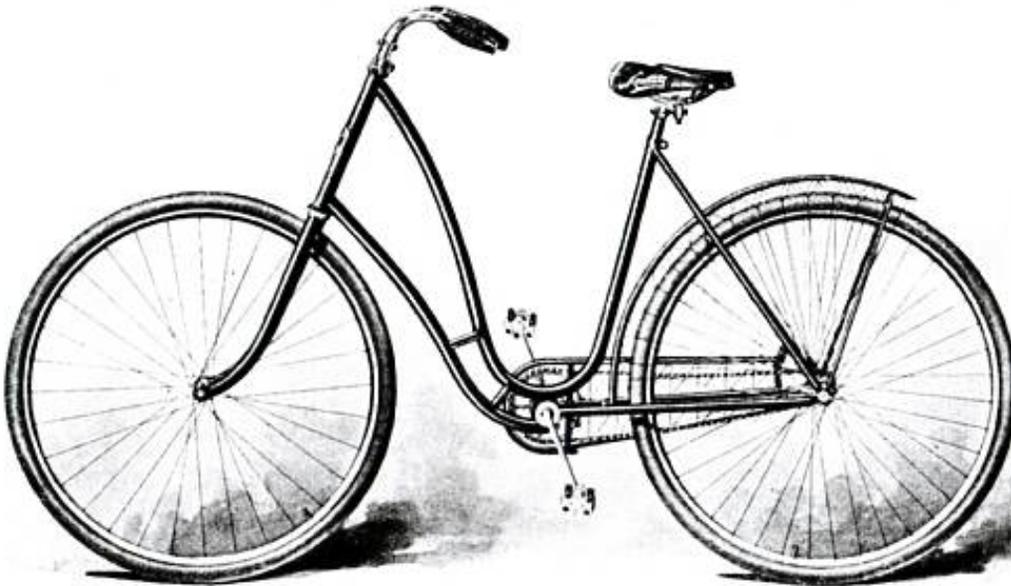


FIGURE 5: Model 41, the Keating Grand Bicycle. From *Keating Bicycles – 1897*. Keating Wheel Co., Middletown, Connecticut, 1898.

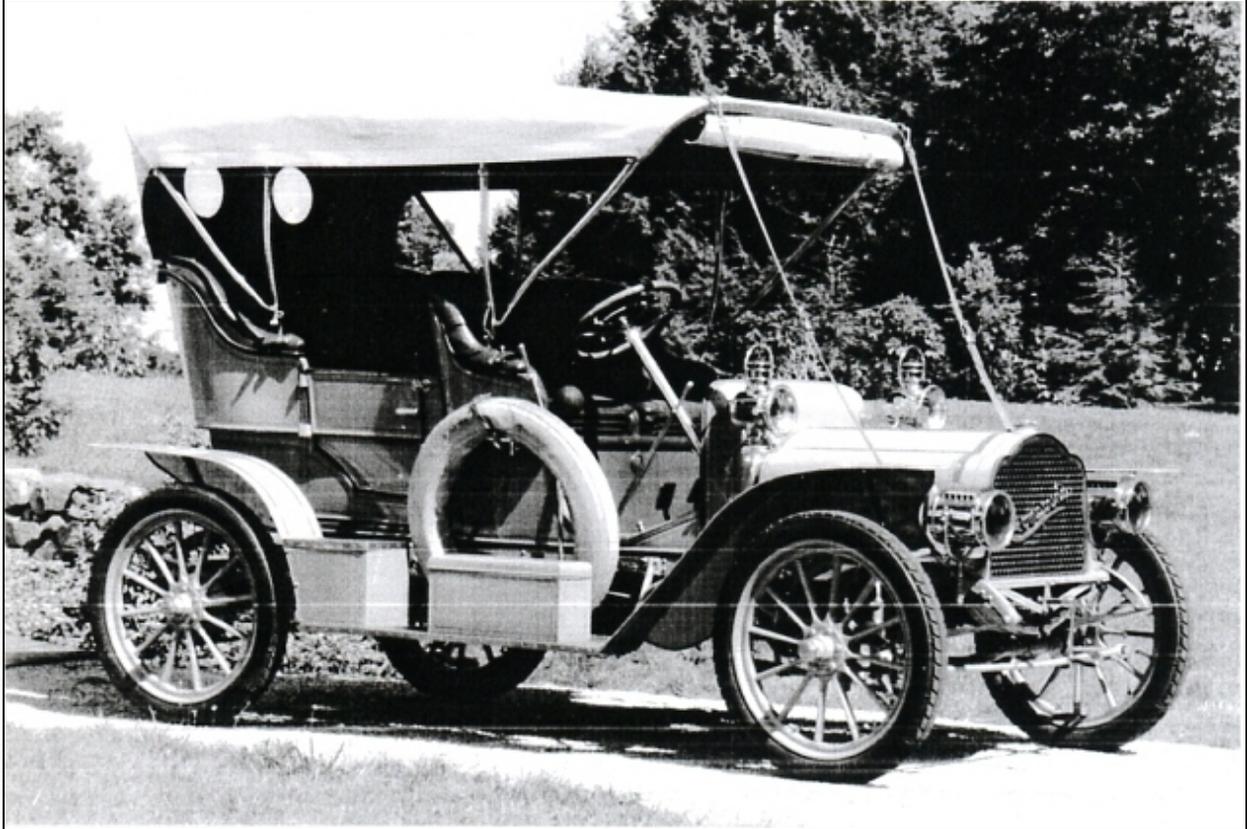
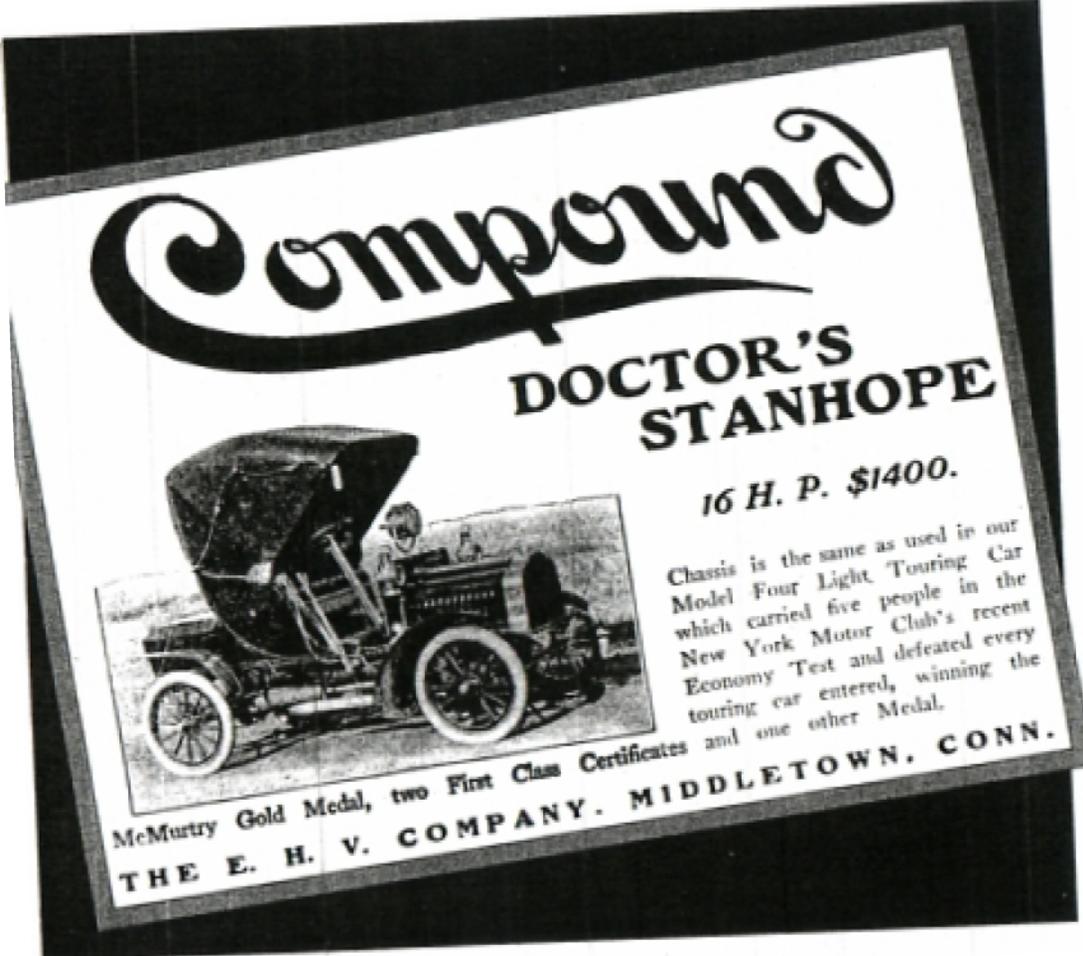


FIGURE 6: Photograph of Eisenhuth Compound. Courtesy of the Middlesex Historical Society, Middletown, Connecticut.



Compound

**DOCTOR'S
STANHOPE**

16 H. P. \$1400.

Chassis is the same as used in our Model Four Light Touring Car which carried five people in the New York Motor Club's recent Economy Test and defeated every touring car entered, winning the

McMurtry Gold Medal, two First Class Certificates and one other Medal.

THE E. H. V. COMPANY. MIDDLETOWN, CONN.

FIGURE 7: Advertisement for the Compound. *Automobile Quarterly*, Volume 29, No. 2.

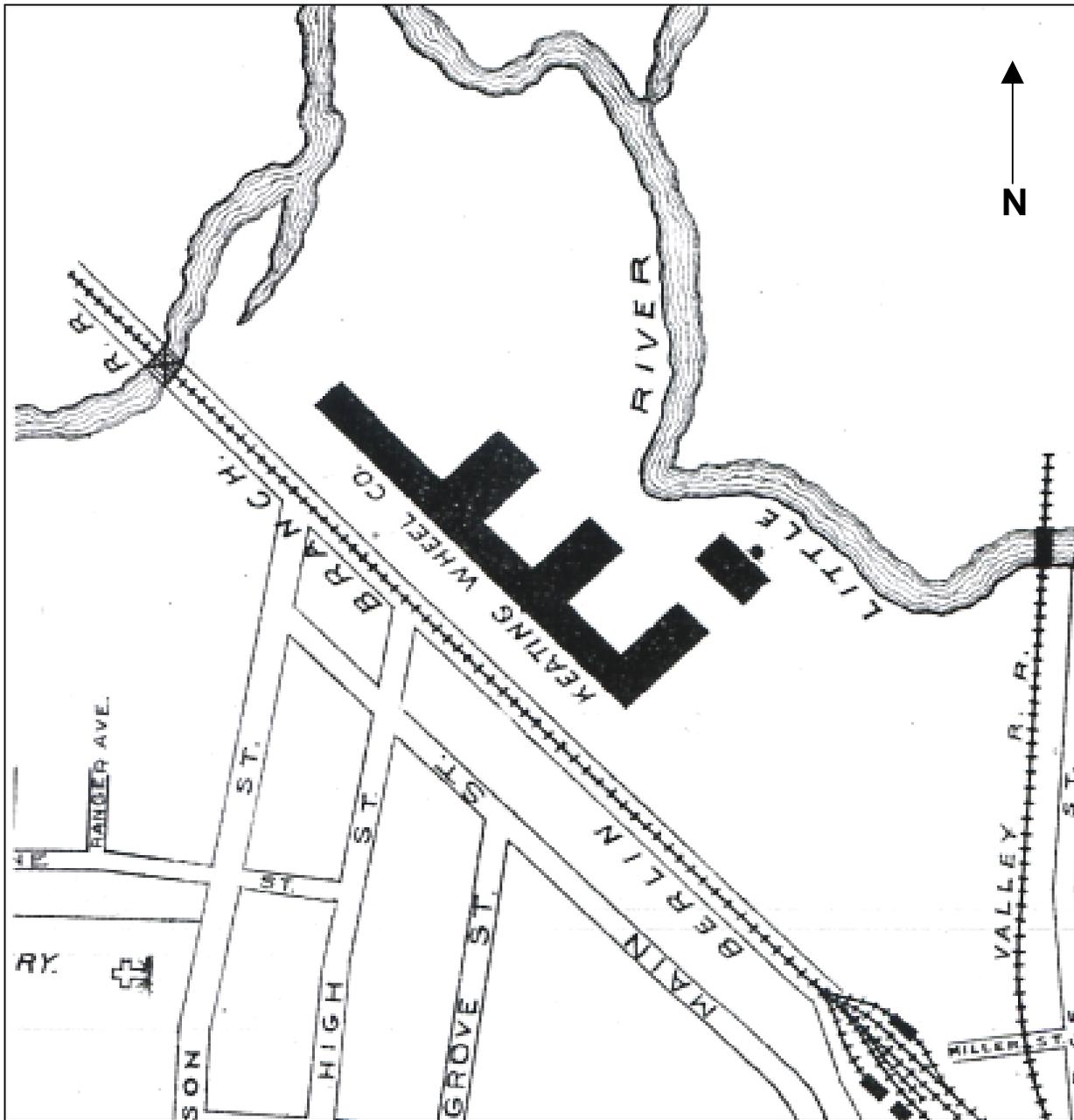


FIGURE 8: Map of the City of Middletown. Insert in *Middletown and Portland City Directory*, Price and Lee, 1899. Note that the map does not show the Office Building present at the Keating Wheel Company complex. No scale.

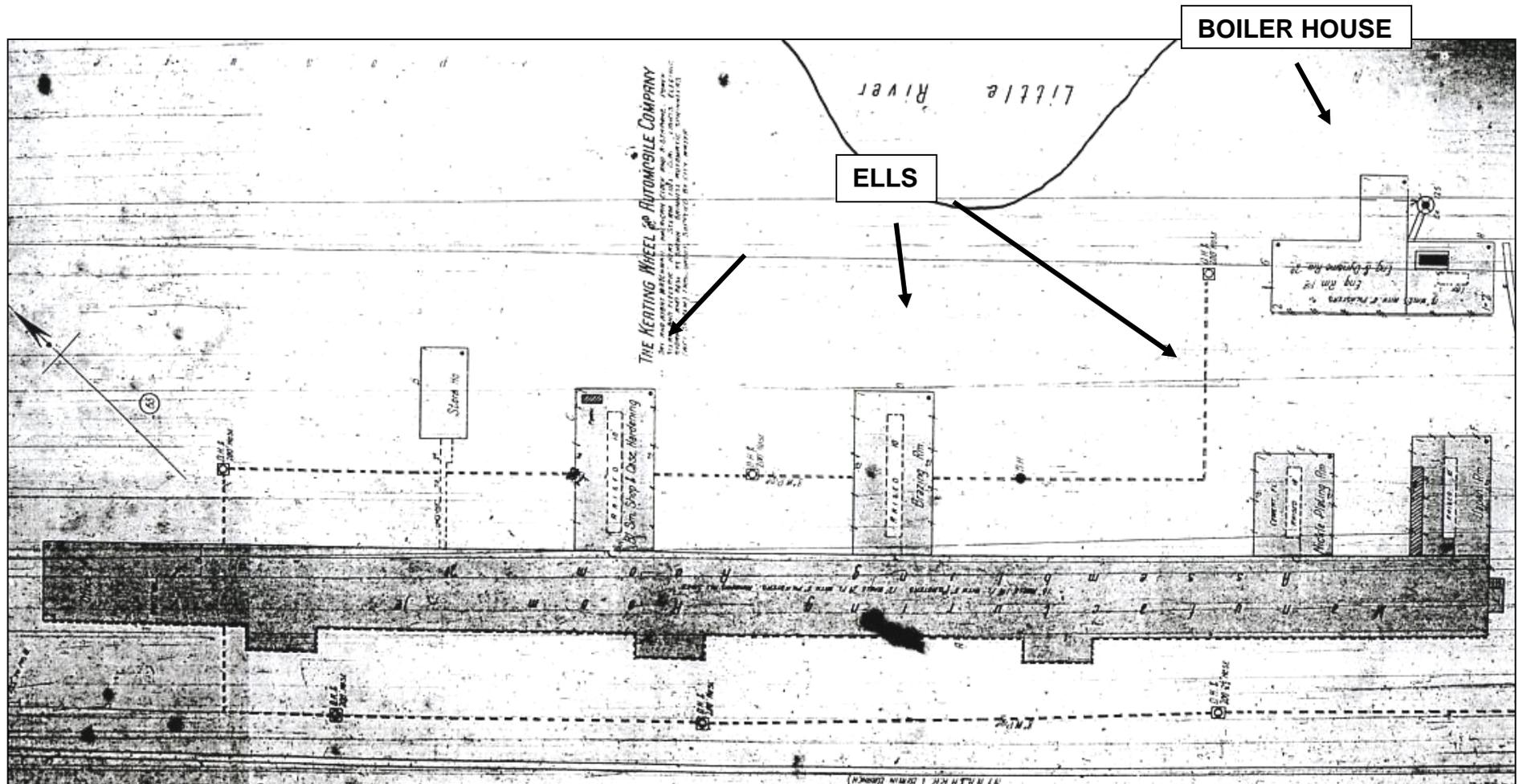


FIGURE 9: City of Middletown. *Insurance Maps*, Sanborn, 1901. Note that the Office Building is not shown on the map.

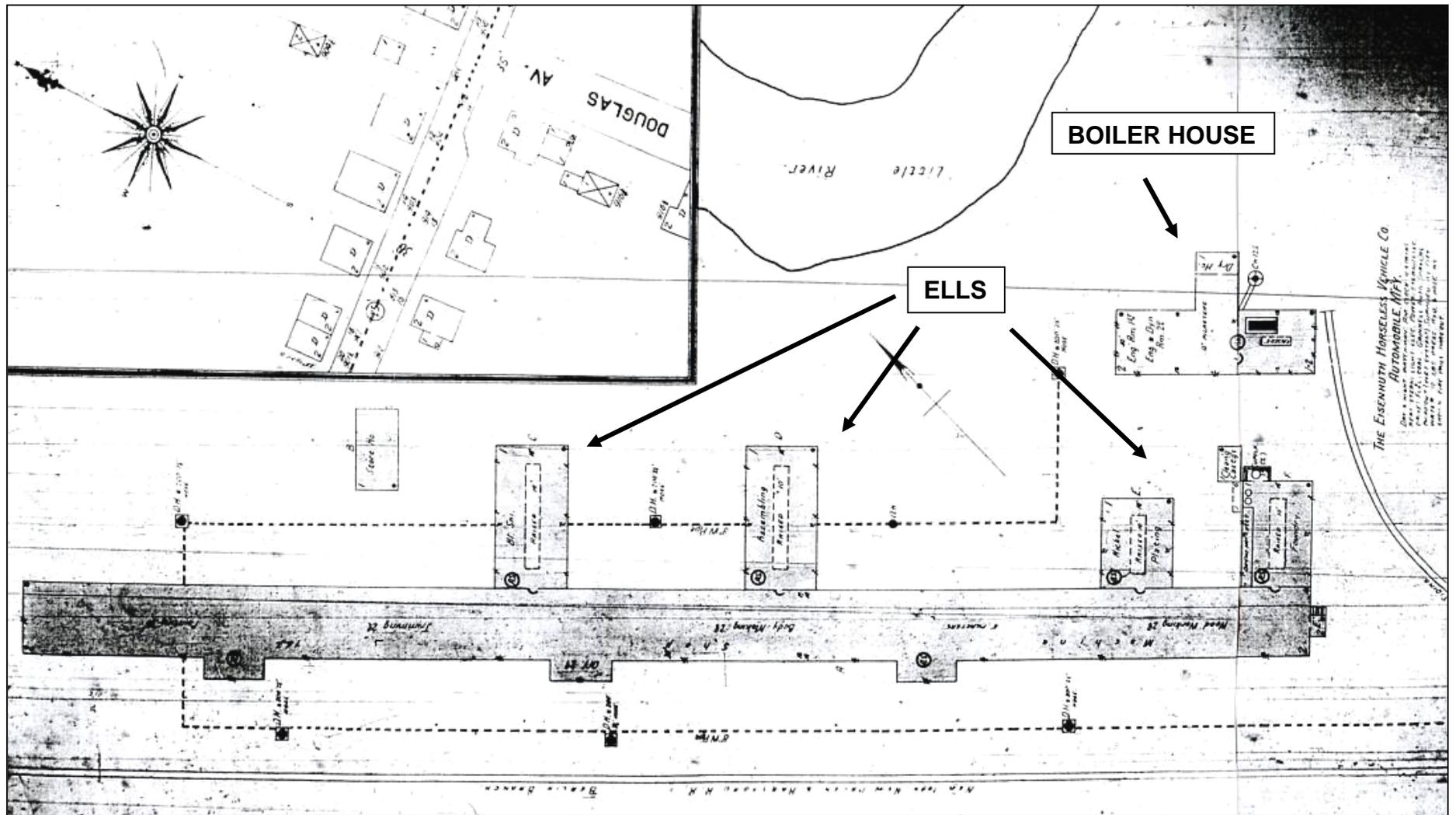


FIGURE 10: City of Middletown. *Insurance Maps*, Sanborn, 1907. Note that the Office Building is not shown on the map.

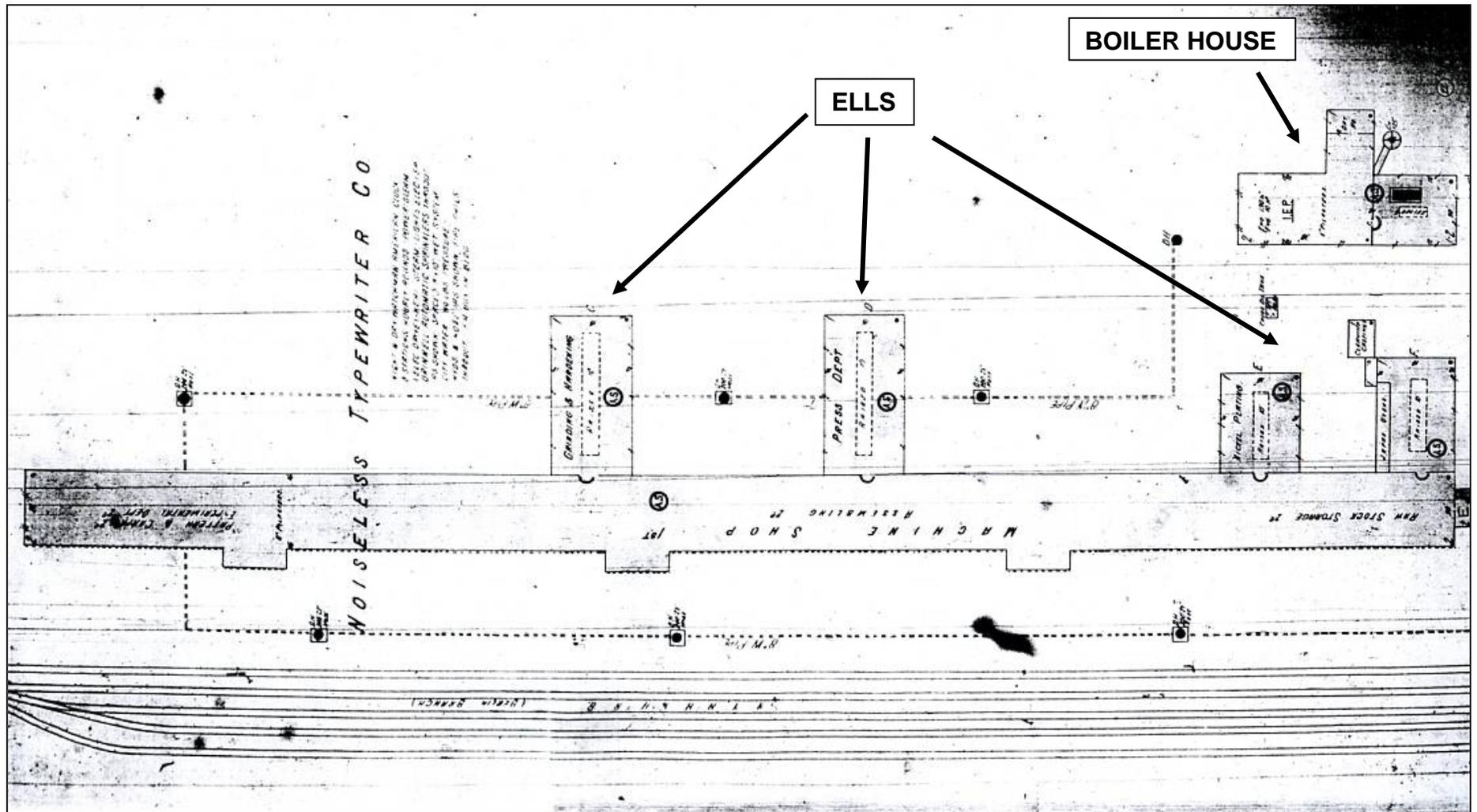


FIGURE 11: City of Middletown. *Insurance Maps*, Sanborn, 1913. Note that the Office Building is not shown on the map.

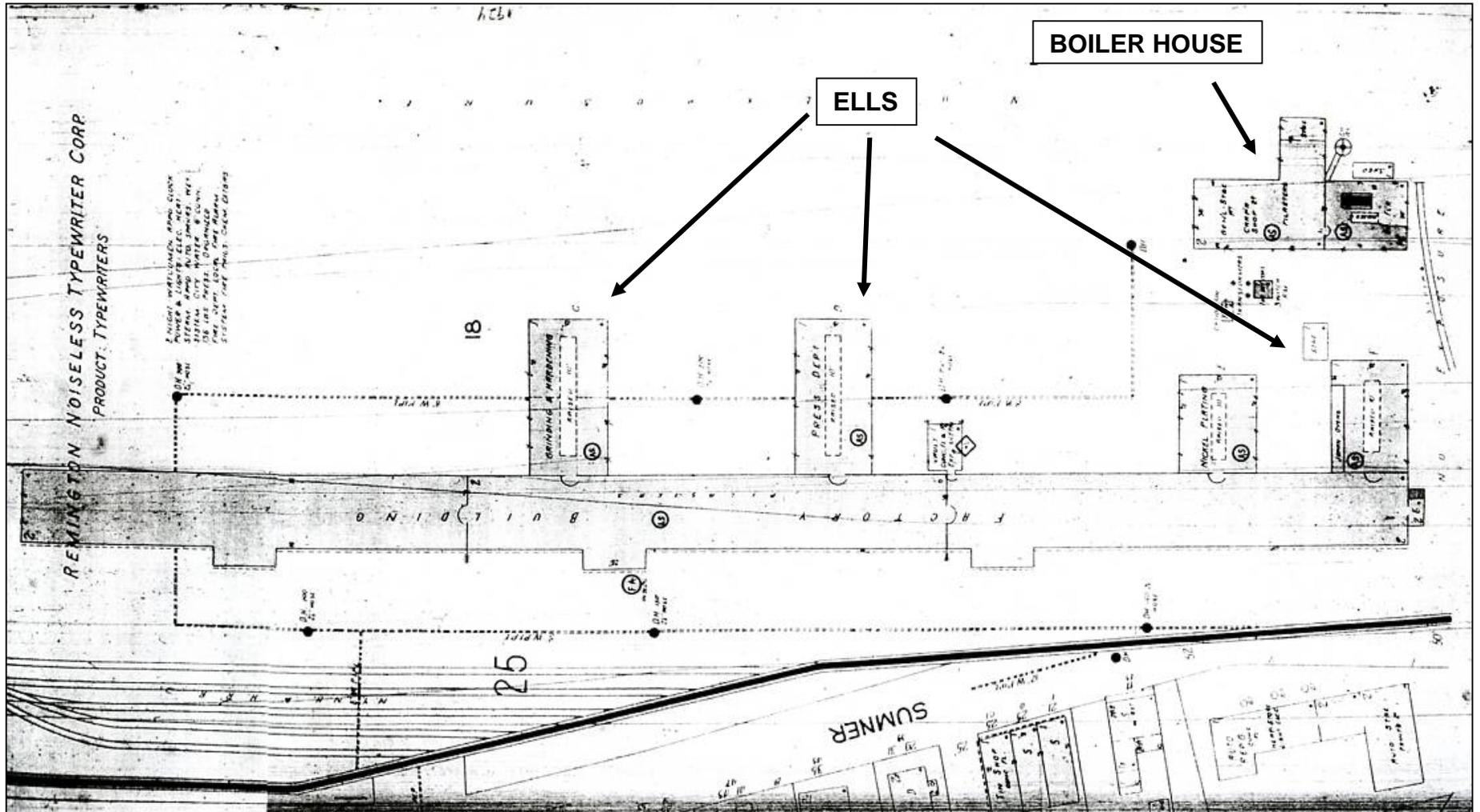


FIGURE 12: City of Middletown. *Insurance Maps*, Sanborn, 1924. Note that the Office Building is not shown on the map.



FIGURE 13: Photograph of the Remington Noiseless Typewriter Company, ca.1924-1928. Courtesy of the Middlesex Historical Society, Middletown, Connecticut. Facing north.

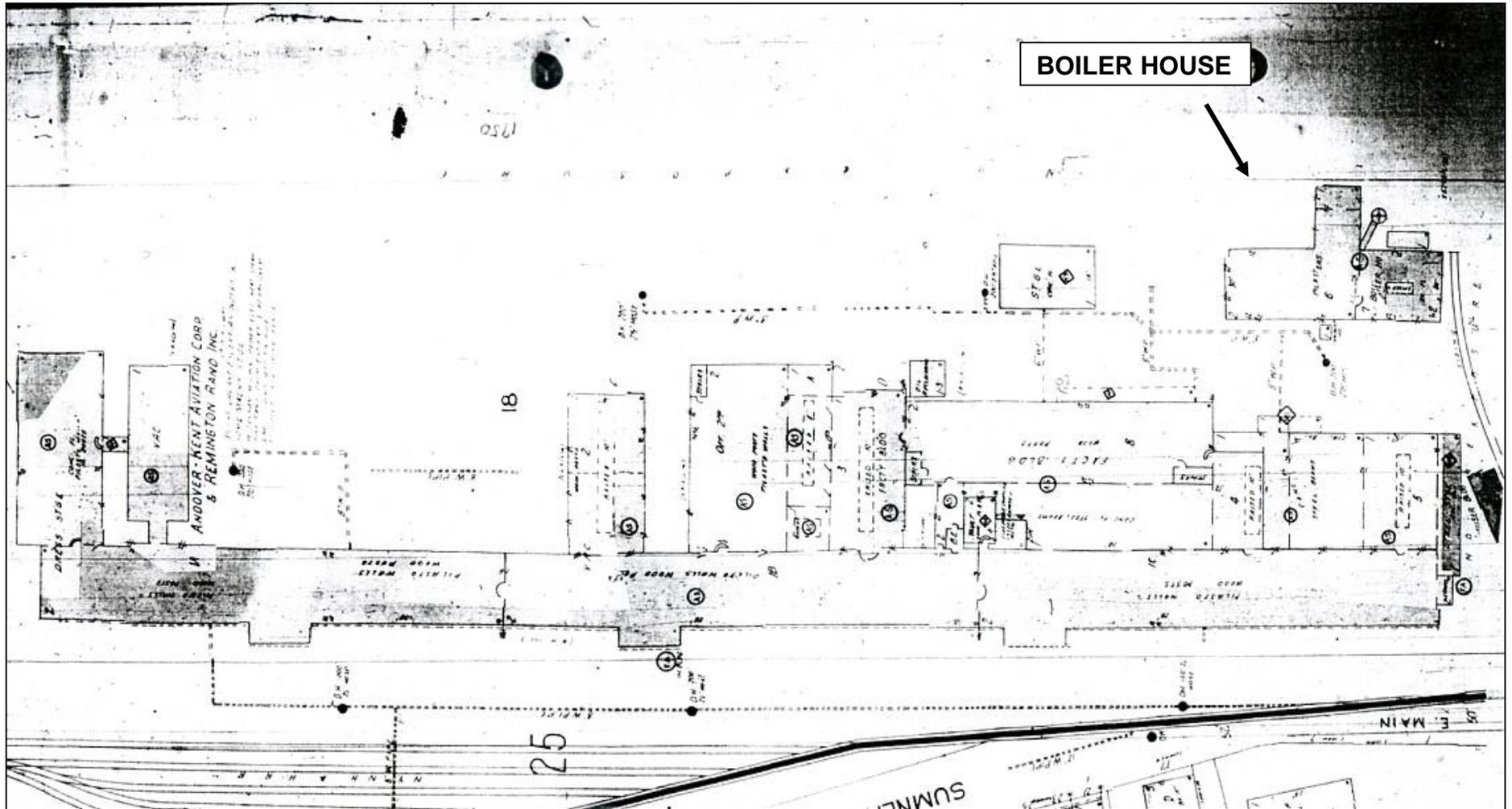


FIGURE 14: City of Middletown. *Insurance Maps*, Sanborn, 1950. Note that the Office Building is not shown on the map.

REMINGTON RAND FACILITY: A TIMELINE

Compiled and contributed by Robert, Gary, and Brian Keating¹ with minor revisions and additions by Historical Perspective, Inc.

ROBERT M. KEATING

- 1862, September 22nd Robert M. Keating (RMK) born in Springfield, Massachusetts.
- 1870, July 23rd RMK is 8 years old, going to school in Springfield (1870 Census).
- 1880, June 14th 1880 U.S. Census: RMK is 18 years old and is listed as working in a machine shop in Springfield. John D. is attending school. Michael (RMK's father) is not listed. He was listed in the 1870 Census, then 30 years of age. It is presumed he died sometime during the last decade.
- 1890 & 1891 RMK listed as a machinist; boards at 30 Adams. There may have been an early Keating Wheel Company (KWC) in Springfield but none is listed in the Directory (1890 & 1891 Springfield Directories).
- 1892 RMK listed as "Superintendent, Bicycle Manufacturer" in Holyoke. "Keating Wheel Company" listed as a business in Holyoke (1892 Holyoke Directory).
- 1892 RMK listed as a machinist; boards at 30 Adams in Springfield. Catherine is listed as a widow; home 30 Adams. John's occupation is listed as a clerk; boards at 30 Adams (1892 Springfield Directory).
- 1893 Keating Wheel Company catalogue – Holyoke factory.

OPERATION OF THE KEATING WHEEL COMPANY IN HOLYOKE, MA - 1892-1896

- 1896, January 11th RMK's interest in moving The Keating Wheel Company (KWC) factory from Holyoke to Middletown becomes public in Middletown. Mr. Blaney, a representative of the Keating Wheel Company, has been in Middletown, and indicates that the company intends to "manufacture the horseless vehicle" (The Penny Press, Middletown 1/11/1896).
- 1896, April 20th Manufacturers of high-end bicycles begin forming a nation-wide "combination," called the trust, intended to cut out "the middleman" (marketing and distribution) (The Penny Press, Middletown 4/20/1896).
- 1896, May 6th RMK identified as "President" of KWC. He is in Middletown to go over "papers of agreement" for the pending move to Middletown. Middletown Board of Trade agrees to build a new factory for the company. Expect to be ready by January 1898. Construction not yet started (The Penny Press, Middletown 5/6/1896).
- 1896, May 23rd Agreement to "relocate" factory is signed (The Penny Press, Middletown, 5/23/1896).

¹ Robert, Gary, and Brian Keating have no known relation to Robert M. Keating of the Keating Wheel Company.

- 1896, May 28th Proposal to open a new street “to open new land” to accommodate the new KWC factory’s construction. Propose a continuation of “Main Street from Air Line bridge northward and west of the school building, owned by St. John’s Church and through the Hall’s grove property across the meadows over Little River beyond Johnson Street and thus on to Newfield Street” (The Penny Press, Middletown 5/28/1896).
- 1896, July 13th Construction contracts for new KWC factory are signed (The Penny Press, Middletown 12/7/1896).
- 1896, November 24th Mr. Flagg, a metal manufacturer looking to build a small shop, is considering a location near the new KWC factory. Article indicates that KWC may use the metal for manufacturing bicycles (The Penny Press, Middletown 11/24/1896).
- 1896, December 7th KWC factory “substantially complete” after only five months of construction (The Penny Press, Middletown 12/7/1896).
- 1897, March 15th KWC will begin moving its plant from Holyoke to Middletown in April 1897 (The Penny Press, Middletown 3/15/1897).
- 1897, June 3rd “Removal” to Middletown delayed to 1st week of July (was April, then June). The new factory is expected to be “in working order” by the 1st of August (The Penny Press, Middletown 6/3/1897).
- 1897, July 9th Carpenters are working inside the KWC factory, getting it ready. 2,500 Keating bicycles (’96 model) were put in the factory in the “spring” and all have been “disposed of” (assuming this means sold). Retailed for \$50 (The Penny Press, Middletown 7/9/1897).
- 1897, July 16th The move is now scheduled for September. Machinery from Pratt & Whitney mistakenly sent to the Holyoke factory instead of the new Middletown factory. “Workmen are now engaged in fitting the interior of the factory for occupancy” (The Penny Press, Middletown 7/16/1897).
- 1897, August 21st Machinery being delivered and installed in new factory. Some came from the Holyoke factory. New factory contains the largest pulley and belt in town. Engine and boiler are in place and have been tested. September 1st is the anticipated move in date (The Penny Press, Middletown 8/21/1897).
- 1897, September 2nd Still not relocated to new factory. New ’98 Keating Wheel unveiled and a sample is placed in the new factory. The ’98 model retains “that curve” but improves the chain drive by using a “cushion” between the “roller and the block,” reducing friction. Roller chain said to be practically indestructible (The Penny Press, Middletown 9/2/1897).

OPERATION OF THE KEATING WHEEL COMPANY IN MIDDLETOWN, CT - 1897-1899

- 1897, October 29th The new factory is completed. It is said to be the largest bicycle factory in the nation, and consists of three buildings, the largest being the Main Building at 1000 feet in length and 50 feet in width. It has 150,000 sq. ft. of floor space.

The main building actually designed with six ells that extended north from the northern elevation, each having “some special operation.” The factory is said to be entirely operated by electricity – “not an engine or main belt coming into the factory proper.” The Power Plant is in a separate building to the immediate north of the factory at its eastern end. A third building was erected immediately to the north of the main building at its eastern end, for a total floor space of 168,250 square feet. The KWC is expected to employ 400 to 500 “men” in the Middletown plant. (The Penny Press, Middletown 10/29/1897; “Our New Factory” in *A Few Words About Keating Bicycle*, The Keating Wheel Company)

- 1898 RMK listed as Vice President and Treasurer (Charles P. Rood may be President at this time); boards at 157 Washington St. in Middletown. John is listed as Superintendent; boards at 117 Grand. Catherine is not listed and may still be in Springfield. Listing also includes William H. Keating and Sarah (his wife) boarding at 117 Grand. Both work at the “hospital.” Interestingly, Joseph P. Quirk, husband of Mary E. Keating, is also living at 117 Grand along with a Robert D. Quirk. More strange still, Mary E. Quirk is listed as “Miss” and is living on Barry in Portland with a James Quirk. This arrangement is listed in 1899 and 1900 as well. KWC listed as located at Johnson and North Main Street. (1898 Middletown and Portland City Directory, Price and Lee).
- 1898, April 12th KWC Employees Mutual Benefit Association puts on a “promenade concert and ball” at the Armory hall on Monday evening. It is called “one of the social events of the season” (The Penny Press, Middletown 4/12/1898).
- 1898, April 18th The KWC is shipping lots of wheels: “More than 200 wheels were shipped by the company on Saturday. The demand for the Keating has been large and steady” (The Penny Press, Middletown 4/18/1898).
- 1898, April 19th The KWC announces that their factory whistle will blow five times to announce war with Spain should it occur. The factory has “telegraph wires leading directly to their offices . . .” (The Penny Press, Middletown 4/19/1898).
- 1898, April 22nd Whistle at the Keating factory blows five times announcing war (The Penny Press, Middletown 4/22/1898).
- 1898, April 28th In a “patriotic action,” the KWC gives notice to its employees that anyone who wants to serve in the “present war with Spain” will be allowed to “do so with the assurance that their positions shall be held open until such duties have been performed” (The Penny Press, Middletown 4/28/1898).
- 1898, June 25th John D. loses his thumb while arranging a belt and pulley. He jumps off a ladder while thumb is caught in the pulley – tears out thumb but saves his arm (The Penny Press, Middletown 6/25/1898).
- 1898, October 15th The KWC reorganized. Ex-governor Owen Vincent Coffin elected President and RMK is elected Vice President and General Manager. RMK also has a seat on the board (along with O.V. Coffin, M. H. Crampton, Charles P. Rood, William H. Burrows, Joseph Merriam and George A. Coles – “best known businessmen about town”) (The Penny Press, Middletown 10/15/1898).

- 1898, November 16th The KWC brings new machinery made by Pratt and Whitney in Hartford into the factory “to manufacture wagons in connection with their bicycle business.” It is reported that the new wagons ‘will be fitted with rubber tires and will be largely made at the local factory’ which is described as “one of the largest in the country” (The Penny Press, Middletown 11/16/1898).
- 1899 RMK listed as Vice President, Keating Wheel Company at Johnson and N. Main; home – 17 Park Place. Business listing: “Keating Wheel Co., Manufacturers bicycles.” John D. listed as Superintendent; boards 17 Park Place. Catherine boards at 17 Park place as well. William H. Keating and wife Sarah A. (1880 U.S. Census shows that they are married) also reside there (this will be the last reference found of Sarah, however) (1899 Middletown and Portland City Directory, Price and Lee).
- 1899, January 4th A “double explosive engine” is built by Charles R. Alsop (served as a CT state senator from Middletown -- 1855) and is slated to be used “as a motive power for the horseless carriages to be manufactured by the Keating Wheel Company. The engine is experimental, modeled after Alsop’s boat engine. The engine will be built in Hartford (Pratt & Whitney?) (The Penny Press, Middletown 1/4/1899).
- 1899, January 7th Notices are posted in the Keating factory “that three hundred men and twenty-five girls are wanted at once.” The company is getting ready to produce the 1899 model of the Keating Wheel and is expected to be working at full capacity “from now until next summer” (The Penny Press, Middletown 1/7/1899).
- 1899, January 10th The KWC called the pioneer in manufacturing the “light wheel” – 19 to 20 pound bicycles. The ’99 model continued the light wheel approach at a time when other bicycles were getting heavier. Maintaining the light wheel line is viewed as being “a big card for the Keating people to play.” The ’99 models include: The Special – 21 pounds and selling for \$75; the Light Roadster – 22 pounds and selling for \$50 and \$40. The \$75 and \$40 models “are made with the famous Keating curve in the seat post tube while the \$50 ones are supplied with or without the curve.” KWC is also producing “for the first time the Mattabeset, a likely looking mount, at \$35” (The Penny Press, Middletown 1/10/1899).
- 1899, February 17th Mr. D. Eden Bleyker of New York, representing the Eisenhuth Horseless Vehicle Company, is in New Haven looking to buy one of the “carriage manufactories” in the city and “turn into a factory for the production of motor wagons.” He “has not yet been able to effect (sic) a purchase” (Naugatuck Daily News, 2/17/1899).
- 1899, February 24th The KWC issues “a handsome 24-page catalogue illustrating their 1899 line of wheels and the new pneumatic wagon which is being manufactured by the company for the first time this year.” The wagon weighs 150 pounds making it one-fourth lighter than any others made. The KWC does not include chainless wheels in the 1899 catalogue. On the back cover is a “half-tone engraving of their big factory” (The Penny Press, Middletown 2/24/1899).
- 1899, March 25th The KWC seeks to become a member of the “combination of bicycle interests, known as the trust.” The combination has capital amounting to \$50,000,000. A trust representative was in Middletown to inspect the factory and found it “the best equipped for its size in the country.” The transaction would be “put

through” on a cash basis and would “guarantee the employment of 300 men at the local factory the year round.” RMK would be asked to manage the company. It is noted that “the Keating Company is enjoying great prosperity at present” (The Penny Press, Middletown 3/25/1899).

- 1899, May 25th The directors of the KWC meet with “representatives from a New York syndicate” to consider a plan to increase the capital stock of the company “from \$250,000 to \$1,000,000.” The deal consists of \$400,000 in preferred stock and \$600,000 in common stock. The purpose for securing the capital is to build “the Keating automobiles, both electric and gasoline, to be equipped with the new Alsop engine.” Speculation is that the KWC will not agree with the deal but continue discussions with the “combine of bicycle manufacturers” instead (The Penny Press, Middletown 5/25/1899).
- 1899, July 11th It is reported that the KWC is developing plans for the manufacture of the “automobile wagon.” It is suggested that if the KWC does not enter the bicycle combine, automobile production will “form an important part of the industry of the company.” “The Keating Wheel Company is abreast of the times in all departments, and for the most part is 365 days ahead of them all.” As of this date, automobiles have not yet been manufactured “outside of special lines of trade and probably will not for some time to come” (The Penny Press, Middletown 7/11/1899).
- 1899, August 22nd The KWC announces that it will manufacture “gasoline automobiles” using the patented engine developed by Charles Alsop “in the near future.” The engine is said to be “far ahead of anything of the kind in use. An explosion of gasoline is obtained at every revolution of the engine and the power generated is constant instead of intermittent as is the case with the ordinary gas engine.” The gas automobile is being developed for use on country roads where electric vehicles don’t have the ready supply of electricity available to them “unless the wagon happens to be struck by lightning.” No vehicles are yet ready for market but “it is expected they will be a feature in trade circles within a few months” (The Penny Press, Middletown 8/22/1899).

OPERATION OF THE KEATING WHEEL AND AUTOMOBILE COMPANY IN MIDDLETOWN, CT - 1899-1901 AND ROBERT M. KEATING 1899-1922

- 1899, September 16th On Friday, September 14th, a “special meeting of the stockholders of the KWC was held in Portland, ME. Two thirds of the stock of the company was represented. They voted unanimously to increase the capital of the company to \$5 million (from \$250,000) and to change the name of the company to “The Keating Wheel and Automobile Company” (KWAC) (The Penny Press, Middletown 9/16/1899).
- 1899, October 9th “A bright future apparently in store for the KWAC in the manufacture of horseless carriages.” RMK returned “from a trip of a little more than a week” and raised interest in the new venture. \$3 million “has been subscribed to the capital stock of the company.” It is reported that “one of these carriages is now about complete.” The first one will be sent to the “Siegel, Cooper Company in New York to fill orders.” (Siegel-Cooper operates a large department store.) The KWAC is still “desirous to be early in the field” of manufacturing motorized

vehicles. "Their wagon is said to be one of the best in the country and it can be placed on the market at a lower figure than the wagons now made" (The Penny Press, Middletown 10/9/1899).

1899, October 18th RMK, "President," announces in a statement that the KWAC will specialize in manufacturing "delivery autos." "The first orders of the Keating Company have come from the New York house of Siegel-Cooper & Company. The company has determined to be the first to do away entirely with horses and has signed the contract with the Keating Company for what is believed to be the largest order yet placed for horseless vehicles. The number of autos and total value of the contract has not yet been made public. The wagon will be propelled by electric storage battery power and are expected to cope with all kinds of obstacles, such as snow, iced streets, mud and heavy grades." The KWAC also announced that the '00 Keating Wheel would contain "not one particle of change from the pattern of last year." The article also predicts that the chainless bicycle will be losing popularity (The Penny Press, Middletown 10/18/1899).

NOTE: "The Big Store" is located at 616 6th Ave in New York City. Siegel-Cooper, "The Big Store--a City in Itself" (1896-1914). In its day, the center of NYC shopping; "meet me at the fountain" was a catch phrase, referring to the store's centerpiece, which featured Daniel Chester French's statue of *The Republic* (today in California's Forest Lawn Cemetery). Henry Siegel is credited with introducing the free sample.

1899, October 25th Middletown changes the way property is assessed and valued for tax purposes. The KWAC factory and contents had been assessed and taxed at a "nominal value" based on a verbal agreement at the time RMK was enticed to come to Middletown back in 1896. All property would now be assessed and taxed based on "fair market value." As a result the tax rate is "very largely increased" (The Penny Press, Middletown 10/25/1899).

1899, October 31 The KWAC announces that the 1900 Keating Wheel will remain essentially the same as the 1899 model. As a consequence, the company has a "comparatively small force now being employed at the factory. In some other years when important changes have been made a considerable force has been employed at this season to get out new tools and new machinery for making the parts." The manpower at the factory is more like January (when all the preparation for new wheels has been completed) than October. "It is understood that other manufacturers will put practically the 1899 wheel on the market next year." 1899 has not been a good year for wheels and 1900 is unclear (The Penny Press, Middletown 10/31/1899).

1899, November 8th Documents indicate there will be some differences in the 1900 wheel, although subtle. There will be a reduction of weight "especially in the chainless machines, which, with reasonably heavy equipment, often weigh from 28 to 30 pounds." Some weight-cutting changes on all wheels include: the tubing is to be reduced to one and one-eighth inches from an inch and a half; "the familiar spoke studs will be abandoned for a combination of spoke and hub; a bolt will be substituted for the seat post binder; a smaller and lighter sleeve containing the bearings in the crank mechanism will be used and the master gear is narrower." "All these

modifications effect (sic) a savings of about 4 pounds, and the 1900 bevel gear wheel will weigh no more than the first grade chain machine of this season – 23 and $\frac{3}{4}$ pounds without the saddle.” “Chainless models will also be provided with coaster brakes.” Finally, “the crank hanger will be dropped two and one-half inches. This is a quarter of an inch less than that of 1899.” Although the KWAC is never mentioned, it is alluded to in a reference to tests being conducted “on Connecticut roads by factory riders” (The Penny Press, Middletown 11/8/1899).

1899, November 11th

“The First Automobile.” “The first electric vehicle turned out at the factory of the KWAC was given a trial on Friday afternoon, late.” Workers were “highly gratified” with the results. “The new wagon is of the delivery type and very attractive in appearance.” It uses a two and a half inch solid rubber tire and is “intended to carry a load of 1,500 pounds.” It is 1,000 to 1,500 pounds lighter than horse drawn wagons. “It is operated by electricity by what is known as the double motor system, on spring suspensions, of original manufacture. The motors are at the rear of the vehicle on the hind axle. The frame is pivoted so that all the unevenness of the road is taken up.”

“The batteries can be charged in 55 minutes and are capable of carrying the wagon 45 miles over ordinary roads. Most other batteries can not be charged less than 2 $\frac{1}{2}$ or 3 $\frac{1}{2}$ hours and a great saving of time is effected.”

“This carriage is so constructed that power can not be applied while the brake is on. This will do away with ever the possibility of such an accident as happened in New York to young Vanderbuilt a while ago, who forgot his brake appliance and put on power with the brake set. The result was that the wagon reared up like a frightened horse and literally turned itself over.”

“Six speeds are obtainable: three forward and three backward. The operator sits on the left hand side of the seat and steers with his left hand and operates the controller with his right so that he has perfect control of the wagon at all times.” “The vehicle can be operated at an expense estimated at 40 percent less than horses, and will perform about three times the work in one day that horses are capable of.”

“The company will also manufacture an electrical pleasure wagon of the phaeton type.” “All the orders that can be attended to have been received for the Keating automobile wagons.”

A portion of the Keating factory was equipped to manufacture the “motor wagons,” bicycles are still being produced in the rest of the factory. “The company is working on a gasoline motor wagon for use on country roads. The plans and drawing have been completed, but none of the vehicles have been perfected” (The Penny Press, Middletown 11/11/1899).

1900

RMK is listed as “Vice President, Keating Wheel and Automobile Company, manufacturer of bicycles and automobiles, Johnson and Main”; resides at 117 Grand. John D. is listed as “Salesman for KWAC”; he and Catherine board at 117 Grand. (There is no reference of William H. or Sarah). (1900 Middletown and Portland City Directory, Price and Lee)

- 1900, January 13th “A New Automobile.” The KWAC announces it is about to commence construction of “another automobile wagon at their factory.” “The new wagon will be lighter than the first one built, which was designed for delivery purposes, and will be solely for pleasure riding.” The “design, assembly etc., is all done at the local factory” (The Penny Press, Middletown 1/13/1900).
- 1900, January 27th The 1900 wheel season starts out well: “Thus far, fully 200 wheels have been ordered and the earliness with which the demand has started argues well for a brisk season.” It will be the making of automobiles, however, that will become the chief industry at the factory; “. . . more attention will be paid to the wagons than to the wheels, which already have an established reputation.” The reason for the shift? “The demand for automobiles is large, and the profits in their manufacture are better than in wheels, and the excellent wagon turned out at the Keating factory will insure a ready sale for all that are made.” In what will become an ironic statement, the article ends with the promise: “With the increased capital, the company will enter upon a new era of prosperity” (The Penny Press, Middletown 1/27/1900).
- 1900, February 7th Another “plan of reorganization” is proposed by “the reorganization committee of the KWAC.” The proposition, made and accepted by the “principle creditors and stockholders,” provides for “the immediate use of \$200,000, new funds, and thereby insuring the immediate and extensive activity of the plant.” There apparently was a delay in the original plan of reorganization “on account of the increased duties of the President of the Trust Company.” “As soon as the reorganization is complete, the interest due on November 1, 1899 will be paid in cash.” “As soon as this arrangement is completed the company will go right to work making wheels and automobiles.”
- “The new plan, it is thought, will meet with universal approval, and if it does, work on a large scale (*sic*) will be resumed at the factory in a short time.” It sounds as if the factory has been shut down for a period of time (The Penny Press, Middletown 2/7/1900).
- 1900, April 5th Attorney M. Eugene Culver begins “drawing the papers” for a show cause hearing in Superior Court on why the Town of Middletown taxed the KWAC above the \$163,000 that was listed in the tax book by the city’s assessors. The presiding Judge, however, is Judge Pearne who also is counsel to the town. Because he will be asked to appear “for the commonwealth” (for the town) he “could not well institute proceedings against the town” (The Penny Press, Middletown 4/5/1900).
- 1900, June 5th 1900 U.S. Census shows RMK, Catherine, John D. and a servant named Anna O. Wallis living at 117 Grand, along with Joseph Quirk, Mary and son Robert D. RMK and John are listed as “bicycle manufacturers” and Joseph as “clerk in factory,” which is the KWAC. Robert D. is listed as a foreman at the KWAC in the 1899 Directory. (1900 U.S. Census; 1899 Middletown and Portland City Directory, Price and Lee)
- 1900, July 3rd The KWAC defaults on the interest payment due November 1, 1899 and is put into receivership. The proposed reorganization is NOT approved back in February despite the general feeling that it would be, and the payment was never

made. Former State Insurance Commissioner, Frederick A. Betts of New Haven (see The Penny Press, Middletown 2/17/1899), is appointed “temporary Receiver” by Judge Elmer “on Monday” on behalf of the Middletown National Bank. The Middlesex Assurance Company (MAC) is listed as a creditor – Owen Vincent Coffin was President of the MAC. The factory is valued at between \$125,000 and \$140,000. The reorganization plan was not approved “by reason of the unwillingness of the creditors to aid the committee, which was composed of the ablest financiers in the city.” George Coles resigned from the reorganization committee on June 11th, probably signaling the end of the company. The company’s assets are estimated at \$700,000 and liabilities “in the neighborhood of \$500,000. Betts was secured by a \$1000 bond. “The company, it is understood, has manufactured no bicycles this year.” (No ‘00 Keating Models -- but they were to be almost the same as the ‘89s in any case.) Reference was made to the fact that the Spanish-American War hurt the bicycle business in 1899. “Mr. Keating had some new ideas that were applicable to automobiles and that would have been an improvement on existing types.” The “equalizing axle” is touted as the most important one. “It was the purpose of the company to manufacture automobiles if the necessary capital had been available” (The Penny Press, Middletown 7/3/1900).

1900, July 7th It is anticipated that Betts will be “confirmed as the permanent Receiver” of the KWAC at a July 16th hearing before Judge Elmer. “In the event the plan for reorganization is not carried out there is little likelihood that the factory will remain idle for any length of time.” There is optimism that all bond holders will get “the face value of their holdings” (The Penny Press, Middletown 7/7/1900).

1900, July 16th Application to have Betts continue as Receiver through September made by Attorney Clarence E. Bacon. An appraisal of the company begins. Betts tells the court that “there were many parts of bicycles at the factory and that there were many bicycles held as collateral by local banks for loans.” Interestingly, there is no mention of automobiles or motors. Betts is authorized to borrow \$25,000 to assemble and sell what is at the plant and to keep the factory in operation. When asked, one of the local bank presidents says the bank intended to sell the bicycles it was holding as collateral (The Penny Press, Middletown 7/16/1900).

1900, July 20th There is a false report that the KWAC has been sold. Betts’ receivership is looked on positively for both the company and the town. One bondholder is reported to have said that “Mr. Betts would be able to pay for the company 100 cents on a dollar within two years” (The Penny Press, Middletown 7/20/1900).

1900, August 28th Betts finds the going tougher than expected at the KWAC factory. The plan was to assemble all of the parts in the factory into wheels that could then be sold “at a profit of \$5 a peice (sic).” However . . . “When the wheels came into possession of the receiver, it was found that they were not uniform in their manufacture. Some of them had been made for the regular trade of the company, others had been made for a Hartford dry goods firm and others were a cheaper grade to meet the demand for a low-priced wheel. The assembling of these different wheels into marketable bicycles has proved to be a considerable task . . .” The 1900 Keating Wheel was an interesting amalgam. Documents show no evidence that RMK is still part of the company (The Penny Press, Middletown 8/28/1900).

- 1900, September 15th The chances of reorganization and profitability appear to have diminished. “A local capitalist said today he though the plan (of reorganization) had been partly abandoned. He understood that there had been offers for the factory building and thought its sale might follow the session of the court.” Betts has succeeded in assembling a number of wheels and reduced the inventory of parts at the plant. (The Penny Press, Middletown 9/15/1900)
- 1900, November 10th Charles Reynolds, “representing local capitalists,” is purchasing KWAC bonds at various prices. He is offering the bonds at 50 cents on a dollar (The Penny Press, Middletown 11/10/1900).
- 1900, November 12th The appraiser’s work is filed with the Superior Court. The KWAC factory is appraised at \$147,897.51. Real estate in Springfield is appraised at \$500.00. Receivables were appraised at \$6,972.64; tools and fixtures at \$4,148.33; shaftings, pulleys, hangers and belts at \$4,868.06; machinery account at \$37,459.50; office furniture and office fixtures at \$1,452.85; misc at \$8,400.51; and stock at \$7,469.04 (The Penny Press, Middletown 11/12/1900).
- 1900, November 15th It appears that there will be a 1901 season for the Keating Wheel after all. “Receiver Betts will be in a position to market about 3,000 Keating bicycles as soon as the sales season of 1901 opens.” He has “assembled and enameled one lot of 1,200 wheels and is about to commence work on a second lot of 1,700 bicycles.” The factory has “a considerable number of men” employed and it is expected that their “employment will continue for some time at least” (The Penny Press, Middletown 11/15/1900).
- 1901 RMK is listed as living at 117 Grand with Catherine. John D. listed as “removed to Poughkeepsie, N.Y.” No mention of the KWAC and no bicycle manufacturers listed in the business listings. No William H. listed. The Directory map in front insert shows “Keating Wheel Company” at the site (1901 Middletown and Portland City Directory, Price and Lee).
- 1901, January 12th Betts files a report through the end of 1900. It shows that he had run the factory at a profit of \$278 (The Penny Press, Middletown 1/12/1901).
- 1901, February 21st It is reported that RMK is granted a patent for a “base and shaft support for gasoline engine” (The Penny Press, Middletown 2/21/1901).
- 1901, February 26th The New York Motor Vehicle Company offers to buy the KWAC, but the directors and bondholders present at a meeting “this afternoon” reject the offer as too small. The New York-based company originally wanted to buy the Worcester Cycle Company factory but was not able to agree on a purchase price with the sellers (The Penny Press, Middletown 2/26/1901).
- 1901, February 27th It is revealed that the New York Motor Vehicle Company made an offer of \$75,000 for the KWAC factory, machinery and land. The estimated value of the company is \$150,000. Between 60 and 70 men are still at work at the factory turning out “quite a number” of Keating Wheels. “When the stock is used up and the order completed the future of the concern is as yet uncertain. There is no immediate prospect for anything better” (The Penny Press, Middletown 2/27/1901).

- 1901, March 2nd A report is filed by the Honorable D. Ward Northrop and Attorney Frank D. Haines regarding claims against the KWAC. Claims presented on November 18, 1900 include: former KWAC President Charles D. Rood of Springfield, MA -- \$198,090.85; A.L. Garford -- \$20,000; former KWAC President Owen Vincent Coffin -- \$12,000; RMK -- \$90,495.62; H.M. Earle of New York -- \$380.62; Tillinghast Manufacturing company of Provenance, RI -- \$425.04; S. Palmiter of Jamestown, NY -- \$345.54; and F.C. Valentine of New York City -- \$1,469. "The claim of Mr. Keating of \$77,701.48 and accrued interest of \$14,209.11 was for royalties on patents claimed by him and used by the company and from this had been deducted \$915.00 cash advance. The amount of royalties was proved on January 19, 1901." RMK was granted \$90,495.62 from "the committee" of Northrop and Haines. "The claim of S. Palmiter of \$267 and interest of \$78.54 was the balance on a handle bar patent and was allowed." Coffin withdrew his claim, which was "for services." Total claims against the KWAC amounted to \$285, 250.46 (The Penny Press, Middletown 3/2/1901).
- 1901, April 10th The factory located "on North main" has prototypes of the "Keating motor bicycles" and are "ready for inspection." "The motor has frequently been seen on the streets about the city." A "general invitation" is extended to the public to examine the new "wheel" (The Penny Press, Middletown 4/10/1901).
- 1901, June 6th An unusual "op-ed" piece is printed in the local paper... "If the Keating Factory in this city had been sold as many times as the dispatches sent from here announcing that fact, and to as many large concerns, the string of employees would now be boiling out faster than honey-bees from a hive...those who know the least have the factory lined up with motor go-carts and what not" (The Penny Press, Middletown 6/6/1901).
- 1901, June 12th RMK announces improvements to "Keating Motor Cycle Next Year." "Mr. Keating is the inventor of a motor cycle capable of great speed and that has been in practical use for some time. It is propelled by the explosion of gasoline." The new motor cycle is to be put on the market "next year." "The Keating motor has already been manufactured in limited quantities and has attracted favorable comment wherever shown" (The Penny Press, Middletown 6/12/1901).
- 1904 RMK is listed as "Robert M. (Keating Motor Cycle Co) located at 79 Hubbard." (off project site) RMK still living at 117 Grand with Catherine. "Motor Cycle Company" also listed.
- 1905 RMK and Catherine reside at 117 Grand. Also listed is "Keating Motor Company, Mfgs. Gas engines, 79 Hubbard."
Listed under "Engine Builders":
 - Hubbard Motor Co. (gas), ft (foot) Center (off project site)
 - Keating Motor Co. (gas), 75 Hubbard (off project site)
- 1906, August 3rd RMK files for bankruptcy protection in Middletown. "The only local creditor is the Central National Bank." Protection is for notes gotten for the Keating Wheel Company. "Mr. Keating has no assets." It appears RMK is financial destitute (The Penny Press, Middletown 8/3/1906).

1922, January 20th RMK dies at age 60 (Middletown Press, 1/20/1922). RMK manufactured bicycles “in Holyoke and Middletown, Conn . . .” “He owned a controlling motorcycle patent and also had invented a sanitary flush valve that has been largely adopted” (Bridgeport Telegram, 1/21/1922).

OPERATION OF THE EISENHUTH HORSELESS VEHICLE COMPANY IN MIDDLETOWN CT - 1901-1907

1900, July 7th Three entrepreneurs, James Wilson, Edward C. Talcott, and Daniel R. Henricks, accused John C. Eisenhuth, president of the Eisenhuth Horseless Vehicle Company (EHVC), of gross mismanagement and of selling worthless stock. When charges against him were dismissed, Eisenhuth retaliated by accusing the three, together with Stewart H. Chisholm of the American Steel and Wire Company, of bribery (New York Times, 7/7/1900).

1901, June 15th “Keating Plant Sold.” The factory in Middletown is sold by Betts to the EHVC of New York City, “with offices in the Broad Exchange building.” EHVC “manufactures motor engines of various kinds, chiefly for automobiles.” They also build smaller engines for boats. Mr. Sullivan, the representative of EHVC, says he is “pleased with the location of the plant, as it is conveniently situated for shipments by rail and water.” Boats “of light draft can be run up the Little River very near the factory . . .” EHVC will employ several hundred men “in the manufacture of automobiles and engines of various kinds.” “The bringing of a number of skilled workmen to town will add to the prosperity of the place . . .” This suggests that the EHVC did not plan on employing the men who worked at the KWAC factory (The Penny Press, Middletown 6/15/1901).

1901, June 22nd The price of the Keating factory and equipment upon sale to the EHVC is determined to be \$210,000 – roughly the same as the appraised value of the building and contents. The original bondholders will receive 80% or 85% of their original holdings. General creditors will receive no return on their investments at all. The sale is to be closed “on or before August 1, 1901.” Betts receives a binder from the EHVC of \$10,000, to be forfeited if the sale isn’t closed by the specified date. Over the period of his Receivership, Betts is reported to have spent \$130,000 to keep the factory in operation, most paid in wages “to Middletown workmen.” There apparently were other offers to buy the factory, one for \$50,000, another for \$75,000 and a third for \$150,000. None of these were accepted. EHVC is backed by J. T. Huntington, “a man of much wealth.” The price paid for the factory building was \$160,000, for the machinery \$40,000 and other material \$10,000 (The Penny Press, Middletown 6/22/1901).

1901, June 25th Keating company employees are told to not return to work “after Saturday night, next.” The KWAC is officially “shut down” (Naugatuck Dailey News, Tuesday 6/25/1901).

1901, June 26th Local KWAC bondholders are angry that they will not be getting full value back on their bonds. They claim that they are first mortgage bonds. Betts looking to get them 80% of their value, which is what is required to make the deal with EHVC work. There is \$88,000 in bonds outstanding (The Penny Press, Middletown 6/26/1901).

- Eisenhuth was indicted a second time by James Wilson, again for selling worthless stock (New York Times 6/26/1901).
- 1901, July 13th Betts returns from St. Louis where he attended a meeting of the National Committee of the St. Louis Exposition, “of which he is a member.” The Universal Exposition (World’s Fair) of 1904, held in St. Louis, will include an Eisenhuth Horseless Vehicle among its exhibits (Naugatuck Dailey News, 7/13/1901).
- 1901, August 1st This is the closing date for the purchase of the Keating factory. The \$10,000 deposit from EHVC will be forfeited if they do not close by the end of business today. There have been rumors “a day or two ago” that the EHVC would be asking for an extension but no request had been made (The Penny Press, Middletown 8/1/1901).
- 1901, August 3rd The EHVC forfeits their \$10,000 deposit for failure to close on the sale of the Keating factory by the agreed-upon deadline. “The Eisenhuth Company has been operating the plant here under control of Mr. Betts . . .” Representatives of the EHVC met in New Haven “on Wednesday” and stated that they needed three more weeks and “waived all claims to the \$10,000.” It appears that Betts will allow the \$10,000 to be used as part of the purchase if and when the purchase is made (The Penny Press, Middletown 8/3/1901).
- 1901, October 2nd Operations at the KWAC were suspended on the 1st of October. The EHVC has operated the plant since July (Naugatuck Dailey News, 10/2/1901).
- 1901, October 29th Sixteen KWAC bondholders meet and agree that they will not accept an offer made to exchange other bonds for the ones they hold. They claim to know little of what has been negotiated since “last January to dispose of the property” (The Penny Press, Middletown 10/29/1901).
- 1901, November 12th F. A. Betts will sell the Keating factory to Isaac E. Gates & Associates of New York City “on or before January 1, 1902.” Gates is “a well known New York financier and is the brother-in-law of the Huntingtons, the New York railroad magnates.” He is to put \$100,000 into the plant, above the \$80,000 he has already invested. “Mr. Eisenhuth is out of the deal. Just what will be manufactured is unclear” (The Penny Press, Middletown 11/12/ 1901).
- 1901, November 14th “Practically” all of the KWAC bondholders vote to accept a deal with the EHVC to exchange bonds. EHVC will give a \$400 bond for every Keating bond – the face value being \$440.00. The new bonds will collect 5% interest per year. “There has been no sale of the property as yet . . .” (The Penny Press, Middletown 11/14/1901).
- 1901, December 3rd It is rumored that the Consolidated Railroad has made an offer to purchase the Keating factory. It is said they will use it for a “car repair shop” (The Penny Press, Middletown 12/3/1901).
- 1901, December 31st The option to exchange KWAC bonds for EHVC bonds expires on January 1st. No extension has been requested but no sign of an execution of the deal is evident. (The Penny Press, Middletown 12/31/1901)

- 1902 RMK is listed as “General Superintendent, Eisenhuth Horseless Vehicle Company; home is 117 Grand with Catherine is also there. EHVC has a business listing located “off High.” “Baker Mfg. Corp. (gasoline), 24 Hamlin” also listed under “Automobile Manufacturers” along with EHVC (1902 Middletown and Portland City Directory, Price and Lee).
- 1902, January 16th It is expected that the sale of the Keating Plant will be completed “this afternoon” to the EHVC of New York. However, another deadline – January 1, 1902 - appears to have passed (The Penny Press, Middletown 1/16/1902).
- 1902, February 6th A special meeting of the board of selectmen was held to consider a proposal “from the KWAC for the discharge of their indebtedness for taxes to the town.” They voted to accept “a sum equal to the tax on an assessment of \$11,000 for the years 1898, 1899 and 1900 if the taxes are paid by Feb. 15” (The Penny Press, Middletown 2/6/1902).
- 1902, February 22nd Judge Case confirms the sale of the KWAC, and the EHVC is to resolve the case of Middletown National Bank vs. The KWAC. The sale transaction of last November 11th involved a check in the amount of \$70,000 that “was not certified as good” and Eisenhuth had to go to NY to secure a certified check. He sealed the deal on 1/16 with cash. Judge Case officially confirmed the sale (The Penny Press, Middletown 2/22/1902).
- 1902, June 7th KWAC bondholders get their first interest check on the EHVC bonds and “there is some hesitancy in cashing these checks at a bank as the holders fear that if they do so they will subscribe to any kind of bond that may be furnished them by the EHVC. The (EHVC) bonds have not been delivered as yet and this adds to the hesitancy shown by the bondholders” (The Penny Press, Middletown 6/7/1902).
- 1903 RMK is listed as “Superintendent, Eisenhuth Horseless Vehicle Company, Mfrs. Horseless Vehicles off High N. Berlin R.R.” He and Catherine are living at 117 Grand (1903 Middletown and Portland City Directory, Price and Lee).
- 1903, January 6th “The interest on the old Keating bonds which are held by the owners awaiting an exchange for the bonds of the EHVC, and which was due December 1st, remains unpaid.” “There is no inability on the part of the company to pay, but it is said that some friction which has arisen, has delayed matters. The company has been testing automobiles, motor cycles and other things and is said to be about ready to put them on the market. Their recent manufacture of a number of bicycles is said to have been an unprofitable venture” RMK is still at it, apparently, while the company is under Betts’ Receivership and about to be turned over to the EHVC (The Penny Press, Middletown 1/6/1903).
- 1903, March 6th “John W. Eisenhuth, President of the Eisenhuth Horseless Vehicle Company, was acquitted yesterday before Judge Newberger, in his trial of an old charge of grand larceny.” The trial lasted 8 days. “James Wilson of Bayshore said that Eisenhuth had induced him to buy 25 shares of the Horseless Vehicle Company’s stock at \$125 a share on false representation.” “I. E. Gates. John A. Hilton, Vice President of the Bowling Green Trust Company of North America, and Col.

- Heman Dowd of the 12th Regiment” were witnesses for Eisenhuth (The Penny Press, Middletown 3/6/1902).
- 1903, May 6 The EHVC is named on a list of corporations with unpaid taxes whose charters will be forfeited in the State of Main, suggesting financial difficulties or mismanagement (Daily Kennebec Journal 5/6/1903).
- 1903, November 7th Middletown, Connecticut. Negotiations are almost complete for “the merger of the Eisenhuth Horseless Vehicle Company and the Graham-Fox Motor Car Company of East Hampton.” Under the terms of the agreement, Graham-Fox, which manufactures the compound gasoline motor, will lose its identity. It is stated that “The consolidated corporation will occupy the Keating bicycle plant in this city” (Boston Evening Transcript, 11/27/1903).
- 1903, December 30th Betts files his final report, covering the 2½ years of his role as receiver. The case was called, “The Middletown National Bank vs. The Keating Wheel and Automobile Company.” The report lists receipts of \$325,663.00 and disbursements of \$313,742.02 with \$12,190.98 cash on hand. The company is in the black (The Penny Press, Middletown 12/30/1903).
- 1904 In the business listings under “Automobile Manufacturers” are listed:
- Eisenhuth Horseless Vehicle Company, off High (Remington Rand site)
 - Keating Motor Cycle Co. (motor cycles), 79 Hubbard (off site)
- (1904 Middletown and Portland City Directory, Price and Lee).
- 1904, May 5th The Eisenhuth Horseless Vehicle Co., of this city, whose factory is the big Keating bicycle plant at Middletown, Conn., will have ready within 10 days a 60-horsepower car for the St. Louis exposition. By the middle of June thirty 18-20-horsepower touring cars, selling for \$2,000, or \$2,500 with top and full equipment, will be completed, and 30 days later popular priced runabouts will be ready, says E. L. Ferguson (The Motor Age, 5/5/1904).
- 1904, July 12th Production at the EHVC was expanding. Two carloads of machinery have arrived, and the company is slowly hiring additional workers (Boston Evening Transcript, 7/12/1904).
- 1905 Listed under “Automobile Mfrs.”
- Eisenhuth Horseless Vehicle Company, off High (Remington Rand site)
 - Simplicities Auto Co, 75 Hubbard (same address as Keating Motor Co.)
- (1905 Middletown and Portland City Directory, Price and Lee).
- 1905, March 8th “The Eisenhuth Horseless Vehicle Company is running overtime, and is maturing plans for enlarging its plant” (Boston Evening Transcript, 3/8/1905).
- 1906 Only EHVC listed as automobile manufacturer (1906 Middletown and Portland City Directory, Price and Lee).
- 1907, February 19th The EHVC files for bankruptcy (The Penny Press, Middletown 2/19/1907).

- 1907, March 12th “The bankrupt estate of the EHVC” has been appraised at \$170,500. Real estate, power and equipment is appraised \$70,000. Also listed are “automobiles and boats” at \$7,615 and “misc. parts, runabout car and No. 3 car” at \$300 (The Penny Press, Middletown 3/12/1907).
- 1907, March 21st The sale of the Eisenhuth property and equipment will be through a public auction “on Friday afternoon at 2:00” (The Penny Press, Middletown 3/21/1907).
- 1907, March 22nd Eisenhuth factory sold for \$21,000 over the mortgage debt of \$125,000. Everett J. Esseltyn of 35 Wall Street was the highest bidder but says he didn’t buy the building for himself. Speculation is that the actual buyer was Isaac W. Gates of New York who had invested \$700,000 in the EHVC. It is not clear whether the EHVC will continue operations (The Penny Press, Middletown 3/22/1907).
- 1908 EHVC is no longer listed in the Middletown and Portland City Directory.
- 1909, July 7th Eisenhuth Horseless Vehicle Business to Be Wound Up. George T. Schull, trustee of the estate of the EHVC, of Middletown, Conn., has filed a petition asking for authority to sell at private sale the office furniture and office fixtures of the company, which were not sold at the time the greater portion of the estate of the bankrupt was sold at public auction. The petition will be heard before Gustav B. Carlson, referee in bankruptcy, at his office in Middletown, Conn., on July 10, 1909, at 10 o'clock a. m.
- Mr. Schull also proposes to sell all the accounts and chooses in action of said estate that still remain uncollected, at public auction, at the former office of the bankrupt in Middletown, Conn., on July 10, 1909, at 2 o'clock in the afternoon. The delay in the settlement of the estate is said to be due to the pendency of certain actions at law in the Superior Court for Middlesex County. The prospects are that these cases will be determined in October next, or soon thereafter, and as soon as this is done the trustee will proceed to close the matter in bankruptcy (The Horseless Age, 7/7/1909).

THE NOISELESS TYPEWRITER COMPANY IN MIDDLETOWN, CT 1909-1924

- 1909 The Noiseless Typewriter Company is organized, and acquired patent rights for the United States, Canada, Mexico, and the Argentine republic (The Toronto World, 9/27/1912).
- 1910 The Noiseless Typewriter Company took possession of the former EHVC factory in Middletown, Connecticut and started production in November. They began to market their innovative and portable product in December. The plant occupies 31 acres in the city of Middletown, and has the most up-to-date equipment “in the world.” Production is up to 12,000 typewriters per year, with the potential for expansion within the factory up to 36,000 per year (The Toronto World, 9/2/1912).
- 1912 The Noiseless Typewriter Company began selling limited quantities of stock in its company, valued at \$25 per share, which is incorporated in Connecticut with general offices in New York City and Canada (The Toronto World, 9/12/1912).

- 1913, December 18th A reorganization plan of the bondholders of the Noiseless Typewriter Company fell through. The company will probably be sold (The Iron Age, 12/18/1913).
- 1913 Earl H. Russell was appointed receiver of the Noiseless Typewriter Company of Middletown by Judge Martin of the United States District Court. The company has a bonded indebtedness of \$200,000. The application was made by John W. Forbes of New York and others. Mr. Forbes holds a promissory note against the company for \$5,885 and is concerned that they cannot pay him (New York Times, 10/11/1913).
- 1922/23 The Franklin Institute bestows the prestigious Edward Longstreth Medal to the Noiseless Typewriter Company for inventions and improvements embodied in the Noiseless Typewriter. Award received between October 1922 and June 1923 (The Franklin Institute 9/1/1923).
- 1922, September 26th Increased orders at the Noiseless Typewriter Company have made it necessary to increase their force from three hundred to five hundred men, and they have recently increased their working hours from forty-eight to fifty a week (Stone and Webster Journal, 9/26/1922).
- 1924 The National Appraisal Company of Boston completed an inventory and valuation of the property of the Noiseless Typewriter Company in Middletown, Connecticut for insurance purposes (The National Appraisal Company 1924). It is quite possible that the inventory was being completed in anticipation of a merger with the Remington Company.

**THE REMINGTON-NOISELESS TYPEWRITER CORP./REMINGTON TYPEWRITER CORP./
REMINGTON-RAND CORP. IN MIDDLETOWN, CT 1924-**

- 1924, March 4 Announcing an alliance of importance to typewriter users everywhere. The Remington and the Noiseless interests have joined in the formation of the Remington-Noiseless Typewriter Corporation for the purpose of marketing Noiseless Typewriters through the world-wide Remington Typewriter selling organization (The Pittsburgh Press, 3/4/1924).
- 1925 Remington Noiseless Typewriter Corp. Mfrs. Typewriters, off High near R. R. Incorporated 1924, Capital \$1,250,000. Pres. B. L. Winchell, New York City. (this is the first year that Remington is listed in the City directory) (1925 Middletown and Portland City Directory, Price and Lee).
- 1928 Remington Typewriting Corp. Mfr typewriters off High near R. R. (1906 Middletown and Portland City Directory, Price and Lee).
- 1935 Remington-Rand Inc. Mfrs. Typewriters off High near R. R. (1906 Middletown and Portland City Directory, Price and Lee).
- 1937, March 22nd Mr. Rand and Mr. Bergoff were charged with using 57 Manhattan "hooligans" to break a strike in the Remington Rand plant in Middletown, Conn, in June 1936. It was the Government's first indictment under the Byrnes Act. Mr. Bergoff had been accommodating Mr. Rand in various other Remington Rand plants, receiving \$25,850 for his services, during a year-long strike that resulted in the

most damning opinion of a U. S. employer ever written by the National Labor Relations Board. Both were found not guilty (TIME, 3/22/1937).
<http://www.time.com/time/magazine/article/0,9171,758449,00.html#ixzz0gZDCIms9>

1940 Remington-Rand Inc. Middletown branch, Clifford E. Bailey factory mgr.
Typewriter Mfrs. High near R. R. (1906 Middletown and Portland City
Directory, Price and Lee).

ROBERT M. KEATING**PATENTS**

Compiled and contributed by Robert, Gary, and Brian Keating

<u>Date Filed</u>	<u>Title</u>	<u>Patent Number</u>
11-27-1886	Home-Base for Game of Base-Ball	357,675
10-4-1889	Velocipede	420,805
12-30-1889	Velocipede	426,670
8-24-1891	Cushion-Tire and Rim Therefor (sic)	485,633
5-23-1896	Wheel	607,175
6-1-1896	Adjustable Handle-Bar	607,543
2-27-1897	Sprocket-Chain	619,315
11-18-1899	Electric Igniter for Explosive-Engine	657,760
6-18-1900	Motor-Bicycle	675,387
7-5-1900	Motor-Bicycle	675,388
7-6-1900	Motor-Bicycle	675,389
12-8-1900	Battery-Casing for Motor-Bicycles	675,390
12-8-1900	Bicycle-Frame	675,391
12-8-1900	Pedal-Brake and Controller for Motor-Cycles	675,392
3-28-1901	Motor-Bicycle	675,393
12-23-1901	Combined Muffle and Mud Guard for Motor Vehicles	705,357
12-23-1901	Spark and Valve Controlling Device for Explosive-Engines	822,525
4-5-1913	Flushing Valve	1,220,856
2-27-1914	Wire Wheel	1,239,794
4-16-1914	Spring-Wheel	1,207,928

**RESEARCH COLLECTIONS PERTINENT TO THE REMINGTON RAND FACILITY
180 Johnson Street, Middletown, Connecticut**

Middlesex County Historical Society, Middletown

- Papers of Earle W. Bennett – includes information on the Eisenhuth Horseless Vehicle Company/Compound Motor Company;
- Price and Lee *Middletown and Portland City Directories*;
- Historical Photographs;
- Vertical File: Banks, Businesses and Factories; and,
- Historical Maps and Atlases of Middletown dating to 1851, 1859, 1875, and 1915;

Russell Library, Middletown

- Sanborn *Insurance Maps* of Middletown dating to 1901, 1907, 1913, 1924, and 1950;
- *The Penny Press*, Middletown newspaper; and,
- Local History books and photographs.

City of Middletown, Town Hall

- Tax assessment cards;
- Deeds;
- Appraisal of Industrial Properties, City of Middletown, Connecticut, 1988;
- Floor Plans; and,
- Building Permits.

Collection of Robert, Gary, and Brian Keating

- Keating Bicycle ca.1890s;
- Copies of Keating Patents;
- Keating Wheel Company posters, brochures, and catalogs;
- A copy of the Keating Wheel March, sheet music composed by Ray Woodman Bryan for the Keating Wheel Company, 1895;
- Published articles pertaining to the Keating Cycle Company from various sources;
- Published articles pertaining to the Eisenhuth Horseless Vehicle Company from various sources; and,
- Employee lists of both Keating Wheel Company and Eisenhuth Horseless Vehicle Company compiled from local city directories.

Displayed Memorabilia Collection of ID Mail Systems, Inc., Middletown

- Noiseless Typewriter Company “Noiseless” typewriter;
- Remington Rand “Remington Noiseless” typewriter;
- Copy of a hand-written letter on Keating Wheel Company of Middletown, Connecticut letterhead; and,
- Additional Keating and Remington Rand printed material.

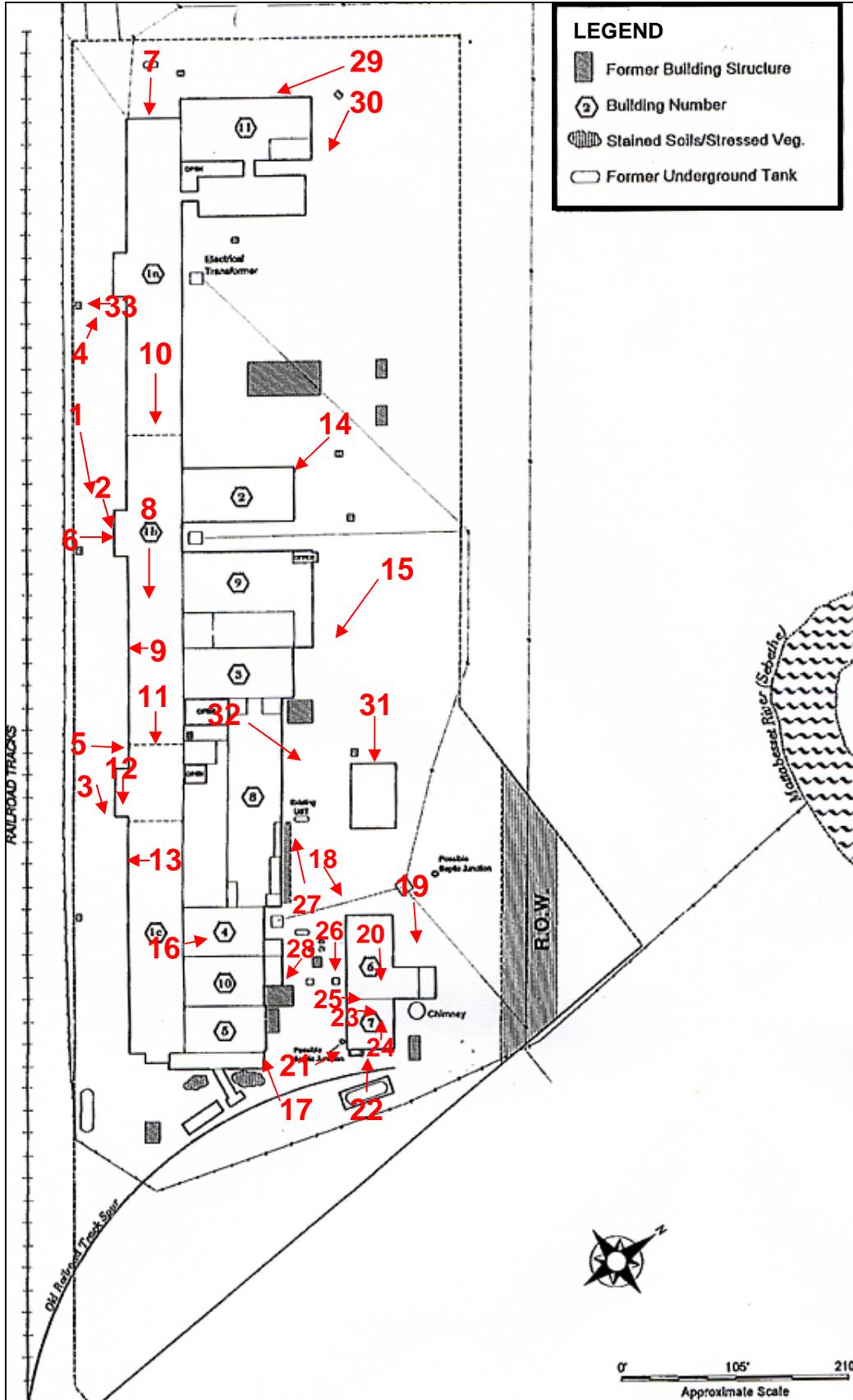
Arthur L. Garford Papers 1877-1933, Ohio Historical Society, Columbus, Ohio

- Keating Wheel Company letters and documents.

Hagley Museum and Library, Wilmington, Delaware

- Remington Rand Corporation, Records of the Advertising and Sales Promotion Department, 1876-1956

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**Remington Rand Facility
180 Johnson Street
Middletown, Connecticut**

All photographs taken 2/12/2010 by Faline Schneiderman-Fox, Historical Perspectives Inc.

Photograph 1: South façade of Building Number 1, the Remington Rand main factory structure. Facing northeast from western end of main building. Note that there are three projections that break the rhythm of the façade; the central one serving as the former main entrance to the facility.

Photograph 2: Close up of westernmost projection on south façade, Building Number 1. Facing northeast from western end of main building. Note the replacement windows, bricked-in window, and granite window sills, as well as the row of mature trees immediately in front of the building.

Photograph 3: Eastern end of south façade, Building Number 1. Facing northeast from center of main building. Note the original windows and row of mature trees immediately in front of the building. There are tie rods and round anchor plates visible on each pilaster.

Photograph 4: Western end of south façade, Building Number 1. Facing northwest from western end of south façade. Note the replacement windows, some of which match the original six-over-twelve, and some of which do not

Photograph 5: Original window at eastern end of south façade, Building Number 1. Facing north. Note the six-over-twelve double hung arched window, wood mullion, and granite sill.

Photograph 6: Central projection on south façade, formerly the central, public entrance to Building Number 1. Facing northwest. Note the boarded and broken windows, the 24-pane door transom, replacement front door (not original to the structure), and large hook for a rope formerly used to hoist heavier items into the building through the uppermost door.

Photograph 7: West elevation of Building Number 1. Facing east. Note that none of the windows are original.

Photograph 8: First level interior of Building Number 1. Facing east. Note that extensive modifications have been made to the interior.

Photograph 9: Curved brick sill beneath first floor interior windows along south façade. Facing south. Note that the brick below the sill is in American Bond pattern.

Photograph 10: Second floor interior of Building Number 1. Facing east.

Photograph 11: Interior fire door, second floor of Building Number 1. Facing east.

Photograph 12: Stairwell from second level of Building Number 1 down to first level. Facing east.

Photograph 13: Interior support column with lettering and numbering, second floor of Building Number 1. Facing south.

Photograph 14: Building Number 2, a one-story ell on the north elevation of Building Number 1. Facing southeast. Note the brick corbelling.

Photograph 15: Building Number 9 built in 1935 at far right, Building Number 3, original one-story ell extending from north elevation of main building at center, and Building Number 8, built in 1926, on the far left. Facing southeast. Note the monitor roof at the center of Building Number 3.

Photograph 16: Close up of monitor roof of Building Number 4. Facing north from roof of Building Number 1, main factory building.

Photograph 17: Building Number 5, the easternmost original ell on the right, with one-story cement block addition to left. Both extend from the north elevation of Building Number 1. Facing southwest. Note the monitor roof at the center of the original ell.

Photograph 18: South façade and west elevation of Building Number 6 to north of Building Number 1. Facing northeast. Note the six-over-twelve windows with granite sills, pilasters, tie rods with round anchor plates, and brick corbelling immediately below roof line that architecturally match the main structure. Not evident are the galvanized roofing panels.

Photograph 19: North elevation of Building Number 6. Facing southeast. Note the two- and one-story sections of the building projecting to the north now lack a roof.

Photograph 20: Interior of Building Number 6 second floor. Facing east. Note the 3' light steel trusses and intact pulley wheels.

Photograph 21: South façade and east elevation of Building Number 7, the Boiler House. Facing northwest. Note the windowed monitor roof that architecturally matches the original 1896/97 ells.

Photograph 22: Close up of east elevation of the Boiler House. Facing west. Note the fading words, "POWER STATION E H V Co" painted on the building when the Eisenhuth Horseless Vehicle Company owned the site, 1901-1907. Both the "V" and the "Co." were truncated by the subsequent installation of a garage door.

Photograph 23: One of the two boiler tanks in the Boiler House, made by The Johnston Bros. Company, 1952. Facing northwest.

Photograph 24: Second of the two boiler tanks in the Boiler House, made by The Bigelow Company, 1964. Facing west to eastern end of tank.

Photograph 25: Fire sprinkler control valve assembly for dry sprinkler system made by the Grunau Company. First floor of the Boiler House. Facing east.

Photograph 26: External oil tank fill pipe and breather, immediately south of Boiler House. Facing west.

Photograph 27: Building Number 8, a two-story 1926 brick addition between ells extending from north elevation. Facing southwest.

Photograph 28: Building Number 10, a one-story cinder block building built in 1926 between Buildings 4 and 5, at center of photograph. Facing southeast.

Photograph 29: Building Number 11, a one-story brick structure built in 1934 at the northwestern corner of Building Number 1. Facing southeast.

Photograph 30: North end of Building Number 11 with cement block addition and one-story metal (Butler) building to left. Facing south.

Photograph 31: East elevation of Quonset Hut to west of the Building Number 6. Facing west.

Photograph 32: West façade and south elevation of Quonset Hut. Facing northeast from second level of Building Number 1.

Photograph 33: Framed cover over dry hydrant, or hose houses, to south of Building Number 1. Facing south. Note: This small feature abuts the southern edge of the property, demarcated by the chain link fence, with the railroad tracks immediately to south.

Photograph 34: Noiseless Typewriter Company typewriter at left; Remington Rand Noiseless Typewriter at right. Both are displayed together with additional Keating and Remington memorabilia in the lobby of ID Mail Systems Inc., which occupies the western end of the main building.

Photograph 35: Keating Wheel Company bicycle ca. 1890s, owned by Brian Keating. Part of the Gary, Rob, and Brian Keating collection of Keating/Remington memorabilia.

Photograph 36: Keating Wheel Company brochure and pin in collection of Gary Keating.

Photograph 37: Cover of 1897 Keating Bicycle catalog, in collection of Gary Keating.

Photograph 38: Advertising poster for Keating Cycles, in collection of Gary Keating.

Photograph 39: Copy of photograph of strikers at the Remington Rand Noiseless Typewriter Company, ca. 1936/37, in collection of the Middlesex County Historical Society.