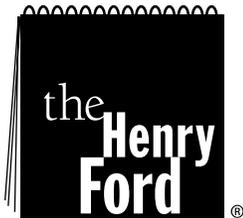
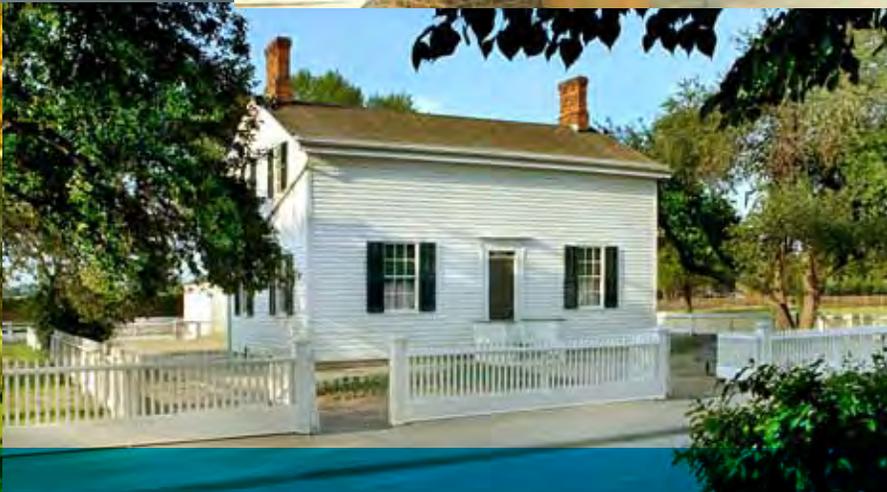
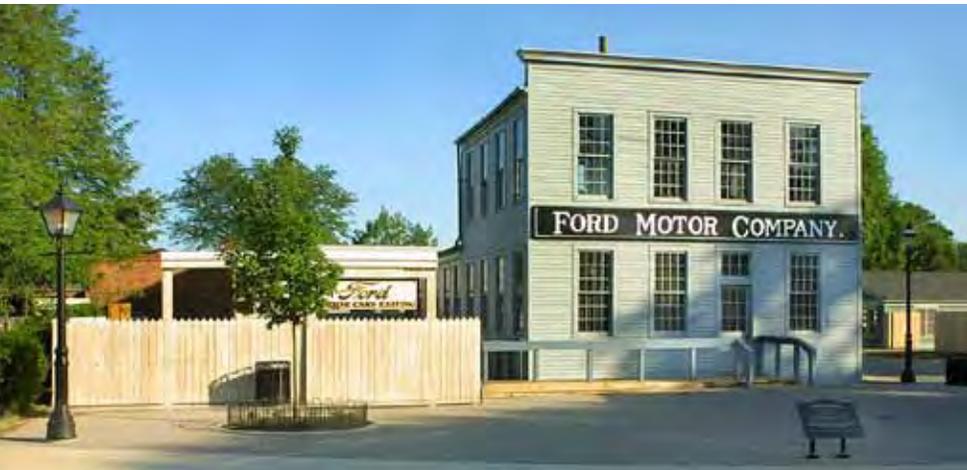


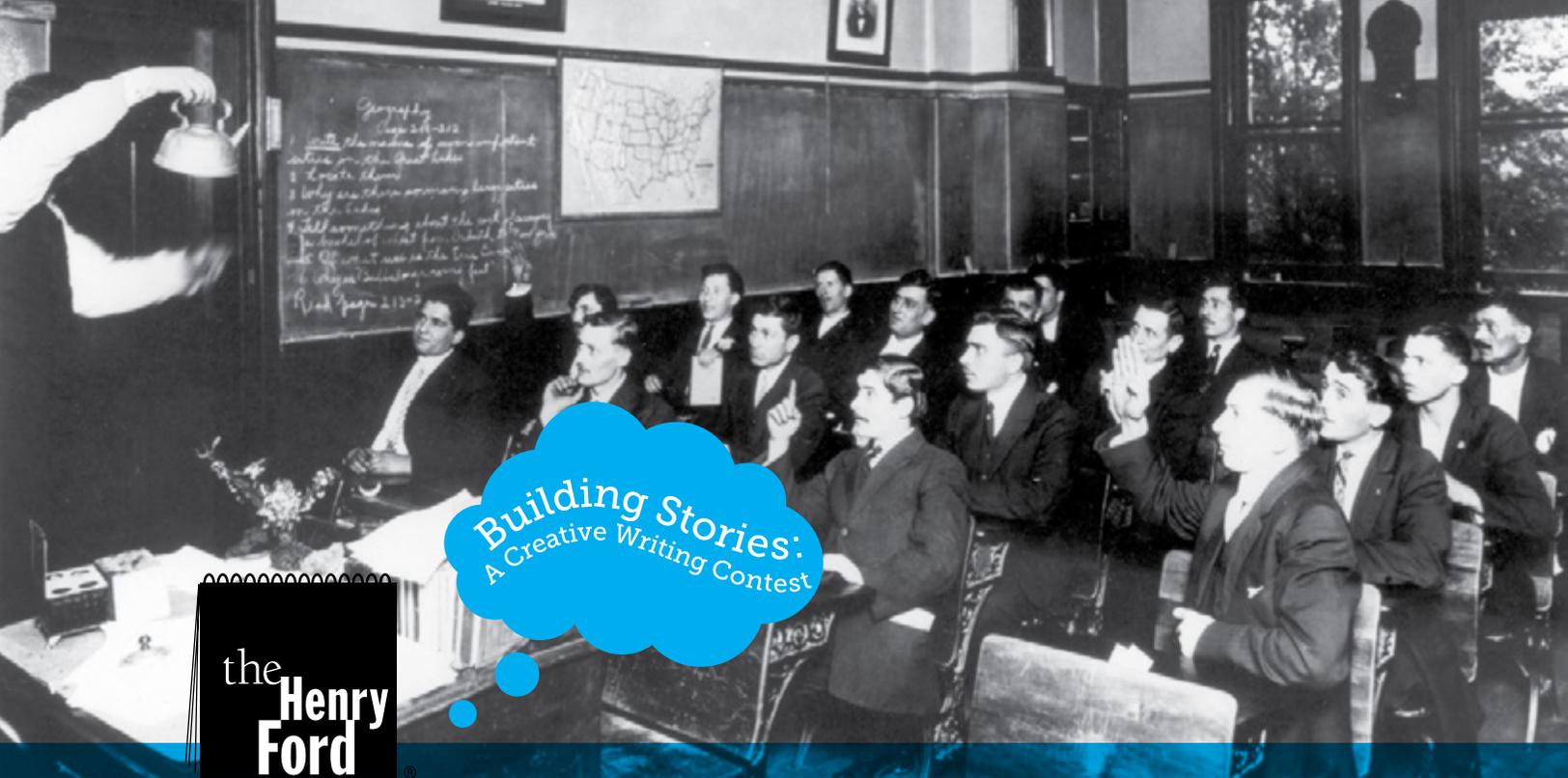


Building Stories:
A Creative Writing Contest



Foundational Materials





**Building Stories:
A Creative Writing Contest**

the
**Henry
Ford**

As you create your story for The Henry Ford's "Building Stories: A Creative Writing Contest," use these Foundational Materials as a starting-off point. You can and should complete additional research. Be sure to cite your sources in your bibliography. Below you will find online sources as well as a guide for visiting Greenfield Village®. Visiting Greenfield Village to view the building(s) is encouraged but not required.

Foundational Materials "expert set" from our online collections website:

<http://collections.thehenryford.org/Collection.aspx?collectionid=5762>

Background information for those able to visit Greenfield Village:

Follow this self guided itinerary to learn about the life and times of Henry Ford.

http://www.thehenryford.org/exhibits/modelt/pdf/ModelHeritageSelfGuidedTour_gv.pdf

Information for research beyond the Foundational Materials:

<http://collections.thehenryford.org/index.aspx>

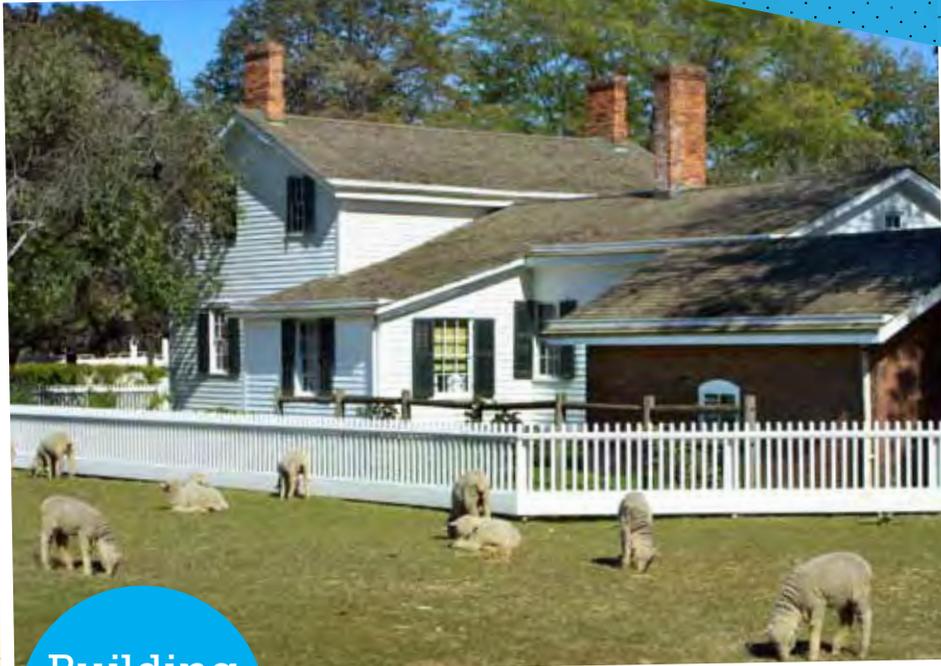
<http://www.oninnovation.com/innovators/detail.aspx?innovator=Ford>

<http://www.thehenryford.org/education/erb/HenryFordAndInnovation.pdf>

All sources in this document are from the collections of The Henry Ford®.

For more information on "Building Stories: A Creative Writing Contest," please visit:

<http://www.thehenryford.org/BuildingStories>



Building
1

Ford Home

Source
1

Ford Home Exterior, Greenfield Village



The first of six children, Henry Ford was born in this farmhouse on July 30, 1863, to William and Mary Ford. Growing up here, Ford demonstrated some of the characteristics that would make him successful, powerful and famous. He organized other boys to build rudimentary water wheels and steam engines. He learned about full size-steam engines by becoming friends with the men who ran them. He taught himself to fix watches and used the watches as textbooks to learn basic machine design. Thus, young Ford demonstrated mechanical ability, a facility for leadership and a preference for learning by trial and error. These characteristics would become the foundation of his career. Ford could have followed in his father's footsteps and become a farmer, but he was much more interested in working with machinery. He left the farm at 16 to work in the growing industries of Detroit. *(From Model T Heritage Self-Guided Tour)*

http://www.thehenryford.org/exhibits/modelt/pdf/ModelTHeritageSelfGuidedTour_gv.pdf

Source
2

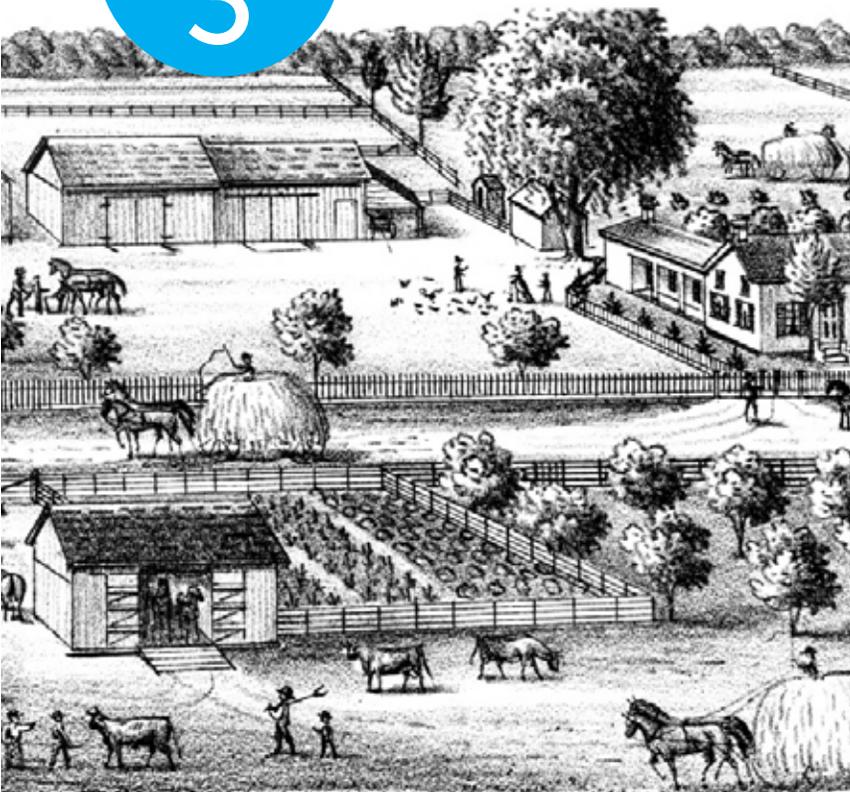
Henry Ford Online Exhibit

An online exhibit featuring information on the life and work of Henry Ford and a history of Ford Motor Company.
<http://www.thehenryford.org/exhibits/hf/default.asp#fmc>



Source 3

Henry Ford Birthplace Brochure



Accession EI 186, Henry Ford Birthplace, Henry Ford Birthplace brochure. Benson Ford Research Center®, The Henry Ford.

“William Ford’s 90-acre farm, like his family and his home, increased in size with the years. Its wooded areas supplied the timber and fuel. An orchard yielded apples, peaches and other fruits. Crops of grain and hay were grown, and horses, sheep and dairy cows were raised. The farm prospered: By 1876, it was considered important enough to be used as an illustration in the Wayne County Atlas published that year.

“Here, during his boyhood, Henry Ford developed traits that remained with him all his life: love of nature, self-discipline, independence of thought, mechanical genius and a distaste for the drudgery of farming.”

“Here [the Ford Birthplace], he was presented with his first watch; as a result he devised a set of handmade tools and became, by the time he was 15, the accepted watch repairman of the vicinity.”

Ford Home Interior-Kitchen

Source 4

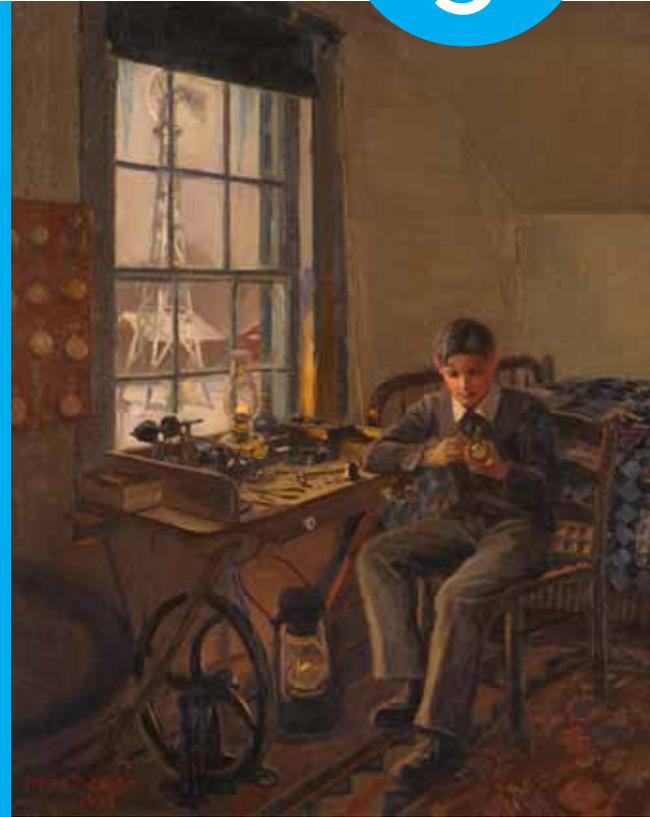
As the Ford family grew, they realized they needed extra space. This kitchen was an addition to the original structure. The kitchen was an important room for Henry Ford’s mother, Mary. She was passionate about keeping things in order and caring for her family. The boys in the Ford family, including Henry, had to keep the kitchen woodbox filled with kindling they chopped for the stove.



**"Young Henry Ford, Circa 1876, Repairing Watches,"
Painted by Irving R. Bacon, 1935**

Source
5

Henry Ford had his favorite artist, Irving Bacon, paint several scenes Henry remembered from his childhood. This painting depicts a young Henry working on watches at a small bench set up in his bedroom.



Source
6

Aerial View of Henry Ford Home in Original Location



Aerial view of the Ford homestead, original site, Dearborn, Michigan, 1931.

Building

2



Scotch Settlement School

Source

1

Scotch Settlement School Exterior, Greenfield Village



Henry Ford attended this one-room schoolhouse from ages 7 to 10. The purpose of education was not just intellectual growth but also moral training. Students were taught the basics of reading, penmanship, arithmetic, spelling, geography, history, music and art, as well as Christian morals and the value of hard work. Because of Ford's fondness for his teacher John Chapman, he brought Chapman's house to Greenfield Village. This school, originally built in 1861 in Dearborn Township, was the first classroom of the Greenfield Village school system Henry Ford started in 1929.

Scotch Settlement School Interior

Source

2

"The school was a one-room building. I remember that the teacher's desk was on a raised platform at the front of the room. The wood-box in one corner was filled by the larger boys from a supply in the wood-shed. A fresh pail of water was brought in from the well during recess time, and a dipper, used by all, was in the pail. There was a wood blackboard at the back of the teacher's desk and we were called up to the desk to recite and do our arithmetic problems on the blackboard." -Margaret Ford Ruddiman

Accession E1 186, Scotch Settlement School, Scotch Settlement School Reminiscences 1926, 1943, 1954, 1969. Benson Ford Research Center, The Henry Ford.



Source
3

Photograph of an Irving R. Bacon Painting Depicting Scotch Settlement School in Winter, Circa 1870



When Henry Ford was a child, schools were open in the summer and winter because children needed to help on the farm during the spring planting and the fall harvest.

Source
4

Scotch Settlement Reminiscences –Frank L. Stevenson

Frank Stevenson was a frequent visitor to the area and spoke with his grandparents and uncle about life in the Scotch Settlement around the time of Henry Ford.

“The settler’s rifle always had to be handy and ready. Mr. Bear didn’t hesitate to climb a pigpen enclosure and away with a little porker for which he had an especial liking. The whine of the wolves off toward the Rouge was often heard. An occasional peaceful Indian, but not often, was seen, as the Indian was moving further west.”

Accession EI 186, Scotch Settlement School, Scotch Settlement School Reminiscences 1926, 1943, 1954, 1969; p. 6. Benson Ford Research Center, The Henry Ford.

Source
5

Scotch Settlement Reminiscences –Frank L. Stevenson

“For entertainment and amusement, they had spelling ‘Bees’ at school, reciting by heart from McGuffey’s readers, storytelling, old country yarns, fiddlers and square dances ... picnics at some favorable grove in the summer time, swimming in the Rouge, a fourth of July visit to Detroit, an excursion [trip] to Lake St. Clair or Lake Erie.”

Accession EI 186, Scotch Settlement School, Scotch Settlement School Reminiscences 1926, 1943, 1954, 1969; p. 6. Benson Ford Research Center, The Henry Ford.

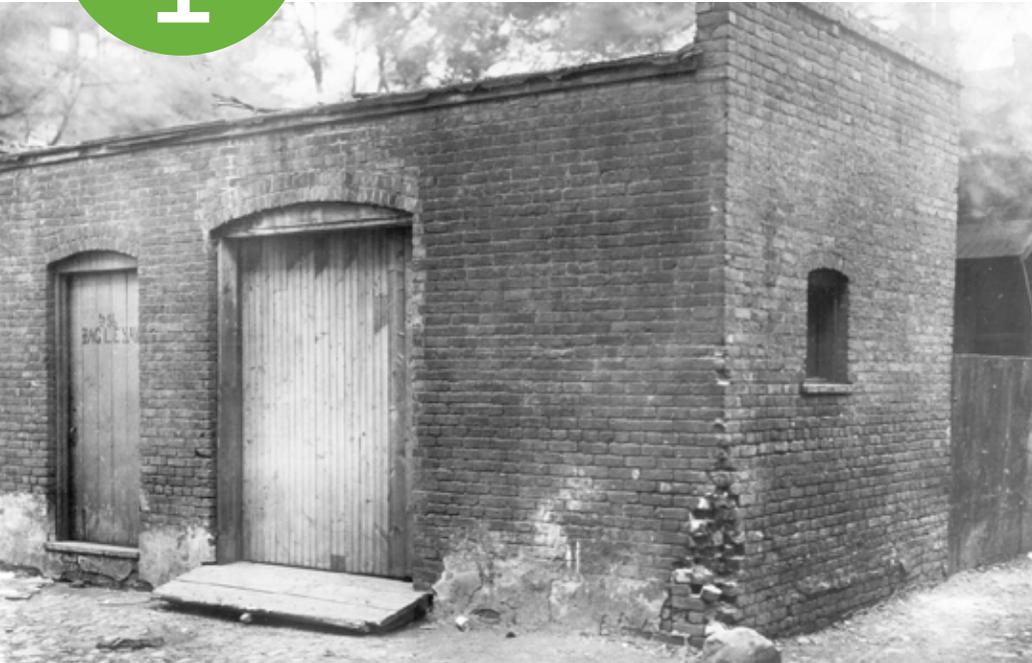
Building
3



Bagley Avenue Workshop

Source
1

Bagley Avenue Workshop, Original Site,
Detroit, Michigan, 1915-1930



58 Bagley Avenue was the home of Henry and Clara Ford from 1893 to 1897, and was the backdrop for one of the turning points in their lives. It was here, in a wood and coal shed behind his home, that Henry Ford built his first car.

Henry Ford With 1896 Quadricycle at Bagley Avenue
Workshop in Greenfield Village, June 16, 1933

Source
2

Henry Ford built his first automobile, the Quadricycle, at his Bagley Avenue Workshop in 1896. This photograph shows Ford and his Quadricycle in front of a re-created workshop at Greenfield Village – Ford’s historical outdoor museum – in Dearborn, Michigan. The image commemorates the 30th anniversary of Ford Motor Company in 1933.

During the years he lived on Bagley Avenue, Henry Ford was an engineer with the Edison Illuminating Company, now the Detroit Edison Company, at their power plant on Washington Avenue. After building the Quadricycle, he realized it would not fit through the door of the workshop, so he knocked out some bricks to make the opening a little wider.



Source
3

Bagley Avenue Shop Interior

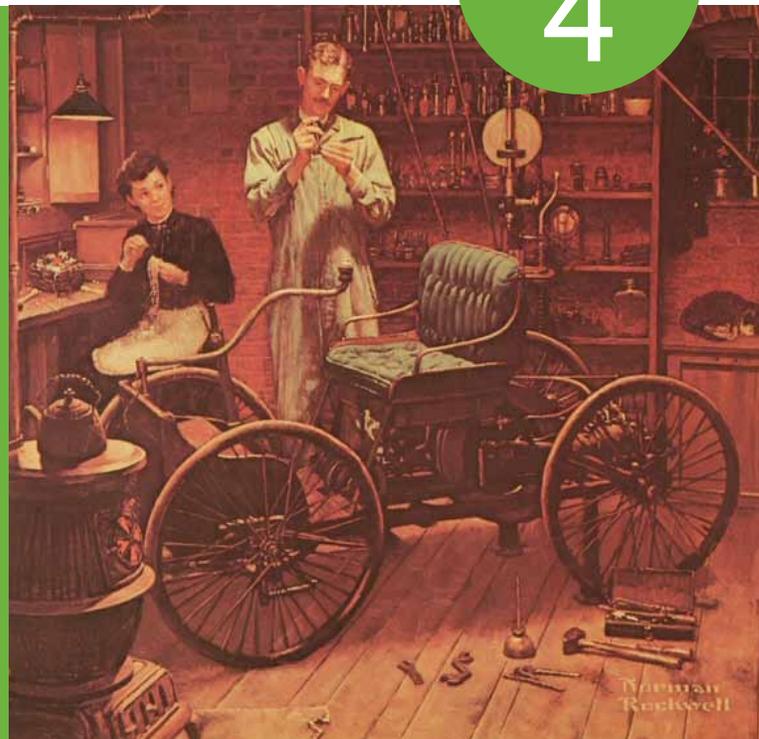


This image shows the replica of the interior of the “little brick shed” at Greenfield Village in Dearborn, Michigan. The shed once sat on Bagley Avenue in Detroit, where Henry Ford began his first automobile.

Norman Rockwell Print of Henry Ford in His Bagley Avenue Workshop

Source
4

In this painting, Norman Rockwell gives us an idealized view of Henry Ford building his first automobile in 1896. In a small brick shed behind the Fords’ rented home on Bagley Avenue in Detroit, Henry fine-tunes a part of the car while his wife, Clara, looks on, darning socks. The reality was somewhat different. Henry built the little car with the aid of several friends, and much of the work was done in a shop near Ford’s place of work, an electrical generating station. This is one of a series of eight paintings Ford Motor Company commissioned Rockwell to do in anticipation of the company’s 50th anniversary in 1953.





Building
4

Ford Motor Company

Source

1

Ford Motor Company (Mack Avenue Plant)



Henry Ford's third automobile company, formed in 1903, set up shop in a former wagon factory on Detroit's Mack Avenue.

The Mack Avenue Plant in Greenfield Village is an approximately ¼-scale reproduction of the first Ford Motor Company factory, located at 697 Mack Avenue in Detroit. The original plant was occupied by Ford from 1903 to 1905. The Mack Avenue Plant, a good example of an early automobile

production facility, addresses several significant points about small, turn-of-the-century production shops.

The original plant was used for final assembly only; no parts were made there. Cars were built according to the station assembly technique. Under this technique, each worker stayed at one station and assembled a product, with a small team of men working on one car. This plant ran 12 to 16 hours a day, usually six days a

week, completing about 15 cars each day. Ford produced the Models A, B, and C here until 1905.

Despite adding a full second story in 1903, the company was growing too large for the Mack Avenue Plant. In 1905, the company moved to its new facility at Piquette and Beaubien Streets in Detroit.

Source
2

Ford Motor Company, Mack Avenue, Detroit, Michigan, circa 1904



Ford Motor Company's first factory was this rented frame building on Mack Avenue in Detroit. It was owned by Ford stockholder Albert Strelow. It was originally a one-story building, but the success of the Model A prompted the addition of a second floor by the end of 1903.

Ford Motor Company Employees outside
Mack Avenue Plant, Detroit, Michigan, 1903-1904

Source
3

Ford Motor Company's first plant was a rented former wagon factory on Mack Avenue in Detroit. From 1903 until 1905, workers assembled Ford automobiles from purchased parts, then inspected, tuned and prepared each car for shipping. Using this system of small assembly operation, the men finished an average of 15 automobiles each day.





Additional Resources

Source
1

Ford English School Classroom at Highland Park Plant, 1914-1915



Founded in 1914 to address the language needs of Ford's ever-expanding immigrant labor force, the Ford English School taught students a basic and functional vocabulary of English words to help them integrate into American society.

In addition to English, the school also taught students the requirements needed to pass citizenship tests, including American geography, as seen on the blackboard in the background. Many of these students attended classes before or after their regular shifts.

Melting Pot Ceremony at Ford English School, July 4, 1917

Source
2

Graduates of the Ford English School wearing their native dress descend into a large pot labeled "The American Melting Pot." After going through a virtual smelting process, the immigrant's identity was boiled away, leaving a new citizen to emerge from the pot wearing American clothes and waving American flags.

In an attempt to address the need to integrate growing numbers of foreign workers at Ford's Highland Park Plant, the company established the Ford English School in 1914. The school focused on training immigrants in the English language and providing civics lessons necessary to become U.S. citizens. The Ford English School provided basic citizenship and language training for so many immigrants that the U.S. Naturalization Service counted graduation from the Ford English School as meeting most of the requirements needed to take the citizenship exam.



Crowd of Applicants Outside Highland Park Plant After \$5 Day Announcement, January 1914

Ford workers disliked the new assembly line methods so much that, by late 1913, labor turnover was 380 percent. The company's announcement that it would pay \$5 for an eight-hour day, compared to the previous rate of \$2.34 for a nine-hour day, made many workers willing to submit to the relentless discipline and pace of the line in return for such high wages.



Magneto Assembly Line at Ford Motor Company, Highland Park Plant, 1913

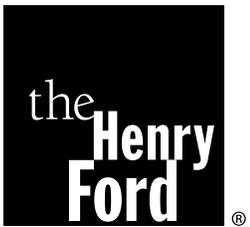


The first Ford assembly line at the Highland Park, Michigan, plant was relatively crude. Here, in 1913, workers put V-shaped magnets on Model T flywheels to make one-half of the flywheel magneto. Each worker installed a few parts and simply shoved the flywheel down the line to the next worker.

Ford's Model T flywheel magneto generated the electricity that ignited the gasoline/air mixture inside the engine's cylinders. At the Highland Park Plant, the coil-manufacturing department employed women for the assembly of magnetos. The workers wound wire around the iron cores and placed the assembled parts into wooden boxes.



Notes:



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