War Time Milk Transportation Problems*
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When I accepted the invitation of your secretary to address you, I could not figure who had to bear the responsibility of burdening you with a paper such as I would present especially as I was given the subject “War Time Milk Transportation Problems,” but thought that a title such as “A Traffic Man’s Dream Dairy Farm” would probably be more interesting. I am a traffic specialist—but don’t let this get out—I am also a dairy farmer operating a dairy farm and I have a natural suspicion regarding any one who belongs to an association of milk sanitarians.

I have served in traffic work for the last thirty years with Standard Brands Incorporated whose principal product is a perishable one—yeast. During disaster caused by storms and floods, it has been one of my duties to see that shipments of this product reached their destinations regardless of any conditions disrupting transportation facilities, and it is the proud boast of my company that to date no customer has ever been out of this important ingredient in the baking of bread. Because of my association with this type of work, Commissioner Woolley of the New York City Department of Markets asked for, and our President James Adams granted my services to New York City for war activity with the Metropolitan Food Committee. The work of the committee is to assist in getting food into New York City in case disaster of any type should strike and disrupt the regular channels through which the enormous supplies of food move daily into New York City.

This problem is of such magnitude that I cannot adequately cover all parts in the time allotted, but I will do my best to give you a good picture of the system which we think will assure a supply of food within the fifty mile circle that comprises the New York City Metropolitan Area, regardless of any disaster less than actual invasion.

This system protects all foods but to be in keeping with the purpose of the meeting I will confine myself to milk.

I do not like to quote statistics for often they do not represent the exact conditions. This was the case when Nora, a nice little Irish girl, got married and proceeded to have a baby at regular intervals until having four she suddenly stopped. After a year or so went by her father confessor thought he should check up on the matter and asked her the cause. “Sure, Father,” said she, “I read in the report on vital statistics that every fifth baby born in Albany is colored, so Pat and I don’t intend to take any chances.”

However a little statistical background may help in giving a better idea of the size of our problem. The daily total food consumption in the New York Metropolitan Area is 27,700 tons per day or an average of 4.6 pounds per person, of this 6,306 tons or about one-fourth is milk. This means that around six million quarts of milk must reach the people in the Metropolitan Area every day. It is the largest amount of any one perishable food required, and when defense activities started this fact was recognized and it was decided that

“In any disaster affecting the people, the supply of this vital food must and will continue to flow, vigilance in maintaining its purity will be unceasing and the rigid tests of normal times will continue.”

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When war was declared and it came time to devise a method for handling the transportation problems in the Metropolitan Area, the Defense Councils of New York, New Jersey, Connecticut and New York City formed the Metropolitan Defense Transport Committee composed of one member from each state and additional members representing the Port of New York Authority, and Office of Defense Transportation together with liaison members of the Army and the Office of Civilian Defense.

This committee appointed committees for various sections of the work. The one for food is the Committee on Emergency Control of Primary Food Distribution which set up the Metropolitan Defense Committee on Food Supply and selected an outstanding man in each food industry to form a working committee with other members of his industry and to prepare all necessary data needed for that section. The members of Milk Committee are:

Milk Industry—Robert M. Wellwood, Chairman, Sheffield Farms Co., Inc.
Greater New York Milk Institute—Morris H. Adler, Sunshine Farms
New York Metropolitan Milk Distributors—Joseph O. Eastlack, Borden Farm Products Co.
Independent Dealers—Isadore Eisenstein, Rockdale Creamery Co.
Dairymen's League Cooperative Ass'n, Inc.—George R. Fitts
Northern New Jersey Milk Council—W. R. Hale, Woodbrook Farms
Milk Processors' Ass'n of Northern New Jersey—Raymond Lotz, Lotz Bros.
Research and Statistics—Genevieve Zarowsky
Federal-state Government—Dr. Anson Pollard, Market Administrators Office

and also now rendering invaluable assistance in all counties within the Metropolitan Area are G. W. Molyneux, Westchester County; E. J. Buckley, New York District; Forrest Wales, Nassau County, and other district directors of the Emergency Milk Supplies of which Mr. Tiedeman is state director.

It will not be amiss at this time to record the fact that these committees have completed a survey and compiled a set of records that give in detail every fact necessary for the functioning of the Metropolitan Area Milk Industry in time of attack and deserve the commendation not only of the State War Councils but also of every member of their industry.

With this background we can proceed to outline briefly the working of our system.

Each pasteurizing, bottling or distributing plant within the area, selected from two to five locations where they could conduct their business should they for any reason be forced to abandon their regular plant.

These locations were then tabulated on master cards which are filed by police precincts at main headquarters in the Department of Markets. From these cards others are made up and distributed to every state road control station.

Road control stations are buildings located at strategic highway points generally near important traffic intersections and are manned by representatives of the State War Councils. In New York State they are under the control of the State Police and in New Jersey men are manned by the Department of Highways. When necessary, additional help will be furnished by the OCD. These stations will also be used by the military authorities to assist movement of their men and equipment.

The highways are now divided into primary and secondary routes. In case military necessity compels the primary highways to be taken over by the armed forces all civilian traffic moves over the secondary roads.

In addition to information recorded on the master cards each milk plant must print an emergency business card on which is shown the address of the firm's regular place of business and on the reverse the addresses of all alternates in the same order as shown on master cards. These business cards are distributed to all truckmen, transportation companies, employees and
customers doing business with that firm.

When these records are completed we will have our system set up and be ready to go into action should disaster befall. I might state that this is one time when we hope and pray that the occasion to use something on which we have spent lots of time, labor and money never comes.

However if it does, this is how the system functions. We will imagine New York City is bombed and a large pasteurizing plant is struck and destroyed. A bomb falls in another street cutting off water and light from another plant but not hitting the plant. At the first signal of attack the wardens and police go into action, all buildings are checked and a report of conditions is relayed to control headquarters. In important precincts having large food plants there are special food wardens with direct emergency telephone connections. The one located in the precinct attacked passes information regarding the two milk plants to headquarters where the message is checked and sent out by the Police Department to the New Jersey State Police at Trenton, N. J., New York State Police, Hawthorne, N. Y., and Mineola, L. I., and Connecticut State Police at Danbury, Conn., who relay the message to all metropolitan road control stations within their states.

Inspectors at road control stations then stop all trucks and any destined to the wrecked plant or the one temporarily out of commission are rerouted to the first alternate located in an undamaged area and the driver is given a pass to proceed. This pass not only enables the driver to get through any damaged areas enroute but also shows roads that are open and over which vehicles can travel. The military authorities will even allow use of primary roads to food trucks when such traffic will not affect movement of their own forces. Our military forces agree that milk for civilian use is essential and will assist us in every way to get it to its destination.

Back in the precinct that has been bombed customers and employees are trying to reach damaged plants but are turned back by the police with the information that these plants are out of commission. They then refer to the firms’ business cards, go to the alternates, secure a supply of milk and proceed to give service to the public as usual.

It is a workable system. Continual tests have proved that both the public and the industry can rest assured that everything possible has been, and will be done to keep the milk moving. This concludes the problem of transportation during disaster periods.

There is also the problem of how long milk can be moved by trucks. We know a plan has been suggested to transfer milk to the rails and thus save gas and rubber. I have attended meetings where this has been discussed and I understand a report has been given to the ODT showing that only about 6 percent of the milk now carted by trucks can be transferred to rail. Commissioner Woolley of the Department of Markets has reported that tin is even scarcer than rubber and that the enormous quantity of new cans that would be needed to handle the volume now transported by trucks if it was transferred to refrigerator cars would take an indefinite time to be manufactured and we would still have the problem of trucking at the delivery point as New York City has only three pasteurizing plants located on rail lines. We believe that this transfer will never be made basing our belief on the action and words of President Roosevelt himself, who, when setting up the various committees for conservation of rubber, called their attention to the importance of some rubber for civilian use to take care of essential needs, and specifically used the words and I quote, “like getting milk to the consumer.”

From these words there is no doubt
that the administration considers milk essential and I believe that the rubber will be forthcoming for our milk transportation system.

In attending meetings on transportation problems we learn that the present policy is truck transportation for short hauls, rail for long hauls with prompt unloading. The milk industry has been doing this for years so I see no reason to expect any change in handling of milk from farm to city plants in this area.

Statements have been made that there will be serious shortages of food next year but no actual hunger. There is talk of food rationing which will be more complex. This means more milk and more transportation of milk. Farmers cannot be forced to produce it, but they can be paid and if they can get the help the output will be increased. Perhaps the government will have to make some kind of subsidy to farmers so that they can pay the wages necessary to keep labor on the farms for if the farmer must pay labor out of income it will cause a sharp rise in prices and while a subsidy will not prevent a runaway.

If this condition occurs and more milk is produced it is thought that the present equipment will be sufficient to handle it.

I think I have covered the important parts of my subject so I want to close with a sigh that I did not get around to my dream farm although I am going to tell you about one barn.

I have a dairy farm at Tranquility, N. J. It has a lot of fine Jersey cows and I got to thinking that perhaps I could handle them differently from any cows have ever been treated before so I started a new barn. I dont know much about barns but I wanted an L shaped barn with two silos at the corners of the L. One section of the L was to be for the bulls, a maternity ward and calves. This part was started before the war and is finished. The maternity section is all box stalls but air conditioning is still to come. The calf section can be converted into separate stalls, housing from one to nine and I thought I would be the first to use wire floors for the calves so I had a wire company make these up for me and they were put in and I san say it was worthwhile. We haven’t lost a calf and the bedding is always sweet and dry. I have a row of stalls for yearlings with removable partitions so that they can run and get some exercise in cold weather, and my bulls are in a separate section at one end of the building with runs crossing a brook, and a bridge to keep them out of the water, but having a passage way to let them go down to drink whenever they want to.

The other part of the L has never been started. This is to be the milking barn. Each stall is to be separate with solid walls except the side facing the aisle. This will be metal fencing with a sliding door. The manger is on this side with its end in the corner at the aisle to permit easy handling of feed. The manger is equipped with water and there is a small tie stanchion for use when the cow is milked. Each stall has a pump in the floor to collect liquid and manure. Ventilation is by means of pipes to each stall allowing a direct supply of fresh air to each animal.

You are all familiar with the rotolactor and milking parlors but my idea is to bring the parlor to the cow so I devised plans for a platform on which is hot water to wash the cow, an electric dryer, spray guns and milking machine with weighing bottles. After a cow is milked, bottles are emptied into an accumulator tank cooled with brine from our ice machine. There is also a desk for the dairyman to record weights, etc.

Plans also are started for another unit to collect manure. This is to be a unit equipped with a pump to clean out the sump and thus liquid and solid manure are collected together. The
unit will then slide into our regular manure spreader and the ground gets full benefit of both solids and liquid. After the sump is emptied clean water and some superphosphate is put back to keep the stall fresh and sweet.

This part of the barn may never materialize but if it does I want this body to visit me and look it over and even if it does not, it will always be a pleasure to welcome any or all of you at Wayres' Farms, Tranquility, N. J., where a glass of good milk or other refreshment awaits every visitor.

Thank you for your courtesy in listening to my talk on “War Time Milk Transportation Problems” and the barn on “A Traffic Man’s Dream Dairy Farm,” may the first never come to pass, and may world conditions change to allow the second to arise as soon as possible.

TRUCK FLEET CLEANING

Of timely interest to fleet superintendents, maintenance supervisors and shop foremen is the newly enlarged and revised fifth edition of the Oakite manual of cleaning methods for dairy truck fleet operators. This fact-filled booklet is particularly significant today when wartime conditions impose the necessity for keeping transportation equipment in efficient operating order and for extending its normal service life by proper preventive maintenance measures.

Included in its 36 pages is a host of suggestions and tips for effectively handling over 21 cleaning and associated jobs, essential in any fleet maintenance program. Materials and methods are concisely described for cleaning transmission gears, connecting rods and other motor parts before repair; cleaning greasy, grimy motors and chassis; removing gummy carbonized deposits from aluminum and aluminum alloy pistons; desludging Diesel and gas crankcases before tear-down and major overhaul or for improved motor performance; cleaning concrete and cement garage floors; and many other diversified types of work. Copies of this interesting, informative and illustrated booklet are available upon request. Write to Oakite Products, Inc., 38C Thames Street, New York 6, N. Y.