



### ***From Pat's Desk...***

Autumn is a favorite time of year for many. The leaves are changing colors, the air is crisp and the weather is perfect for some of the outdoor sports (Go Packers!). It's a time of year to venture out to the pumpkin patch, for picking juicy ripe apples and for tasting hot apple cider. But most of all it's a time to enjoy the beautiful scenery that Mother Nature has given us. So "Hello Autumn" and here's to the many adventures it will bring us!

Just a little reminder that we have only two more scheduled luncheons for 2024. On September 26th there will be BINGO and prizes! How fun will that be?! And at the October 31st luncheon we have an exciting speaker lined up for us—Bob Tyjeski, author of a book on SM's Continental Faience & Tile Co. His presentation on this historical company in South Milwaukee will be something you won't want to miss...plus it's Halloween, so there might be a trick or treat!

We are still accepting reservations for "Miracle on 34th Street" at the Fireside Theater on Friday, November 22nd. There's only a couple of tickets left, so please contact me by phone, text or email if you are interested. Deadline to purchase a ticket is September 27th.

Speaking of reservations...the form to attend our annual Christmas Dinner/Dance on December 5th is included on page 7. Again this year, there will be three entrée choices. Party starts at 2:00 pm with Roger Boll providing our musical entertainment. Can't make it at that time? No problem...join us for dinner at 4:00 pm...it's a nice way to start off the Holiday season.

Lastly, a few of you have taken advantage of submitting an article or short story about their time at Bucyrus. I'm sure you have read about them in past newsletters. So why don't you do so too? We would love hearing from you and sharing your story in a future newsletter.

'Til Next time,

*Pat Merkovich*

**Contact info:**

Bucyrus® Oldtimers Association UA

Attention: Pat

P.O. Box 563, Oak Creek, WI 53154-0564

or oldtimers.newsletter@gmail.com



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### **JOIN US FOR OUR LUNCHEONS & EVENTS**

Reservations are appreciated by calling Dolores Page at (414) 768-9437, call or text Pat Merkovich at (414) 617-2796 or email oldtimers.newsletter@gmail.com, preferably by the Sunday before the luncheon.



1919 12th Avenue  
South Milwaukee

This will enable us to accommodate all our members and guests.

Refreshments starting at 11:30 a.m. and Food will be served at 12:00 noon (**\$18.00/person - cash or checks only**)

All luncheons are sit-down meals.



#### **SAVE OUR LUNCHEON DATES:**

September 26

October 31

#### **EVENTS:**

Fireside's "Miracle on 34th Street" - November 22, 2024

Christmas Party/Dinner Dance - December 5, 2024

We always welcome anything from a short note to tell us how you are doing to a Bucyrus® story that you would like to share in a future newsletter. And the Association is still seeking the help of a member or group of members who would be willing to take on the responsibility of publishing the newsletter. Please contact us if you are interested or need more information.

## MAY LUNCHEON

Our May 27th luncheon was a nice get-together and very interesting as our guest speaker, Patrick Brever, South Milwaukee City Administrator along with Genevieve Stollenwerk, SM City Engineer gave an in-depth presentation on the completed and future development of downtown South Milwaukee along with the current tenants

of the former Bucyrus Campus and the future of the office buildings. Thank you Patrick on your informative presentation.

This month's luncheon menu consisted of Chicken Dumpling Soup & Turkey Rice Soup, Salad, Garlic Bread, Lasagna and a side of green beans. A big shout out Thank You goes to the ladies who

donated our desserts! They were Judie Parworth (a Mandarin Orange/Pineapple Cake), Cindy Nettles (Assorted Cookies) and Pat Merkovich (Snickers Cake and a Banana Split Cake).

As always, we had two Door Prize Winners for our May luncheon. They were Cindy Nettles & Bob (Gomer) Povo.



GUEST SPEAKER: Patrick Brever



Mayor Jim Shelenske, Genevieve Stollenwerk, Patrick Brever, Mayor Dave Kieck



Cindy Nettles



Bob (Gomer) Povo

## JUNE LUNCHEON

The Bucyrus Oldtimers June 27th Luncheon sponsored by the Bucyrus Foundation was an enjoyable time not only because it was our annual picnic but it was a hugely successful fundraiser for the South Milwaukee Human Concerns! Our guest speaker, Peggy Bartelt, a Board of Directors member at the SMHC, spoke about their work of helping those in need in the area for 50+ years. Bucyrus employees have always been generous when the opportunity to support a community group like this comes up and our picnic lunch event was no exception. Our members and friends donated money, food, shampoo, soap, toothpaste and other personal supplies. In addition to the food and supplies, we raised \$2,410.00, which was matched

100% by the Bucyrus Foundation, giving the SMHC a grand total of \$4,820.00.

We are so grateful not only to the members of the Association and friends but also to Skyline Catering, MJ Media, LLC, Level Construction, the South Milwaukee Farmers Market, the Bucyrus Museum and the Bucyrus Foundation for their generosity. THANK YOU EVERYONE!

At this luncheon we enjoyed a delicious picnic fare consisting of Grilled Hamburgers and Brats with toppings, Broccoli-Cauliflower Salad, Potato Salad, Pasta Salad, Baked Beans, Watermelon Slices, Pickle Slices and Potato Chips. We are also appreciative for the dessert donations homemade by Karen Bonchek (Raspberry Cool Whip Torte),

Judie Parworth (Lemon Bars & Brownies), Terri Truettner (Mini Cheesecakes), Dolores Page (a Pineapple Cake & Assorted Cookies) and Pat Merkovich (Chocolate Chip Cookie Ice Cream Sandwiches, Rice Krispie Treats & a Cherry Deluxe Cake). Thank you so much ladies for filling our dessert table with all the delicious goodies!

The June Door Prize Winners were Jo Ann Griffith and Karen Richardson. We also wished Ken Patnode a "Happy 100th Birthday" by singing to him the "Happy Birthday" song! The remaining 2024 luncheons will be held on September 26th and October 31st. Hope to see you there. It should be a fun time!



GUEST SPEAKER: Peggy Bartelt



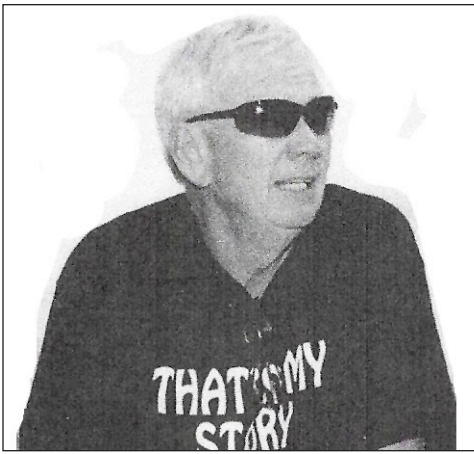
Jo Ann Griffith



Karen Richardson

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This story goes back a long time so please bare with me. It was in the mid 1980s during my Bucyrus-Erie days. I was the sales manager of the companies electric mining shovels, EMS, and was traveling with our chief engineer of EMS, Ken Bulin on a trip through central Africa visiting a number of mining customers using the equipment. We started out at our subsidiary operation in Johannesburg then made stops at operations as we traveled north up the spine of the Continent eventually finish our business and on to London to catch a plane home to Milwaukee via New York City. Ken and I were in good hands with various employees of B-E Jo-Berg at those stops when they sent us on our way. Today it had been a successful trip.

We arrived at London Heathrow mid-day to catch the next plane to New York and then home. But surprise, surprise flying that afternoon from the same terminal was the exciting, newest development in aviation, the now famous Concorde whose next destination was New York City! "Wow", Ken and I voiced to each other, "What if we could exchange our tickets to ride on that? Well we could (for a few dollars more) and we would cut our flight time in half and

practically be home for supper and think of what we could tell the folks the next day at the office!!".

Within the hour tickets were exchanged (just a few dollars more), our luggage had been transferred and there we were settled in our Concorde Class seating with perhaps 90 passengers. The inside of the plane was something like a DC-9 in size, seating 2x2 with center aisle and very much first class. Before taxi and take off how about some history?

In Oct. of 1947, Capt. Chuck Yeager was the first person to break the sound barrier in a Bell X-1 experimental plane at 550mph flying at 45,000 feet. Many commercial designs were developed in the coming years but the joint British and French Concorde proved the most successful with a cruising speed of 1.8 mach (1,200 mph) and a 3500 mile range carrying 150 passengers with service starting in the late seventies. While all major airliners were ordering these planes initially, production problems and increased costs brought down the backlog so that eventually only 14 Concorde designs flew. The development and introduction by Boeing of the 747 jumbo jets also changed the market place drastically. Then in 2000 a Concorde crashed in takeoff at Charles de Gaulle airport killing all 109 on board plus 4 ground personnel. A tire had blown after hitting a piece of metal and then rubber damaging a fuel tank. This brought about an immediate grounding of all Concorde's after 20 years of flying. In April 2003 British and French Airlines announced there would be no longer any more flights.

Here's Ken and I cruising along sometime in the mid 1980s when the Captain

announces he would now advance into mach speed and with a feel of acceleration away we went up to a Concorde cruising speed on our way to New York City and home. The attendants treated us well and the meal was great. Ah, what a flight, what could go wrong? But then as we approached New York, our Capt. came on with a "Ah folks, approaching New York we're advised the weather has closed in with multiple thunder storms and most of the New York air traffic are in holding patterns out here over the Atlantic and in for some drastic landing delays. As your Concorde is basically built for speed and not excess fuel capacity we'll be looking for an alternative destination away from this storm to refuel. Stay tuned."

The next message from the cockpit was we are landing in Halifax, Canada. And we did safely. Then after a lengthy wait our Captain again came on to announce "the sad news that this airport isn't equipped to refuel Concorde jets so passengers will be required to deplane, gather your luggage and proceed to the terminal and find alternate flights to the states. Meanwhile our plane will sit here and wait for a proper fuel adapter to be flown in from England. Sorry folks."

So to make a long story longer, Ken and I did just that. First a flight to Boston, then a connection to Detroit and then another on to Milwaukee; arriving close to midnight by now..And much too late for that dinner hour we had bragged to each other about. But we had more of an adventure than we bargained for to eventually pass around the office. Yes the amazing Concorde a life short lived but what an airplane!

## HAVE YOU CHANGED YOUR MAILING ADDRESS... OR YOUR EMAIL ADDRESS?



If you have moved to a new address or changed your email address and still want to continue receiving the quarterly Alumni Newsletter, please let us know by contacting Ken at [bigmuskie@beoldtimers.org](mailto:bigmuskie@beoldtimers.org) or Pat at [oldtimers.newsletter@gmail.com](mailto:oldtimers.newsletter@gmail.com). No computer?

No problem...you can write us at Bucyrus Oldtimers Association, P.O. Box 563, Oak Creek, WI 53154-0564. We would hate for you to miss a single issue!



# ANNUAL BOGIE GOLF OUTING



The annual BOGIE (Bucyrus Oldtimers Golf Independent Event) was held at New Berlin Hills Golf Course on June 6, 2024. There were 44 Oldtimer members, friends, and family who took part the 4-person scramble event this year. The weather somewhat cooperated with a partly cloudy day with seasonal temperatures. The only glitches were the strong and steady wind and the recent heavy rainfalls in southeastern Wisconsin that kept the group to a 'cart path' only round which added an extra 45 minutes to our scheduled playing time.

Overall, it was again a very enjoyable outing and an opportunity to catch up with old friends, many of whom came from out of town to participate. A buffet luncheon and beverages were enjoyed in the private area of the clubhouse by the group while recalling the vast number of superb golf shots of the day. A very special thank you goes out to Mike Adams for coordinating the event with our members, New Berlin Hills, and handling the financial work of putting on the outing.



For the second year the team of Tony Ventimiglia, Toni Ventimiglia, Mark Erickson, and Mike Majewski took first place honors with a total score of 71. Two other teams also scored a 71, and the winners were determined by the Pro-shop staff based upon a hole handicap scoring showdown.

Our second-place team was made up of John O'Connell, Bob Zywicki, Don Behlendorf, and Mike Lussier. Third place was captured by Tim Sullivan,

Andy Hansen, Bob Zastrow, and Aaron Wojnowiak. Hole prizes were awarded to Gordon Bradley for longest putt on #4, Barb Hoffa for closest to the pin on #7, Rob Page for long drive on #13, and Mark Erickson for closest to the pin on #17.

Mark your calendar now for next year's **Oldtimers BOGIE Outing** to be held on **June 5th, 2025** at New Berlin Hills again. Watch for the signup sheet in the next two newsletters!

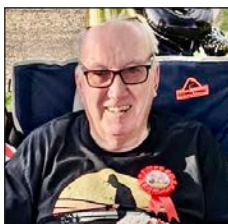
## Happy Birthday!

### June



Ken Patnode -  
100 years old

### July



Mike Bollis -  
83 years Old

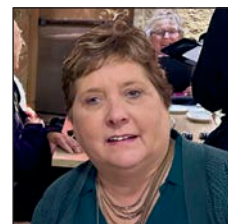


Pat Merkovich -  
76 years old

### August

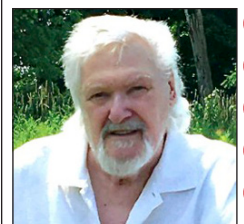


Ken Tangen -  
82 years old



Coleen Wenzel -  
60 years old

### October



Gary Dillon -  
79 yrs old



# LETTERS TO 'BIG MUSKIE' FROM FELLOW OLDTIMERS

June 5, 2024

Good Afternoon,  
Thank you for publishing my story. As I read it I recall each and every event published. My children have read it as well and found it fascinating!

Best wishes,  
Claude Aube

July 12, 2024

To Everyone in the Bucyrus Oldtimers,  
Thank you so much for your generous donation to the SM Human Concerns. Your support of our mission and the community is greatly appreciated. Please let everyone know that we are appreciative of all donations.

Best Regards,  
Deb DeBoer  
SM Human Concerns

August 12, 2024

Dear Big Muskie,  
Just to let you know I erred in the blast hole drills sold to IOC, QCM and QIT were not 45 R but 49 RS. (Summer 2024 issue of the Newsletter, page 2) Sorry for the mistake.

Kind regards,  
Claude Aube

## "MIRACLE ON 34TH STREET" - At The Fireside Theater Friday, November 22, 2024

**Departure:** Bucyrus Club's Parking Lot - 8:30 a.m. **Return:** Approximately 6:00 p.m.  
**Cost:** \$90.00 (Gratuities for Bus Driver & Meal included) - Due by September 27th

**Menu Choices:** Chicken & Ribs, Steak Diane, Seared Duck Breast or Global Vegetarian Medley

### IF INTERESTED, CONTACT PAT MERKOVICH

call or text (414) 617-2796 or email: oldtimers.newsletter@gmail.com

### Officers, Board of Directors and Staff

Dolores Page, President  
414.768.9437

Dave Kieck, Vice-President  
414.840.5184

Pat Merkovich, Secretary/Treasurer  
414.617.2796

#### Board Members:

Bill Haag, Bob Jelinek, Cindy Nettles,  
Debbie Polzin, Ken Tangen

#### Newsletter:

Pat Merkovich

Email: oldtimers.newsletter@gmail.com

#### Bucyrus Museum News Scoop:

Bob Jelinek

#### Webmaster:

Ken Tangen

Email: bigmuskie@beoldtimers.org  
www.beoldtimers.org

#### Alumni Newsletter & Correspondence

Bucyrus® Oldtimers Association UA  
P. O. Box 563  
Oak Creek, WI 53154-0564

We are always appreciative of our Oldtimers members and Museum friend's generosity for any and all donations. The Bucyrus® Oldtimers Association UA and the South Milwaukee Industrial Museum LLC are both separate non-profit organizations, and therefore have individual accounts. Since we both rely solely on free-will donations, we have partnered in this newsletter to reduce costs for both of us, and provide everyone with the latest information on events, activities, and news updates in both groups. We hope you continue to find the combined quarterly publication enjoyable and enlightening. Thanks for your continued

support of our organizations and welcome any feedback you may have.

For future reference, please keep the following addresses handy for all your correspondence and donations:



Bucyrus® Oldtimers Association UA  
P.O. Box 563  
Oak Creek, WI 53154-0564



South Milwaukee Industrial  
Museum LLC  
P.O. Box 84  
South Milwaukee, WI 53172-0084

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**BUCYRUS® OLDTIMERS ASSOCIATION UA  
PROUDLY PRESENTS THEIR  
ANNUAL CHRISTMAS DINNER/DANCE**

**THURSDAY - DECEMBER 5, 2024**

**AT**

**THE BUCYRUS CLUB & EVENT CENTER  
1919 12TH AVENUE, SOUTH MILWAUKEE**

**Music by: Roger Boll**

**Dancing and Refreshments: 2:00 to 4:00 p.m. Dinner Served: 4:30 p.m.**

**CHOICE OF 3 ENTRÉES**

**6 oz. Filet Mignon & 3 Breaded Shrimp - \$33.00**

**Pan Seared Salmon with Citrus Glaze - \$28.00**

**Roasted Bourbon Glazed Chicken Breast - \$25.00**



Also includes a tossed salad, bread basket,  
baked potato, a vegetable,  
coffee, soda, beer and dessert

Please pay at time of reservation no later than Thursday, November 29, 2024  
so that we can have an accurate count of participants. Friends are also welcome!

Send Reservation Form below to:

Bucyrus® Oldtimers Association UA - Dinner/Dance  
P.O Box 563, Oak Creek, WI 53154-0564

**Checks should be made payable to Bucyrus® Oldtimers Association UA**

**If you have any questions call Dolores Page at 414.768.9437 or Pat Merkovich 414.617.2796**

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Bucyrus® Oldtimers Association UA 2024 Christmas Dinner/Dance Reservations

**NAME(S):** \_\_\_\_\_ **ENTRÉE CHOICE:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Contact Person's Phone:** (\_\_\_\_) \_\_\_\_\_ **email address:** \_\_\_\_\_

Note for Large Groups: If you would like us to reserve your seating placement, please mention on form or contact Dolores or Pat.



## The First Bucyrus Machine

When we think about an early Bucyrus machine, some version of a steam powered earth moving machine comes to mind. The classic image of black smoke coming from the boiler of an old shovel with a cloud of steam being released from the engine is typical. But what if you learned that the first true machine made by Bucyrus didn't even have an engine? What if it was just the muscle power of men that made it work? What do you think it could possibly be?

Dan P. Ells gathered a group of relatives and business associates in his Cleveland office on December 18, 1880 to organize a new manufacturing company. Little did he realize that it would eventually grow to literally help change the world's economy by playing a significant role in building the Panama Canal, and then go on to introduce some of the most iconic and technologically advanced earth moving machinery in the world. Here's the brief story of how this all started.

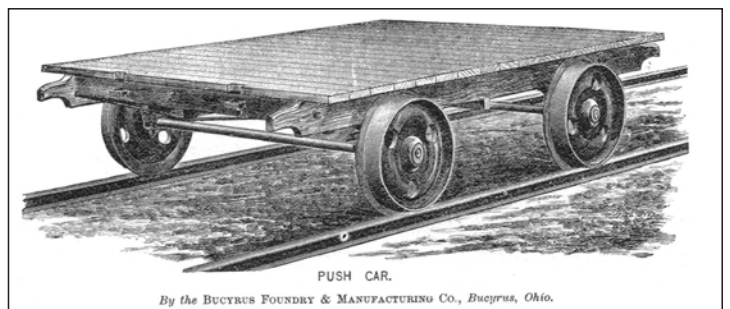
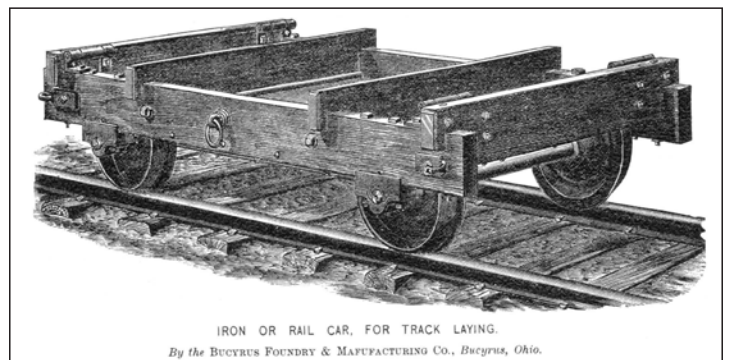
After his first wife passed away, Ells met and eventually married Mary Witt, the daughter of Stillman Witt who had built his fortune in the railroad construction business. Ells had risen through the office ranks starting as a bookkeeper to become the president of the Commercial Bank of Cleveland. Along the way he made many trusted and important contacts in the railroad industry, including Stillman, and eventually held positions as a board director for more than 25 area companies. He was a man who was definitely 'in the know' regarding planned railroad expansion, mining, and construction projects that came through or near central Ohio.

Ells took full advantage of his knowledge and connections, and on December 17, 1880, his group purchased what remained of the idled Bucyrus Machine Company that had started in the 1860's in Bucyrus, Ohio. The purchase consisted of one and a half acres of land and buildings that included an iron foundry, a machine shop and tools, outbuildings, and various fixtures. The shops previously produced farming equipment and tools. Ells' vision was to convert it into a railroad and mining equipment supplier to take advantage of the rapidly expanding Ohio railroad and mining business. Interestingly enough, two weeks after the group finalized the purchase the facility, the Ohio Central Railroad announced plans to establish its shops and headquarter office in Bucyrus, Ohio. Obviously, the timing of the old factory

purchase was predicated on his advance knowledge of this happening.

On Christmas Day, the stockholders met and elected new officers and directors of the Bucyrus Foundry and Manufacturing Company, and it was officially chartered by the State of Ohio on December 28, 1880. Capital stock issued was set at 1,000 shares, and funds raised amounted to \$18,700 in working capital to retool the shops for production, and to buy foundry sand, raw iron, coke, and other supplies.

Sales of castings to the local railroad companies were quickly made and when manufacturing began, Bucyrus products consisted of a variety of cast and machined goods, including locomotive drive wheels, cylinders, car wheels and axels, frogs & switches, and railroad utility carts. Smaller non-railroad items included trolley parts, decorative furnace vent grates, pulleys, and other cast iron machined parts for other manufacturers. Eventually Bucyrus received a large order to build 200 coal cars from the Ohio Central Railroad and an order for 600 mining cars from the Ohio Coal Company. They were starting to be a very busy shop! The Bucyrus Journal reported in August of 1882 that the company was looking for some 'good hands' to help meet their future production demands.







Along with hiring the additional factory workers in the early days, the company also hired engineers to design additional railroad maintenance related items to complement their rail mounted work wagons and push-cars. They designed and the factory manufactured the first Bucyrus two-man hand-car. It was in fact, the very first mechanical 'machine' to come out of the plant in late 1881 with the Bucyrus name on it. And it was people powered!

SEVEN FACTS CONCERNING THE  
**BUCYRUS HAND CAR**  
WHICH MAKE IT THE  
Strongest, Lightest and Most Serviceable Car  
EVER MANUFACTURED.

FIRST. The **WHEELS** are made of the **BEST CHARCOAL IRON** and **CHILLED**, and the wrought spokes are warranted unmovable.

SECOND. The **LEVER** is made entirely of wrought iron of the best quality.

THIRD. The **GEAR WHEELS** are cast from an iron pattern, in which the teeth are carefully milled.

FOURTH. The **CRANK** is made of best cast steel or refined wrought iron.

FIFTH. The car is secured by truss-rods fore and aft and crosswise.

SIXTH. The car is provided with a **BRAKE**, which acts on two wheels at once, can be operated without leaving lever, and is without joints.

SEVENTH. All the **LUMBER** is thoroughly seasoned.  
Diameter of wheels 22 inches.  
Bearings either brass or "babbit" as desired.

This photograph represents a car now in actual use, and which has carried sixteen men with their tools and three or four rails. We will change the car to suit any specifications, and solicit correspondence.

For further information address,  
W. B. CRITTENDEN, Sec'y and Treas.,  
BUCYRUS, OHIO.

It wasn't until spring of 1882 that Bucyrus received an order from the Ohio Central Railroad to build a 'Thompson Iron Steam Shovel. It was the first excavator to come out of the plant and was built to specifications of the designer. They subsequently received orders for two more Thompson shovels from the Northern Pacific Railroad and one more for the

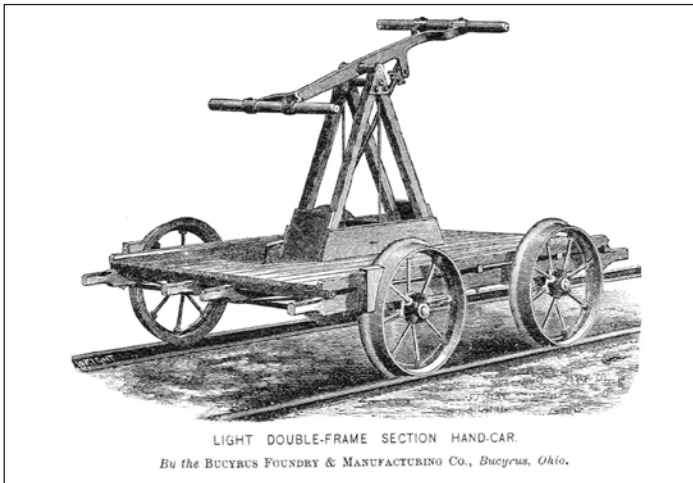
Savannah, Florida, and Western Railroad. They eventually became the exclusive subcontracted producer of the Thompson shovels. It wasn't until the 1890's that they designed and marketed their own steam shovels, which not surprisingly were noticeably similar to the Thompson machines.



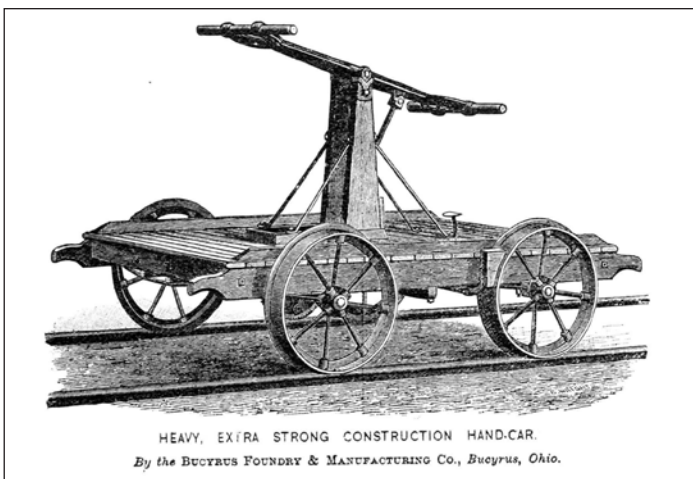
*The Thompson Iron Steam Shovel*

The Bucyrus hand-cars never made it to the famous level of machinery that the Panama Canal Steam Shovels achieved. They did gain their own quiet recognition on March 25, 1983 when a Bucyrus Hand-Car appeared on a US postage stamp. It was part of the long running 'Transportation Series' of stamps issued by the US Postal Service that started in 1981. The three-cent stamp featured a drawing of a Bucyrus Hand-Car by

*Continued on next page*



LIGHT DOUBLE-FRAME SECTION HAND-CAR.  
By the BUCYRUS FOUNDRY & MANUFACTURING Co., Bucyrus, Ohio.



HEAVY, EXTRA STRONG CONSTRUCTION HAND-CAR.  
By the BUCYRUS FOUNDRY & MANUFACTURING Co., Bucyrus, Ohio.

Bucyrus hand-cars were very high quality and very well received by customers. They were advertised to be the strongest, lightest, and most serviceable hand-cars ever produced. It boasted wheels made from the 'best charcoal iron' and had carefully milled cast iron gears. All the lumber was 'thoroughly seasoned' and of the best quality. The laundry list of "bests" were carefully described on the back of their sales photocard. Especially interesting is the fact that they advertised a brake, which consisted of a foot pedal lever type arrangement that forced two wooden friction blocks against one set of wheels to slow down the car. It must have been very exciting to roll down the tracks with a competitor's hand-car without a braking mechanism!



1983 Bucyrus Hand-Car Postage Stamp

artist Walter Brooks of Norwalk, Connecticut. His original drawing and research work for this stamp design is documented and preserved in Smithsonian records, where it is noted that it was based upon the railroad hand-cars manufactured by the Bucyrus Foundry and Manufacturing Company of Ohio.

Who knew that the early railroad business connections of Dan Ells would lead Bucyrus down the path of building some of the largest excavators, dredges, drills, and construction machinery in the world. We have one of the original 1880's advertising cabinet cards of the heavy duty Bucyrus Hand-Car on display in the Bucyrus Museum. These cards were carried by the sales agents and left with potential customers so they could see what they were buying. We're proud to have this 130+ year old survivor photocard as an example of the earliest Bucyrus designed machine ever built.

## The Last Bucyrus Machine

In the previous article, we explored the first Bucyrus machines. But do you know what the final machine built under the Bucyrus name was?

The last Bucyrus branded machine to leave the South Milwaukee factory was a 49HR blasthole drill that completed testing on July 10, 2011, one day before the planned Caterpillar buyout. The photo taken on that afternoon shows the men and women of Bucyrus International that were responsible for manufacturing, assembly, and testing. On July 11, 2011, the purchase transaction took place and the Bucyrus name would be consigned to history.

Today, Caterpillar continues to make the Bucyrus designed 49HR blasthole drills under a rebranded model number of MD6640. Gone is the white base paint with the iconic maroon 'slash' stripe along each side. They're now finished in the standard CAT yellow and black paint scheme.

Caterpillar still continues to build Bucyrus designed electric Rope shovels, now designated as the 7495 series. The Draglines offered today by Caterpillar retained



Last Bucyrus Machine - July 10, 2011

their original Bucyrus/Marion model numbers of 8200 and 8750.

We salute those employees lucky enough to be able to say they worked on the last Bucyrus machine ever produced.

## Your SCOOP Suggestions Welcome

Do you have an idea for an interesting article or side story related to Bucyrus and Bucyrus-Erie history? Please let us know what that is and we'll do our best to research and publish it in one of our future Scoop issues. We always like to hear about the company's involvement in different projects that were not documented in any of the 3 books about Bucyrus history. Email us at [bemuseum@smimllc.org](mailto:bemuseum@smimllc.org) with your story or idea and we'll connect with you to discuss details!



## Bucyrus-Erie in the Smithsonian

On Wednesday, March 30, 1960 at 12:00 noon, a concept model of the Bucyrus-Erie 3850B Stripping Shovel being manufactured in South Milwaukee, Wisconsin was presented to President Dwight D. Eisenhower at the White House. The 14-inch-high scale model of what was to become the world's largest stripping shovel was made by Mr. Don Ludeman, B-E's chief model making engineer, and given to the President by two representatives of the National Coal Association, F. Stillman Elfred, Chairman, and Stephen F. Dunn, President. The meeting lasted a total of only 15 minutes. The model stayed in the White House only a few days before the President transferred this gift to the Smithsonian Institution, and was immediately put into storage and was never publicly displayed.



*The Original 3850B Concept Model –  
Natural Museum of American History*

Bucyrus-Erie custom-designed this monster machine for the Peabody Coal Company. B-E engineers anticipated that they would need two years to manufacture the behemoth, and an additional six months to assemble it at the site of the open-pit mine. The plan was to ship the machine's parts in over 250 railcars to the mine site in Kentucky. When finished, the shovel would weigh 7,000 tons, soar to the roofline of a 20-story building (some 220 feet high), and be able to extend its enormous 115-cubic-yard dipper over 460 feet, or about one and a half times the length of a football field. Fifty electric motors-ranging from 1/4 to 3,000 horsepower would

power the shovel, which was designed to be controlled by a single operator perched in a cab five stories high. Publicists for Bucyrus-Erie called this the "largest self-powered mobile land vehicle ever built."



*Stephen F. Dunn, President Eisenhower,  
and F. Stillman Elfred*

The shovel model represented an important component to help produce energy and steel for Eisenhower's infrastructure plan to build interstate highways across the US. The official photo of the presentation was taken by Robert Merriam, a photographer who worked for the National Park Service and took thousands of photos at the White House during the Eisenhower term. The model photo is part of the official Smithsonian record.

It is interesting to note that right after the 3850B went to work, NASA visited the site to see how the machine moved, and eventually chose Bucyrus-Erie to design the 'dual-quad' Crawler Transport for their rockets that is still in use today. The Transport was built by the low bidder, Marion Power Shovel that merged under Bucyrus in 1997.

The Bucyrus Museum has a replica 3850B concept model in our archives that is currently on display in the Bucyrus Club lobby museum showcase. We also have a 1:87 scale model of the 3850B that Peabody named "Big Hog" in our stripping shovel display case. The machine is a great tribute to B-E's engineering innovations and contributions to help make our world a better place.

The South Milwaukee Industrial Museum LLC is a 501c3 educational non-profit operating the Bucyrus Museum and is dedicated to the historic preservation of documents and artifacts relating to Bucyrus International and its merged companies.

The Bucyrus Museum is located on the 2nd floor of the Bucyrus Club – 1919 12th Ave – South Milwaukee  
Regular hours are every Tuesday, Thursday, and Saturday from 10am – 3pm

PO Box 84 • South Milwaukee, WI 53172-0084 • 414.671.3850 • Email: [bemuseum@smimlic.org](mailto:bemuseum@smimlic.org)  
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## "A BIG THANK YOU"

### TO OUR CONTRIBUTORS

Rose Marie Burgoon  
Julia Dekker  
Gary Dillon  
Greg Gruber  
Craig Mackus  
Leroy Passehl

## *In Loving Memory*

*With Heavy Hearts we said  
"Goodbye" to:*

Thomas G. Dantzman - June 26, 2022  
Gordon D. Hams - May 30, 2024  
Arthur W. Frawley - June 11, 2024  
Raymond J. Mutchie - June 29, 2024  
Roy A. Polzin - July 1, 2024  
David W. Jones - July 7, 2024  
Jeffrey Blavat - July 11, 2024  
Deloris M. Hendricks - July 17, 2024  
Roger E. Kramer - July 21, 2024  
William A. Kurtzhals - August 2, 2024  
Angeline M. Lemcke - August 8, 2024  
Bruce E. Tonkin - August 15, 2024

**2024**

## **LUNCHEONS & EVENTS**

**The Bucyrus Club & Event Center**  
1919 12th Avenue, South Milwaukee  
(For Reservations call Dolores Page at 414-768-9437,  
call or text Pat Merkovich at 414-617-2796 or  
email [oldtimers.newsletter@gmail.com](mailto:oldtimers.newsletter@gmail.com))

Luncheon Cost \$18.00/person (Cash or checks only)  
Opens 11:30 a.m. • Food served at 12 noon

September 26 • October 31

Fireside - November 22  
Christmas Party - December 5

### **WE'D LOVE TO HEAR FROM YOU!**

PLEASE SUBMIT ALL  
WRITTEN CORRESPONDENCE TO:  
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