

NEWSCOPE

WINTER
1960



President's Corner

The sixth decade of the second half of the twentieth century has closed. We are now entering the seventh decade of this century. Much of the twentieth century thus far has been a period of wars, rumors of wars, economic anxieties, revolutionary discoveries in the realms of science, along with many other uncertainties and changes in the course of civilization. Much anxiety and uncertainty still remains in the minds of thoughtful folk concerning the remainder of the twentieth century.

Our College has been vitally affected by the course of human events. In the fall of 1950 there were 1,159 students enrolled by the close of the decade there were 2,521 enrolled. Of this number there were 405 freshmen in 1950 and in the fall of 1959 there were 923 freshmen.

In 1950 our College conferred 333 degrees, and in 1959 it conferred 516 degrees. The faculty has grown too during the past decade. In 1950 there were 79 members of the faculty. Today there are 120 faculty members.

During the fifties six major buildings have been erected on our campus. Many other factors could be mentioned to illustrate the expansion that has taken place.

The Sixties, a decade of growth, will be the order of the day on this campus. We may expect to see the enrollment of the College reach 6,000 by the close of the decade. Its faculty will pass the 200 mark. Its curriculum will expand to meet the needs and demands of the changing times. Its graduate work will expand to meet the needs and demands of the public schools. Indeed, the decade of the sixties will be one of expansion.

Our slogan during the next ten years will be—the sixties, a decade of expansion. Every faculty member and student, all former students, and the general public will have a vital part in helping to make this decade the greatest in the history of Missouri's oldest teachers college.

The Planning Committee of our College is about ready to make a report that will be a pattern that will guide and direct our thoughts and actions during the next ten years.

WALTER H. RYLE,
President

Cover Picture

Cheer leaders for the 1959-1960 school year.

NEMOSCOPE

NORTHEAST MISSOURI STATE TEACHERS COLLEGE
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THE MILWAUKEE ROAD THROUGH MISSOURI

by

James Hendrex

**Principal High School, Newtown,
Missouri**

EDITOR'S NOTE: This article is based on a thesis submitted by Mr. Hendrex, B.S. in Ed., 1944 and M.A., 1954, in partial fulfillment of the requirements for the M.A. degree in history.

The development of the Missouri railroad system falls into three periods. The first was from 1850 to 1866 when a number of lines were promoted, radiating from St. Louis to the Kansas, Iowa, and Arkansas border, the so-called trunk lines in Missouri. The second was from 1866 to 1875 when two score local lines were developed to connect those areas not on the trans-state trunks with the latter roads. The third period was after 1875 when a handful of large systems appeared to consolidate the trunks of the earliest period with the local lines into a few extensive networks. It was during this third era that the Milwaukee road entered Missouri.

From 1880, the Milwaukee expanded and consolidated steadily. Since increasing numbers of people were flowing into the country west of the Mississippi River, no time was lost in moving out toward new territory. The primary goal of the Milwaukee Road at this time was to reach the cities of Kansas City, Missouri; Fargo, North Dakota; and Omaha, Nebraska. At these points connections could be made with the Union Pacific and other railroads at the Missouri River.

In 1883, the line of the Milwaukee Road was extended from Cedar Rapids, to Ottumwa, Iowa. The building program was stopped entirely at the time of the small panic of 1884, but it revived sufficiently during 1886-1887 to complete the road from Ottumwa to Kansas City.

The matter of extending the Milwaukee Road from Ottumwa, Iowa, to Kansas City, Missouri, a distance of over two hundred miles, was discussed by the board of directors of that company in the early months of 1885. Other roads were racing toward Kansas City because it was rising rapidly as a great distributing center surpassing the rival cities of St. Joseph and Independence in Missouri, and Leavenworth, Kansas.

In order to tap the trade of the great southwest, and to open up a market for the wheat lands of the west, the board of directors of the Milwaukee Road decided to extend its lines to Kansas City, and to build a bridge across the Missouri River. To provide the necessary funds for this purpose, in addition

to \$20,000 a mile of the Chicago and Pacific Western Division bonds, which were applicable to it, the company resolved to issue \$5,000,000 of bonds in the nature of income bonds. This was to be done providing that, if requested by the bondholders, it would in 1889, execute a mortgage to secure the same on its railroad from Chicago, via Marion and Ottumwa, Iowa, to Kansas City. Of these bonds \$2,000,000 were to be issued for this extension.

The first surveys of the proposed road were conducted in the fall of 1885. Two routes were considered for the entrance into Missouri. One of these would come from Ottumwa to Corydon, Iowa, and would enter Missouri at Lineville located on the Missouri-Iowa line in the central part of Mercer County. This line would have the advantage of following the Grand River for the next seventy miles on its way to Kansas City. The other route would come from Ottumwa and would enter Missouri a few miles south of Seymour, Iowa, in the western part of Putnam County. This line would then follow the Medicine River for the next forty miles.

When the surveys were being made every town and village, not already served by a railroad, made every effort to secure the line through its vicinity. The following quotation from the *Lone Tree Press* of Seymour, Iowa, April 2, 1886, shows the interest of the people in securing a railroad for their community:

... During the summer and fall of 1885 appeared the first rumors of the Chicago, Milwaukee, and St. Paul Railway Company building an extension from Chicago to Kansas City. The citizens of Seymour were then on the alert. When the first surveys were being made south of Genoa, Iowa, they got busy, public meetings were held at which speeches were made urging the people to put forth every effort to secure the road through Seymour.

C. A. Conger, John Fox, John Jamison, M. A. Houlhouse, and M. W. Thomas, were appointed on a committee to visit the engineers then on the survey near Genoa. At this meeting they secured a promise that the route

should not be located until Seymour had an opportunity to present her claims.

Soon after, Mr. Kimball came to Seymour, looked over the town and depot site, etc. He expressed himself as being pleased with the location. In February, the citizens went to work. Soon they had raised by subscription and donation of land and notes, around \$3,000.00 to furnish the right-of-way and ten acres of land for a depot site.

In an editorial in the *Lineville Tribune* the difficulties and rivalry encountered is evident by the following discussion:

... A party of surveyors are going over this line of the Chicago, Milwaukee and St. Paul Railway Company again, making what they call a "local survey." The party is in the neighborhood of Corydon, Iowa, coming this way, and are doing work very slowly and carefully. Two attempts have been made to find a practicable route via Seymour, but in both instances the surveying parties became bewildered and got lost in the wild fastness of the headwaters of Medicine River. It seems probable therefore that the Lineville route, which the *Seymour Press* called the 'wild goose chase' will yet prove to be the builders rejected stone, and the route most acceptable and altogether lovely. 'Let it come.'

Meanwhile surveys continued to be made and the decision was finally reached that the line of the Milwaukee Road would enter Missouri south of Seymour and proceed along Medicine River direct to Chillicothe, Missouri. Other counties and towns, as well as individual citizens, took the same attitude in their attempts to secure the railroad through their community.

The survey for the Milwaukee line through Livingston County was made in October, 1885. It ran through the county from northeast to southwest by way of Chillicothe, near Dawn, and through the southeastern portion of Caldwell County by way of Polo. Livingston County obtained the road on very liberal terms. The railroad company asked for the right-of-way through the county, with the depot grounds at Chillicothe. However, this was not insisted upon as a condition prerequisite to the location of the road. Work on the surveys through the county began March 1, 1886. A sum of \$18,000.00 was subscribed and a committee was appointed to go over the route surveyed and bargain with landowners for the right-of-way. The citizens of Dawn subscribed a sum of \$2,500.00 to secure the railroad, although their town was more than a mile from the proposed depot. In the western part of Sullivan County, Mr. A. W. Harris granted the Chicago, Milwaukee, and St. Paul Railroad the right-of-way through the choicest of

his land for about four miles, and about forty acres of land upon which to build a depot, switches, and sidetracks.

At Liberty, in Clay County, the same interest was shown in the new railroad. A meeting was held there Saturday, March 6, 1886, to induce the Milwaukee Road to come to Liberty. At this meeting the town of Liberty agreed to subscribe \$19,000.00 to get the railroad to come through their town. They also agreed to work for Randolph Bluffs as the place for the railroad to cross the Missouri River. Congressman William Warner had already obtained the passage of a bill through Congress granting the Milwaukee Road a charter for building a bridge across the Missouri River. By April 23, 1886, approximately \$8,000.00 had been raised in subscriptions from \$25.00 to \$500.00 each.

Work progressed rapidly and the entire line was surveyed during the fall and winter of 1885-1886 from the Missouri border to Coburg, Missouri, near the Missouri River. After the surveys were completed and the route

of the Milwaukee Road had been definitely established, much opposition was encountered from other railroads which had already reached Kansas City. These rival lines made efforts to prevent the Milwaukee from extending its lines to that point. This opposition is shown from an editorial in the *Centerville Citizen*. Quoting an issue of *The Republican*, Unionville, Missouri, dated February 11, 1886, the editor stated:

... The railroad columns of the *Chicago Tribune* gave out that there is a hitch in the matter of the extension of the Chicago, Milwaukee, and St. Paul road to Kansas City. It is indicated that the other great lines already at Kansas City are making war to prevent it, by an attempt to depreciate the bonds on the market, which the railroad company has recently issued to make the extension. The Milwaukee, financially, is different from any other of the great western lines. Not one of them besides the Milwaukee, has a great capitalist residing in the west like President Alexander Mitchell. He is, financially, a host within himself, especially when his financial relation with Edinburg, [sic] Scotland, capitalists is considered. The Milwaukee is not tied irrevocably to the financial bonds of Boston, New York, or Philadelphia. Mitchell is a great power within himself. Other corpo-

rations delayed the building of the road from Cedar Rapids here by their captiousness, but now that a hundred miles of the line is completed, on the way to Kansas City, no such unfair and unjust policy will succeed in stopping Mitchell and his backers from going on with the project to tap the trade of the great southwest to Kansas City.

Alexander Mitchell was perhaps the most capable of all of the men who had any part in the formation of the great network of rails which was to grow from the Milwaukee and Mississippi railroad. He had been engaged in the banking business in Milwaukee since 1839. He also served as a director of the Milwaukee and Mississippi from 1849 to 1855 and again in 1858. When he became president of the newly organized Milwaukee and St. Paul Railway Company on May 5, 1863, his ultimate goals were consolidation and expansion. As a result of his untiring efforts, the Kansas City extension became a reality, as one of those goals.

The official authorization for the actual construction of the Kansas City extension was granted by the officials of the Chicago, Milwaukee,



A Modern Freight Train on the Milwaukee Road in Missouri

—Courtesy the Milwaukee Road

and St. Paul Railway Company at a meeting of the full board of directors in New York City. The cost of the new line was to be nearly \$7,000,000.00. After this meeting the counties and towns along the line surveyed were notified that the Milwaukee Road would proceed in the construction of the road as scheduled. Its value to a community through which it passed is well summed up in an article in the *Liberty Advance*, Friday, May 21, 1886, which stated that the Chicago, Milwaukee and St. Paul System:

... is a giant among railway lines. Its great arms reach out wherever commerce calls, and do a herculean work in building up the industries of the country. It has an army of employees. It pays taxes. It develops the territory through which it passes. It brings us factories. The building of this road will make a new era in the prosperity of our town and county.

The right-of-way for the Milwaukee Road was procured by the company for \$7,000,000.00. In March, 1886, a contract was made by the company with Herman Clark and Company of New York, by which he was to undertake the construction of this railroad from Ottumwa to the Missouri River, opposite Kansas City. Clark was to furnish all of the material for the project for the sum of \$3,954,600.00. The entire line under contract was to be completed by August 1, 1887. Thus within a period of fourteen months, since the first proposals were made in the early part of 1885, plans were now complete for the extension of the line of the Milwaukee Road across Missouri to Kansas City, making connections with the east.

When the final survey of the Kansas City extension of the Milwaukee Road was completed in the spring of 1886, it was 205 miles in length extending from Ottumwa to Kansas City. The route lay midway between the Chicago, Rock Island, and Pacific Railroad and the Chicago, Burlington and Kansas City Railroad, and a sufficient distance from both to secure a large local business. It crossed the Chicago, Rock Island, and Pacific Railroad, at Seymour; the Quincy, Missouri and Pacific at Galt; the Wabash, St. Louis and Pacific, and the Hannibal and St. Joseph Railroad at Chillicothe.

Although the line of the Milwaukee touched but few large towns the *Ottumwa Daily Courier*, of December 22, 1886, prophesied "but few years will elapse before the Kansas City line will boast of a large number of thriving towns and villages." The report continued to say that many of the new towns were admirably located for

business, being situated in the midst of old and wealthy communities, and far enough distant from other established settlements to insure a large and permanent trade. The *Ottumwa Daily Courier* recognized this need in commenting that:

... passing through one of the finest sections of Iowa, and the 'Garden of Missouri,' and connecting with the 'Queen City of the Southwest,' it is destined to take its place as soon as completed, among the great arteries of trade and travel that give vitality and energy to the business of a continent.

Chillicothe, the county seat of Livingston County was the most important town between Ottumwa and Kansas City. Its population at this time numbered 5,000 inhabitants. It was at Chillicothe that the central division of the Milwaukee Road extension was established.

Although a suitable site for a bridge across the Missouri River and an entrance into Kansas City had not been established, plans for the grading of the right-of-way south from Ottumwa proceeded as scheduled. The first ten miles south of Ottumwa was subcontracted by Herman Clark and Company of New York to Phillip Brady of Ft. Dodge, Iowa, and work began April 1, 1886. The work of grading the right-of-way between Ottumwa and Chillicothe progressed rapidly. Grading was comparatively easy for the first one hundred miles toward Kansas City because there were no deep cuts and a down grade existed all of the way. Contracts were sub-let in sections of ten or twelve miles each in order to enhance the progress of grading. According to the contract, all cuts were to be twenty-two feet wide and all embankments were to be fifteen feet wide on top. The maximum grade was forty feet to the mile, and the maximum curve was four degrees.

An article from the *Liberty Advance*, Friday, May 21, 1886, stated that work officially began on the division between Chillicothe and Kansas City, when Dr. J. M. Allen turned the first spadeful of earth on the new railroad, and stated that it would progress as rapidly as men and teams could be procured. The contract for the grading of twelve miles from Fishing River to Liberty and from Liberty to Little Shoal had been let to Messrs. Wetherell and King and work there had already begun. However, work on this division progressed more slowly because of the prevalence of several deep cuts between Chillicothe and Kansas City. While the grading was in progress along the entire line, five pile

drivers were at work constructing the bridges south from Ottumwa. Two of the pile drivers were operated by steam and three were operated by horses.

In the meantime long drawn out plans began to materialize in the decision to construct a bridge across the Missouri River at Randolph Bluffs just east of Kansas City. Plans indicated that it would be the finest and most substantial structure spanning the Missouri River at Kansas City and would cost more than \$1,000,000.00.

By October 5, 1886, the roadbed was graded almost to Chillicothe, about half of the distance from Ottumwa to Kansas City. This report also stated that it would do no good to grade at this end of the route from Kansas City north, as the road could not be used until the Kansas City bridge was completed.

The bridge was constructed almost according to the plans drawn up by J. W. Nier. C. L. Strobel, consulting engineer for the bridge, designed a high, sturdy structure of the through-truss type, with three river spans, each one of which was 404 feet long. These spans were connected by shorter spans of steel and wood to the land at each end. The bridge itself was a mixture of wrought iron, which had been used for years, and of the new mild steel which was just coming into use. Bridge footings were set 79 feet 10 inches below the surface of the ground at the south end in order to reach the Pleasanton Shale formation, a dense rock sufficient to carry the load. The pneumatic caisson method of construction was adopted. This same type of construction was used by Captain James Buchanan Eads in building the famous Eads bridge at St. Louis from 1867 to 1874, and later on the Brooklyn bridge built by the Roeblings, father and son. The bridge floor was fifty-seven feet above standard high water elevation. Its length was 2,770 feet of which 1,212 feet were in the three main river spans and 1,200 feet in the long south trestle approach. Shorter sections at the ends were also built. The three main spans were of the Whipple type designed by Strobel. The entire cost of the structure when completed was about \$1,200,000.

During the year of 1887, the grading of the entire line was completed. The roadbed was ballasted all of the way and laid with sixty pound Bessemer steel rails with 3,000 ties to the mile. The ends of the rails were connected by six bolt angle bars. Patent switches were installed. The track was laid with

(Continued on Page 9)

Postwar Period of Instruction at Northeast Missouri State Teachers College

EDITOR'S NOTE: This is the ninth of the planned reports of the instructional divisions covering the period since 1945. The preceding surveys—Fine Arts, Education, Business Education, Home Economics, Science and Mathematics, Social Science, Health and Physical Education, and Language and Literature—have appeared previously in the *Nemoscope*.

I. Source Materials

The student of the history of the instructional divisions who must hunt for sources would go to Violette's *History of the First District Normal School*, published in 1911, Simmons' *History of Northeast Missouri State Teachers College*, published in 1927 and a later supplement by Dr. Simmons entitled *Recent History of the Teachers College* but as yet unprinted. The student would also look into the various publications of the college, such as the annual or biennial bulletins, the *Index*, the *Echo*, and the *Biennial Report from the Dean of Instruction for the Instructional Divisions*, only one of which (1957-58) is in print. In the case of the Practical Arts Division, the student would have the additional advantage of Ronald E. Bagley's master's thesis, *A History of the Industrial Arts Department at the Northeast Missouri State Teachers College*, written in 1959, and covering the entire period of activity of the department, although not covering Agriculture and Horticulture.

II. Some Background History

When Eugene Fair became president of the College in 1925 he reorganized the many fields of instruction into nine divisions. Industrial Arts was made a separate division under the headship of Ben W. Leib (recently deceased), the division was small and had only two instructors in it.

The subject of Agriculture was at that time placed in the Division of Science. Horticulture was not taught. In 1929 the Industrial Arts Division was abolished and the subject became one of the fields in the Arts Division. In 1946 Agriculture and Industrial Arts were taken from the Science and Arts Divisions, respectively, and were made into the Division of Practical Arts. One course in Horticulture was offered as part of the field of Agriculture and three courses were offered in the field of Ornamental Horticulture.

Practical Arts

by

P. O. Selby

Dean of Instruction

In the past fourteen years there have been no further changes in the cataloged fields. Not many of the Horticulture courses have been given since 1951. Mr. Otho Barnett has been head of the division since 1946.

Some interior rearrangements have been made. The following table of the cataloged courses in which a, b, and c in a subject are considered to be separate courses (e.g., 41a,b,c *General Drafting* would be 3 courses) shows the progress of the division.

Perhaps the most important event has been the adding of the fifth-year work in 1957 and the offering of the master's degree.

Photography courses came into the catalog in 1954 as one of the Crafts and will show three courses in the 1960-62 Bulletin. The Meteorology course has been transferred for the 1960-62 Bulletin to the division of Science and Mathematics and Safety Education will be received from the Division of Education.

III. Equipment

The Division of Practical Arts is housed principally in the Industrial Arts Building which was erected in

1940. An addition to this building in 1950 practically doubled its size. In addition the east wing of the Practical Arts building at the corner of Randolph and Marion Streets has housed the metals laboratory since 1947.

Rooms in the Industrial Arts Building besides offices, storage rooms, and classrooms, are designated as the Agriculture laboratory, the Woodworking Shop, the Electricity and Radio Shop, the Blue Print Shop, Photography laboratory, the Crafts room, and the Drafting room. Capacity of the various rooms as determined by a recent survey formula was as follows:

Room	No. Student Stations
100. Classroom.....	44
102. Classroom.....	56
104. Agriculture Laboratory.....	30
110. Classroom.....	54
112. Crafts.....	36
114. Drafting Room.....	28
106. Woodworking Shop.....	25
111. Photography.....	8
P.A. Metals.....	20
I.A. Electricity and Radio Shop.....	12

In the plans for a Decade of Growth which the faculty is now assembling, the Division of Practical Arts anticipates that they will see a considerable expansion of their work and that there will be need for teachers of electronics, metals, drafting, and general shop as additions to the present staff.

A metals shop to be added to the present Industrial Arts building, several classrooms, and some additional laboratories are sure to be needed. Much storage space is also needed.

It is anticipated that there will be considerable expansion in adult education, both to serve the contiguous adult

Number of Courses by Fields

	1946-48	1948-50	1950-52	1952-54	1954-56	1956-58	1958-60	1960-62
Agriculture.....	16	20	20	15	15	15	15	15
Industrial Education:								
Drafting.....	9	9	9	9	9	9	11	11
Woodworking.....	10	10	10	8	8	8	8	8
Metalworking.....	6	6	6	6	6	6	6	6
Electricity and Radio.....	6	6	6	3	3	3	3	3
Automotive and Aviation.....	8	8	8	7	7	8	7	4
Crafts.....	6	5	5	5	6	7	7	8
Professional Teacher Education	2	2	3	3	4	4	21	21
Ornamental Horticulture.....	4	7	7	..	..	..	..	..
Horticulture.....	..	..	..	7	7	7	7	7
TOTALS.....	67	63	74	63	65	67	85	83

population and as subject-matter courses for teachers. There will likely be classes in Planning and Building a Home, Shop for the Home-owner, Landscape Design, Blueprint Reading and Sketching for the Building Trades, Drafting for the Building Trades, Industrial Finishing, Technology of Major Industrial Materials, Industrial Finishes, Shop Mathematics, and Materials of Industry, Transportation and Power, Fundamentals and Maintenance of Small Combustion Engines, Introduction to Electricity and Electronics, and Applied Electronics.

It is anticipated that general agriculture will grow in importance and that there will be a decline in vocational agriculture. While the division will continue to cooperate with agricultural colleges in the preparation of agriculture teachers, there will be more demand by students for courses in general gardening, horticulture, and landscape gardening.

IV. Staff

The terms of service of the various permanent teachers of the division who were on the faculty in 1945 or have joined it since are:

- Otho Barnett, Head of the Division, 1939 to date
- Ralph Shain, Industrial Arts, 1940-47 and 1953 to date
- Norvell C. Allen, Agriculture, 1937 to date
- William T. Minor, Woodworking, 1948 to date
- Duane R. Cole, Metals, 1947 to date
- Roland Nagel, Industrial Education, 1956 to date
- Jay Lyle Blanchard, Horticulture, 1948-1951
- Lyle E. Carter, Arts and Crafts, 1956 to date
- Hugh Gardner, Photography, 1956 to date
- Ronald Bagley, Crafts, 1959 to date

Some teachers who have been on the faculty for summer terms only are: Gordon Johnson, 1948; Walter Jones, 1952, 1953, 1954, 1955; Lowell Priebe, 1958, 1959; Waymon Shofstall, 1959. Dr. Roland Nagel and Mr. Lyle E. Carter served several summers ahead of their regular appointments—Dr. Nagel in 1947, 1948, and 1949; Mr. Carter in 1951, 1952, 1953, 1954, and 1955. Mr. Carter, who was then employed in Kirksville Junior High School, also taught some evening classes before joining the faculty in 1956. Dr. Lewis Clevenger, professor of botany, taught a class in General Floriculture in 1953.

V. Purposes Served

The Practical Arts Division ties together the three fields of Agriculture, Horticulture, and Industrial Arts. It offers majors which prepare teachers for agriculture and industrial education. It offers the master of arts degree in industrial education. Up to August, 1960, this degree requires the writing of a thesis, but after that date it may be obtained by a second plan which does not require a thesis. The work in Agriculture may be used as part of a degree in a college of agriculture to serve farmers and farm advisers. A sequence in driver and safety education qualifies persons to teach driver education. In this curriculum the division pioneered and offered a set of courses which later became the pattern of requirements for driver teacher-education in the state of Missouri. Students in driving courses qualify for the Missouri drivers' license and the American Automobile Association certificate in driver education.

A number of associations have recognized the work of the division of Practical Arts. An insurance company has given annual scholarships in driver education for the past three years, the Missouri Highway Patrol has cooperated in driver education and testing, the Triple-A has participated in the same way, and the Cope Plastic Company and the Tandy Leather Company have given scholarships to industrial arts students since 1959.

Two courses, Agriculture for Rural Teachers and Industrial Arts in the Elementary School serve the needs of elementary school teachers. The latter is an extremely popular course as illustrated by enrollments as shown in the accompanying tabulation:

Enrollments in Industrial Arts in The Elementary School
(Including Summer Terms)

1952-53.....	23
1953-54.....	94
1954-55.....	177
1955-56.....	68
1956-57.....	132
1957-58.....	114
1958-59.....	156

The number of graduates in the division since 1946 is as follows:

	B.S. in Education	Bachelor of Science
1946.....	0	0
1947.....	1	0
1948.....	5	0
1949.....	2	0
1950.....	4	1
1951.....	6	0
1952.....	4	0
1953.....	2	0
1954.....	0	0

1955.....	1	0
1956.....	2	0
1957.....	2	0
1958.....	0	1
1959.....	2	0

Industrial Arts

	B.S. in Education	B.S.	A.M.
1946.....	5		
1947.....	13		
1948.....	17		
1949.....	21	0	
1950.....	21	0	
1951.....	16	3	
1952.....	18	0	
1953.....	17	1	
1954.....	10	3	
1955.....	6	0	
1956.....	14	0	
1957.....	18	1	
1958.....	24	2	3
1959.....	27	0	8

In 1959, the Industrial Education major was the fourth most popular degree for Bachelor of Science in Education, being exceeded by Elementary Education, Physical Education, and Business Education. In 1959 the number of Industrial Arts majors receiving the master's degree topped all majors except those in Education.

Student Societies

The Ag Club and the Industrial Arts Club are an integral part of the work of the Division. The Ag Club meets twice a month throughout the year and holds outings, suppers, parties, and an annual Barnwarming Dance. In January, 1960, this dance was held as a joint entertainment with the Colhecon Club of home economics women. The Ag Club is represented annually in the Homecoming Parade.

The Industrial Arts Club accepts into membership all students with ten hours of Industrial Arts credits and an M average or above. It has usually taken a prize for its mechanical entry in the Homecoming Parade. Various money-raising enterprises are undertaken from time to time and these provide funds for annual trips by the members to commercial and industrial centers. In recent years visits have been made to Davenport, Clinton, St. Louis, Chicago, Kansas City. This spring's excursion will probably be to St. Louis.

The two clubs join once or twice a year for evening games and picnics.

The Industrial Arts Club built decorations for the building during the Christmas seasons of 1942, 1943, 1951, and 1953. Three Christmas parties have been held for the underprivileged children of Kirksville. In 1953 the Club decorated the courthouse square in Kirksville with a nativity scene planned and constructed by the club members.

NEW ART COURSE OFFERED

The Fine Arts Division of the State Teachers College is offering a course for the first time this Winter Quarter which has long been in the planning and preparation stages. This new course bears the title "Arts and Man" and, as the name indicates, embraces all of the arts. Up to this time, students who were interested in the field of the arts took separate courses in Art Appreciation and Music Appreciation, doing the correlating for themselves. The new course, covering two consecutive quarters, brings these two fields, and some others, into close juxtaposition.

The instructor, Dr. Leon Karel, Professor of Music Theory, had long been interested in the field of the arts and watched the planning of a similar course by the late Kurt Ballard of the Art Department. The course, under Ballard's direction, had been entered in the catalogue but had never actually been offered until this winter. After several years' intensive review of current texts, literature, and material in the several fields of the arts, the course completed the actual planning stages and is now underway.

Courses of this description in other institutions traditionally take one of three forms; they are made up of separate compartments of each art taken singly and often taught by separate instructors; they are patterned on the

historical sequence dealing with the arts of Greece, the arts of the Renaissance, and so on; or they are offered by selecting those principles which are common to all of the arts and dealing with these as they apply to the whole area. It is this latter approach which was chosen for Dr. Karel's "Arts and Man."

Starting with the premise that the average college freshman and sophomore would have little or no background in the arts, the course begins by dealing with such generalized topics as Subject, Function, and Medium in all of the arts. By means of the opaque projector, many photographs and art reproductions are used to illustrate the treatment of Subject in painting, sculpture, and the other visual arts. Phonographic reproduction presents the auditory arts, music and literature.

From these general topics, the course proceeds to a consideration of the specialized techniques of painting, print making, stone and wood carving and so on. The use of symbols for preserving the time arts is shown in the development of words, musical notation and the newest addition to the world of symbols, dance notation. Advantages and disadvantages of the notational method of preserving works of art are discussed and illustrated. Finally, organization as a factor in the arts comes under consideration with

quotations from the various forms of music, literature, theatre and ballet being compared with the visual forms of the space arts. The material of the second quarter of Arts and Man deals more with the specific materials and considerations of the fields of art taken singly.

Throughout the course, students are expected to put their knowledge into practice with the construction of special units based upon specified topics as mentioned above. These may range all the way from discussions of contemporary furniture, automobile, and silverware design to projects in city planning, advertising layout, and modern art. Throughout the course, the student is encouraged to apply the principles studied to his everyday surroundings. The lessons in design, balance, harmony, dominance, and color should be applicable to his choice of clothing, home, furniture, and entertainment. "If the student," says Dr. Karel, "thinks of the material of this course as something applying only to the classroom and never puts it into practice after he graduates, it has failed its purpose in our curriculum."

For the part year, faculty members have been helpful in providing many copies of magazines, art reproductions, and articles from which Dr. Karel has built a voluminous file of prints mounted on cardboard and filed by subject matter. With the aid of the opaque projector and the "blackout" curtains in Baldwin Hall 309, the class can see projected on the screen anything from full color art reproductions to freehand drawings and musical scores. The result is a course which explores many of the byways of the world of the arts and which should provide the student with information pertinent to the world in which he lives.

Watercolors on Display

An exhibition of watercolor paintings from the Ford Times Collection of American Art was on display in the Art Department during the month of January. The forty-two watercolors in this exhibit were selected from a collection of over five thousand contemporary American paintings assembled by the Ford Motor Company. The twenty-six artists represented in this collection are all faculty members of different American colleges and universities.



President Ryle and Athletics Director Norman White at the Microphone

PERSHING BUILDING IN USE

The Pershing Building with facilities for indoor athletics and classes in health, physical education and recreation is now in full use at the Teachers College.

On the main floor there are six athletic offices and a large classroom, and a smaller classroom is upstairs. Downstairs is the arena area which is 200'x154', with a 30' center ceiling, and a 22 foot high sides. In the arena area is a 1/11 mile blacktop track around the basketball floor. The 114 by 60 foot basketball court is one of the largest in the Missouri Intercollegiate Athletic Association Conference. On the north side of the arena area is a 30 by 30 foot open sand area used by the track men. There are also small basketball courts for intra-mural games as well as space for volleyball and badminton games.

On the west end of the arena area are three rooms and the athletic training room. Upstairs are two locker rooms, one of which is for faculty members. There is also an upstairs gymnastic exercise room and an athletic kitchen.

The present building is only the center section of a total proposed structure. Other proposed wings include an olympic swimming pool, bowling alleys, handball courts, dance studios, women's gymnasium, more dressing facilities, and an adaptive gymnasium for corrective situations.

Inauguration of competitive sports



A tense moment in a basketball game on the new Pershing court

in the arena area took place on December 1 when the College Bulldogs defeated Iowa Teachers, 86-72, in the first basketball game in the Pershing Building. From December 28 to December 30 the College was host for the first annual Missouri Intercollegiate Athletic Association Basketball Tourney. Southeast Missouri State College of Cape Girardeau won the tourney by subduing Southwest Missouri of Springfield, 67-58.

SPORTS NEWS

Teachers College athletic teams during the fall completed successful seasons as the football team recorded a 7-1-1 mark and the cross country team a 7-1 mark.

The gridiron athletes finished second in the Missouri Intercollegiate Athletic Association Conference with a 3-1-1 record. Dale "Paley" Mills, who led small colleges in rushing for the second consecutive year, was chosen to the all-conference team. R. E. Potts was selected to the second team. Mills rolled up 1385 yards in 9 games. He was second among small college players in scoring with 122 points and sixth in total offense with 1447 points.

The cross country team won the conference championship in November and was represented at the College Division of the National Collegiate Athletic Association cross country meet at Wheaton, Illinois. The only meet Kirksville failed to win was the Quincy Invitational in which the Bulldogs placed second.

FACULTY NEWS

Dr. Gilbert C. Kohlenberg, Dr. James F. Hood, and Mr. Walter H. Ryle IV of the Division of Social Science attended the meeting of the American Historical Association held in Chicago December 27-29.

Dr. C. V. Huenemann, Dr. Hans Hagemann, Dr. Helen Cole, and Dr. Lawrence La John of the Division of Language and Literature, attended the meeting of the Modern Language Association in Chicago December 27-29.

Dr. Pauline Knobbs of the Division of Social Science, has been appointed chairman of the Social Committee of Kappa Delta Pi, national honorary fraternity, for this year's convention to be held in Chicago the first week of

March. She is sponsor of Tau Chapter of Kappa Delta Pi on the Teachers College campus.

Dr. Gilbert C. Kohlenberg, Dr. Ruth Towne, and Mr. Walter H. Ryle IV of the Division of Social Science attended the meeting of the National Council for the Social Studies in Kansas City, November 26-28.

Miss Vera Gares of the Division of Business Education was the Missouri delegate at the central region United Business Education Association meeting November 5 and 6 in Des Moines, Iowa. She represented the Missouri Business Teachers Association.

President Walter H. Ryle attended a regional meeting of the National Commission of Teacher Education and Professional Standards, January 18-19 in Oklahoma City, Oklahoma. He was accompanied by Dr. Taylor Lindsey, director of student teaching.

Walter H. Ryle IV, assistant professor of western hemisphere history, read a paper entitled "An Approach to the Reorientation of the General College History Course" before a sectional meeting of the National Council for the Social Studies meeting held in Kansas City November 26-28.

Dr. Eli F. Mittler, head of the Division of Extension Service, was one of five Missourians appointed to the board of directors for the Midwest Work Conference on Education formed in November at the University of Omaha. The Work Conference was created to render service to education and contribute to the social and economic development of the states of Iowa, Kansas, Minnesota, Nebraska, North Dakota, South Dakota, and Missouri.

MILWAUKEE ROAD

(Continued from Page 5)

a track-laying machine, invented by Engineer D. E. Johnson. Meanwhile construction crews were busy building passenger and freight houses, engine houses, section houses, and water tanks at different stations along the line of the Milwaukee Road.

Thus was completed the main line of the Milwaukee Road from the Iowa border to Kansas City comprising 140.27 miles of main line and 27.36 miles of sidetrack making a total of 167.63 miles of track in Missouri. Another area of the state was opened to trade and development and settlers soon took advantage of these opportunities.

ALUMNI NOTES

Sarah Jane Pulis Heft, 1959, is now teaching the second grade at Stuart Symington School in Hickman Mills.

Wendell Dean Armstrong, 1959, is teaching business education and coaching at the Blairsburg Consolidated School in Blairsburg, Iowa.

Leo Goeke, 1957, sang the role of Tamino in the production of Mozart's "The Magic Flute" presented at Louisiana State University February 13-19.

Nolan Griffin, B.S. in Ed., 1949 and M.A., 1956, died suddenly January 10, after attending church services in Tucson, Arizona. He was a veteran of World War II and was a teacher in the Tucson schools.

Pvt. Frank Clark, 1959, is now stationed with the United States Army at Toul Depot in France. He is in charge of records at the Depot. His wife, the former Leslie Stuart of St. Louis to whom he was married last summer, will join him in May.

Dr. William A. Deskin, 1948, and his wife, the former Ruth Milhoan, 1949, are the parents of a daughter born January 4. This is their third daughter. Dr. Deskin is associate professor of chemistry at Cornell College in Mount Vernon, Iowa.

Ottie Greiner, 1920, was honored on February 18 when her portrait was presented by the Benton P.T.A. to the Benton Elementary School in Kirksville in recognition of her services to the school in the twenty-two years that she served as its principal. Since retiring from teaching, Miss Greiner has served as librarian at the Sojourners Library in Kirksville.

Wayne Ball, B.S. in Ed., 1952 and M.A., 1954, representative of the Mishawaka Rubber Company, Inc., Mishawaka, Indiana, has been named winner of one of the two Gold Link Awards given annually by the firm to its two outstanding salesmen in the Eastern and Western divisions. Mr. Ball joined the company's sales force in 1956 and travels the territory of southern Iowa and northern Missouri. He makes his home in Kirksville.

Velma Yowell Morton, 1934, special education teacher at Maine Township High School, was the subject of a recent article in the Park Ridge (Illinois) *Herald*. Mrs. Morton has written several articles for pamphlets distributed by the Illinois Commission for Handicapped Children where she serves as research analyst. She has

also collaborated on several books dealing with special education. Her husband is superintendent of production and distribution for Willard Tablet Co., Chicago, Illinois.

O. Wayne Phillips, 1939, superintendent of schools in Kirksville, has been reappointed to the state reading circle committee, the body that studies and recommends books for the state reading circle program carried on by the Missouri State Teachers Association.

Fred "Brownie" Veach, 1951, was recently named Area Manager of the Swan Lake Wildlife Refuge Area located near Sumner. Mrs. Veach is the former Norma Lee Barb, a former Teachers College student. They have two children and reside in the area manager residence located on the Refuge.

Irene Drennan, B.S. in Ed., 1952 and M.A., 1956, band director at Culver-Stockton College, Canton, Missouri, was selected to play French horn in the All-American Bandmasters Band in connection with the thirteenth annual Midwest Band Clinic held in Chicago December 9-12. The All-American Band consisted of 120 musicians from the United States and Canada.

Fred J. Drummond, 1949, was one of two conservation agents from Missouri selected to represent Missouri in assisting the Federal Fish and Wildlife Service in making the annual migratory waterfowl survey in northern Manitoba and Saskatchewan, Canada, during the past summer. Mr. and Mrs. Drummond and two children reside at Anderson, where he is conservation agent for McDonald County.

Sfc. Lloyd Collins, 1948, who has been stationed at Ft. Clayton, Panama, for the past three years, has arrived in the United States and will attend a twenty-seven weeks' course on radio-

television repair in the Signal School at Ft. Monmouth, New Jersey. Mrs. Collins, the former Jeanne Whitton, 1948, and their five children will join him in June when school closes in Panama. Mrs. Collins has been teaching the fourth grade in the Gamboa Elementary School there.

Georgia Vaughn, 1921, died January 27 at her home in Unionville, Missouri. Miss Vaughn, who obtained her master's degree from Columbia University, taught home economics in the high school and later in Culver-Stockton College in Canton.

Mrs. Margaret Ainslie, 1933, a teacher in the elementary schools of Kirksville for fifty years, has left Kirksville and gone to Clinton, Iowa, where she will make her home near her daughter, Sister Mary Agnes, who is librarian at Mt. St. Clare College.

Ronnie Thomas, 1958, and his wife, the former Jo Ann Dodge, 1958, are the parents of a daughter, Shari Leann, born February 14. Both Mr. and Mrs. Thomas have been employed as teachers in the Novinger High School. They make their home in Kirksville.

Clio A. Schoene, 1930, died suddenly at her home in Milan on February 16. For many years she was a teacher and later principal of the Milan High School. In 1951 she retired from teaching but continued to be active in the Schoene Furniture and Undertaking firm in Milan.

Herschel Martin, Jr., 1950, division manager of the J. C. Penney store in Quincy, Illinois, has been promoted to assistant manager of a new Penney store to be opened in suburban Madison, Wisconsin, early in March. His wife is the former June Carol Young, 1951. They have one son, Jerry.

Jeanette Rupp, 1954, has been cited by the Missouri chapter of the National Vocational Rehabilitation Association in its quarterly journal for her success in overcoming the loss of both legs. Miss Rupp is second grade teacher in the New London, Missouri, school. She lost her legs in 1945 when a war souvenir hand grenade was accidentally detonated. Fitted with artificial legs, she has been able to lead a normal social life and is rated a "truly fine teacher."

James E. Steinmiller, 1952, has been promoted to the rank of captain in the United States Air Force. Capt. Steinmiller was also awarded the Air Force commendation medal for "meritorious service as a flight commander, instructor pilot and test pilot with the 22nd Tactical Fighter Squadron at



Bitburg, Germany, during the period from February, 1958, to April, 1959." Since returning to the United States Capt. and Mrs. Steinmiller, the former Joan Schroder, 1954, and their two sons have been living in Red Bluff, California, where he is stationed.

Richard E. Boyer, B.S. in Ed., 1954 and M.A., 1957, has received a Woodrow Wilson Research grant from the University of Missouri to do research in connection with his doctoral dissertation in the field of English history. Mr. Boyer has held an assistantship at the University of Missouri for the past three years. He and his wife became the parents of a son, Richard Edwin, Jr., in October.

ALUMNI MARRIAGES

Dr. Mary Joy Groom, 1954, was married to Stanley Spencer Lewis on February 19, 1960, in Swope Park Methodist Church in Kansas City. The bride is a graduate of the Kansas City College of Osteopathy and Surgery.

Nona Leonard, 1958, and Richard Gene Isett were married at the home

of the bride in Brookfield on November 26. Mrs. Isett is employed as secretary to the President of the Teachers College and Mr. Isett is a senior student.

Wanda Jean Turner, 1959, was married to Robert Warbritton in Park Baptist Church in Brookfield, December 29. Mrs. Warbritton is presently employed as instructor in business education at the Macon High School. Mr. Warbritton is a student in the Kirksville College of Osteopathy and Surgery.

Harmon Tucker, 1954, and Dorothy Holmes were married on December 27 in St. Mark's Episcopal Church in Maquoketa, Iowa. The bride, a graduate of the University of South Dakota, has been teaching English in the Maquoketa High School where Mr. Tucker is head of the English department and director of dramatics.

Thomas E. Churchwell, B.S. in Ed., 1956 and M.A., 1959, was married to Helen Elizabeth Runyon on December 28, 1959, in Shelbyville. The bride is a graduate of St. Luke's School of Nursing in St. Louis and is employed on the staff of the Graham hospital

in Keokuk, Iowa, where Mr. Churchwell teaches in the junior high school.

Jeanette Christman, 1959, became the bride of Charles Knight Scott in Kirksville, December 12. They are making their home in Belton where Mrs. Scott teaches Spanish while Mr. Scott is employed in the Kansas City office of the Riker Drug Company.

Miss Ling Kang Yeh, 1955, became the bride of Soriano Go on November 22, 1959, in a ceremony in Baguio City, Philippines. They are making their home in Quezon City, a suburb of Manila, where Mr. Go is purchasing agent for three branch stores of Go Chu Hardware Co. Their mailing address is 1144 Soler St., Manila.

Judith Ann Paradise, 1959, and George William Nelson, 1959, were married in Blessed Sacrament Church, Hannibal, Missouri, on December 29. Mrs. Nelson had been teaching kindergarten in Keokuk, Iowa, during the fall semester. They are making their home in Tenafly, New Jersey, where Mr. Nelson is teaching physical education in the Tenafly Junior High School.



"MIRROR, MIRROR ON THE WALL, who will be fairest of them all?" That answer will be given at the Echo Dance this spring. Candidates from left to right are: Seniors, Jim Lenzini, Pat Trenkle; Juniors, Dennison Christ, Karen Alberti; Sophomores, Charles Serfass, Sandra Giachino; and Freshmen, Larry Beaver, Janet Robertson.

