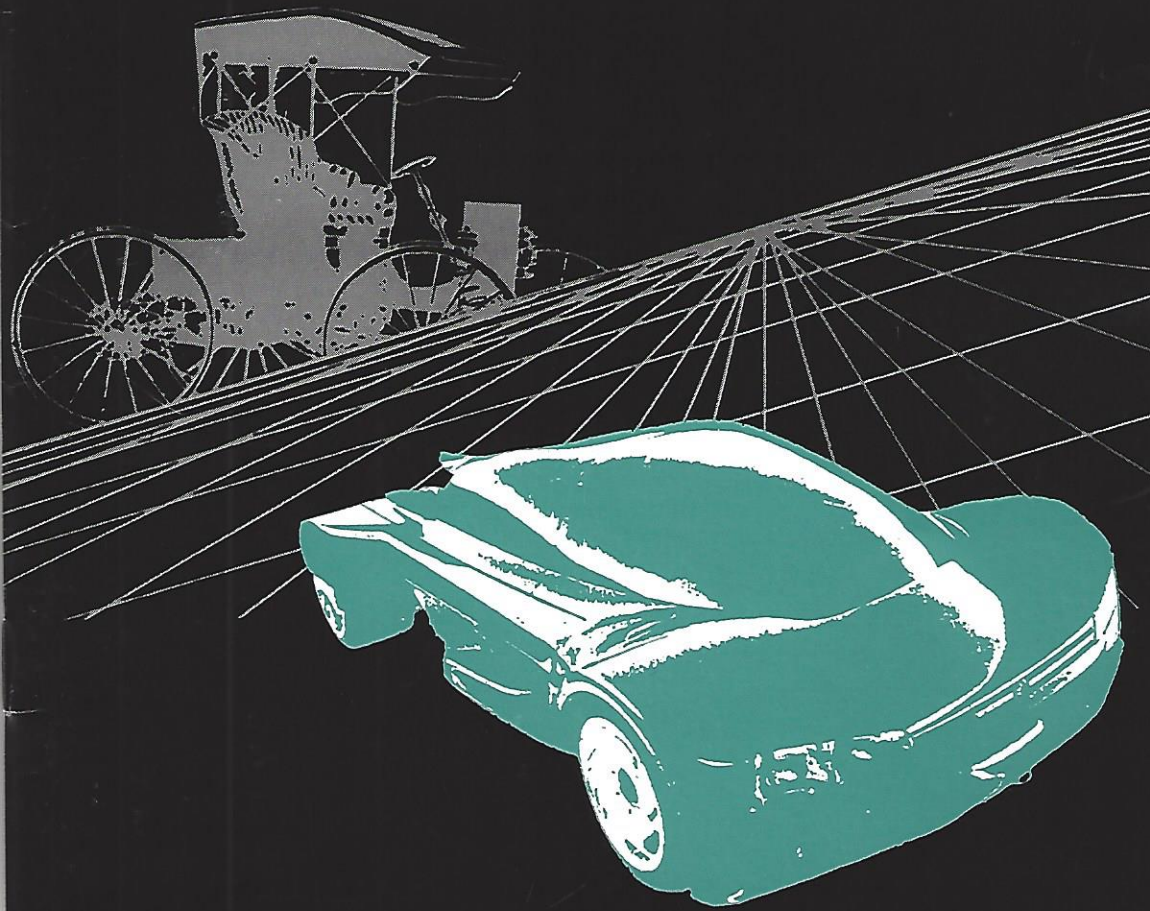




# AUTOS: IMAGINATION, INVENTION & INDUSTRY



# INTRODUCTION

Much of the east central Indiana area is closely connected to the automobile industry. There is a reason for this connection; it is no co-incidence that this region was also the gas belt of the 1890s. Automobile and automobile parts manufacturing, however, did not begin with the discovery of natural gas, nor were early plants dependent upon that fuel. Instead, the fabrication of cars and parts constituted the second stage of industrialization in this part of the Hoosier state, replacing those glass factories that closed with the exhaustion of the Trenton Field. The growth of towns such as Anderson and Muncie that had stagnated in the first decade of the twentieth century resumed as these communities became part of a national automobile industry.

Every little town produced its own version of the early automobile. Wallace Spencer Huffman estimates that at least 256 makes were made in Indiana alone. Any buggy or bicycle manufacturer could get into the business by buying engines elsewhere. Among those who entered the industry were manufacturers of threshing machines and farm wagons. Most of these early efforts were ephemeral and have long been forgotten. Those that survived did so because they were based on technological advances as, for example, Warner Gear, or because of management skills or adequate financing as, for example, Interstate. By the 1920s success came as a result of consolidation of the automobile industry into ever larger concerns. The individual inventor became an employee of a national corporation. Though sizes of enterprises increased, the need for innovation continued if these entities were to survive.

Indiana rode to prosperity on automobile wheels in the twentieth century. Will it continue to do so in the twenty-first?

Dwight Hoover  
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Ball State University

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*Design by Elizabeth Lampe*

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## MINNETRISTA CULTURAL CENTER EXHIBITS AND PROGRAMS: A CULTURAL RESOURCE

Minnetrista Cultural Center's mission is to present life-long learning experiences in history, art and science for the people of east central Indiana and beyond. In an effort to fulfill that task, the Center presents a wide variety of programming.

During each year, 8 to 12 exhibits are mounted in the Center's four galleries. Two of the galleries change at least quarterly. About half of the exhibits focus on east central Indiana, such as the exciting "Autos: Invention, Industry and Imagination." Also included are displays of art created by area artists as well as national and international features. During coming years, the Center will host exhibits on Midwestern and Great Lakes Native Americans, environmental concerns, space travel, communications, American quilts, Victorian medicine, wildlife art, death and dying and much more. Each exhibit is educational, invites visitor participation and interaction, and creates a desire to learn more and more!

The Center also sponsors several major outdoor events, such as Fibs and Ribs, a combination of Hoosier humor and great food, held in June; Celebrate the City over Independence Day, Circus Days during the second weekend in August, and Minnetrista Associates Arts Festival the second weekend of September. On alternate Saturday evenings, outdoor concerts with a wide variety of music are presented in the Center's Performing Pavilion on the Greensward.

There are many other events, activities, and exhibits, during the summer, at Minnetrista Cultural Center. It will be our pleasure to provide you with opportunities to enrich your life with exciting events and activities at Minnetrista Cultural Center. For more information, please write us for a free listing of events!

See you at the Center!

## EARLY AUTO PIONEERS

The first American automobiles were not the products of large factories. They were pieced together in the backyard garages, blacksmith and machine shops of our country's small towns, by men working in their spare time after earning a day's wage elsewhere.

These men were inventors in the truest sense of the word. They knew nothing of the gasoline-powered automobiles being made in Europe and were unaware even of each other's efforts. With no plans but those of their own imagination, America's automotive pioneers persevered to prove that they could do the horse and buggy one better. They did — and gave birth to the largest industry in the United States.



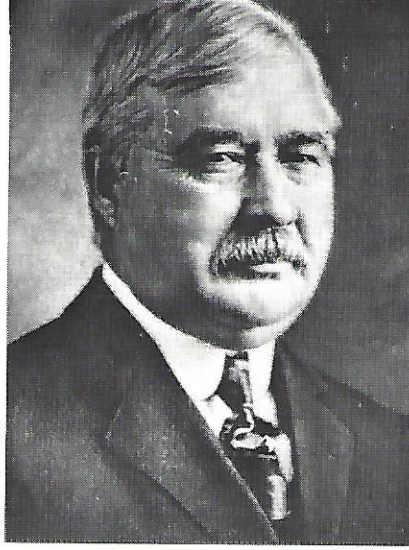


## Elwood Haynes 1857-1925

After receiving his degree in chemistry from the Worcester Free Institute of Massachusetts, Haynes returned to his home town of Portland, Indiana. He went to work for the newly-emerged natural gas industry, first in Portland and then Kokomo.

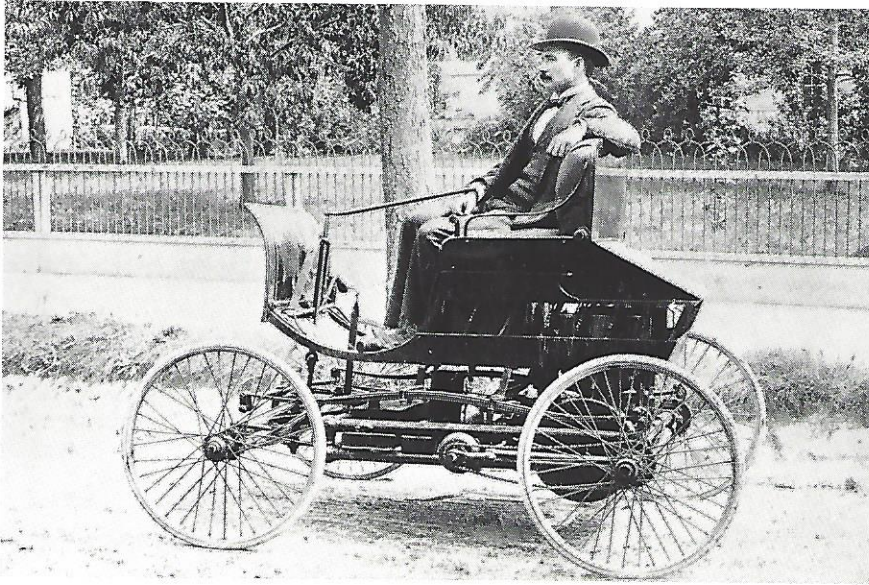
While traveling extensively in his job, Haynes conceived the idea for the automobile. He contracted with the Apperson brothers for working space in their machine shop, and help in building his car. While Haynes experimented with a purchased engine and the car's gearing requirements, the Appersons worked from his drawings to construct the chassis.

The car was successfully driven on July 4, 1894, on Pumpkinville Pike outside Kokomo. It is credited with being the second auto ever made in the United States. By 1895, Haynes and the Appersons had the car in production.



*Photo courtesy of the Elwood Haynes Museum*

Haynes improved his design, adding a reverse gear, refining steering and installing pneumatic tires. In 1901, Haynes and the Appersons dissolved their partnership and formed rival companies. Neither company survived the recession of the early 1920's. After the Haynes Company folded in 1924, Elwood Haynes went on to pursue his first love, metallurgy, and eventually developed Stellite, the stainless steel alloy.



*Photo courtesy of the Elwood Haynes Museum*



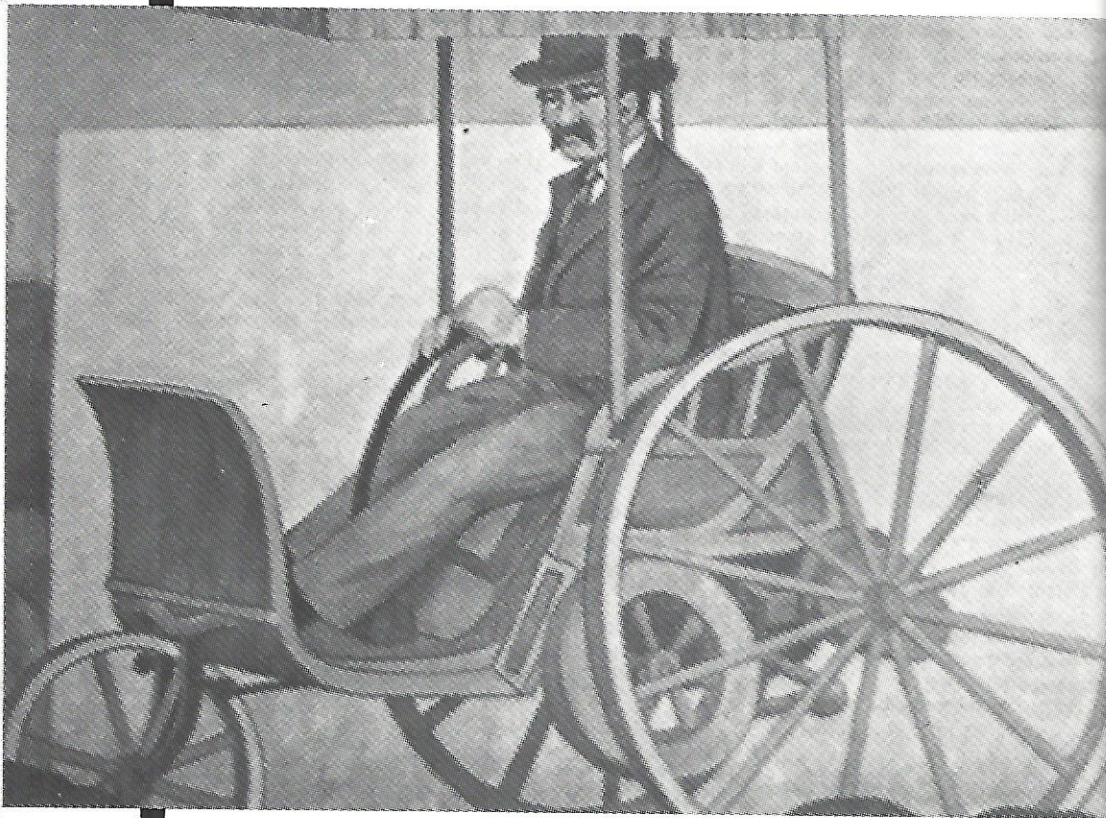
## Who built America's first car?

It's commonly believed that the first automobile in the United States was built by the Duryea brothers of Massachusetts, in 1893. This may be incorrect.

It's reported that in 1891, John Lambert built and drove a three-wheeled gasoline-powered vehicle around the streets of Ohio City, Ohio. Though the car no longer exists, the Smithsonian Institution has a picture and sworn statement of its creation in 1891. This documentation credits John Lambert with building the first automobile in the United States.



*Photo courtesy of the Art Association of Randolph County*

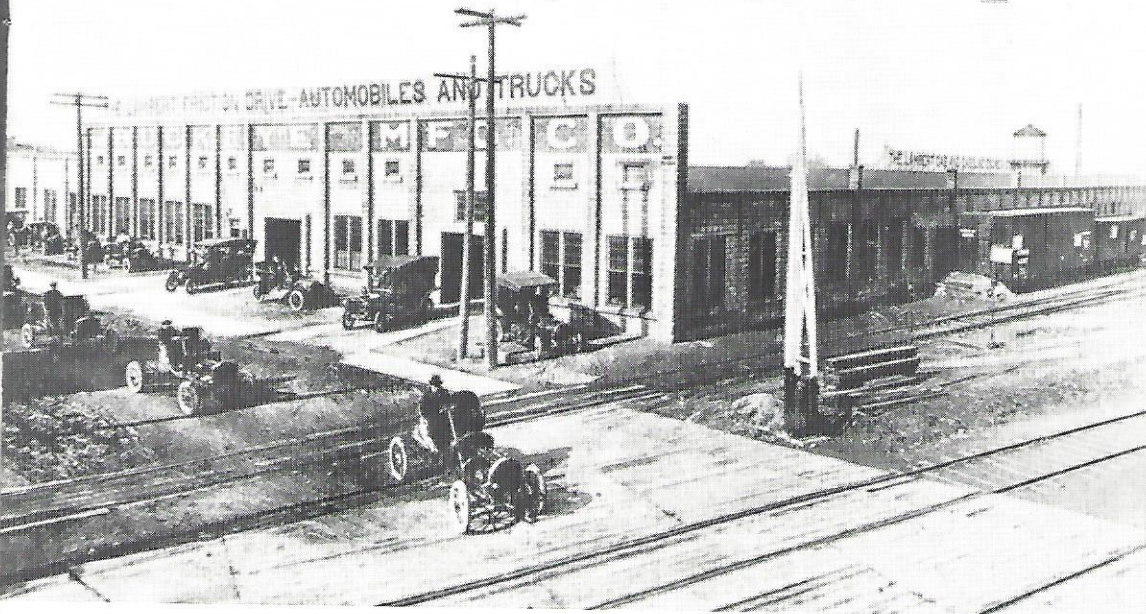


*Photo courtesy of the Art Association of Randolph County*

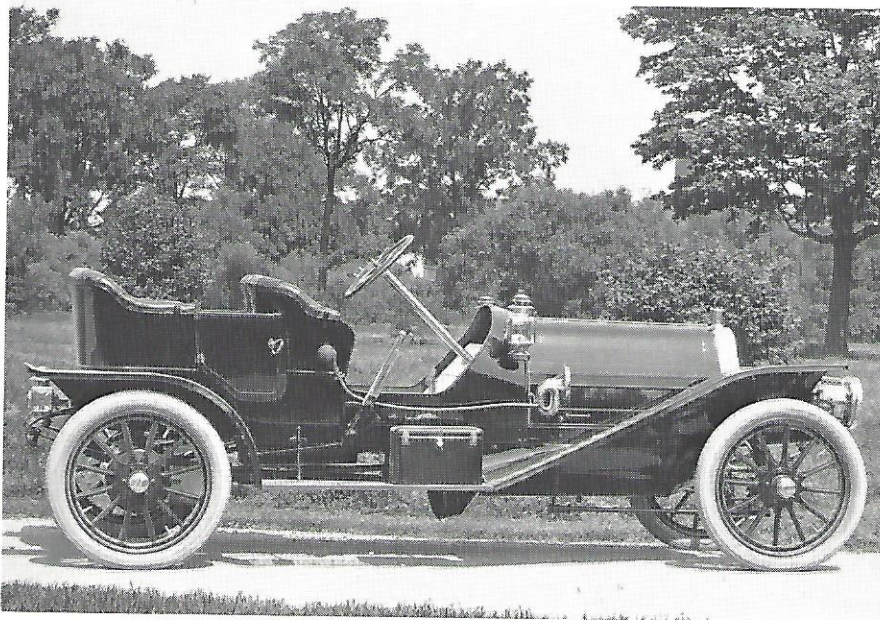


# EARLY INDUSTRIES

The early automotive industry started with a bang in east central Indiana. There were over 60 different automobile makers in this area alone. Though none of these early industries survives, they played a vital role in the formation of the area's industrial heritage.



*Photo courtesy of Jerry Parker*

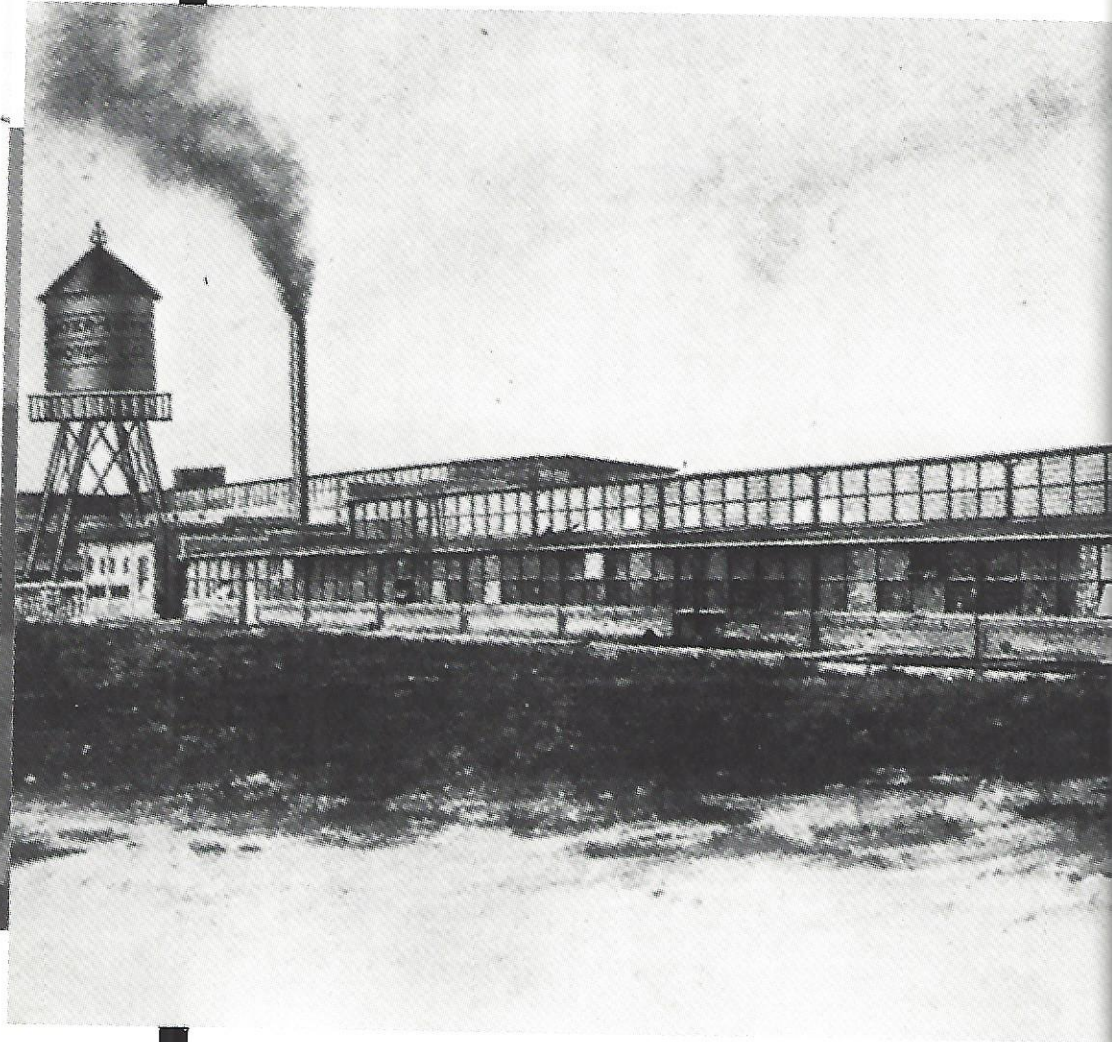


*Photo courtesy of Jerry Parker*

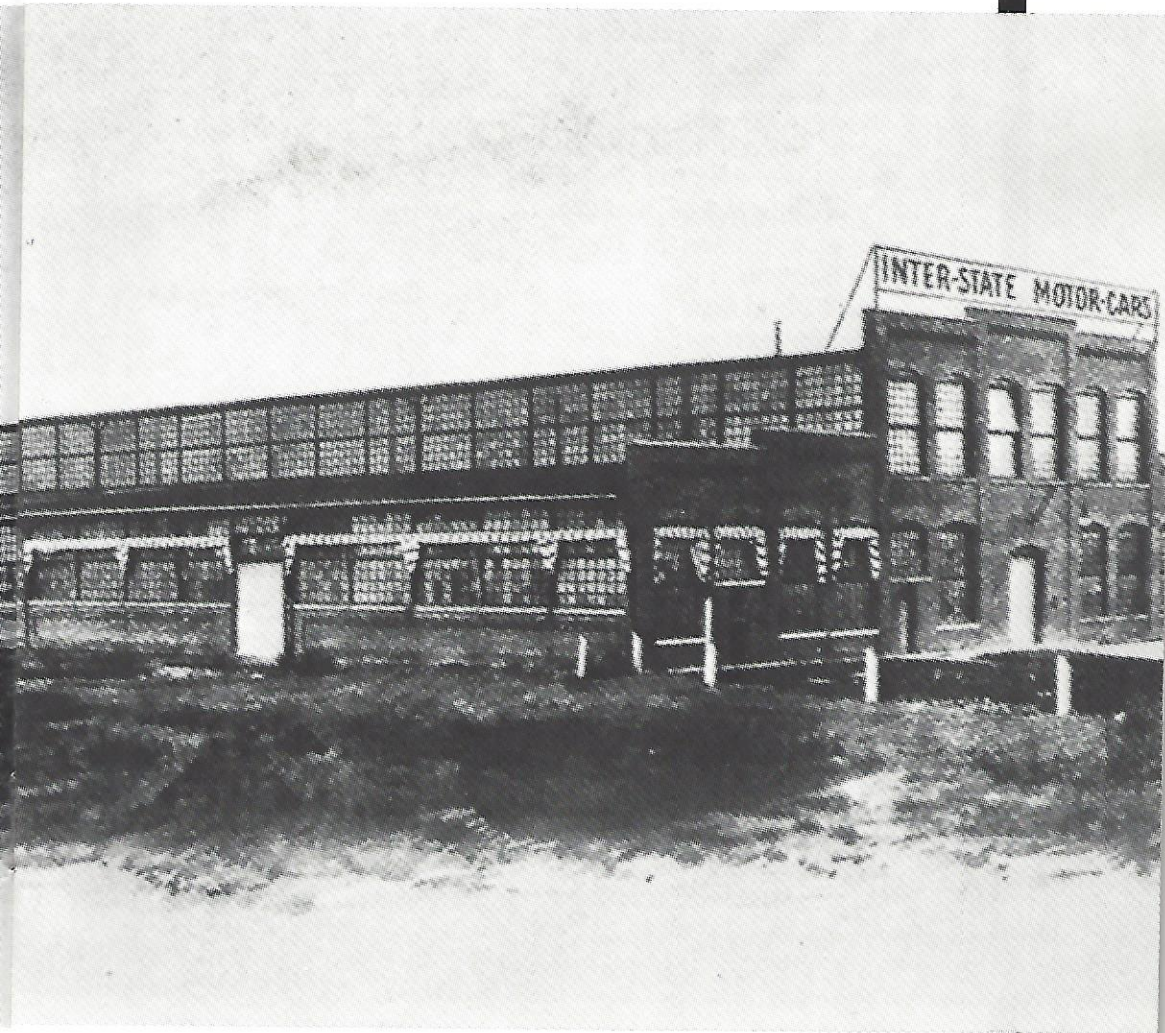
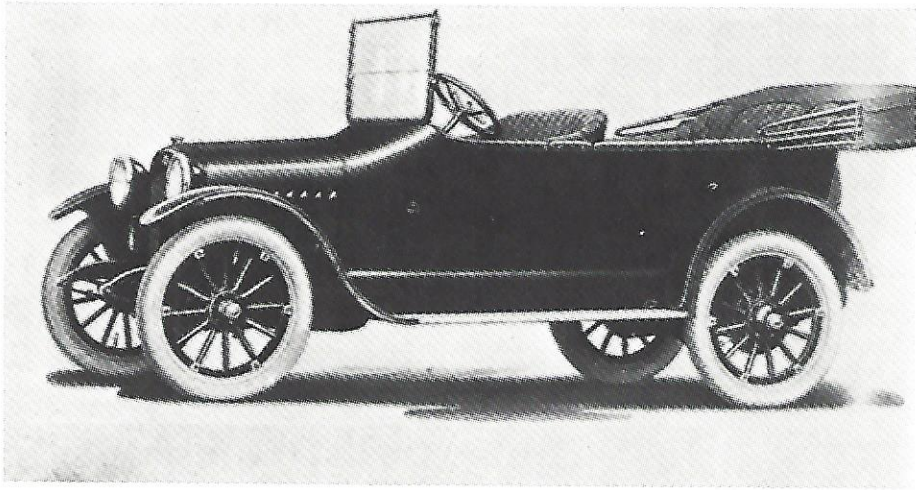


## The Inter-State Motor Company

One of the early companies was the Inter-State Company. It was started in 1908, when the Commerical Club of Muncie, spearheaded by the five Ball brothers and J.M. Marling and Tom Hart, decided to open an automobile production plant. Cars were produced until World War I when Interstate began manufacturing tractors under a government contract. After the war the plant was not re-tooled for auto production. It was eventually sold to GM.









## John Lambert 1860-1952

Lambert may well have built the first gasoline-powered automobile in the United States. Fascinated by gasoline engines from the age of 16, Lambert built his own engine, attached it to a carriage, and is reported to have driven this "horseless carriage" on the streets of Ohio City, Ohio, in 1891.

With his father and brother, Lambert established an engine plant in Anderson, Indiana, known as the Buckeye Manufacturing Company. Cars using engines from this company were manufactured until 1917.

Lambert received over 600 patents for his automotive designs. His most unique contribution to the industry was the Friction Drive Transmission. This design had no belts or gears and could travel as fast backwards as it could forwards. This design never caught on.

## Otto L. Huffman 1895-1978

Huffman opened a garage and body shop in Selma, Indiana in 1910. He made specialty vehicles including the first pickups in the area. During the 1920's, Huffman also built wreckers, school buses and steam rollers.

The most unusual vehicles Huffman built were two motor homes. This was before such vehicles were mass produced. Huffman's homes had running water, electricity and chemical toilets. By the 1930's, Huffman stopped making vehicles and concentrated on his garage, body shop and Chevrolet dealership. In 1952, Huffman sold his business to his nephew.



*Photo courtesy of Charles Huffman*



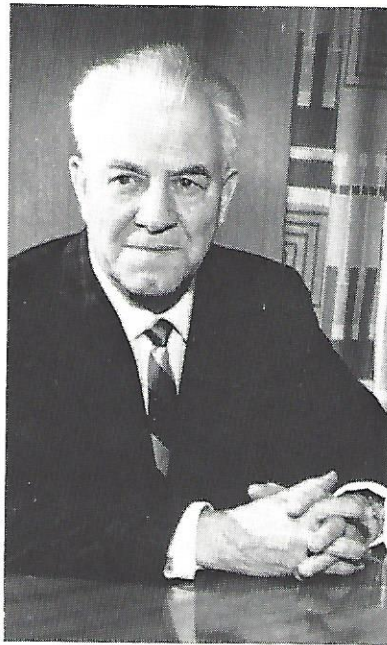


*Photo courtesy of William A. Barnes*

### **William B. Barnes 1898-1987**

Barnes envisioned a device that would increase the life of the engine, yet improve fuel efficiency; a device that would come to be known as the overdrive. In 1932, Muncie's Warner Gear backed the development of the overdrive, first successfully installed in 1934. In the coming years Warner Gear would produce over 10 million units.

Barnes went on to develop many successful inventions. Some were far ahead of their time. In 1950, Barnes completed work on a pre-combustion engine. The primary benefit of this machine was fuel economy. This was not a concern of the times, although 25 years later, Honda would develop an engine that was very similar.



*Photo courtesy of Dorothy Schneider*

### **Adolf Schneider 1891-1987**

Schneider and his brother Heinrich, invented the hydraulic torque converter for diesel locomotives in their native Switzerland in 1924. Schneider came to the United States where there was a better chance of manufacturing the torque converter. Warner Gear eventually agreed to work with Schneider to build it.

Once the torque converter was perfected it was determined to be impractical for small cars but usable in larger vehicles. In 1944, Schneider formed the Schneider Manufacturing Company to produce his invention. The Muncie company built torque converters for larger trucks, tractors and heavy construction equipment.





*Photo courtesy of Marjorie Meyer*

## **Ralph Teetor 1890-1982**

Teetor, blind since age five, earned an engineering degree from the University of Pennsylvania. He then went to work as an engineer in the family business, Perfect Circle, in Hagerstown, Indiana.

Teetor was happiest working in the shop he created in the basement of his house. Visitors were often startled when they realized that the work room was dark. Teetor designed piston rings, locks, a fishing pole handle, and even a suit-folding frame. His best known invention is the cruise control.

Teetor was inspired to invent the device while riding with his lawyer. The lawyer would slow down while talking and speed up when listening. The rocking motion so annoyed Teetor that

he determined to invent a speed control.

The cruise control proved to be not only a convenience but also a source of fuel economy. It was well received at its debut in 1961, in a Chrysler Imperial.

*Photo courtesy of Marjorie Meyer*







## **Keith Barefoot** 1922 – 1988

Barefoot was a Muncie native and attended Ball State and Tri-State universities in Indiana. In 1947, he was appointed Chief Engineer for the American Tire Company. He held positions with other tire companies before becoming President of Bacon American. He resigned in 1971 to form TRED-X Corporation.

Barefoot invented a number of retreading machines which shortened a two hour process to 15 minutes and reduced the cost by half. He acquired 15 U.S. and several foreign patents. His inventions revolutionized the tire retreading industry.

## **Magnaquench**

The invention of the Magna-quench magnet is a good illustration of the way modern automotive manufacturers seek to solve the problems of a changing industry. During the late 1970s, General Motors assembled a team of inventors to create a low-cost, higher-strength magnet. This approach was different from the way many earlier inventions came to be. Often, they were the product of one or possibly two persons.

The magnet, produced by Magna-quench, a business unit of Anderson's Delco Remy Division of General Motors, resulted in significant reductions in the size and weight of automobile motors. It also increased their performance. Magnaquench magnets can be found in the motors of many common items such as video cassette recorders, cameras, printers, computers and drills.



## The Indianapolis Motor Speedway

The Indianapolis Motor Speedway was conceived and financed by four prominent Indianapolis businessmen. Built in 1909, it was to be an automobile testing ground and race track. They envisioned a proving course where automakers could put their latest innovations to the ultimate test. The Speedway would also offer entertainment to a public which was becoming enthralled with the new sport of auto racing.

The original course was a mixture of crushed stone and tar. However, the track had disintegrated so badly by the end of the inaugural race that it was stopped and immediate plans were made to resurface the track with paving brick.

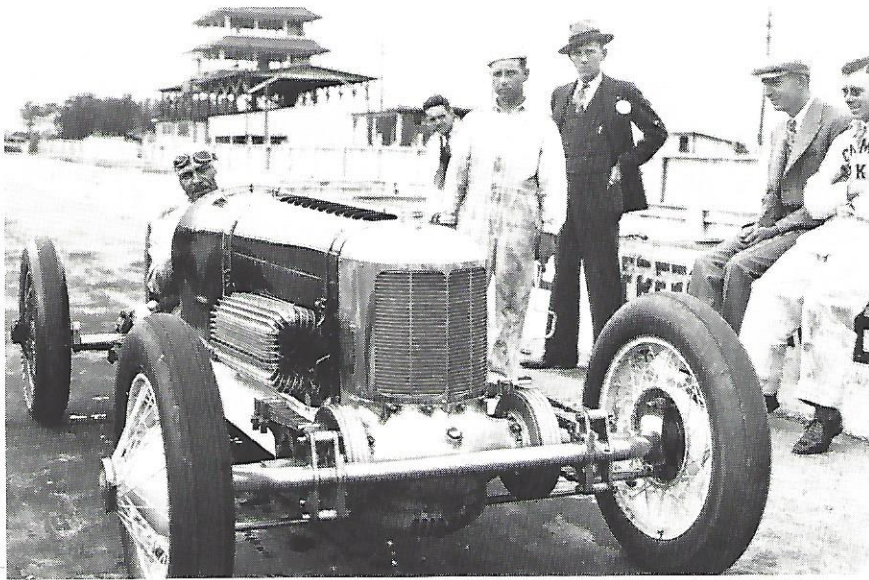
War twice halted testing and racing at Speedway. In 1917, and 1918, the track was used as a military aviation field for America's World War I operations. The

Speedway was forced to close from 1941 through the winter of 1944-45, because of rationing of rubber and petroleum during World War II.

In 1927, the Speedway was sold to Captain Eddie Rickenbacker, former race car driver and World War I flying ace. The Depression and war years took their toll on the Speedway.

Although it was crumbling from years of idleness, the track was purchased in 1945, by Terre Haute businessman Tony Hulman, Jr. Hulman worked to restore its facilities into the grand racing ground it has become.

Although the Indianapolis Motor Speedway continues in its original role as a testing ground, it is most famous for the international racing event, the Indianapolis 500, held every Memorial Day weekend. The "Indy 500", as it is affectionately known, is considered by some to be the "greatest spectacle in racing."



*Photo courtesy of Indianapolis Motor Speedway Museum*



## Innovations at the Speedway

Many of the innovations developed at the Speedway find their way onto the cars we drive today. Four-wheel hydraulic brakes are one of those inventions as is the rear-view mirror.

Engines are often tested at Indy. Superchargers, pumps which increase engine power, first appeared in 1923. Turbo superchargers appeared in 1952. Diesel engines were tested in 1931, on a car that finished the race without a single pit stop.

Indianapolis became the testing ground for new fuel mixtures. The anti-knock additive, tetraethyl lead was first used in 1922. It became available to the public in 1924.

Methanol or straight wood alcohol has been used at the Speedway off and on since 1927. It is the only fuel allowed in Indy cars after a fiery crash killed two drivers in 1964. Today, alcohol blends are being urged for use in passenger cars since they are cleaner burning fuels.

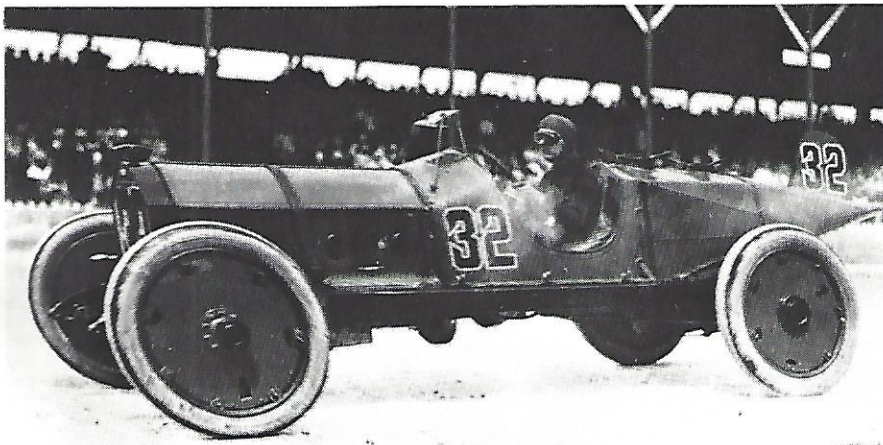
The fuel injection systems on many of today's cars were originally designed for racing. They appeared at Indy in 1949, and were offered to the public in 1945.

Hydraulic shock absorbers were developed by Monroe in 1950. They helped relieve the constant pounding drivers took on the rough brick track.

Disc brakes appeared in 1952. They were needed to help stop the cars as they entered the pits.

Magnesium wheels or "mags" were used for the first time in 1948. These lightweight wheels replaced the wire ones used previously and soon became standard on all types of high-performance cars.

There were many tire advances at Indy. Balloon tires were first used in 1925. These tires had better traction with much less air pressure. In 1965, the standard 18 inch tire was replaced with a 15 inch one that offered less air drag. Twelve inch tires were soon developed. These high-performance tires quickly made their way onto the streets.



*Photo courtesy of Indianapolis Motor Speedway Museum*



# TODAY'S INDUSTRY

## Delco Remy

Perry Remy, 19, and his 14-year-old brother Frank, opened an electrical contracting business in Anderson in 1895. Later they incorporated as the Remy Electric Company, manufacturers of electrical equipment for gasoline engines.

The company was a success, due largely to Perry's design for the magneto: in 1910, nearly 50,000 were produced. Sales were boosted by news that a Buick equipped with a Remy magneto successfully completed an endurance trip over the Kentucky hills, through the Florida swamps and back to Indiana.

United Motors Corporation bought Remy and its chief rival, Dayton Engineering Laboratories Company in 1916. The two were taken over by General Motors in 1918. The Delco Remy merger, with headquarters in Anderson, took place 20 years later.

During World War II, Delco Remy moved 40,000 parts a day along its assembly lines. After the war, the company continued to explore new frontiers. In 1962, batteries used in Minuteman Missiles were made at the plant and the company's High Energy Ignition System became standard on all GM cars by 1975.

## Muncie Delco Battery

Muncie Delco Battery began operations in 1928, in what used to be the Inter-State car plant. During the 1950s, Delco led the nation in production of original equipment and replacement batteries. At that time the company employed more than 1,500 people and made over 25,000 batteries a day.

Delco Battery remained in its original location until 1978. Its current facility, located in Muncie's Industria Park, is the safest and most modern battery plant in the nation.



*Photo courtesy of Delco Remy*



## Inland Fisher Guide

The Guide Motor Lamp Company was established in Cleveland, Ohio, in 1906, to build, service and repair carriage and vehicle lamps. Hugh Monson, William F. Persons and William Bunce started the company with just \$300.

Within two years they developed the first successful electric headlamp and were on the way to revolutionizing automotive lighting. In 1919, the company introduced the first adjustable headlamp mounting.

General Motors purchased the company and in 1930, Guide Lamp Division of GM was moved to Anderson. During the 1930s, the company introduced multi-beam and sealed-beam headlamps.

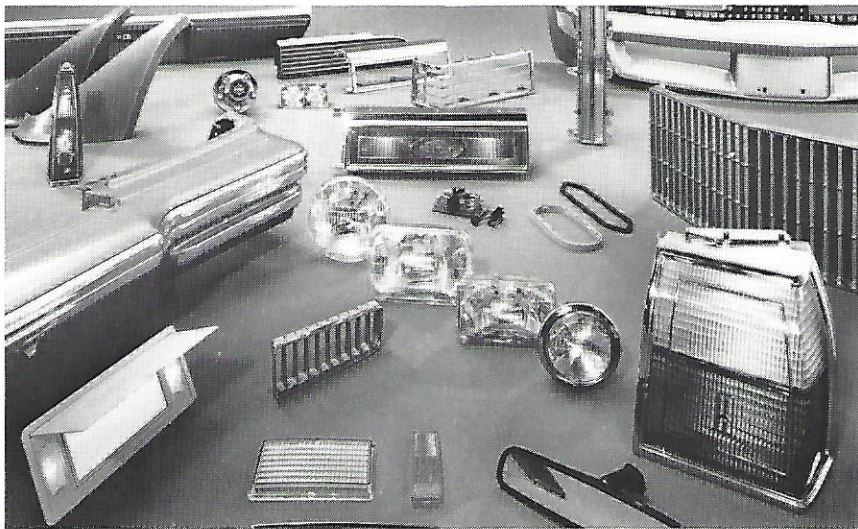
During World War II, Guide Lamp made lights and lighting equipment for military vehicles, parts for aircraft engines and fighter planes, cartridge cases, 650,000 M-3 submachine guns and over a million Liberator pistols for freedom fighters.



*Photo courtesy of Inland Fisher Guide*

Guide Lamp continues to develop new products for the automotive industry, including plastic lenses, four-lamp systems, cornering lamps and tungsten-halogen sealed-beam lamps. Guide Lamp also designed the first soft bumpers and is the leading producer of them today.

In 1984, Guide merged with eight Fisher Body Division plants to form Inland Fisher Guide Division of General Motors.



*Photo courtesy of Inland Fisher Guide*



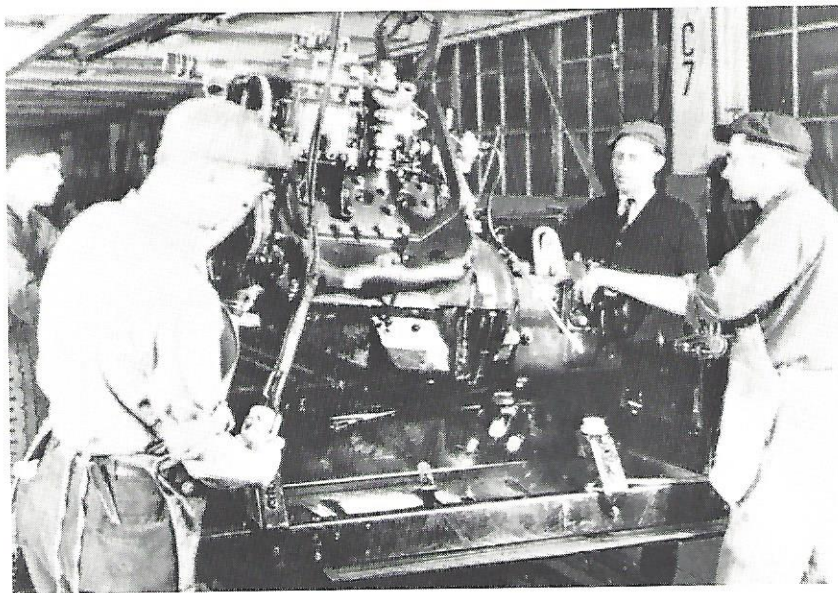
## Union City Body Company

C. C. Adelsperger, S.R. Bell and J.W. Wogoman founded Union City Body Company in 1893. It produced bodies for horseless carriages made by a number of companies operating within 100 miles of its shop. Bodies for Haynes, Apperson, Davis, Lexington, Clark, Premier and Chandler automobiles were all produced at Union City.

As the company's reputation grew, it received contracts to make bodies for some of the nation's most beautiful automobiles including the Cord, Auburn, Pierce-Arrow and Duesenberg. By the late 1920s, however, many of Union City Body's customers were closing their doors and the company turned to manufacturing theater seating in order to remain in business.

Union City Body produced school bus bodies and Studebaker Truck cabs throughout the 1930s. During World War II, the company suspended all other operations to produce transit bus bodies for use on Ford chassis.

The company ceased school bus production entirely in the 1950s, and focused on a new product: parcel delivery trucks. Thus began a new area of specialization for Union City Body. In 1957, the company signed an agreement with General Motors to build utility vans and today produces GM's largest variety of cargo vans and trucks.



*Photo courtesy of Union City Body Company*



## Chrysler-New Castle

When Maxwell-Briscoe built its plant in New Castle in 1906, it was the largest automobile plant in the nation. Maxwells were made there until 1925. The newly formed Chrysler Corporation purchased the plant that year making it one of its original eight plants.

During World War II, Chrysler joined other American manufacturers in aiding the war effort. The New Castle facility produced millions of ammuni-

tion cores, projectiles, parts for the Bofors gun, aircraft landing gears and tank engines. The plant was awarded the Army/Navy E for excellence in production three times during the war.

The New Castle plant continues to grow and remains an integral part of Chrysler's operation. It produces 30 separate steering and suspension parts for every Chrysler, Dodge and Plymouth.



Photo courtesy of Chrysler Corp. at New Castle





*Photo courtesy of New Venture Gear*

## **New Venture Gear**

New Venture Gear was formed in April of 1990 by a merger of the Muncie Hydra-matic Division of General Motors and Acustar New Process Gear of New York. New Venture's roots may be traced to the Muncie Products Divisions of General Motors Corporation which began operation in 1920. They manufactured transmissions for Oakland, Pontiac, and Oldsmobile cars and GM trucks. Steering gears and valves for several GM car divisions were also made there.

Hard times during the Depression forced the temporary closure of the Muncie plant in 1932. It reopened three years later to produce Chevrolet truck transmissions.

During World War II, the Muncie Division's forge plant was enlarged and converted to produce aluminum forgings for aircraft parts. The machine shop made Pratt & Whitney aircraft components. Transmission production resumed after the war.

The Muncie Division grew steadily after the war, adding 300,000 square feet of space to the plant during the 1960's. When front-wheel drive became prominent during the late 1970's, the Muncie Division expanded again to accommodate production of FX125 front-wheel drive transaxle transmissions.

In 1982, the forging operations were closed. Two years later, Chevrolet Muncie was transferred to the Detroit Diesel Allison Division and in 1986, reassigned to the Hydramatic Division of General Motors.



## Borg Warner

Tom and Harry Warner, Abbott and J.C. Johnson, Colonel William Hitchcock and Thomas Morgan founded Warner Gear Company of Muncie in 1900. Their intent was to produce machined products for the newly-emerging automotive industry.

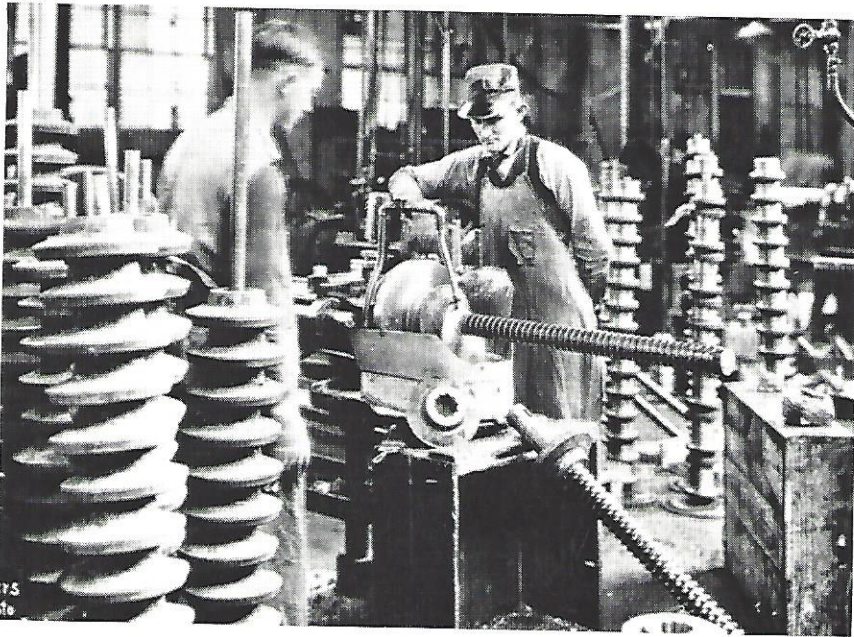
Warner Gear's first major contribution to the industry was the differential. The company also produced transmissions, clutches, steering gears and rear axles and had broad appeal among the nation's many automobile makers.

Warner Gear was the first company to develop a standardized transmission. It could be mass produced at half the cost of specialty transmissions and was suitable for use in almost any automobile. This successful innovation saved the company during a time when specialty manufacturers across the country were closing their doors.

A merger with Borg & Beck, Marvel Carburetor and Mechanics Universal Joint Company in 1928 created Borg-Warner Corporation. The diversity of its products kept the company stable during the Depression years.

Borg Warner's superior transmissions were selected for use in many World War II military vehicles. After the war, the company returned to development of the automatic transmission. In conjunction with Ford Motor Company, Borg Warner introduced a superior automatic transmission in 1948.

Borg Warner continues to offer innovations in automotive design. The company introduced non-asbestos friction materials for transmissions and the automatic locking hubs used in four-wheel drive vehicles.



*Photo courtesy of Borg Warner*



# UNITED AUTO WORKERS

The United Auto Workers formed to provide a voice for our nation's automotive workers. Since 1935, the UAW has worked to bring fair pay, humane working conditions, benefit programs and retirement plans to its members across the country.

Today's UAW faces the challenge of directing its membership through tough times. Automation and foreign competition have reduced the auto workforce and many companies have shut down or moved south, to less union-friendly locales. The UAW and corporate management continue to seek new ways to benefit the American automotive industry and secure its position in our nation's economic fabric.

These organizations represent the UAW in this area:

- Local 287 Warner Gear Division, Borg-Warner,  
Muncie  
charter: March 25, 1937
- Local 489 Delco Remy Battery Plant, Muncie  
charter: June 17, 1937
- Local 499 Chevrolet, Muncie  
charter: November 11, 1940
- Local 662 Delco Remy, Anderson  
charter: November 8, 1940  
originally part of Local 146,  
charter: February 1, 1937
- Local 663 Inland Fisher Guide, (Guide Lamp),  
Anderson  
charter: 1937
- Local 2119 Modernfold, New Castle  
charter: October 17, 1979



*Photo courtesy of Walter Ruether Library*



# IMAGINATION

## Gordon Buehrig 1904-1990

This man's imagination was responsible for a new level of sophistication in American automobile design.

Buehrig designed some of the most famous cars in America's history. He started his career in 1924, as chief engineer for Gothfredson Body Company and then worked for a variety of other auto companies. In 1929, he became chief body designer at Duesenberg in Indianapolis.

He designed many of the famous Duesenbergs, the Dusenbug radiator ornament and the classic 1935 Auburn line. He is most famous, however, for the 810 Cord which drew huge crowds at its debut at the 1935 New York auto show. This car ushered in aerodynamic styling. It had disappearing headlights, front-wheel drive and step-down entry. The Museum of Modern Art in New York, honored the 810 Cord in a 1951 show stating, "the originality of the conception and the skill with which its several parts have been realized make it one of the most powerful designs in the exhibition...."

Buehrig retired from the Ford Motor Company in 1965. Some of his projects there included the award-winning 1951 Ford Victoria Coupe and the beautiful 1952 Continental Mark II.

Buehrig entered the design for the Large Beautiful Automobile in the Rolex Awards for Enterprise, 1990. It was a completely new concept: the replacement of one large engine with two small ones. This doubled the fuel efficiency, added 30% more passenger space, gave an improved ride and added to the vehicle's aerodynamics. The car was estimated to get 30 miles to a gallon of gasoline.



*Photo courtesy of Auburn Cord  
Duesenberg Museum*

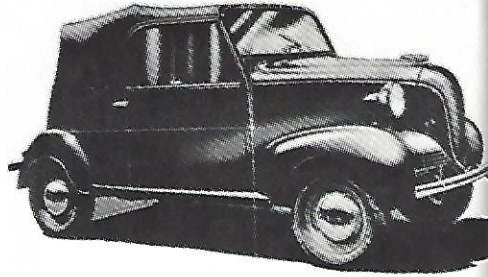


## The Crosley

The small cars built by Crosley Motors were the brain child of Powell L. Crosley, Jr., who began his career in Muncie selling Inter-State automobiles. In 1939, he opened two plants; one in Richmond, Indiana, and the other in Cincinnati. Only two years later the plants were converted to war production. After the war, Crosley closed his Richmond plant and moved to Marion, where he produced small cars until 1953.

Crosley believed that the car should be practical and efficient. He saw that small cars were popular in Europe and thought they were destined to become popular in the United States. Unfortunately, Crosley's

ideas were twenty years too early to profit his business. Successful innovation requires imagination from inventor and marketplace. High fuel efficiency was not a sellable idea in 1953.



*Photo courtesy of the Wayne County Historical Museum*



*Photo courtesy of the Wayne County Historical Museum*

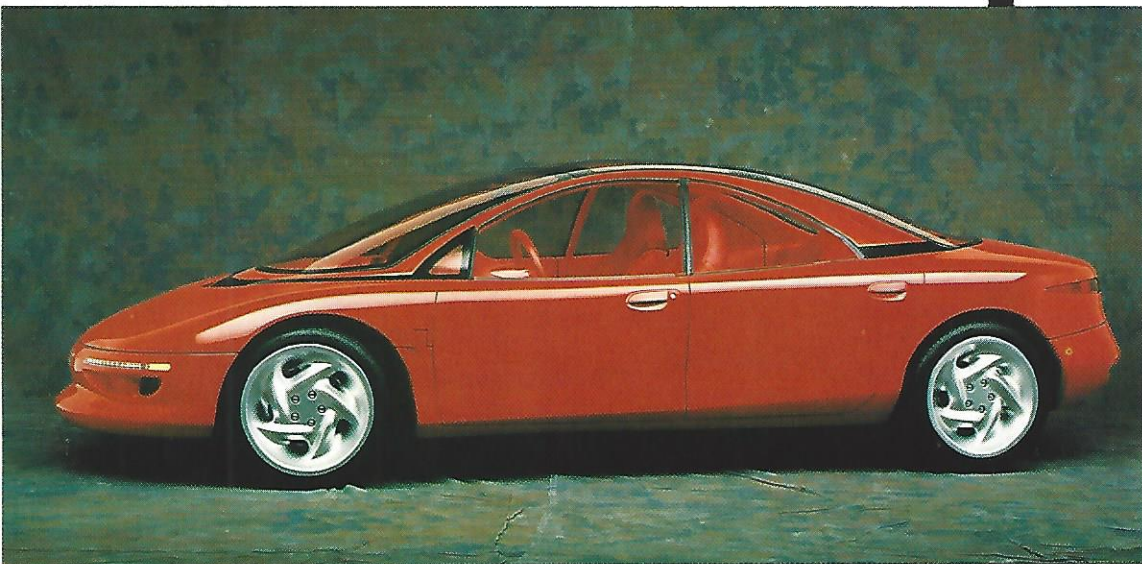


# IMAGES OF THE FUTURE

Greater fuel efficiency, pollution control, increasingly demanding safety standards — the toughest challenges the automotive industry has ever faced require the best of today's automotive designers. These are some of their visions of the future.



*Photo courtesy of Pontiac Division of GM  
Pontiac Sunfire 1990 Concept*



*Ford Cyclone*



## MINNETRISTA: SOME HISTORY

Although Minnetrista Cultural Center is only two years old, there's a lot of history associated with the name and the property on which it stands!

Artifacts discovered near the Cultural Center site, indicate that it had been inhabited by Native Americans for more than 10,000 years. Prehistoric humans traveled from the area of Siberia, across Alaska and gradually to the south and east, arriving here ten centuries ago, following herds of Mastodons, Giant Bears, Bison and other large animals. The area saw the rise of the Adena and Hopewell civilizations which built beautiful ceremonial and burial mounds. Around 1500 AD, the Miami Indians occupied much of Indiana, hunting and fishing along the Wabash and White Rivers. In the mid-1700s, they invited the Delaware to live on the White River. They built a village right where the Center is built. They were removed by treaty in the early 1800s.

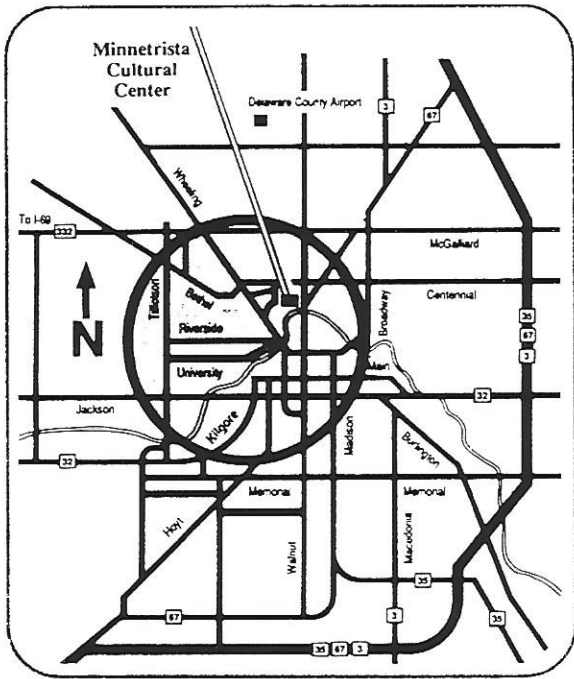
Rebecca Hackley, granddaughter of Miami War Chief Little Turtle, was given 630 acres of land under the terms of the Treaty of St. Mary's. This included the land where the Center stands. She sold it to Goldsmith Gilbert, who founded the present city of Muncie in 1827.

Natural gas was discovered in 1874, leading to many manufacturing businesses locating in Muncie. Among them was the Ball Brothers Glass Company, makers of canning jars. All five brothers wanted to live together, and purchased nearly 40 acres of land on the north banks of the White River. They built their homes and named the tract, Minnetrista, which is a combination of "minne", the Sioux-Indian word for water, and "trista", an Old English word meaning gathering place. They wanted their homes to be warm, inviting, gathering places along the banks of the White River.

The home of Frank Clayton and Bessie Brady Ball was also called Minnetrista. The home was destroyed during a tragic fire in February of 1967. Wishing to leave a legacy to the people of Indiana, the Ball Brothers established a charitable foundation in 1926, which is responsible for building the Minnetrista Cultural Center on the exact site of the Ball's home.

Minnetrista Cultural Center annually welcomes more than 150,000 visitors for exhibits, events and educational programs and meetings. It remains a "gathering place on the White River," for the people of east central Indiana and beyond. You are welcome!

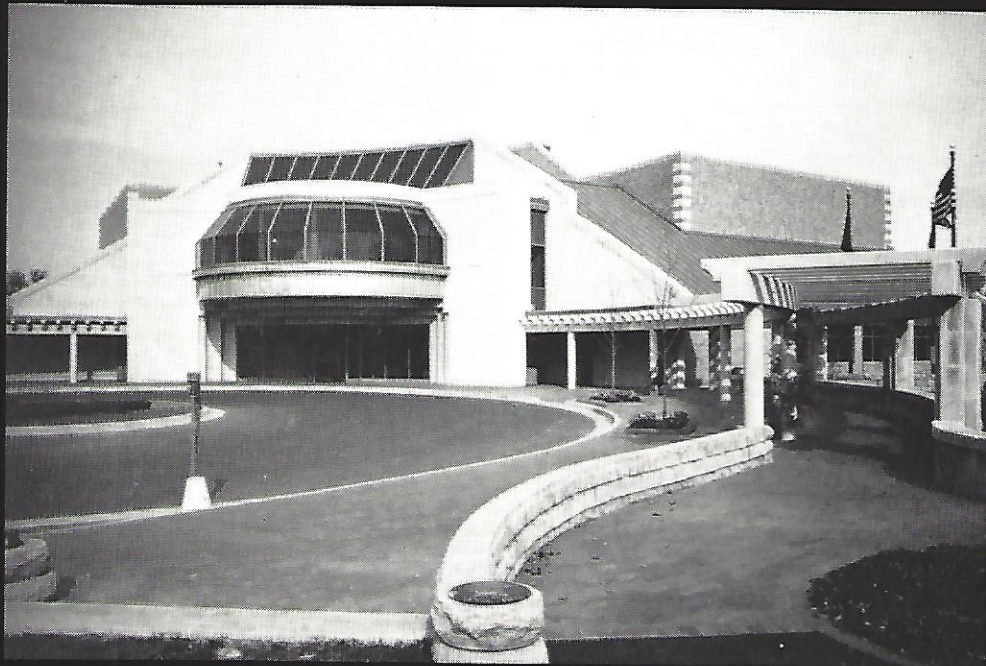




**MINNETRISTA CULTURAL CENTER**  
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