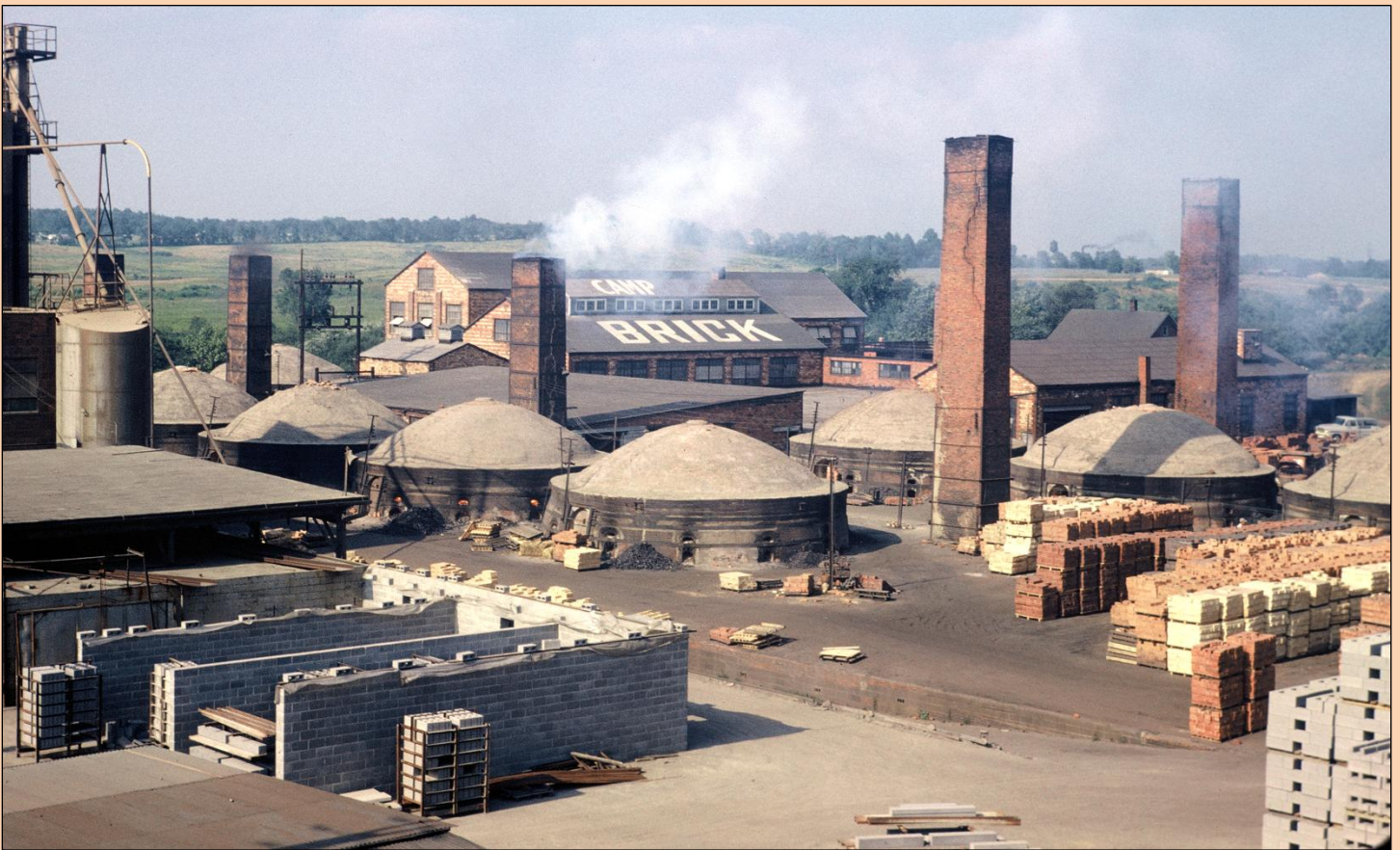


A.C.&Y. H.S.

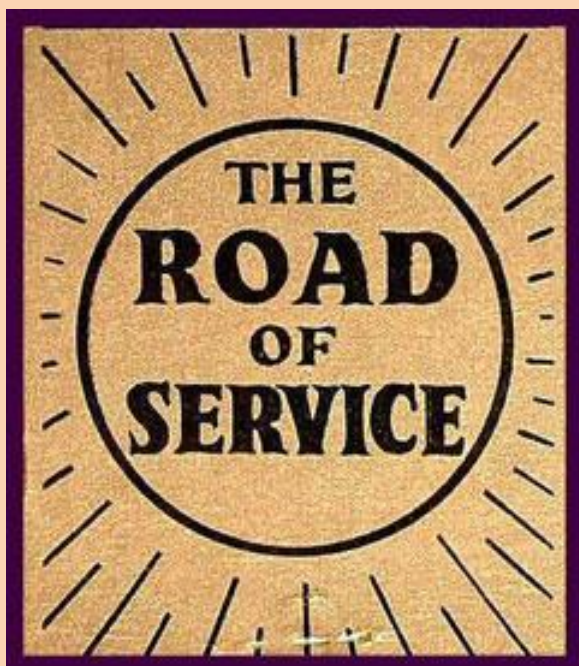
News

Volume XIX Number 2 Fall - Winter 2014

**Brick and Clay Products
on the AC&Y**



Official Publication of the Akron, Canton & Youngstown R.R. Historical Society



<http://www.acyhs.org>

Front cover: Seen here in July 1962, Camp Brothers Brick at Mogadore originated AC&Y's first revenue carload fifty years prior in 1912. The predecessor firm was then Colonial Pressed Brick. AC&Y handled significant brick and clay products from several online shippers. (*Ed Kirstatter*)

In This Issue

Page 2 . . . Editorial / Society Information

Page 3 . . . Brick and Clay Products on AC&Y

Page 7 . . . E. Biglow Tile Works at New London

Page 11 . . . Modeling the Brick and Clay Industry

Webmaster and Digital Publications Editor

Robert Peacock

Publications Editor

Bob Lucas

Recent Contributing Editors

Tom Davidson, Chris Lantz, Steve Holzheimer

A.C.&Y. H.S. News is a noncommercial publication intended to document and interpret the history of the AC&Y and related railroads. This publication is copyright protected. Redistribution or use of this publication other than for educational purposes is prohibited without consent of AC&YHS. Submissions, photographs and information for use in future publications are most welcomed. ISSN #1076-6693

Editorial

From Bob Lucas . . .

The customers of the AC&Y were like a "who's who" of American industry. One of the most fascinating was the mining company that didn't. The history of the Minnesota Mining and Manufacturing Company at Copley, Ohio (better known as 3M), was told in the Winter 2012 issue.

This issue covers an industry central to the AC&Y's early success and Akron's development as a manufacturing center, though few vestiges remain today. The industry was brick and clay products. Among the AC&Y customers in this group were Robinson Clay Products, E. Biglow & Son, Colonial Brick (later Camp Brothers) and American Vitrified Products, whose Barberton works was the largest sewer pipe plant in the world.

Society Archive

From the Archive Committee . . .

As previously reported, in the past year, the bulk of the Societies' collection of photos, financial records, maps, documents, drawings and track diagrams has been placed with the University of Akron Archive. Our collection dovetails with records donated to the University by the AC&Y Railroad when it was still headquartered in Akron.

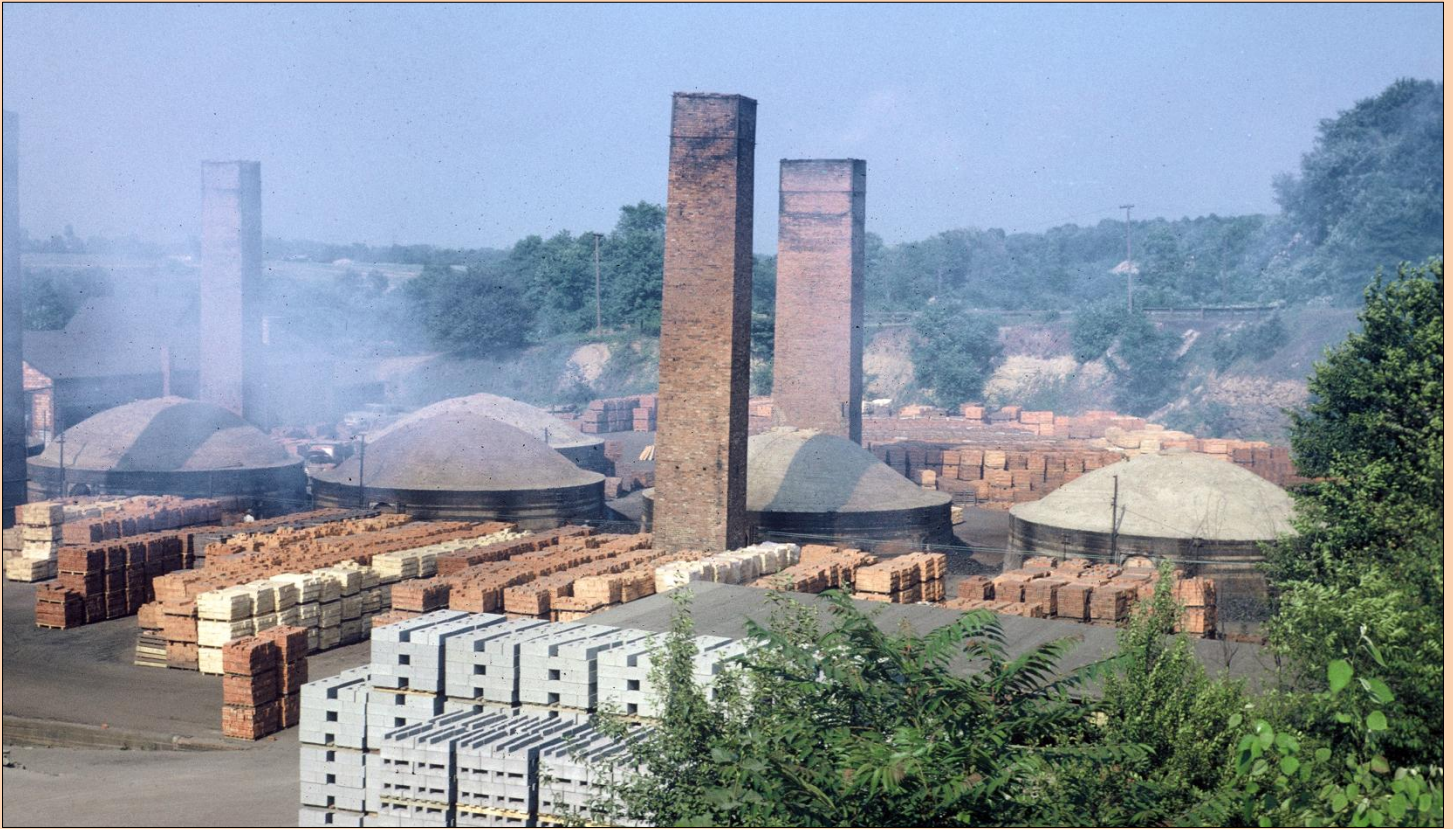
Housed in the former Polsky Building in downtown Akron, the AC&Y collection is now open to the Public. Go to www.uakron.edu/libraries/archives for information. Several meetings have been held to review grant funding to enhance the collection. Meanwhile, the Society has donated initial funds specifically targeted to re-house the collection in new acid free boxes and folders. Much work remains to catalogue and digitize these historic records. We will update the progress via the Society online Forum. Once more, we underscore the importance of archival preservation and appeal to readers to help us locate and secure historically relevant AC&Y and A&BB material for the benefit of present and future generations.

Society Book

From the Publications Editor . . .

Morning Sun Books has announced the release of our long-awaited publication, the culmination of a two year effort by a dedicated team of AC&Y-A&BB enthusiasts. Availability is April 2015. I believe all will be thrilled with the 128-page all-color book featuring many never-seen-before images. The draft was declared "magnificent" with "outstanding layouts" by the publisher. While the Society has dealer privileges, no decision has been made whether books will be sold through the company store. Morning Sun books are held to the highest standards and are distributed through many book dealers. Updates will be posted on the Society online Forum.

Brick and Clay Products on the AC&Y



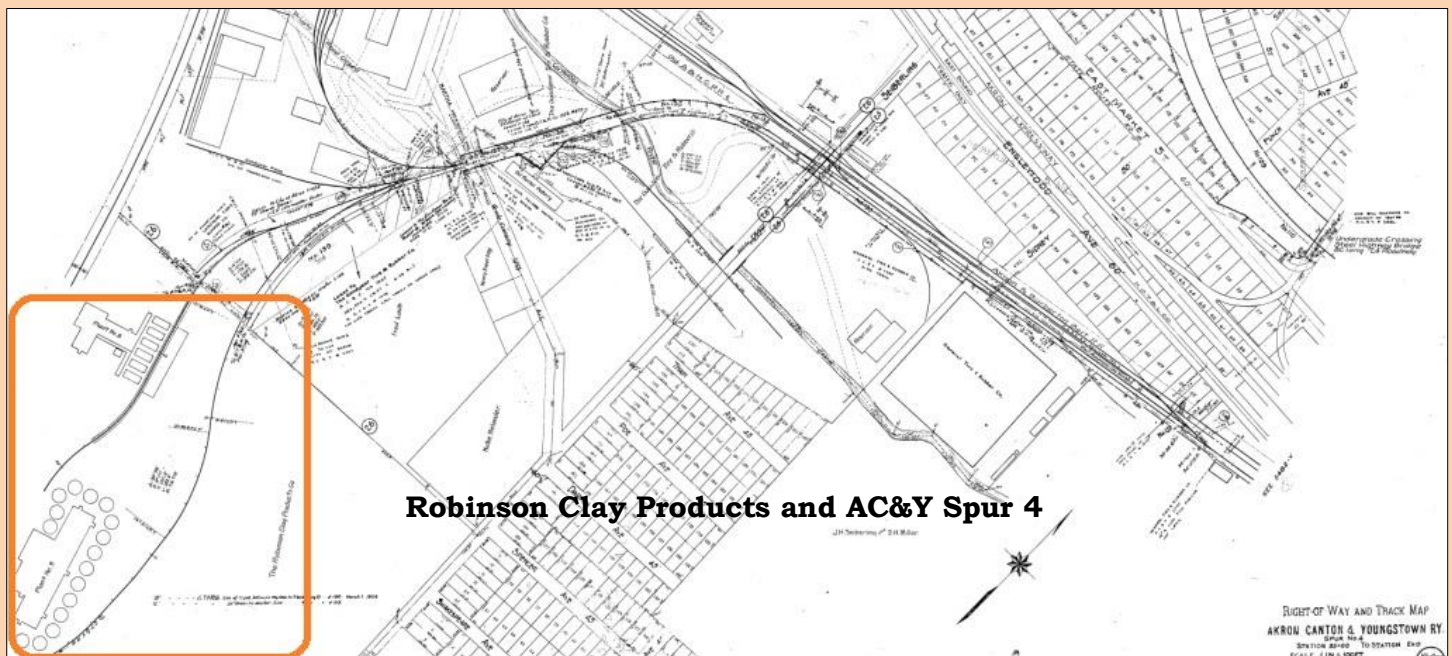
Above: Another view of the Camp Brother's brick works at Mogadore in July 1962 shows finished products and several active brick kilns. The plant originated AC&Y's first revenue carload, a shipment of brick to East Akron, on July 3, 1912. Fueled by either wood, coal, coke, oil or natural gas, the kilns were used to fire (cure) bricks and clay tile. (*Ed Kirstatter*)

Akron is best known as the rubber capital of the world. However, before the great rubber boom of the early 20th Century, other commercial activities gave Akron its prominence. Among these industries were cereal milling, boilers, farm machinery, matches, clay sewer pipe, porcelain stoneware and brick.

Clay working represents one of the oldest North American industries as new colonists to the continent brought their brick making skills from Europe. Akron's clay products industry began in Springfield Township and Middlebury (East Akron) where high quality clay deposits were found about 1850. Two big companies (Hill, Merrill & Co. and Whitmore, Robinson & Co.) along with other smaller firms specialized in production of porcelain stoneware and pottery. As Ohio cities emerged, so did the need for city-wide sanitation. This demand spawned creation of subsidiaries of the two large players in the large scale production of clay sewer pipe.

In 1879, the Robinson Brothers built a sewer pipe plant in Akron (Old Forge). The clay, known as the "Akron shale" (Sharon shale) was mined near the works. Output was said to be 20,000 carloads annually. Hill, Merrill & Co. first made hexagonal water pipe and later clay sewer pipe with bell and spigot joints. By the 1890's, vitrified clay pipe (salt glazing was applied to both interior and exterior surfaces) was the material of choice for sewers up to 30" inside diameter. The Akron Sewer Pipe Co. became the largest provider of glazed vitrified clay pipe in the U.S.

The Eastern Ohio clay beds were most commonly found under or above coal deposits. The Akron area, in particular, was blessed with numerous rich veins of high-quality clays. New applications for clay products evolved. One such use was paving bricks for highway construction, an industry which flourished from the 1880's to the 1930's. The durability of street paving bricks can still be found in many Akron and northeast Ohio neighborhoods.



Above: A circa 1920's image shows the Robinson Clay Products Plant No. 9 in East Akron. The Spur 4 track diagram highlights (in orange) the Robinson Clay plant complex location west of Martha Avenue and south of Goodyear Plant II. AC&Y served this plant and nearby Robinson Plant No. 9 by way of Spur 4. (*AC&Y HS Archive*)

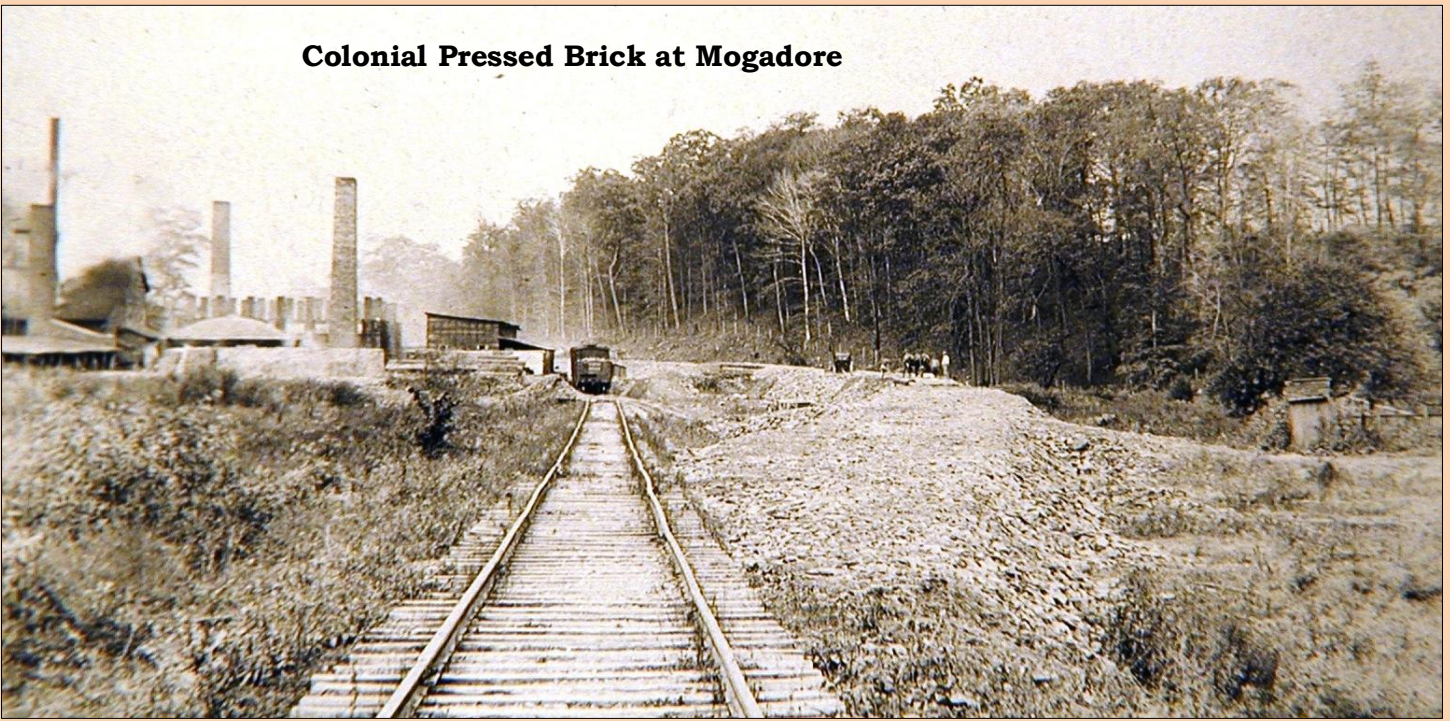
Little is known about AC&Y's relationship with Robinson Clay. It is thought Robinson's East Akron plants preceded the AC&Y by at least two decades. Construction of the AC&Y in 1912-14 was, in part, justified on traffic projections involving Robinson's inbound and outbound shipping patterns. The two East Akron plants were also served by the Cleveland Terminal and Valley (B&O).

Whereas the Robinson Clay Products Akron Forge plant produced stoneware, records indicate the East Akron plants manufactured sewer pipe which likely was shipped by rail. The investment made by AC&Y to construct Spur 4, adding new rail competition, no doubt came with traffic assurances from both Goodyear and Robinson Clay. There was also a clay products firm named Old Market Pottery located where Spur 4 crossed Martha Avenue, for which there is no information.

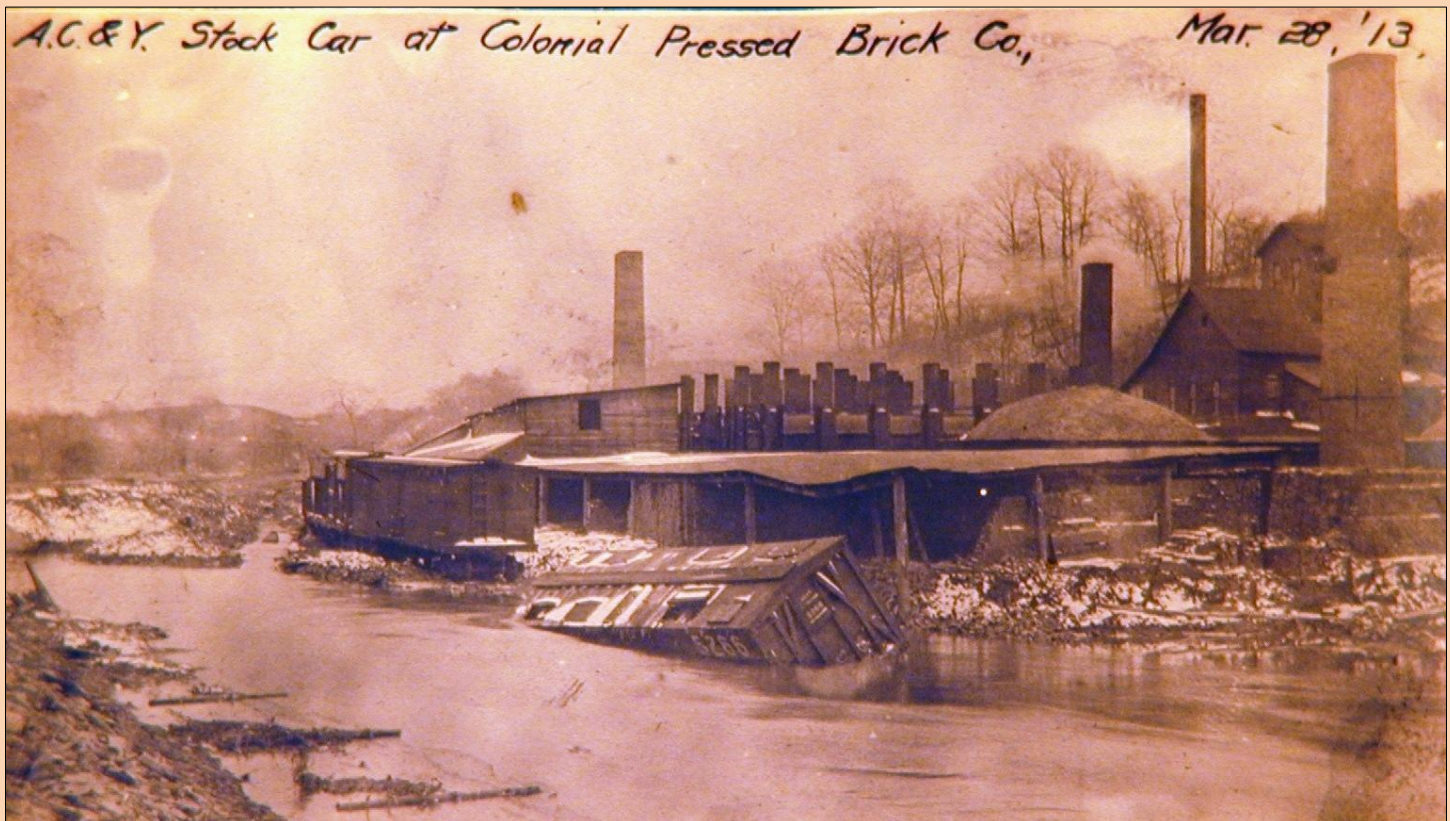


Above: This grainy AC&Y construction image shows ground loading of sewer pipe at an unknown location, likely either Robinson Clay in East Akron or Colonial Brick in Mogadore. Note ramps were utilized allowing sewer pipe to be pulled into boxcars. (*ACYHS Archive*)

Colonial Pressed Brick at Mogadore



Above: This AC&Y construction image shows grading of a new alignment on the industry lead serving Colonial Pressed Brick (nee Camp Brothers) in Mogadore. (*AC&Y HS Archive*)



Above: This interesting image shows Colonial Pressed Brick in late March 1913 just after the great flood of the little Cuyahoga River. Visible is a partially submerged AC&Y stock car, another great mystery. It was common for sewer pipe and clay products to be shipped in stock cars during the off season for livestock loading. While AC&Y had just taken delivery of thirty-five new boxcars (501-535 series), the December 1912 ORER also shows 500 "SM" 36-foot, 25-ton stock cars in the 5000-series. These cars were apparently leased, though records are conflicting. Only 18 stock cars were on the active AC&Y equipment roster in 1917. Where the other "SM" cars went is unknown. (*AC&YHS Archive*)



Above: Photographic proof the 1912 ORER was accurate in recording AC&Y stock cars, this image was taken at Brittain yard just after the little Cuyahoga River overflowed its banks in March 1913. Revenue justification for construction of the AC&Y no doubt included considerable clay products business, thus the need for leased stock cars. (AC&YHS Archive)

A. C. & Y. Ry.
 Opened July 3, 1912.
 First car NYNH&H 80321
 Commodity Brick
 Weight 60,000 lbs.
 From Colonial Brick Co., Mogadore, O.
 To F. I. Young, East Akron, O.
 Rate 40¢ Ton
 Freight \$12.00
 Issued first passenger tariff of one way and fifty-four - fifty and twenty-five trip commutation fares between stations on AC&Y Ry Co. as shown in I.C.C. No Pl. Issued by S. J. Witt, Gen. Frt. and Passenger Agent. Effective on Intrastate Traffic Dec. 1, 1919 and on Interstate Traffic Jan. 1, 1920.
 Issued November 27, 1919.
 Baggage Tariff I.C.C. No. P2.
 Issued Nov. 27, 1919 By S. J. Witt



Above: AC&Y's first revenue carload, NH 80321, was billed on July 3, 1912. (AC&YHS Archive)

Right: Pictured likely are AC&Y Railway officers, perhaps H.B. Stewart, Sr. and/or officials of Colonial Pressed Brick. The photos were likely taken during construction of the AC&Y in 1912. The clay products business was extremely dirty, as manufacturer involved the mining of clay and burning of fossil fuels like coal and coke. (AC&YHS Archive)

E. Biglow & Son Tile Works in New London

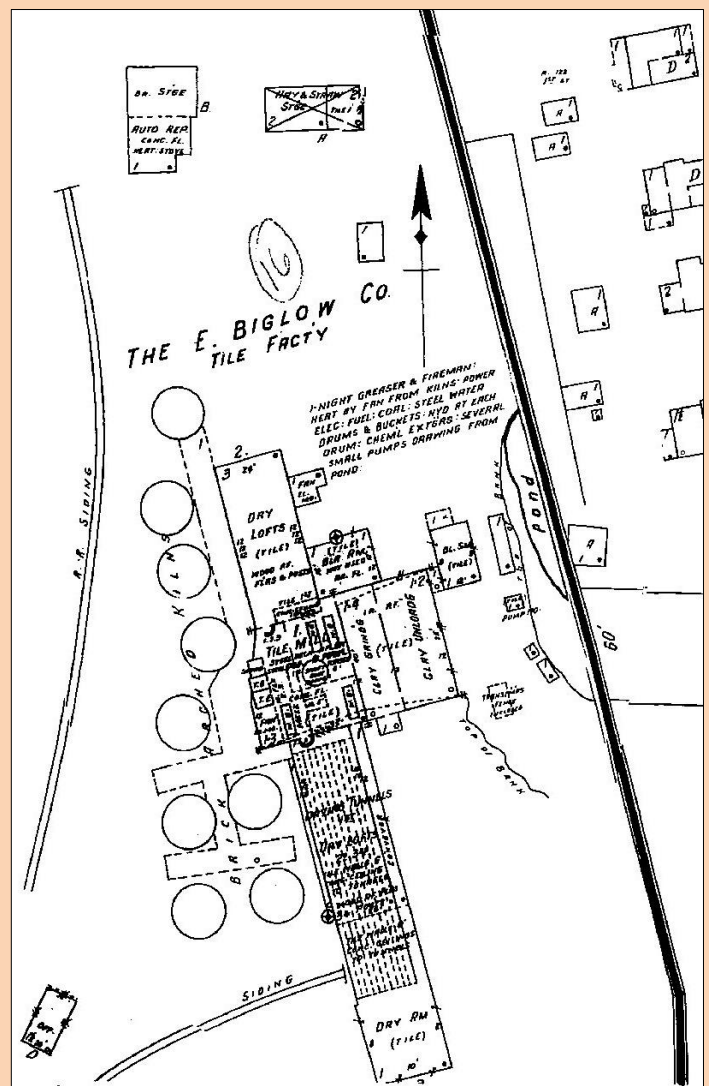


Above: The E. Biglow Tile works at New London, Ohio, served by the AC&Y, circa 1960. (Vaughn Neel Collection)

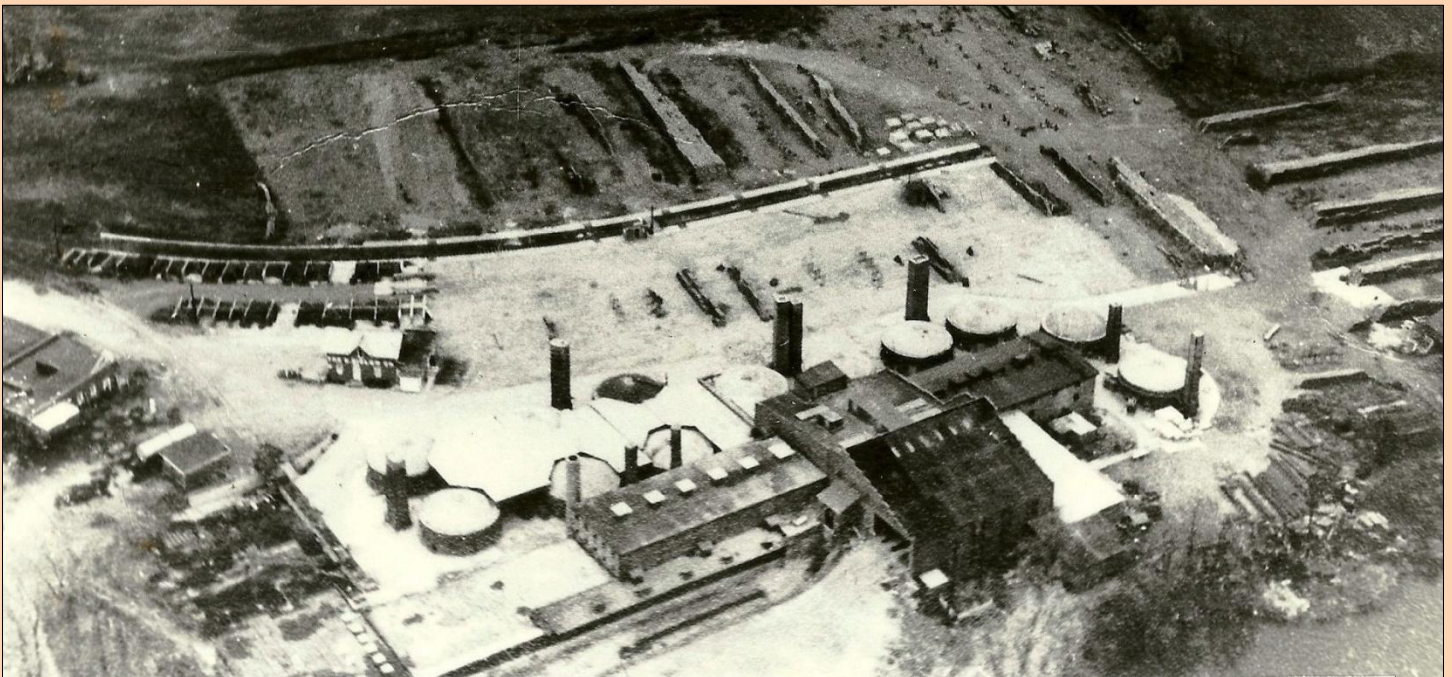
While AC&Y's clay products business was mostly concentrated in greater Akron, a thriving clay tile works plant operated in New London sixty miles west. This firm began in February 1887 under another ownership, but would be locally well-known as E. Biglow & Son. In 1897, Ernest Biglow purchased the struggling clay works and soon added square building tile to his products. In 1900, the New London tile yard sent "chemical tile" as far away as Detroit and New York. Two fine residences were erected on East Main St. which were made with hollow brick tile that the Biglows had introduced. In 1902, a rail siding was laid to the works by the Northern Ohio Railway, AC&Y's predecessor.

In July 1928, the Biglows sold the tile yard, but the name was retained by the new owners. The year 1931 saw the tile works closed for lack of business. It was reopened and by 1933 business had picked up so new equipment was purchased and extra men hired. Clay was mined from nearby pits just west and east of the tile yard. These deposits were depleted in 1938. Shale pits at Hereford were purchased and clay was trucked from that location. During 1944-45 German prisoners from Camp Perry worked at the tile yard. The peak War years saw fifty men employed with nine kilns in operation. Products were shipped to eastern seaboard states including Virginia, Maryland and North Carolina. Natural gas replaced coal in 1951. Ultimately, competing technologies made clay tile obsolete. While the plant had been sold again to new owners, it was closed for good in 1981.

Right: Circa 1930's Sanborn's fire map showing the Biglow Tile general arrangement. (Author's collection)

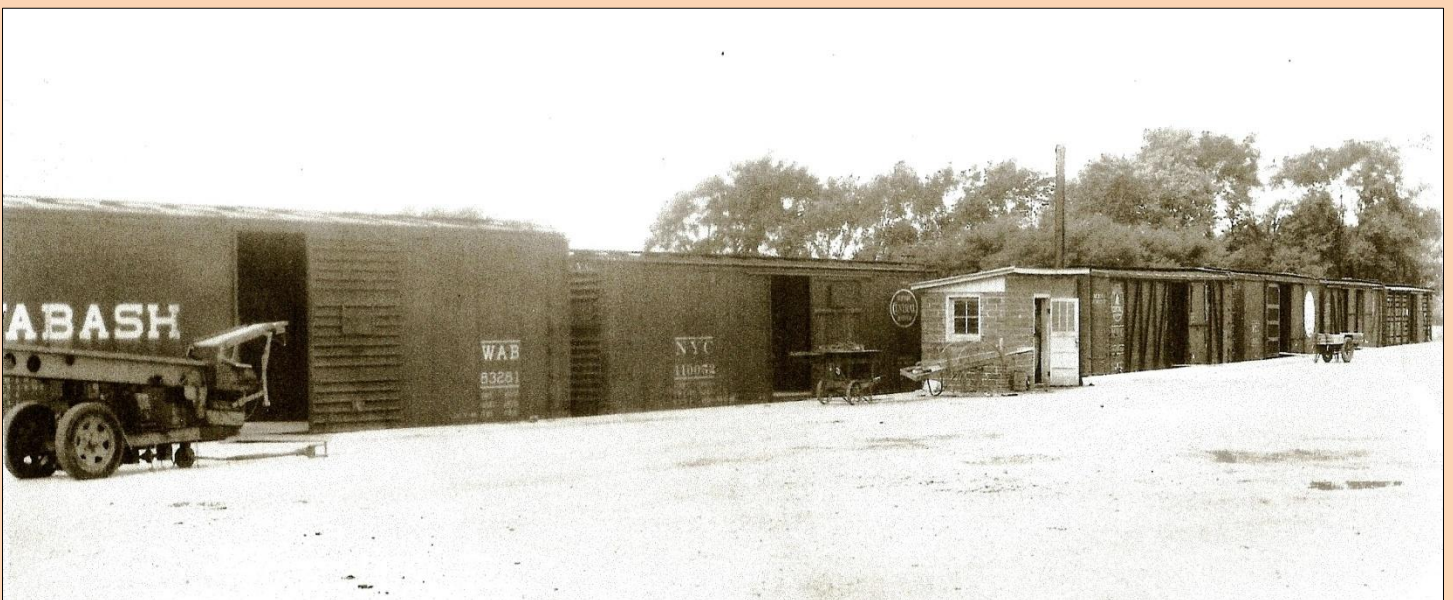
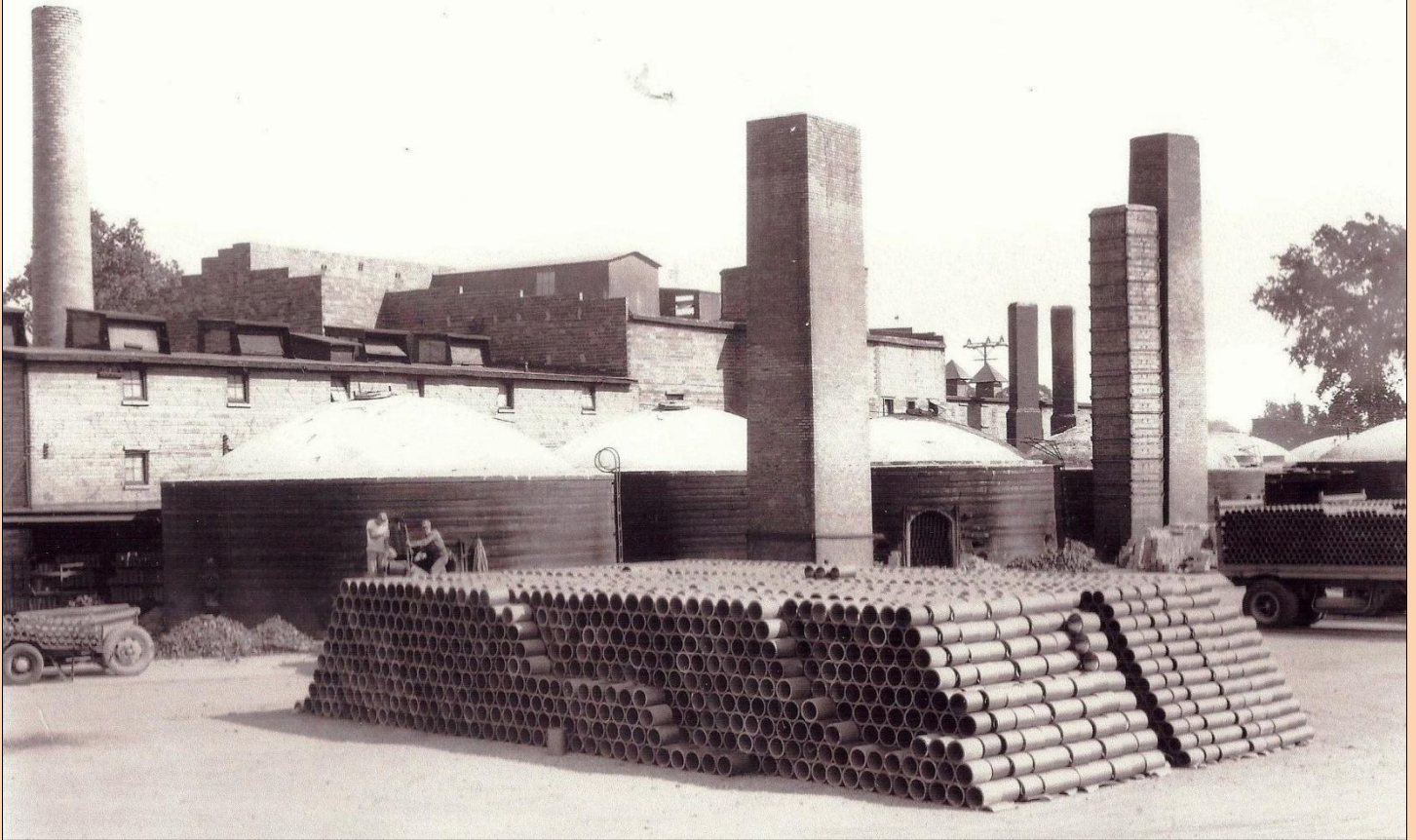


TWO RAILROAD COAL HOPPERS AT THE UNLOADING DOCK AT THE E. BIGLOW CO. IN NEW LONDON, OHIO IN 1950. THE SMALL CART IS FULL OF HOT CINDERS FROM ONE OF THE KILNS.

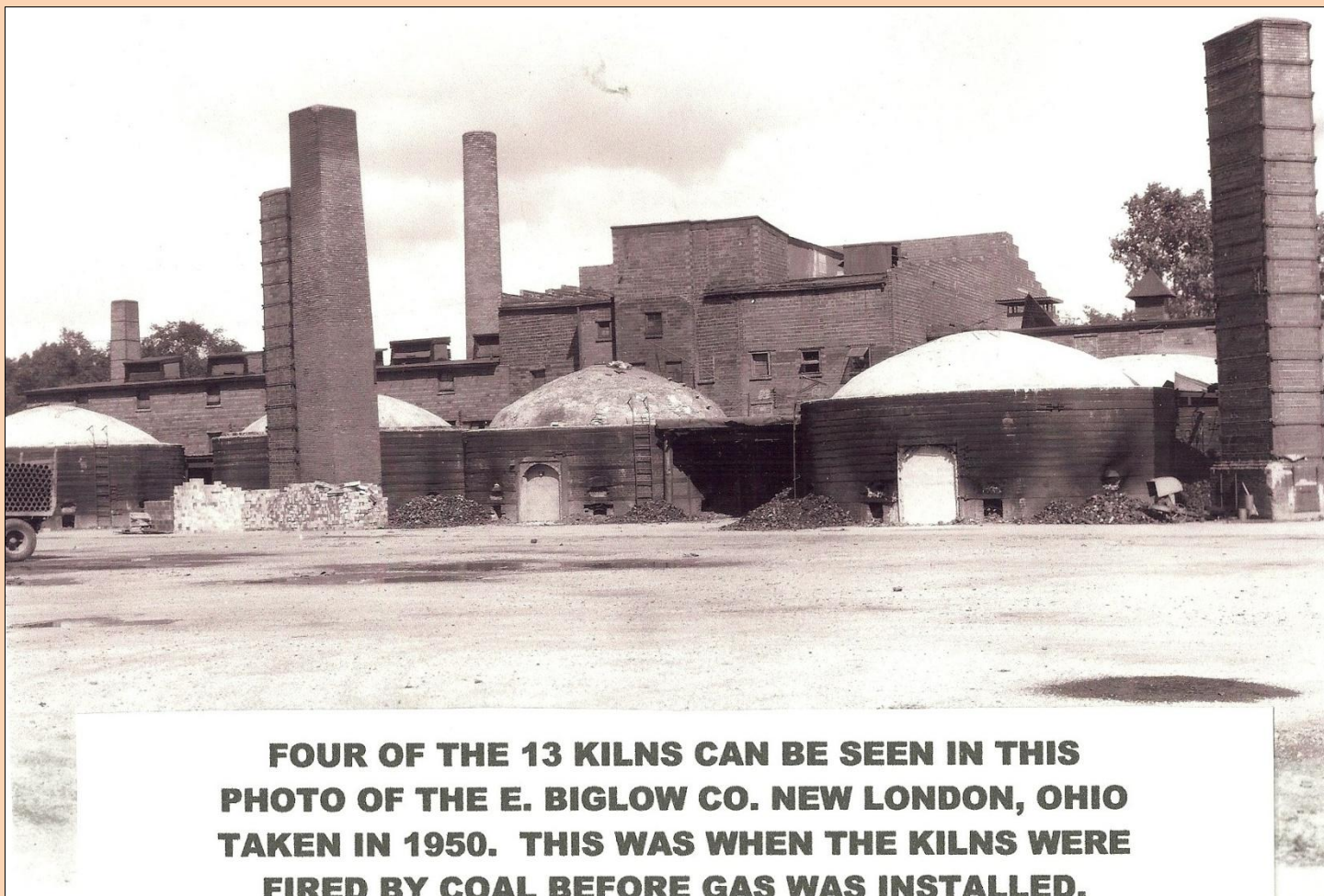


THIS TOM ROOT AERIAL VIEW OF THE E. BIGELOW CO. GIVES YOU THE SIZE OF THE PLANT. MAKERS OF CLAY DRAIN TILE THE "NEW" PLASTIC PIPE SPELLED DOOM FOR THE COMPANY AND IT SHUT DOWN IN 1981. LATER PURCHASED BY RALPH DANISON AS "LONDON TILE", HE MANUFACTURED A FLOOR TILE FOR CONSTRUCTION. THE PLANT IS STILL BEING USED ON A SMALL SCALE BY LONDON TILE.

**TILE THAT HAS JUST BEEN UNLOADED FROM A
KILN READY FOR TRANSPORTATION OR STOARGE.
NOTE THE LOADED TRUCK IN THE BACKGROUND
E.BIGLOW TILE CO. NEW LONDON, OHIO 1950.**



Above: Six empty railcars are spotted on the Biglow Tile loading track in 1950. The equipment includes a stock car and ventilated box car (far right). Dock height loading was preferred for clay products. *(Courtesy Vaughn K. Neel)*



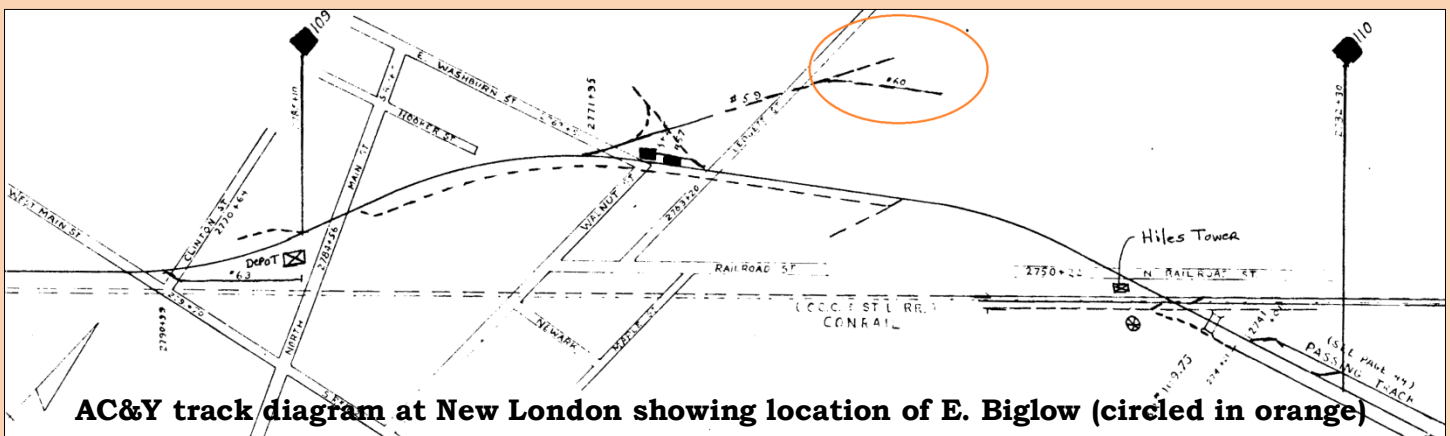
FOUR OF THE 13 KILNS CAN BE SEEN IN THIS PHOTO OF THE E. BIGLOW CO. NEW LONDON, OHIO TAKEN IN 1950. THIS WAS WHEN THE KILNS WERE FIRED BY COAL BEFORE GAS WAS INSTALLED.



Modeling Clay Products



Above: The photos show a condensed version of E. Biglow tile works at New London (Hiles) on the author's layout. There are commercial components available in HO scale to model the clay products industry. (*Author's collection*)





Above: Most firms found loading clay products into railcars was much easier with track height loading docks. The Biglow plant at New London used a depressed industry lead, a feature modeled by the author. (*Author's collection*)

Above: Below are commercially available brick and clay tile products available in HO scale from ModelRailStuff.



Left and Above:

From top to bottom are Walther's catalog numbers: 506-480, 506-650, 933-3520, 506-520 & 506-670

The model backdrop for Biglow Tile was commercially printed to HO scale using the photo file on Page 7. Contact the author for more details.

A single brick kiln was used to create two profile kilns as there was limited depth available to model the industry. Matching the prototype, the loading dock was kit bashed from a Walther's Cornerstone concrete loading dock kit. The castings were once offered by Mr. Plaster and other firms. The tile yard office building was scratch built to match the front elevation of the E. Bigelow Tile office.

Brick and clay products firms are found nationwide, though the largest concentration was in Ohio. If you model the AC&Y, rail shipments, both ownership cars and empty foreign cars, were placed for loading based on destinations. Modeling this industry provides a legitimate reason to operate offline "XM" cars in AC&Y consists.

Early traffic data for AC&Y carloads for clay commodities are not available. There were 1,013 and 903 carloads of sewer pipe and drain tile in 1938-39, though actual volumes are believed much greater as there were 4,808 and 6,405 carloads respectively of unassigned Manufacturer & Misc. traffic in those years, including brick. Surprisingly, robust volumes of sewer pipe and drain tile were handled by the AC&Y in 1955-56 even though steel, cast iron and plastic pipe had eroded the clay products market.

