

Speedway Pride Tour



Southwest corner
Main and 15th Street
Above — ca. 1940
Right — 2012





Produced by Speedway Pride Tour Steering Committee — May 2012

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Design and Layout: Elizabeth Frazier

Photos: Speedway Public Library archives, Old Speedway City Neighborhood Association files, Edward Frazier, Bob Hunt and Frank Van Overmeiren



Speedway Pride Tour

*Welcome to the Town of Speedway, Indiana
and our Speedway Pride Tour*

Steering Committee

Co-Chairs

Julia Pratt

Frank Van Overmeiren

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Charles Bennett

Betsy Combs

Lori Choate

Elizabeth Frazier

Edward Frazier

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Barbara Lawrence

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Ron Sears

Created for curious locals and visitors alike, the mission of our Speedway Pride Tour is to demonstrate the many reasons some 12,000 people call Speedway home. Our close-knit neighborhoods, our historic architecture, our exemplary schools and churches with the amenities offered through our town government and services provide a great quality of life.

Originally developed as a planned community, early Speedway residents could walk to work at local industry along Main Street. Many Speedway families remain here for generations, raising a family, and staying into retirement. We still call Speedway home amidst the backdrop of the motorsports racing industry, anchored by the Indianapolis Motor Speedway. The Town of Speedway continues to work at revitalization of our industrial base enhanced by advancing technical developments in the racing community.

We hope you find our community pleasant. We love walking our tree-lined streets, connecting with friends and neighbors, and visiting many fine local eateries and businesses. We enjoy our small community atmosphere just a few minutes away from the "big city" of Indianapolis.

We trust you enjoy your time here. We hope you share your experience with family and friends. Please come back soon for another visit to Speedway, Indiana.


Frank Van Overmeiren


Julia Pratt

From the Beginning

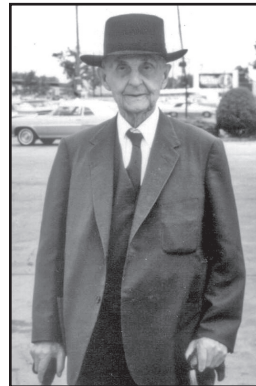


Founders of the Indianapolis Motor Speedway.

(It to rt) Carl G. Fisher, James A. Allison, Arthur C. Newby and Frank H. Wheeler.

The story of Speedway cannot be told without first mentioning the founding of the Indianapolis Motor Speedway. The year was 1907 when Carl G. Fisher and his friends James Allison, Frank Wheeler and Arthur Newby conceived the idea of building a track for the purpose of testing automobiles. Fisher owned the first automobile in Indianapolis. Allison and Lemon H. Trotter, a speculator in real estate, were among other early automobile owners.

Supplying the funds for a track were the four friends. Trotter was asked to find level ground for it. A place fulfilling requirements was found on the north side of 16th Street in what is now part of the Town of Speedway. The first race was held on the new track in 1911. Over the next 100 plus years, many improvements have been done at the Indianapolis Motor Speedway to provide greater racer safety and spectator comfort.



Realtor Lem Trotter was instrumental in securing land for the Indianapolis Motor Speedway and the Town of Speedway.

A Vision

In 1909 Carl Fisher had a dream —“A horseless city just opposite the Indianapolis Motor Speedway, an industrial city devoted to motorization of all traffic. Every home would have the most modern equipment. The homes would be homes and not the kind of shacks that usually infest an industrial center.” His dream became Speedway City in 1912 under the guidance of realtor Lem Trotter. This was the first community in the nation planned as a residential area with an industrial complex.



Historical Industry



Main Street looking north from 12th Street. Allison Plant No. 1 in foreground, 1925.

Early Industry

Prest-O-Lite Company, makers of the first automobile head light, built a new factory in Speedway in 1912. The construction of this plant was the birth of Speedway. The company water wells supplied the town's water too.

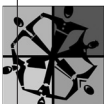
Other industry followed in Speedway. In 1913 Electric Steel Castings Company constructed the first electric furnace in the Midwest. The company made steel castings for motor chassis and automobile body parts. James Allison formed the predecessor of Allison Engineering Company to service race cars and other means of transportation in 1915. Plant No. 1 still remains on Main Street.

Prest-O-Lite gave way to Praxair, Allison continues as a transmission plant and Coca Cola relocated to Speedway in 1968. With some industries closing, the Town Council established a redevelopment commission in 2005. New business partnerships like Dallara and

other motor sports and advanced technology related plants are replacing long-closed businesses.



Prest-O-Lite plant was on the East side of Main Street at 16th (above). In 2012 Dallara constructed its production and engineering plant for IndyCar Series Safety Cells at Main and Gilman Streets (right).



Main Street Development

Serving as the anchor to Main Street was the Rosner Drug Store built in 1915 at the corner of Main and 16th. The building has two apartments upstairs, one of which was used by the first doctor to practice in Speedway. The Eysters building was built in 1918 as a department store on the north side of the alley between 15th and 16th Streets. Directly to the north, the Bland-Zink building was constructed in 1929 as a grocery store.



The oldest building, ca. 1920s, on Main Street housed Rosner Drug Store.

On the south side of that same alley, the Speedway State Bank opened in 1929. Directly south of the bank was the first ice house which later became a hardware store and then Speedway Savings and Loan.

The Rosner family built other commercial buildings. The one at the corner of 15th and Main was leased as a drug store. The other, done in 1937, was the first movie house in Speedway.

Just to the south of the movie theater, the first of two A&P grocery stores was constructed. As the town grew, so did the need for the grocery store. A larger store was built next to the original store.

Smaller buildings used as shoe and clothing stores, family owned restaurants, florist, barber shops, beauty shop, and the offices of tax accountants, dentists, doctors and lawyers filled in the gaps along Main Street.

As times changed so did many of the businesses on Main Street. Other commercial areas developed during the 1920s and 30s along Crawfordsville Road corridor.

In the 1950s and 60s homes were being built in the Northwest section of Speedway. Consumer goods and services businesses moved that direction too. Today shopping centers can be found further west on Crawfordsville Road and along High School Road.



Look for the names at the top of these two buildings.



Eysters and Bland-Zink Buildings, ca. 1940



Residential Area

The Neighborhood

Homes built along 14th to 16th Streets varied in architectural styles and were owned by professional staff, and plant managers and supervisors. The one and one and a half story bungalows primarily were found along and south of 13th Street. The factory workers resided in these homes. In other parts of town, many ranch style homes were built in the 1950s and 60s.

In the early years, race personnel, drivers and mechanics, rented rooms in Speedway homes. Dr. Thomas Hannah, the track doctor, built his home at 5009 West 15th Street.



One of many bungalows in Speedway.

Street Names

The East-West streets are numbered consecutively from 10th Street. Speedway City developer, Lem Trotter, selected names honoring historical figures, automobiles and the early industrial plants.



The oldest house in Speedway, at Allison and 16th Streets, dates to before 1915.

Presto and Polco Streets were named for the first factory, Prest-O-Lite. Polco comes from the factory initials. Auburn, Cord and Ford carry early automobile names.

Later streets were named for prominent town people—Rosner Drive for Bill Rosner and Beeler Avenue for Art Beeler, Speedway's first fire chief and a town board member. St. Christopher's Church was honored with Christopher Lane,

which is about one block from the church.

West of Cunningham Drive will be found Buick, DeSoto, Chrysler, Lincoln and Nash. Eisenhower Drive, Clark Road, MacArthur Lane and Patton Drive, located east of Cunningham, honors World War II Army generals.



In 1912 lots in Speedway City could be purchased for \$10 cash and \$10 per month.



Town Government

The Town of Speedway came into being July 14, 1926 by a petition to the Marion County Board of Commissioners. The town of 1,251 acres or about 2.5 square miles was governed by a non-partisan, three member Board of Trustees with a population of 507 residents. Later the town grew to 4.2 square miles and a five member Town Council with a population of over 13,000. In 2007, the Council felt the need for more administrative control than could be provided by a part-time Council President so the Council hired a Town Manager.

Originally the community was Speedway City, an entity of Speedway Realty Co. owned by Lem Trotter and race track founder, James A. Allison. This company owned a sewage disposal plant and a drinking water treatment plant, which were later sold to the Town.

As responsibilities for governance grew, the Town Council created a number of boards and committees filled by many volunteer town residents.



Speedway Town Hall, built in 1926, was the first location of the police and fire departments.



Fire Station #1 on Lynhurst

Fire Department

The Speedway Fire Department was founded in 1916 when Mr. Lem Trotter purchased a manual fire hose cart housed at the Prest-O-Lite industrial plant. In 1928 the Prest-O-Lite Corporation bought and converted an old REO truck into the Speedway Fire Department's first motorized piece of fire apparatus.

An official fire house opened in 1942 on the south end of the Speedway Town Hall. Two paid, full-time firefighters were hired in 1943. The new fire station had a dispatch center and a siren to alert the fire department neighborhood volunteer members of a fire run.

In 1963 a free standing fire house was erected just south of the original station. The new building had space for the larger ladder trucks and administrative offices.

A fully staffed, paid professional Speedway Fire Department was established in 1971 with up-to-date equipment and vehicles. A second fire station was dedicated in 1972 on West 25th



Town Services

Street. Today the department serves a community with several large apartment complexes and industrial plants.

The present staff of 35 firefighters answers over 3,000 runs a year. Three main pieces of fire fighting apparatus are Engine 202, Aerial Ladder Truck 201 and Rescue Squad 201. Smaller force response equipment includes specially outfitted ATVs and mountain bicycles. These are very useful during race events. Community fundraising support provided a training trailer to educate students and citizens on fire safety.

Police Department

The first police department was established at the time the Town of Speedway was incorporated in 1926. An appointed Town Marshall was responsible for cleaning the streets, manning the fire department, and other miscellaneous tasks, in addition to policing the Town. In 1969, the Town Marshall system became the Speedway Metropolitan Police Department. Three years later the current Speedway Police Headquarters was dedicated. Located in the building is an IDACS (Indiana Data and Communications System) Terminal, as well as records division, shooting range, and photography laboratory.



The 1969 Police Headquarters

In 1974, Speedway began utilizing the Indiana Law Enforcement Academy for training its police officers. Since that time all Speedway officers have met the required graduation qualification to become a full-time officer.

New police divisions created in 1990 were Narcotics unit, SWAT Team, D.A.R.E. Program, K-9 Program, Motorcycle Unit, and Bicycle Patrol Unit. The department's current demographic are 34 full-time police officers, 13 civilians and 15 reserve officers.

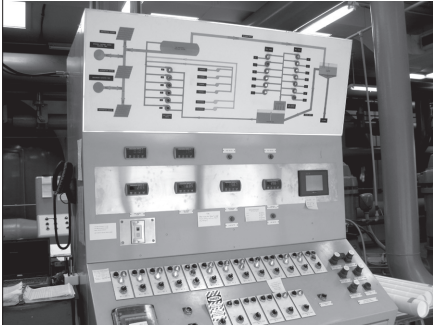
Water Works

The Speedway Water Works started in 1929 with one well and no water treatment beyond the addition of chlorine to disinfect bacteria. Currently twelve wells and surface water drawn from the Big Eagle Creek supply water for the town. Water from all sources is treated at one of two treatment plants. The process is monitored and tested around the clock.

The town's water needs are handled by two elevated storage tanks, one ground storage tank, about 60 miles of water mains, over 4,300 service connections, and just over 450 fire hydrants.



Town Services, cont.



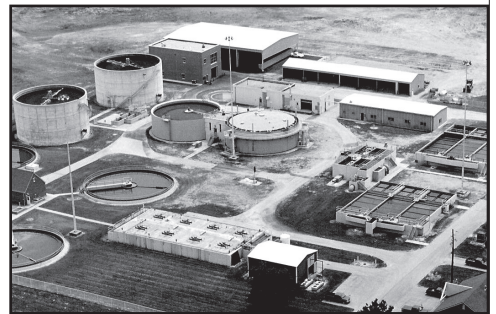
Control console at Speedway Water Works

Upgrades to the treatment of water from the Big Eagle Creek are set for completion in 2012 and 2013. The chlorine disinfection system will be replaced with UV reactors to disinfect for pathogens. The chlorine injection point moved, although chlorine will still be added to the water prior to being pumped to the town. The draw point for the surface water relocated further upstream. New higher capacity wells will be drilled to replace one or two of the existing wells.

Waste Water Treatment Plant

The original wastewater plant, built in 1954, cost \$764,000. Its original plant capacity of 4 million gallons per day (MGD) was expanded to 7.5 MGD in 1972 at a cost of \$3.5 million. In addition to increasing plant capacity, secondary treatment was upgraded by replacing the trickling filters with a state of the art, innovative pure oxygen activated sludge system (UNOX). Speedway was the second municipality in the United States to install this kind of process. The processed waste water goes into Eagle Creek.

Additional plant upgrades were completed in 1992 and 2002. Two upgrade projects were undertaken in 2012. Changes at the treatment plant include overhauling the UNOX infrastructure and equipment, installing a new ultraviolet (UV) disinfection system, replacing concrete tanks, and building a 1.2 million gallon storage tank. The storage tank, part of the Town's long term control plan, is designed to handle a 10-year, one-hour storm event and reduce or eliminate combined sewer overflows into Eagle Creek.



An aerial view of the Waste Water plant.

Speedway Street Department

Perhaps the best known stretch of roadway, a two-and-a-half mile oval at the Indianapolis Motor Speedway, is not managed by the Speedway Street Department. The department does oversee the maintenance, construction, and condition of 54 miles of roadway and about 84



Town Services, cont.

miles of underground pipe. Over time, the assignments of the Street Department have expanded to cover a variety of functions, but care and maintenance of the Town's roads, streets and alleys is foremost a priority. The other important function of the Street Department is construction, maintenance and care of the Town's storm water and sanitary sewer lines. All underground utility repair and new construction is done under their direction.

Speedway Parks Department

The Town's parks came into existence in the late 1930s when the Town purchased land for the creation of John Leonard Park in the vicinity of 15th and Lynhurst. Since that time, the Parks Department has grown to include Meadowood Park and a variety of summer activities and programs.

In 2010, the Parks Department celebrated the completion of a \$2 million renovation of the parks, including new play ground equipment, enhanced walking paths, upgraded baseball facilities, a new shelter house and restrooms and related amenities.



Children enjoy the new play equipment in the Speedway Parks.

Another step in the development and progression of our parks was realized in January 2012, with the hiring of a full-time staff member to oversee year-round programming and activities. The position is a joint partnership between the Town and the Speedway Schools to create a virtual community center by using both park and school facilities for programming and activities.



Town of Speedway Incorporated: 1926

Population
2010 Census = 11,812
Size= 4.2 Sq. Miles



Historic District

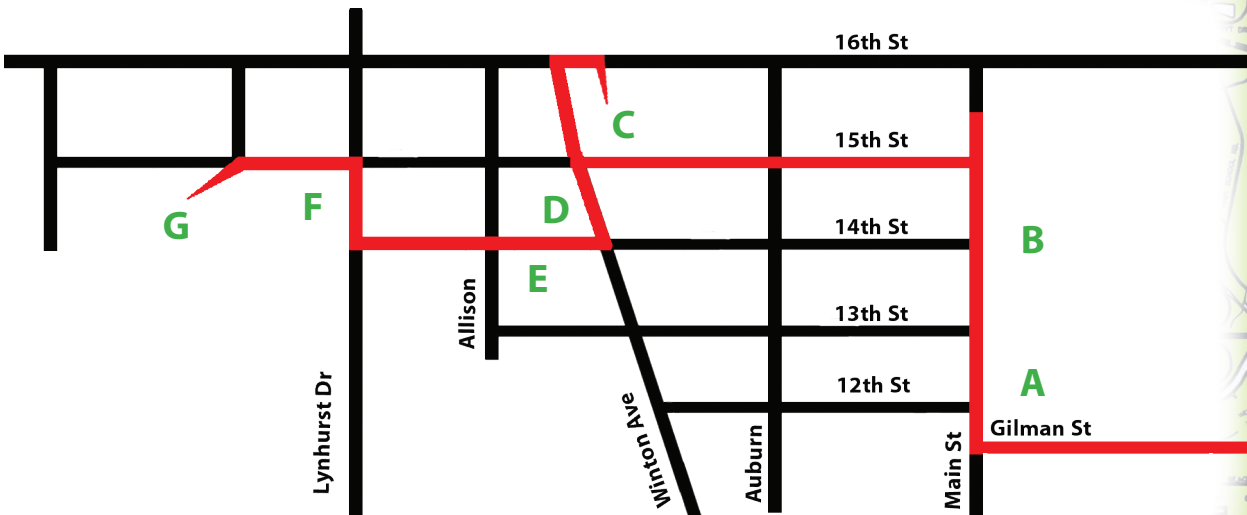
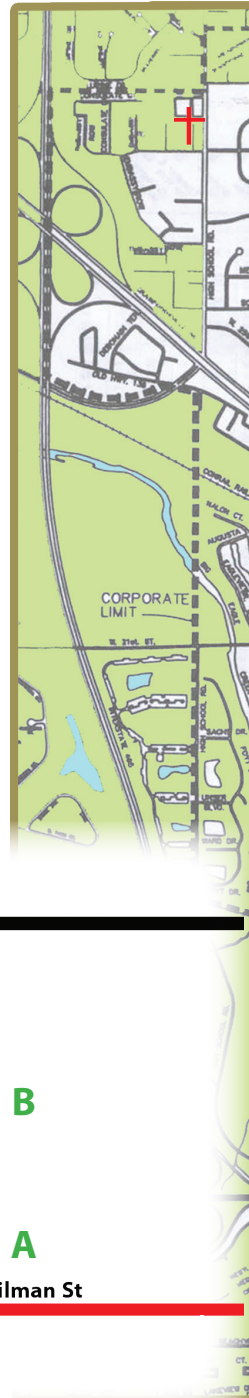
Walking Tour

Tour Route

- A.** Dallara Building
- B.** Main Street history
- C.** Speedway United Methodist
- D.** Speedway Christian Church
- E.** Fisher Elem. & Speedway Junior High
- F.** Police, Fire Station #1 and Town Hall
- G.** Leonard Park

Points of Interest

- Churches
- 1.** Wheeler Elementary
- 2.** Meadowood Park
- 3.** Speedway Library
- 4.** Fire Station #2
- 5.** Speedway High School
- 6.** Allison Elementary
- 7.** Newby Elementary
- 8.** Indianapolis Motor Speedway
- 9.** Fisher Elem. and Junior High
- 10.** Town Hall, Police and Fire Stations



Schools

A School Just for Speedway

When the School Town of Speedway was created in 1928, the board acquired the land and 1918 school from the Wayne Township Schools. To accommodate the growing student population and offer high school classes, the building at Winton and 14th Streets was enlarged.

The first class graduated from Speedway High School in 1938. Known as a small, urban, independent, thriving neighborhood school system, the student body continues to demonstrate exceptional achievement on multiple measures at all levels.

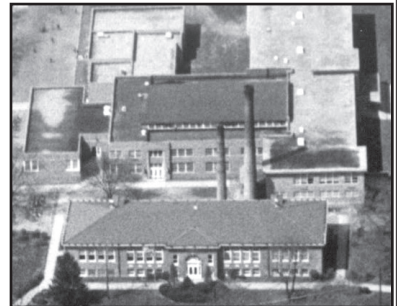
Professional teachers work with small classes (the smallest in Marion County) at each of the four elementary schools—Fisher, Newby, Allison and Wheeler. The students can walk to their neighborhood elementary school. Individual instruction and attention continue into junior high and high school. The schools have consistently been award winners on state and national levels. Speedway is the only school system in Indiana to have 100% of its schools to receive an “A” grade by the Indiana Department of Education for the 2010-11 school year.

Excellence in Education

From free entrance into full day kindergarten to an exceptional program of Advanced College placement courses, Speedway students are achieving at extraordinary levels because of their hard work. The Speedway High School class of 2011 graduated over 97% of its membership. The average 2012 graduate will have earned around seven college level credits prior to graduation.

The 72% of total school budget average classroom funding, far exceeds both state and federal standards and is achieved with the second lowest property tax rate in Marion County. In 2010 the school corporation asked the community to raise their property taxes to support its independent school system and over 86% of the community supported this endeavor.

The Speedway school corporation strives to maintain, contribute to, and enhance the Town’s identity as a wonderful place to live and learn.



The 1918 Fisher School is in the foreground. The junior/senior high building is in the background. The 1918 building was demolished in 1990.



Motegi, Japan

Sister Cities



Two towns, thousands of miles apart, became friendship towns because each has a track for IndyCar races. Exchange of visits between town officials in Motegi, Japan and Speedway, Indiana has taken place during the past ten years. Soon Motegi and Speedway will become Sister Cities.

Students from each community participate in exchange programs. Biennially about 14 middle school students from Motegi come to Speedway. They spend a week living with families, attending school and learning about the community. The next year Speedway students travel to Japan for the same kind of experience.



Whether in Motegi or Speedway, the students follow a regular school schedule, including lunch.

Speedway Trails

Speedway Trails Association is a non-profit, all volunteer organization working to promote the development of municipal trails in the Town of Speedway.

Speedway Trails Association (STA) is part of the abandoned B&O Rail Trail plan that begins a half mile east of Speedway and goes 65 miles west to Montezuma, Indiana. A Speedway community plan called Speedway Trails 5 Mile Loop has been developed. It begins at Main St. where the Speedway Redevelopment Commission built a bike path and a wide sidewalk. STA has received a Recreational Trail Grant to build the P&E Rail Trail along Crawfordsville Rd, which will be paved by Fall 2012. The Town of Speedway is assisting in getting a 2014 Transportation Enhancement Grant to build the B&O Trail from Main St. to Eagle Creek, 1.4 miles. By the end of 2014, two thirds of the 5 mile loop should be completed.

Initial planning to connect Speedway Trail to the Cultural Trail in Downtown Indianapolis has begun.



Library

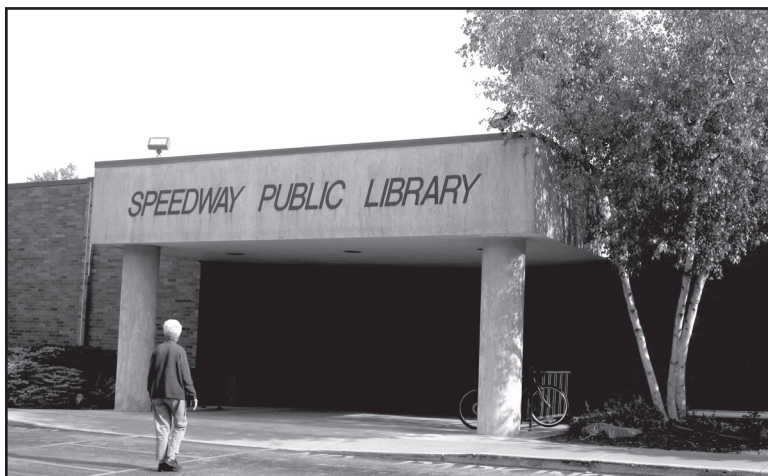
Speedway Public Library

“This library has everything that I would want in a library,” said a new resident of Speedway recently. That’s great to hear because the Speedway Public Library (SPL) strives to be the information center and gathering place for the people of Speedway. Our library is independent of the Indianapolis Marion County library system.

SPL was started by a Speedway wife and mother who wanted her town to have its own library. This type of dedication, independence and hard work is typical of our town leaders. The town rallied around our founder, Mrs. Betty Thompson, to build our library, fought to keep it independent during the United City and County Government (Unigov) era of the 1960s and fought again to prevent consolidation in 2011.

Today our library has over 90,000 items, public internet stations, wireless network, online databases, access to ebooks, and two community rooms for local groups.

Our support group, The Friends of the Speedway Public Library, is constantly working with book sales, day bus trips, and race parking to provide the extras that help make our library special.



Meeting rooms are available to Speedway groups, some regularly hold meetings here.



Churches

The First Two Churches

In 1917, the Christian faith tradition began with a small group in an old schoolhouse. On Saturday, September 18, 1926, one hundred men labored to erect a white wooden building on land donated by Lem Trotter at the corner of 14th Street & Winton Ave. This, the oldest church in town, became the Speedway Christian Church (Disciples of Christ)



The 1926 famous “Built in a Day” Christian Church later was replaced with a limestone structure.

Worshippers welcomed St. Christopher’s Catholic Church in 1937 and Father Lindemann became the official Chaplain of the Indianapolis Motor Speedway. That same year, their Mid-Summer Festival began providing fish sandwiches and homemade desserts on the church lawn. Both celebrated their 75th Anniversary in 2012.

Churches Grow with Community

Many churches began by meeting on Main Street (Speedway Theatre & Union Hall); others at the Town Hall and local bank—Speedway Church of the Nazarene (1944), Speedway United Methodist Church (1947), St. John’s Episcopal Church (1958), St. Luke’s United Church of Christ (1960), Speedway Baptist Church (1960), and Speedway Church of Christ (1980). Open Door Baptist Church recently replaced St. Luke’s UCC.

In 2012, John Knox Presbyterian Church (1962) celebrated their 50th Anniversary and St. Andrews Lutheran Church (1942) celebrated their 70th Anniversary.

Today, churches form an integral part of everyday life in Speedway. The Speedway Ministerial Association provides for shared outreach ministries (e.g. community food pantries). Our most visible institutions spread throughout town helps retain our small-town sense of community. Amidst an urban environment, our churches bind us together, contributing to the great quality of life found here.



The new sanctuary at St. Christopher Church, 2000



Revitalizing Speedway

New Plans for Speedway

The six-member, appointed Speedway Redevelopment Commission (SRC) is governed by the Speedway Town Council. The SRC is addressing blighted industrial areas and aging commercial districts. With close identification to racing and innovation, the commission is encouraging growth in motorsports businesses and advanced technology. Speedway and the State of Indiana are developing incentive packages to attract domestic and international companies and stimulate startup firms.



Main Street as seen in 2012 following revitalization

Speedway is known for its good roads, great schools and superb attitude. Four distinct development districts primed for business growth—the motor sports technology district, the Indianapolis Motor Speedway district, the museum/entertainment/retail district and the town center district—are being planned.

The Main Street road construction project included underground utility replacement, sewer separation, new roadways, sidewalks, bike path, signage and landscaping. Redevelopment of the industrial park and the two commercial districts in Speedway also are SRC projects.

Improved Housing

The Speedway Community Development Corporation (SCDC) is appointed and governed by the Speedway Town Council and the SRC. A private not-for-profit corporation IRS 501(c)3 tax status allows the SCDC to accept private tax deductible donations, and private and public grants. The SCDC sponsors special projects for the town departments, town boards and community youth groups.

SCDC housing rehabilitation programs include the purchase of distressed residential properties to sell as owner occupied houses, assistance to Speedway homeowners with emergency repair needs, and incentives to expand or enhance existing homes.



A CDC Revitalization project on 25th Street



Historic Designation

Historic Designation

The idea of seeking historic designation for the original platted town of Speedway came from one person who lived within the area. Carolyn Runge, along with some 100 people, met to discuss and learn what steps should be taken for securing historic designation.

After interviewing a few companies, the committee turned to Charles Bennett, Speedway junior high social studies teacher. Under his direction the students researched houses, wrote to and met with the owners, identified the style architecture, and took pictures of the house. The students wrote a paper and developed a Power Point presentation based on their research. Then the students shared their Power Point program with the Old Speedway City Neighborhood Association.

Bennett completed the applications with help from Ball State University historic preservation graduate students and the Indiana Department of Natural Resources. The state and national designations were awarded in September 2005.



Students ready to make presentation at OSCNA.



Bennett and Frazier accepted awards at the 2007 NUSA Convention.

Neighborhood of the Year

In 2006 the Indianapolis Neighborhood Resource Center (INRC) created a Cooperative Spirit Award. An award application was completed by the Old Speedway City Neighborhood Association. At the INRC annual meeting, OSCNA was the first winner of the Cooperative Spirit Award.

The next year the INRC submitted the Speedway project to the Neighborhoods USA (NUSA) awards committee in the category of social revitalization. Charles Bennett and Elizabeth Frazier attended the 32nd annual NUSA convention in Baton Rouge, Louisiana where they told the story of the students' work on the historic designation.

At the awards ceremony, OSCNA was announced as winner in the social revitalization category. Competing against other award winners, the Old Speedway Neighborhood Association won the grand prize, the 2007 Neighborhood of the Year. Bennett and Frazier accepted these awards on behalf of the students and neighborhood association.



Community Connections

Service Organizations

Exchange Club
Kiwanis Club of Speedway
500 West Optimist
Speedway Lions Club



Over 21 years, the Speedway Lions Club has sponsored a community Easter Egg hunt.

Web Sites

All Listed are in Speedway, IN 46224

Indianapolis Motor Speedway Ticket Office, 4790 W 16th Street	www.indianapolismotospeedway.com 317-492-6784
Town of Speedway 1450 Lynhurst, Speedway IN 46224	www.townofspeedway.org 317-246-4111
Speedway Redevelopment Commission 1010 Main Street	www.speedwayindiana.com
Speedway Public Schools Superintendent's Office, 5335 W 25th Street	www.speedway.k12.in.us 317-244-0236
Speedway Public Library 5633 W 25th Street	www.speedway.lib.in.us 317-243-8959
Speedway Chamber of Commerce	www.speedwaychamber.com
Old Speedway City Neighborhood Association	www.speedwaycityneighborhood.org



The "Future" is Now

New Construction, Summer 2012, Speedway, Ind.



Fisher Hartman Racing, 1200 block Main Street



Community Westview Health, corner 10th and Main Streets.



Notes

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Tour Sponsors

