KOKOMO
CITY OF FIRSTS

1894	First Commercially Built Automobile
1894	First Pneumatic Rubber Tire
1895	First Aluminum Casting
1902	First Carburetor
1906	First Stellite Cobalt-base Alloy
1912	First Stainless Steel
1918	First Howitzer Shell
1918	First Aerial Bomb with Fins
1920's	First Mechanical Corn Picker
1926	Dirilyte Golden Hued Tableware
1928	First Canned Tomato Juice
1938	First Push-button Car Radio
1941	All Metal Life Boats and Rafts
1946	First National Bank
1947	First Signal Seeking Car Radio
1957	First All Transistor Car Radio
????	The First color coded, color coated wire came from Continental Steel

ELWOOD HAYNES MUSEUM HOURS

September 1 - May 31
Tuesday & Wednesday: by appt. only made by previous Friday
Thursday & Friday: 1pm-4pm
Saturday: 11am-4pm
Sunday: 1pm-4pm

June 1 - August 31
Tuesday thru Saturday: 11am-4pm
Sunday: 1pm-4pm

Other special hours for large groups by appointment only
Closed Mondays & Holidays

WELCOME TO THE ELWOOD HAYNES MUSEUM

ELWOOD HAYNES MUSEUM
1915 SOUTH WEBSTER STREET
KOKOMO IN 46902-2040
(765) 456-7500
www.cityofkokomo.org

ELWOOD HAYNES

The Elwood Haynes Museum was developed as a memorial to the life and accomplishments of Elwood Haynes, who built the first successful commercial automobile in America in 1894. In 1906, Mr. Haynes invented "Haynes Stellite", an alloy of extreme durability used today in the most strategic areas of science and industry. Mr. Haynes also invented stainless steel in 1912. He was an elder at the First Presbyterian Church, Kokomo, Indiana, from January, 1895, to his death, April 13, 1925.

HAYNES

1905
MODEL L - $1350

The refined product of twelve years of continuous experience in building automobiles exclusively.

A CAR THAT IS ALWAYS RELIABLE

SPECIFICATIONS

Engine: - "HAYNES" Two Cylinder, Double Opposed Balanced. Roller bearings, adjustable on crank shaft. The first roller bearing gasoline motor ever built.
Valves: - Mechanically operated. Bushings readily and inexpensively replaced when worn. Water cooled. Jackets cast integral. Cylinders 5" x 5". Horse-power 16-18. Engine almost absolutely silent.
Transmission: - "HAYNES" INDIVIDUAL CLUTCH, THREE SPEEDS FORWARD AND ONE REVERSE, controlled by one lever.
Wheels: - 32" Wood artillery. Twelve spokes. 3 1/2" tires.
Wheel Base: - 81", Tread 56", Clearance 10".
Brake: - Powerful double band on rear axle. Operated by foot lever.
Axles: - Front, rectangular steel 1 1/8" X 1 1/4". Rear, one piece nickel steel combined with revolving sleeve.
Equipment: - Folding top. Storm front and side curtains. One acetylene and two oil lamps. Horn.
Drive: - Single chain from counter shaft to sprocket on rear axle.
Bearings: - Rollers throughout, including wheels, shafts, etc.
Lubrication: - Mechanical force feed pump.
Steering: - Wheel. "HAYNES" tilting post.
Radiator: - Tubular, 17,000 sq. in. cooling surface.
Throttle: - Governed by foot button.
Muffler: - "HAYNES". Highly efficient.
Water Capacity: - Six gallons.
Gasoline Capacity: - Six gallons.
Frame: - Angle iron.
Springs: - Full elliptic.
Ignition: - Jump spark.
Carburetor: - Automatic.
Weight: - 1500 pounds.
Passengers: - Two or four.
Price: - $1,350.00

The HAYNES - Apperson Co.,
Kokomo, IN., U.S.A.

Branches
(the first two dealerships to sell Haynes automobiles)
New York, 1715 Broadway
Chicago, 1420 Michigan Ave.

In 1892, Mr. Haynes moved to Kokomo and in November, 1893, bought a one-horsepower upright two-cycle engine that used gasoline for fuel. A few months later, he hired Elmer and Edgar Apperson for 40 cents an hour to build this contraption in their Kokomo Machine Shop.

On July 4, 1894, Haynes made the first trial run in his new automobile. Not knowing just what would happen when the little car was put to a test on the road, in the interest of safety to the onlookers and to prevent scaring the wits out of all the horses on the city streets, he pulled the car behind a horse and buggy out into the country on the Pumpkinvine Pike to a point three miles east of the City. All accounts agree that after being driven about six miles that day at six or seven miles per hour, the automobile was a success. Mr. Haynes refused to sell his first car, but in 1910 he gave it to the Smithsonian Institute, the National Museum in Washington.

After discovering how to form an alloy of pure chromium and pure nickel, and being satisfied he could build a sturdy frame and reliable engine, Mr. Haynes and the Apperson brothers formed a partnership in 1898 known as the Haynes-Apperson Automobile Company, and started production of the automobile. However, this arrangement was dissolved in 1902 and each started his own automobile company. Thereafter, automobile factories started all over Indiana - 256 different makes of cars have been built in the state.

Mr. Haynes was the first man to recognize the value of stainless steel and make it. His metallurgical invention of cobalt-base alloys is regarded by some to be more important than his automobile invention.

Mr. Haynes opened the door to development and production of enduring space-age metals which can withstand terrific heat and stresses and virtually eliminate corrosion. His inventions came in time to permit the United States to tool up for the great industrial production required by the two World Wars. STELLITE alloys are used today for blading the small turbines which power the fuel pumps in liquid-propelled missiles such as the Atlas rockets.

In 1923, the inventor built a big new plant for his Haynes Automobile Company. Production rose to 40 cars per day. However, Mr. Haynes died two years later at the age of 67.

Elwood Haynes was a man of great success and achievement with consideration and respect for all people, greatly beloved by all who knew him. At the time of his death, all business in the City was suspended for the hour during his funeral.

ELWOOD HAYNES MUSEUM

Elwood Haynes
October 14, 1857 - April 13, 1925
For 35 years Elwood Haynes was a resident of Kokomo. The record of those years was one of fine achievement for himself and for this community. As the builder of America's first commercially successful gasoline automobile, he linked Kokomo's name enduringly with the motor vehicle industry: as the inventor of Stellite alloy and stainless steel, he gave the mechanical world two rustless materials of inestimable value. In the hearts of his fellow townsmen, however, Mr. Haynes was enshrined as a Christian gentleman, a designation thoroughly deserved and universally accorded him. The museum and property were donated to the City of Kokomo by Bernice Haynes Hillis and family on October 14, 1965.

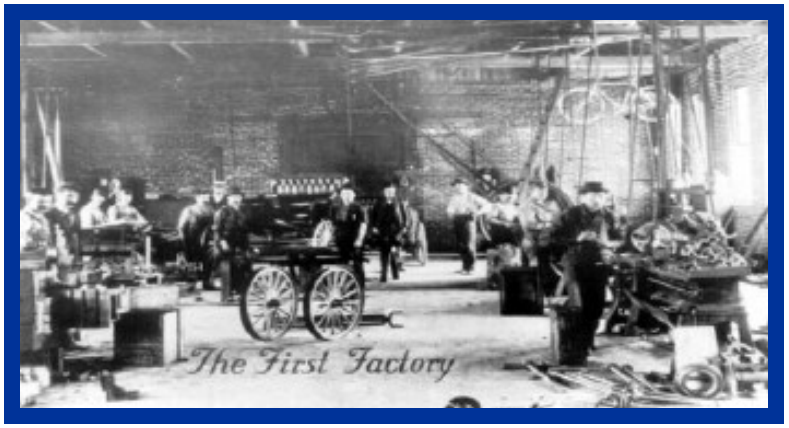
Dining Room - The corner cupboards contain Wedgewood English bone china dishes, a wedding gift to Mr. and Mrs. Haynes. Costumes on all the figures are Mrs. Haynes' clothes. Pitcher and glasses on sideboard are Jenkins Glass made in Kokomo.

Foyer - The easel contains pictures of the house as it appeared in 1915 when Mr. and Mrs. Haynes had it built and moved in. The architect was R.L. Young.

Living Room - Case #1 - East Wall - The story of Elwood Haynes' birth and young manhood at Portland, Indiana. Family heirlooms including signed documents by his great-great-great-grandfather Morrow regarding his crossing from England; text books and mementos relative to college years; pictures of the natural gas well at Portland and a document signed by some prominent Kokomo Citizens interested in subscribing $100 each for the purpose of boring for gas.

Case #2 - An almost life sized picture of Elwood Haynes in his first car stands beside this exhibit which illustrates the development of that car. The house, pictured, is where the Haynes lived when Mr. Haynes invented the car, at that time it stood at the northwest corner of Mulberry and Washington Streets, and was later moved to the southwest corner of Armstrong and Park Streets. The picture at the top is the Apperson Brothers Machine Shop, which stood on the East side of Main Street just south of Wildcat Creek.

Case #3 - West Wall - contains the marriage certificate for Mr. and Mrs. Haynes, a dress which Mrs. Haynes had worn and which her daughter has on in the small picture. There are also pictures of the children - Bernice and March and the brothers of Mr. Haynes.



Case #4 - The Haynes-Apperson Factory is shown: the first man on the left is Mr. Warner Wrightsman. The second man on the left is Elmer Apperson. The ninth man from the left is Elwood Haynes. These three men were all in the first car on it's first run. There are also awards won by Haynes Automobiles; 1895 receipts for amounts received from Elwood Haynes by Elmer Apperson “On Carriage Account” and Elwood Haynes’ notebook.

Case #5 - Shows the Haynes Automobile Company factory complex which grew from that first company. The case also contains various parts, correspondence and literature relative to the Haynes automobile.

Case #6 - Items concerning Mr. Haynes’ death, an old car horn and a glass art replica of the first car - presented by Haynes International.

Case #7 - North Wall - contains Stellite experimental pieces taken from Haynes laboratory at the time of his death, copies from his metallurgy notebook; the John Scott Medal which was awarded for his discoveries in Stainless Steel, Stellite, chrome, iron, etc. and a letter from the Stellite patents engineer tells of the importance of these discoveries.

Case #8 - Contains pictures of the first Stellite building located at 1043 South Union Street and of the later Lindsay Street factory about 1920, when Mr. Haynes sold the Stellite Co. to Union Carbide Corporation, which was later sold to Cabot Corporation. and today is named Haynes International. They still manufacture the stellite alloys. There are also old pictures of employees, Stellite items, and literature.

Second Floor - The second floor exhibits some of the many items which are or have been City of Firsts items manufactured in Kokomo. One room is the Stellite room which shows more recent developments and uses of Stellite.

Sun Room - This 1905 Haynes is different in that it has a back seat driver, a front folding seat and a movable steering column.

ELWOOD HAYNES

Fifty years after Howard County was created from Indiana's last sizeable Indian Reservation, Kokomo became the home of America's first commercially-built automobile. Then its inventor, Elwood Haynes, proceeded to contrive alloys which enabled the development of countless industrial devices which are integral parts of space-age rockets.

The Elwood Haynes Museum was dedicated Sunday, May 28, 1967. It occupies the large house at 1915 South Webster Street in Kokomo, Indiana, where Mr. Haynes lived for ten years until his death on April 13, 1925. The house was given to the City of Kokomo by the family of Mrs. Bernice Haynes Hillis through the Elwood Haynes Memorial Trust, and is maintained and operated by the City Park Department. The museum depicts not only the story of Elwood Haynes' career, but also illustrates a number of other enterprises which are summed up in Kokomo's slogan "The City of Firsts".

Kokomo has had many famous and colorful industrialists, but by far the most famous of Kokomo's industrial wizards was Elwood Haynes, who was born of English ancestry at Portland, Indiana, on October 14, 1857.

At the age of 15, in 1872, Haynes invented an apparatus for making brass and succeeded in melting brass, cast iron and high carbon steel in his blower-furnace. He entered Worcester Polytechnic Institute in Massachusetts in 1878 and was graduated three years later. After serving as principal of Portland High School, he entered Johns Hopkins University at Baltimore for post graduate work in chemistry, biology and German.

On returning to Portland, he became interested in the Natural Gas Industry which was then in its infancy. At this time, he was appointed manager of the Portland Natural Gas Company. He remained in this position for four years. It was during this period that he invented a small thermostat to regulate heat in homes.

In 1890, Mr. Haynes was appointed field superintendent of the Indiana Natural Gas Co., of Chicago, Illinois, with headquarters in Greentown, Indiana. While serving in this capacity, he discovered how to dry gas by refrigeration in order to prevent pipeline freezing. This not only evaporated the water but also reduced lower-boiling constituants to gasoline. Since there was no known market for this gasoline, it was dumped and allowed to evaporate. Determined to find some use for it, Mr. Haynes conceived the idea of a "horseless carriage" in 1891 and began preparing drawings for its construction.