**COLLECTION INFORMATION**

<table>
<thead>
<tr>
<th>VOLUME OF COLLECTION:</th>
<th>1 manuscript box, 1 oversize manuscript folder, 1 photograph folder</th>
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</thead>
<tbody>
<tr>
<td>COLLECTION DATES:</td>
<td>Inclusive 1917–1953; Bulk, 1924–1933.</td>
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<tr>
<td>PROVENANCE:</td>
<td>Dr. and Mrs. Robert W. Greenleaf, Indianapolis, Indiana, 5 June 1990</td>
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<tr>
<td>RESTRICTIONS:</td>
<td>None</td>
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<td>ALTERNATE FORMATS:</td>
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<td>ACCESSION NUMBER:</td>
<td>1990.0341</td>
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<td>NOTES:</td>
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HISTORICAL SKETCH

The Marmon Company began operations in Richmond, Indiana, in 1851 as a manufacturer of millstones. The company, founded by Daniel Marmon and Addison Nordyke, was called the Nordyke and Marmon Company. The company moved to Indianapolis in the 1870s where it evolved into one of the world's leading producers of milling machinery.

Marmon's sons, Walter and Howard, became involved in the company around the turn of the century. Both engineering graduates, Walter assumed a role in the management facets while Arthur was concerned with the engineering aspects. In 1902, Arthur designed and produced the company's first motor car which featured the first use of a pressure lubricated crankshaft and rod bearings. In 1911, the company produced the first Indianapolis 500 winner in Ray Harroun's Wasp.

Arthur Marmon and his staff were leaders in automotive design pioneering. In the late 1910s, the Model 34 was noted for its use of aluminum, making it much lighter than its competitors. Marmon also experimented in designing 12 and 16 cylinder engines. In 1926, the name of the company was changed to the Marmon Motor Car Company. The company met with hard times during the Depression of the 1930s, and by the time it went into receivership in May 1933, it was only producing an expensive but well received 16 cylinder car.

Walter Marmon became the company's secretary when his father died in 1909. He later became president and was named chairman of the board in 1924. In 1931, he formed a partnership with Arthur D. Herrington in the manufacturing of trucks under the name of the Marmon-Herrington Company, which became the truck production division of the Marmon Motor Car Company. The Marmon-Herrington Company remained in business after the motor car company went into receivership, and it later acquired and moved to the defunct Duesenberg Company plant on West Washington and Harding streets in Indianapolis. The company continued producing heavy duty, all wheel drive trucks until it ceased operations in 1964.

Sources:

Indianapolis Star, 16 March 1980, Sec. 5, pp. 2-3.
Huffman Collection, Indiana Historical Society Library.
SCOPE AND CONTENT NOTE

The records contain the meeting minutes of the board of directors and the stockholders of the Nordyke and Marmon/Marmon Motor Car Company, May, 1924–1935. Most of the information contained refers to the company's financial status. The minutes are comprised of proceedings, agreements, resolutions, stocks, and some correspondence. There are also the special meeting minutes for the board of directors.

Also included in the collection are publications, newspaper clippings, photographs, and publicity regarding the company's history and its automobile production. There is also a portfolio for a twelve cylinder engine, n.d. In addition, the collection contains the performance results for a new Marmon-Herrington heavy duty truck and trailer tested at the Indianapolis Motor Speedway, 1932.

The minutes were originally bound in two volumes, but were removed for better storage. Folders 1-4 comprised the first volume, and folders 5-7 comprised the second volume. The materials appear in their original order. Folder 4 appeared at the end of the first volume, out of chronological order.
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Board Meeting Minutes, May, 1931-Dec., 1931
Box 1, Folder 5
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Nordyke Marmon Co.: An Institution, 1920
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Special Marmon Convention Section, Indianapolis Star, 3 January 1926 (photocopies)
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OM 0270
Photographs Relating to Marmon Company
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