



# Dining Car Digest

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No. 10



**DINING CAR DIGEST**

A publication of, by and for employes of the Dining Car Department, The Pennsylvania Railroad.

Published every other month at Sunnyside Yard, New York

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**Observations**

By **SIDNEY N. PHELPS**

A friend of many years standing called me up the other day with the good news that he had been promoted to a better position in his company and that a substantial salary raise went with the promotion. He invited me to meet him and some other friends for a little celebration of his good fortune.

When we met the next evening I was prepared for the usual celebration party, but as far as my friend and I were concerned it turned into a rather serious discussion of matters that are in the minds of a good many people these days.

"I've waited a long time for this raise," he told me, "but now that I've got it, I am not at all sure that I want to buy some of the things I was positive, six months ago, I was going to get."

He went on to explain that he had been able on his old salary to supply all of the necessities of life and a few of the luxuries for his family. However when the butcher, the baker and the mortgage were paid there wasn't much, if anything left over for savings.

"My wife and I talked this over last night," he said, "and we decided that the smart thing

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**Dining Car Crew Performance Called Outstanding As Hurricane Hazel Raises Havoc with Schedules**

The third major hurricane of the season struck with full fury at the eastern seaboard from New York to points far south of Washington on October 15 and PRR dining car men, faced with the need to feed hungry passengers on trains as late as 12 hours, performed yeoman service.

Instances where stewards, waiters-in-charge, chefs, cooks and waiters worked straight through the night without rest are so numerous that it would take an entire issue of the DIGEST to print their names. Train No. 152 served 376 at dinner in the dining car, 225 in the coffee shop. Train 142 served 252 at lunch and dinner. Train 154 served 347 at dinner. Train 137 served 412 in two diners. On 153, 338 passengers were served in the dining car and 168 in the coffee shop. And so it went in nearly every train on the railroad during the big storm.

Recognizing the fine calibre of teamwork and self-sacrifice brought out by the emergency, Mr. Phelps wrote the following message which was posted on bulletin boards in all commissaries and agencies:

**"TO ALL DINING****CAR PEOPLE:**

"The reports that have reached me in the wake of Hurricane Hazel, October 15-16, indicate clearly that every employe on duty during the storm performed his work in a manner which reflects the highest credit on the

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**25 Supervisors Attend Class in Sanitation**

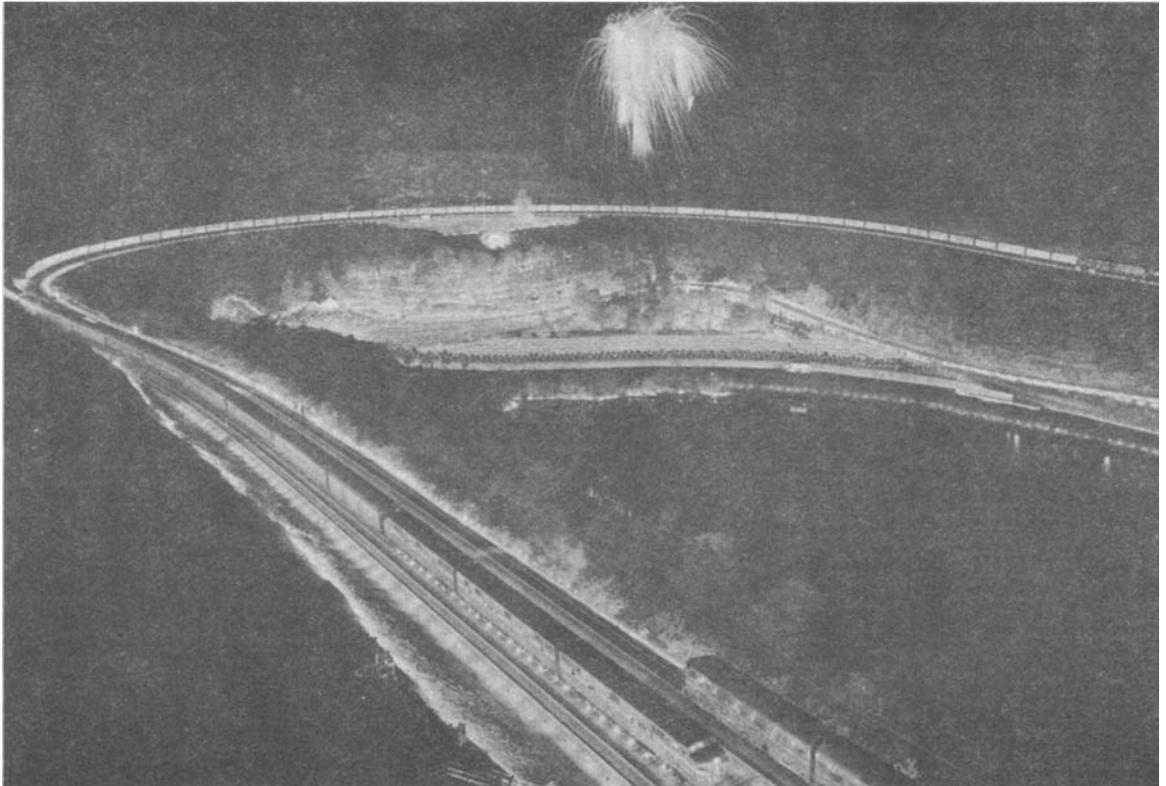
That sanitation in dining cars is a topic of primary interest to the Dining Car Department was attested by the attendance of 25 road supervisors at a special seminar conducted in a dining car at Sunnyside Yard on October 14 by Theodore N. Landecker, U.S. Public Health inspector; John E. Ulich, sanitation supervisor, and Supervisor C. S. Thompson of Chicago.

The supervisors received detailed instruction in elements of sanitation that must be observed for PRR dining cars to meet U. S. Public Health standards. Discussed at the all-day session were the cleaning of floors, walls, ceilings, doors and windows; the bactericidal treatment of eating and drinking utensils, the storage and handling of food and utensils, and the maintenance of wholesomeness in food, fluid milk products and frozen desserts.

The meeting closed with a question and answer period on the subject of sanitation in general.

**IF YOU ARE CARELESS**

If you are careless you have two chances—one of having an accident and one of not. And if you have an accident, you have two chances—one of getting injured, and one of not. And if you get injured, you have two chances—one of dying and one of not. And if you die—well, you still have two chances. But why be careless in the first place?



Lit up by 6,000 flash bulbs set off simultaneously in the largest photoflash picture ever made, the world famed Horseshoe Curve posed for its 100th anniversary photograph on the evening of October 20. The experiment, also highlighting the seventy-fifth anniversary of the modern incadescent lamp, was staged by Sylvania Electric Products Co., Inc., in cooperation with PRR. In foreground, westbound, is train No. 49.



The facts of life from the standpoint of dining car sanitation are given to 25 supervisors in meeting at Sunnyside Yard conducted by T. N. Landecker (standing, right) Sanitation Supervisor John E. Ulich (seated, facing camera, left) and Supervisor Tommy Thompson of Chicago, center.

**THE COVER PICTURE**

This 60-pound layer cake, having survived a short but perilous trip through Sunnyside Yard between the commissary and train No. 49, was served to passengers who witnessed the flash of more than 6,000 photobulbs as the train rounded Horseshoe Curve. Instructing Chef Vernon Redd is now an authority on How to Get a Cake Through a Car Door When the Cake is Wider Than the Door.

**THE VICTIM  
SEES  
NUTHIN' FUNNY  
IN  
HORSEPLAY**



# Santa Claus has Busy Helper



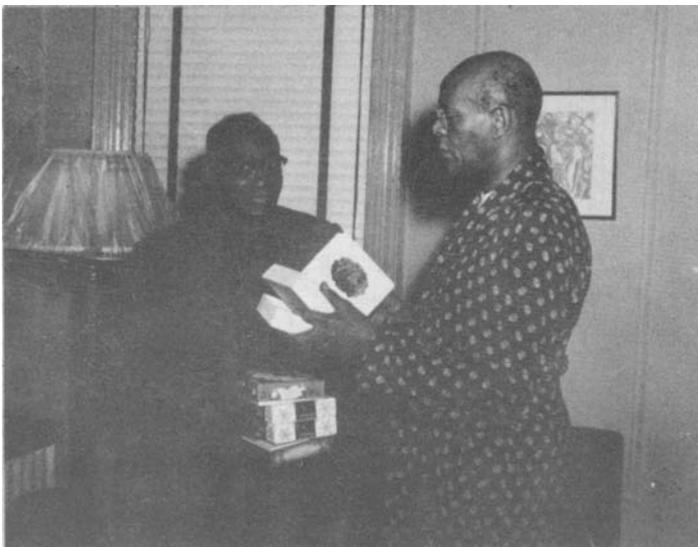
**Busy in his home workshop, Mr. Ross turns out cards with amazing speed. In foreground, stove used to make embossing rise from paper.**

One of the busiest Santa Claus helpers to be found this side of the North Pole is A. A. (Buddy) Ross, who when not absorbed in his Kris Kringle chores is employed as buffet lounge attendant in the observation car on No. 48 and 49.

Mr. Ross, a Pennsylvania Railroader since 1922 and senior BLA on the department roster, turned a natural flair for Spencerian penmanship into a profitable part-time business when he discovered that people like to buy Christmas cards bearing their name in the gilded, raised letters that he writes in bold and graceful style on each card.

Along about this time of year, Mr. Ross confesses, he loses count of the number of cards he has turned out of his workroom in his comfortable apartment at 25 St. Nicholas Ave., New York City. Using a special (and secret) embossing ink, his fast-moving hand inscribes whatever message or signature the customer has requested, together with appropriate flourishes. At this point, Mr. Ross' wife, Ethel, and sister-in-law, Mrs. Viola Life, join the production line.

When the ink is partly dry, Mrs. Life pours gold or silver powder over the handwritten portion of the card, shaking the residue off. Mrs. Ross then takes the card and holds it for a moment over a small electric stove. Almost immediately the writing



**Christmas card agent Alfred Gibson accepts delivery of order from Mr. Ross. Gibson is one of half-dozen agents who sell Ross greeting cards.**



**After writing message, Mrs. Life pours gold or silver powder over the writing. Mrs. Ross then heats card over stove to make embossing rise to surface.**

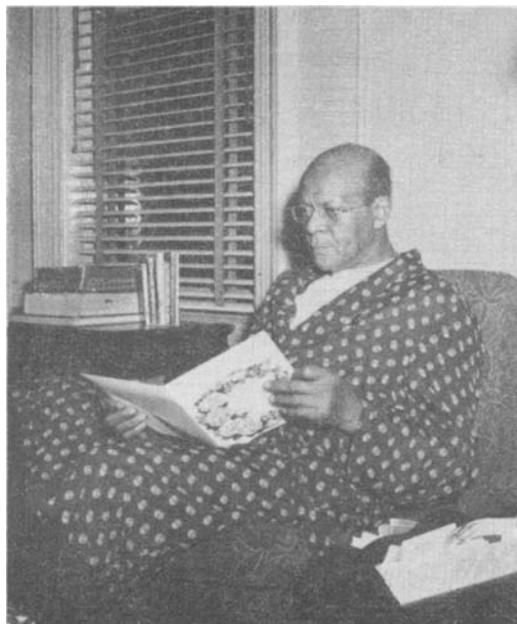
## in BLA A. A. (Buddy) Ross

rises from the paper and takes on a lustre similar to fine engraving.

Mr. Ross explains that embossed writing turned out by his hand method "stands up" from the paper more than machine produced embossing. This helps, he said, to bring him off-season business in the form of diplomas for June graduates. And he has no problem finding customers for his Christmas cards, many having ordered the Ross product exclusively for the past 20 years. Working through a half-dozen agents who nearly keep him buried in work starting in September, "Buddy" says he likes it that way. "I always remember," he says, "that an idle mind is the devil's workshop."

In addition to helping her husband with his interesting avocation, Mrs. Ross leads a busy life of her own. Employed as a draper by a Manhattan dressmaker during the day, she devotes many evenings to Eastern Star work and is Past Grand Matron, Eureka Grand Chapter, P.H.O.E.S., New York jurisdiction. She is noted as a speaker in fraternal circles and last spring represented her lodge at an international meeting in Nassau, Bahamas. Visits to Haiti, Jamaica and Puerto Rico were included in Mrs. Ross' itinerary.

A very busy couple are Buddy and Ethel Ross—and a very happy couple!



In one of the few moments of relaxation at home, "Buddy" Ross checks his own handiwork on anniversary greeting card for his wife, Ethel.



age and pouring ink, "Buddy" ve to bring writ-



Part of output for one day. Mr. Ross worked as waiter under Stewards Bill White and John McGrath, credits them with shaping his life.

## BRICKBATS and BOUQUETS

### "OUTSTANDING and MEMORABLE"

The trip was made much more enjoyable because on my eastbound trip I happened to have the same dining car that I had on my westbound trip. Upon entering the diner for dinner I was made to feel very welcome by the steward, Mr. C. J. WESTERMAN, and waiter No. 3, whose name I understand is BROWN. We all expect reasonably fair service in a diner, but when it is given with a smile such as a host would give you in his home, it is outstanding and memorable. Any future trips I make to New York will be on the Pennsylvania because of their genuine hospitality.

### "LACKING IN COURTESY"

The waiters were at times lacking in courtesy almost to the point of rudeness. In fact, the only occasion on which I received any courtesy from a waiter on the Pennsylvania was when he observed me copying down your name and address from the menu as I was finishing my meal, whereupon he showered me with offers of extra biscuits and water and beverage and said that he would be looking for me the following morning at breakfast. In contrast, the waiters on the four western roads were invariably cheery and courteous.

### "COURTEOUS, PERSONAL ATTENTION"

Over a period of years, I've had the pleasure of dining in Pennsylvania Railroad dining cars on which Mr. RANDALL T. RAY, has been the steward. Mr. Ray works out of Chicago and I've ridden with him quite often on the *Liberty Limited* and on *The General*. I simply want you to know how much I appreciate the very courteous, personal attention Mr. Ray gives me and all of the folks who dine with him. He is a fine steward and one of whom the Pennsylvania Railroad can be justly proud.

### "GREAT SOLICITUDE"

I thought you would be pleased to know that enroute to St. Louis from New York—Mr. LeRoy Sutton served me—and while I was in a depressed state—due to a very recent death in my family—Mr. Sutton not only served me with great courtesy, but with great solicitude.

### "REVOLTINGLY DIRTY"

The paper mats on the tables were revoltingly dirty. They were dirty when I had my dinner and the same ones were on at breakfast. Also I object to having a dining car steward throw my change at me. This happened to all the passengers.

### "GREAT ASSET"

May I take just a few minutes of your time to tell you that a coach attendant by the name of N. T. DIXON on the *Trail Blazer* is one of the most courteous and thoughtful porters—(with no exception) with whom I have ever come in contact. He does *everything* so cheerfully to make his passengers comfortable and is surely a great asset to the railroad.

### "ONE OF THE FINEST"

Last night, I returned to New York from Fort Wayne on the *Broadway*, and I had the pleasure of being served in the dining car by your waiter, Mr. JOHN LOWE. He had served me before and remembered my name. He also remembered the food I had ordered on prior occasions.

This to my mind, notwithstanding the fact of remembrance, showed a rare interest in his job. I think he is one of the finest waiters, among those I know, that you have on the *Broadway*.

### BOX SCORE, SEPTEMBER and OCTOBER 1954

	St. Louis	New York	Chicago
COMPLAINTS	2	13	7
COMMENDATIONS	12	27	8
BATTING AVERAGE	.857	.675	.533

## DINING CAR PERSONALS

### NEW YORK

by Tom Cummings

Robert Morrow, clerk at Sunnyside commissary, and his wife, Anita, became the parents of a daughter Oct. 22 at Astoria Hospital. Mother and baby are both doing well.

Charles T. Winkler, brother of Coach Lunch Supervisor L. A. Winkler, died suddenly Oct. 15 at Ft. Wayne, Ind.

The 1955 drive of the Pennsylvania Railroad YMCA is underway and will end on Nov. 19. All employees are urged to support this worthwhile activity.

Truckman Paul Haskins recently visited his fellow truckman, Fred Stanley, at Creedmore Hospital. Fred has been hospitalized for the past eight years and would appreciate hearing from or seeing other old friends.

Dominick Manzolillo of Sunnyside Commissary was married Oct. 16 to the former Johanna Reyman at St. Francis of Assisi Church, Long Island City. A reception followed at Paprin's restaurant, Woodside.

While details are lacking as to the bride's name and where the happy event occurred, we understand that Steward B. H. Smith recently became a husband.

Clerk B. H. Young of the Sunnyside laundry was married on Sept. 18 to Miss Doris Harris at Mt. Vernon, N. Y. Mr. Young's co-workers presented a steam iron to the couple.

Mrs. Felicia Riolo, mother of Clerk Niel Riolo, died on Sept. 23.

### ST. LOUIS

by Vic Angove

Notes on late vacationers: Steward H. J. Raymer enjoyed visiting the Rocky Mountains in Colorado and reports a wonder-

ful time. Cook Malinza Bryson and wife journeyed to St. Paul, Minn. to visit his uncle. Malinza says the 'possum hunting was simply great. Brother chefs Jimmie and Rosezene Washington visited their aged parents at Morilton, Ark.

We regret to report the death of Mrs. Lillie Lambert, widow of former Steward J. C. Lambert, at Columbus. Condolences to Storerroom Laborer H. O. Sawyer, whose mother, Mrs. Elizabeth Sawyer died Sept. 5 at Osceola, Ark. Our sympathy to waiter E. E. Smith, on the recent death of his father at Hannibal, Miss. Retired chef Carl Williams passed away on August 24 at Columbus.

We are glad to have Cook Cornelius King back on duty after over a year's confinement to Koch Hospital, Koch, Mo.

### CHICAGO

by Bill Andrews

Supervising Chef John Nowak was a delegate to the national convention of the American Culi-

nary Federation. The affair, an annual one, was held in Washington, D. C. The main objective of the convention is to gain official recognition of the culinary arts as a skilled craft. As a result, there is now pending in Congress a bill which would require all chefs to pass examinations to be licensed as bona fide chefs. It is felt, Chef Nowak explained, that this would result in higher culinary standards and attract more young men to a career in food preparation.

Waiter E. M. Griggs is passing out cigars to celebrate the arrival on Sept. 15, of a new son. He will be named Lawrence.

A recent and most welcome visitor was Commissary Helper Bob Smith, who is recovering from a long illness.

Welcome to Dick Hoffman, who joined our forces recently in the position of bar checker.

Late vacationers include Waiter Instructor Leon Bolton, who motored to Yellowstone; Waiter J. B. Sarpy and family who enjoyed the California climate; and Waiter V. D. Towns and family who spent their time viewing Old Mexico.



Bert McCoy, known to thousands of travelers after a long career as waiter in the dining car department, received best wishes of Food Manager Bob Bryant when he retired on September 21.

## Randolph Nugent Earns Waiter-in-Charge Award

Randolph Nugent, waiter-in-charge in coffee shop tavern cars on *The Congressional*, was the most efficient waiter-in-charge on the PRR during the third quarter of 1954, thus earning recognition and a share of PRR stock.

A waiter since May 17, 1924, Mr. Nugent was advanced to W-I-C on June 23, 1951. He is married and lives at 166-16 111th Ave., Jamaica, N. Y.

### OBSERVATIONS (Cnnd.)

for us to do is to pretend for the next two years that I never got my raise. In other words, we're going to put the raise in the bank—in a savings account—and when we accumulate enough we may buy a few government bonds or shares in a good, going business."

My friend's decision seems to me to make a lot of sense. I know how often I am tempted—and no doubt you are, too—to buy something I don't really *need* simply because I see it and have enough money in my pocket to make the purchase, or a credit rating equal to the need. I believe that many of us today place far too much emphasis on *things*—possessions—to the detriment of the old-fashioned solid virtue of setting something aside for a rainy day.

Nearly everyone has friends—good friends to whom we could turn in the event of an emergency. But the most valuable friend anyone can have is a little nestegg of money in the bank.

Anybody can "live it up." I urge you, if I may, to "save it up," especially when a little extra special money comes your way. You'll never be sorry.

## Cummings, Jefferies and Stanley Advance

T. C. (Tommy) Cummings, former personnel supervisor and DIGEST correspondent at New York, was promoted on October 1 to the post of assistant dining car agent with headquarters in Union Station, Washington. Suc-



C. F. Stanley

ceeding Mr. Cummings at New York is C. F. (Charlie) Stanley, a former clerk.

Announcement also was made that J. K. R. Jefferies, assistant dining car agent at Washington, had been advanced to supervisor of service with headquarters remaining in Washington.

Francis J. Devlin was named



J. W. McKee

merchandising supervisor, succeeding R. E. Lukens, resigned.

At St. Louis, Steward James W. McKee was advanced to supervisor of service.

## HURRICANE HAZEL (cnnd.)

Pennsylvania Railroad and the Dining Car Department.

"Individual instances of outstanding work above and beyond the call of duty are too frequent for me to attempt to mention here. Taken together, however, they prove something I have long believed: When the chips are down and there is need for outstanding performance without thought of self, no group of men anywhere will come through with greater credit to themselves than the men of this department.

"Please accept my sincere thanks and warm regard.

SIDNEY N. PHELPS"

## Cleaver and Cumming Named Honor Stewards

A collector of porcelain cats and John McCormick records won honors as Steward of the Month for September, while a disciple of Izaak Walton was named honor steward for October.

Leading the parade of September stewards was H. J. Cleaver, of New York. A 10-year PRR man, Steward Cleaver lives in and works out of New York. He is married and the father of a daughter, Margaret, a senior at Barnard College, New York.

The October winner is Fenton Cumming a New York steward who makes his home at Guttenberg, New Jersey with his wife and daughter, Susan, 13. When not on the railroad or working around his home, Steward Cumming enjoys surf and stream fishing.

Both winners received a share of Pennsylvania Railroad common stock.