

Wabash Clay Co.

Veedersburg, Indiana

1901

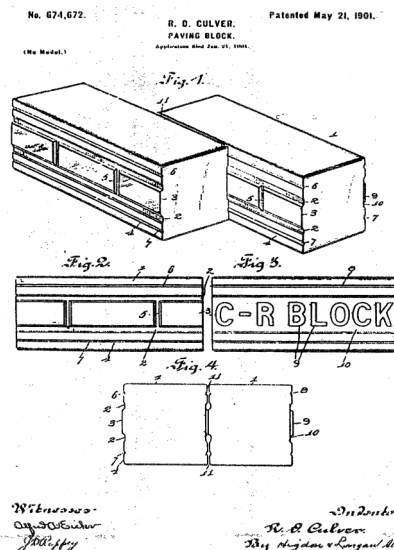


Owner

Reuben D. Culver

May 21, 1901

R.D. Culver receives block patent. These paving blocks were being used on most city streets in those days.



Indianapolis Motor Speedway Corporation

Proposed in 1908



**By Carl Fisher to
James Allison, Arthur Newby,
and Frank Wheeler**



(Henry Ford pictured far left)

First Race Day August 19, 1909



This 3 day race event proved to be a failure when the surface of the track broke up and one driver, two mechanics and two spectators were killed. The founders, in order to prevent future disaster and under the recommendation of the National Brick Paving Manufacturers Association, decided to pave the track with bricks, contracting with the Wabash Clay Company in Veedersburg, IN.

Indianapolis Motor Speedway Corp.

contracts with Wabash Clay Co.

September 14, 1909

for 3,200,000 pavers

Veederburg, Ind. September 14th, 1909.

Indianapolis Motor Speedway Co.,
Indianapolis, Ind.

Gentlemen:

We propose to furnish you sufficient of our Culver Blocks to pave your Speedway course, adjacent to the Big 4 Tracks, west of the city of Indianapolis. According to the estimate of your engineer, Mr. Andrews, about three million, one hundred thousand (3,100,000) blocks will be required for the work.

The price of the blocks is to be Thirteen Dollars (\$13.00) per thousand, f.o.b., cars, your switch, Big 4 tracks.

Terms: Net, 10 days from date of invoice, invoice to be rendered at the end of every week for the consignments of that week.

Should you decide to use what Alley Blocks we have in stock, the price will be Eleven Dollars (\$11.00) per thousand, f.o.b., your switch; terms, same as above.

Under this proposal, we will furnish you from two million to 2,500,000 of the larger size Culver Blocks (one car load of which was shipped you and is being tested on your course), which were shown your Mr. Fisher when he visited our yard on September 12th; the balance will be supplied from our regular size Culver Blocks (slightly narrower), unless you elect to take what Alley Blocks we have - 2 cars of which were shipped you and are being tested on your track.

You are to pay all freights on the blocks and return expense bills promptly to the Wabash Clay Company for credit on your account.

All blocks furnished under this proposal are guaranteed by us to be free from lime in sufficient quantities to cause disintegration, and from cracks or flaws which will cause disintegration from freezing and thawing. *See Addendum*

It is understood that, should you order more blocks than are required to complete your work, the surplus blocks will be your property and you are to pay for them as though used on your Speedway.

It is understood that we are to begin shipments upon your order and continue same at the rate of not exceeding 20 cars per day until the

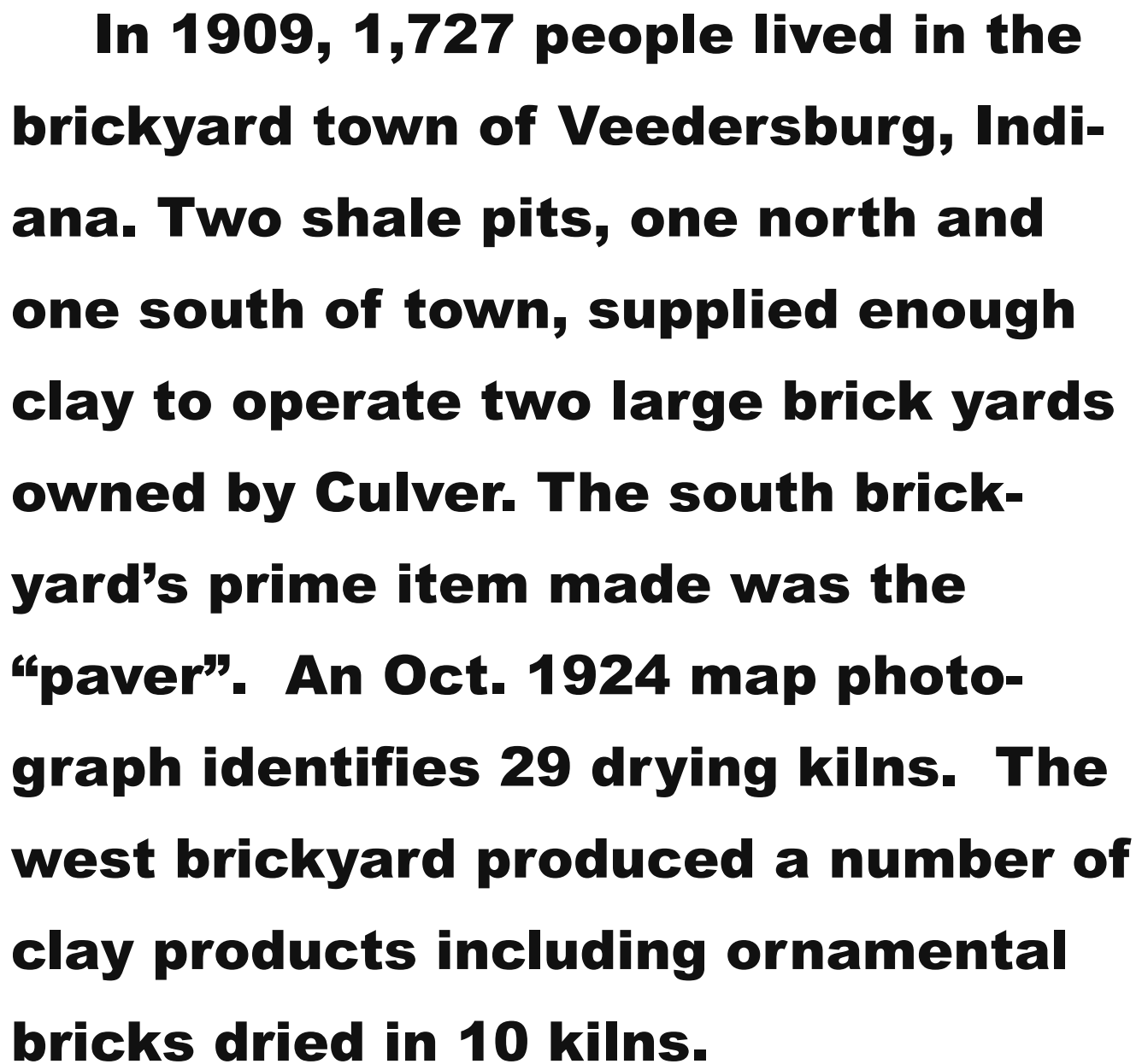
contract is filled. However, it is agreed that we shall not be responsible for delays caused by shortage of cars or other things beyond our power to control.

Upon the following conditions we will allow you a special discount of Fifty Cents (.50c) per thousand on all blocks furnished under this proposal: In all your advertisements, write ups, (where practicable) race announcements and other literature issued prior to January 1st, 1911 on account of The Indianapolis Motor Speedway, you are to state that the Speedway is paved with Culver Blocks, and, when practicable, you are also to state that they were selected by your Management, only after thorough tests had been made of several other materials, and other forms of pavement rigidly inspected. The matter of deciding when and where such statements are practicable we will cheerfully leave entirely in your hands. You are also to grant us permission to erect and maintain on your grounds, at a suitable place, a "board", not to exceed 20' x 50', advertising the fact that the Speedway is paved with Culver Blocks, - the location of the "board" and the advertisement on it to be approved by your president.

One of the chief inducements in making you the unusually low quotations we have in the advertisement our Culver Blocks will receive from being used exclusively in paving your Speedway. The success of the pavement depends largely upon care in its construction; therefore, this proposal is based upon the assumption that at least the same degree of care will be shown in rolling and setting the blocks upon the entire Speedway as was exercised in the experimental section put down last week, under the supervision of Mr. Andrews.

The Wabash Clay Company,
By *R. N. Culver*, Pres't.

Accepted: Indianapolis, Ind.
September 14, 1909
James H. Allison, Sec'y

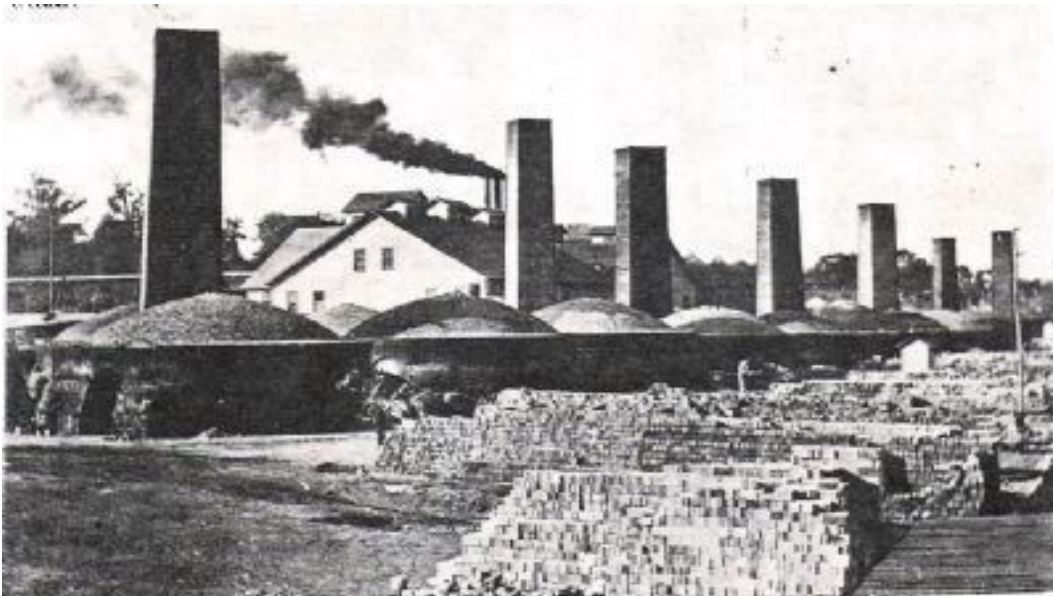


In 1909, 1,727 people lived in the brickyard town of Veedersburg, Indiana. Two shale pits, one north and one south of town, supplied enough clay to operate two large brick yards owned by Culver. The south brickyard's prime item made was the "paver". An Oct. 1924 map photograph identifies 29 drying kilns. The west brickyard produced a number of clay products including ornamental bricks dried in 10 kilns.

In addition to the 500 Mile Track Veedersburg bricks built many places including the Chicago "Loop" and many other streets throughout the United States.

South Brickyard

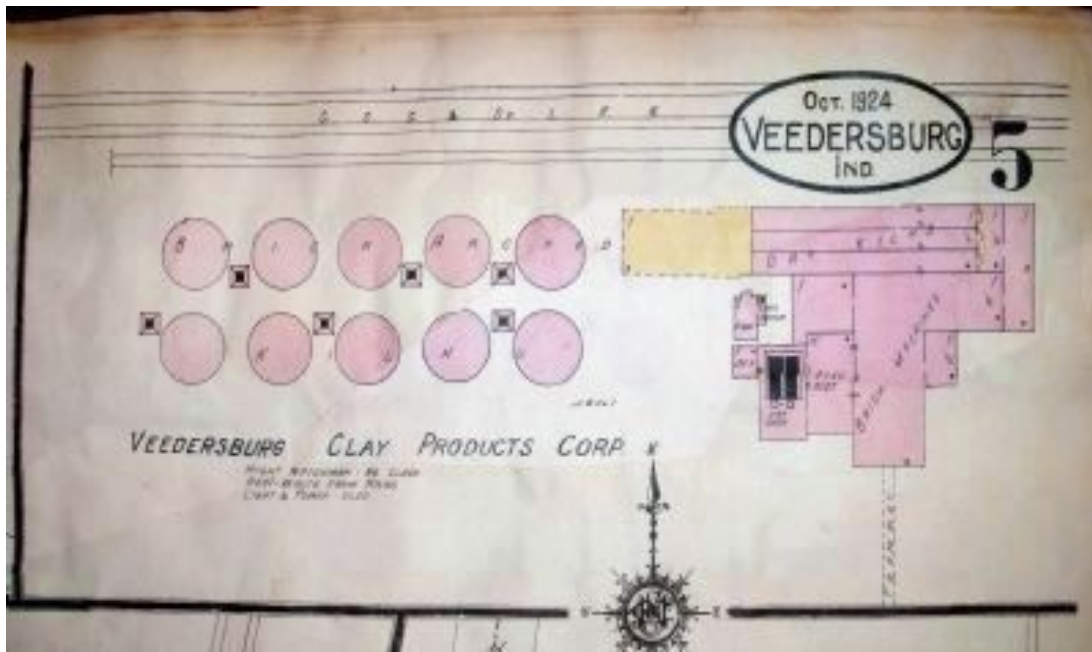
Located on South Mill St.



Sanborne Map Co. - showing 29 drying kilns

West Brickyard

Located on West Second St.



Sanborne Map Co. – showing 10 drying kilns



Pictured in West Brickyard

Could your ancestors be here?

Jesse Meadows, Pearly McMasters, Archie Pugh, Glen Lightle, Jim King, Clarence Keys, Orville Keller, Frank Shirley, Joe Farley, Dan Marsh, Bunk Harmon, Sam Craig, Minor Webb, John Kiger, Homer Johnson, Guy Keller, Bill Keeling, Clifford Craig, Walter McBride, Charles Cook, John Peeveler, Walter Johnson, Floyd Keller, Shorty Pinkerton, Fred Limmerman, Russell Givens, Ross Harper, Roy Smith, Clifford Florey, Clayton Smith, Dave Harper, Roy King, Charley Long, Charles Smith, Bill Craig, Hiram Bailey, Earl Kerr, Ed Dobbs, Roy Bowman, Dan Keller, Loyd Shirley, Granville Lightle, Ed Cambrin, Ode McBride, Dorrie Simmons, Jim Redman, Ed Whitacre, Charles McCormick, John Adkins, Dewey Merril, Ira Keller, Wall Schaefar, Perley Brewer, Roy Wall, Lex Johnson, Cecil Cox, Bruce Bowman, Walter Haas, George Henderson and Bill Drollinger.



Workers averaged
\$1.75 a day.
Burners received
\$2.10 a day.
A work day was
12 hours.

**100 men
working
12 hour
shifts
could
produce
60,000
bricks
a day**

**3,200,000 pavers
were shipped on
500 train carloads by
way of the
Peoria & Eastern
Railway**



Bricks Arrived & Construction Began

Phenomenal speed was displayed in carrying out the job, the record for a nine hour shift being 140,000 bricks! One enthusiastic worker was found to be averaging over 11 tons during his nine hour shift. Efforts such as this resulted in the entire job being completed in only 63 days.



Culver Blocks



Measured

9" long 4" wide 4" deep

Weighed

9 ½ pounds

The Wabash Valley Clay Company provided 90% of the block. Five other area companies were sub-contracted to provide the remaining 10%. There are 15 different faces of block in the track.

Brickyard
to
Brickyard
in
63 Days!





Fun Fact

3,200,000

BLOCK LAID

END TO END

WOULD

REACH

455 MILES!!

FUN Fact

Both Brickyards
blew their
whistles at
5:00 a.m. to
Awaken the
citizens.

Fun Facts

1909 prices:

Stamp 2 cents

Hershey bar 2 cents

Coca-cola 5 cents

Gal. of gas 6 cents

Corn flakes 10 cents

New car \$1,280

New House \$2,650

Fun Fact

\$1.00

In 1909

had the same

purchasing

power as

\$24.41

in 2008

Fun Fact

Pavers sold @
\$13.00 per 100
X

3,200,000

\$416,000

Over \$10 million today

Fun Fact

3,200,000 blocks

could construct a

building the size

of a city block...

64 stories high!!!

Per Chris Webb