



The Pennsylvania Railroad

Dining Car Digest

Vol. 1

March 1951

No. 6



THE CHICAGO COMMISSARY
A New Photo by Bruce O. Nett

Dining Car Digest

A monthly publication of, for and by employes of the Dining Car Department, The Pennsylvania Railroad. Published at Sunnyside Yard, Long Island City, New York.

C. B. LEECH
Editor

L. A. WINKLER
Associate Editor
J. F. DRISCOLL
Photography

Do you have a hobby? Perhaps you enjoy sports, take part in church or fraternal activities or play a musical instrument.

Hobbies, in fact, are or should be an important part of our lives. The right sort of spare time recreation is in many ways as important as the right food or proper rest. In no other country are the opportunities so great for cultivating worth while recreational activities.

Elsewhere in this issue of your magazine you will find an interesting picture story about Steward Walter Crystal and his hobby, leathercraft. We're glad that Walter Crystal together with millions of his fellow citizens can pursue the hobby of his choice in his own way and on his own time. For other millions living in other lands freedom of speech, freedom of action and even the right to select a hobby are things of the distant past.

Let's be glad that these basic freedoms belong to us. We must be ready to do our part to protect them and to meet the vital challenge of these times.

Possibly your hobby will lend itself to a picture story in DINING CAR DIGEST similar to the one appearing on Page 5 of this issue. If you would like to be "written up," write a short note to the Editors describing your hobby.

GEREN PRESENTS SUNNYSIDE SERVICE AWARDS



Chief Clerk J. C. Emery, who has just received a 25-year service pin, looks on as New York Assistant Superintendent J. R. Geren presents 40-year award to Waiter Howard S. Bailey in ceremony at Sunnyside Commissary.

NEW MENU MESSAGES WIN FINE COMMENTS

A number of favorable comments have been received on the new series of menu messages for our patrons entitled "Along the Line." The series is designed to acquaint travelers with the many aspects of railroading, particularly the operation of dining cars.

No comment has pleased your department officers more than the one which follows:

*"Mr. Homes Bannard, Manager
Dining Car Department
Pennsylvania Railroad
Long Island City 1, N.Y."*

Dear Sir:

A few days ago, a group of waiters presented to me a copy of one of our menus dated Jan. 1, 4, 17, 1951 used on trains #68-40-58.

My attention was directed to an article on the back of the menu in the center of the Beverage list, entitled, "Along the line."

(Cont'd on Page 8)

SPORTS COMMENTATOR COMMENDS SERVICE

Comfort and good service mean a lot to Bill Stern, the noted sports-caster and Director of Sports for National Broadcasting Company, as he travels to and from major sports events around the country which he describes in vivid terms for millions of listeners.

"Just a few lines to pass along commendations to three of your stewards on the Pennsy-Texas Eagle."

"During the past season we were afforded the utmost in hospitality and courtesy by the Messrs. Jimmy Jones, Ed Wirtell and Jim Roderick. They went out of their way to be courteous and helpful in helping us select our meals."

"I always believe in giving credit where credit is due, and I sincerely think these gentlemen do a fine job... hence this little note to you."

Sincerely,

*/s/ BILL STERN
Director of Sports,
NBC New York"*

PITTSBURGH CHEF APPEARS ON "PENNSY SPECIAL" BROADCAST



HORACE W. SCOGGIN, chef on *The Iron City Express*, did not come empty handed when he arrived at KQV, Pittsburgh, for an interview session with DAVE SCOTT. He presented Mr. Scott with one of his apple pies, then went on to tell listeners to the popular radio program, "The Pennsy Special," all about a day in the life of a train chef. Mr. Scoggin, of 1424 Wylie Avenue, Pittsburgh, entered service in the Dining Car Department in 1916 as third cook, and after serving in War I was promoted to chef in 1922.

SAFE WORK SHOES NOW AVAILABLE THRU PAYROLL DEDUCTION

Have you ever found yourself nursing a swollen toe or a bruised ankle, and cursed the luck that allows such accidents to happen?

Improperly styled or badly worn shoes have long been recognized as the greatest contributing cause of most foot injuries. This hazard to personal safety recently led to arrangements affording dining car forces an opportunity to purchase safety shoes through the payroll

deduction plan. Reasonably priced, safety shoes are sold in attractive styles suitable to all types of work. Each style features the steel box toe to provide a maximum of foot protection.

Safety shoes are distributed in Chicago and St. Louis through mobile shops that visit the yards at regular intervals. All employees who operate into or out of New York may purchase shoes at two convenient stores; one located on the lower concourse level at Pennsylvania Station is open Monday, Wednesday, and Friday; the other, at the east end of the Sunnyside Commissary Building is open Tuesdays and Thursdays.

Regardless of where the purchase is made, however, the employee is required to secure a purchase authorization order from his local district timekeeper in order to assure proper payroll accounting.

**A mashed up toe
Can cost you dough
You've much to lose
Wear SAFETY SHOES**

For the Record

by HOMES BANNARD

As all dining car crews know, a tremendous amount of equipment must be carried on each car to provide suitable service for our patrons. On a single unit diner there are 1844 items of linen, 1016 pieces of china and glassware, 302 knives, forks and spoons, to mention only a few. In all there are 1864 pieces of portable equipment on a single unit diner and 2721 on a twin unit car.

Replacement of this portable equipment goes on constantly, necessitated, of course, by loss and the usual wear and tear. We are trying to do a better job these days in keeping our equipment up to standard, for when a car runs short it handicaps the service. However, it is becoming increasingly difficult to obtain all the things needed on a dining car because of the shortages which you have read about in the newspapers. Therefore, it is vitally necessary that we conserve as much as possible on all items in use, particularly linen, china, and silverware.

When we say conserve, we do not mean, of course, such things as continuing to use a table cloth when it is soiled. Clean linen is essential to the reputation of our service. What we mean is that we must handle items of portable equipment with care to prevent deterioration and breakage. We should be constantly on the alert to guard against loss, as, for example, silver slipping into the garbage can.

In addition to being difficult to obtain, all this equipment has gone up in cost. Replacement of linen costs us \$130,000 a year; china and glassware, \$94,000; silver, \$36,000. There is need for economy, too. Just a little more care by each man on every car would reduce this tremendous expense and conserve scarce materials.

Let's all try to treat the tools of our trade with the same care and attention that we would give to the same items in our own home.

CHICAGO STEWARD EARNS AWARD OF THE MONTH



ASSISTANT MANAGER E. R. DAVIS presents a \$25 U. S. Savings Bond and congratulates Steward of the Month CARL J. RASMUSSEN, February Winner.

It may seem a far cry from hotel apprentice in Europe to Steward of the Month of the Pennsylvania Railroad for January but Chicago Steward Carl J. Rasmussen has accomplished just that -- and with relative ease, too.

In the tradition of his native Denmark he served his apprenticeship while still a boy at the Hotel Royal in Aarhus.

Starting as a *kelner aspirant*, or waiter's helper, Mr. Rasmussen recalls the long hours spent polishing silverware. He learned the fine art of table decoration, and how to fold napkins into patterns to form fans, shells, candles and monk hoods. Also he studied the products of the vineyards and their relationship to food, and learned the precise temperatures at which fine wines are served.

Such was the background that Mr. Rasmussen brought with him when he migrated to America to continue his profession in clubs and hotels of the middle west. At the Chicago World's Fair in 1933 and 1934 he returned to Old World atmosphere when he took employment at the Black Forest, the famous German eating and entertainment concession. Years at the exclusive Lake Shore Athletic

Club followed until he began his railroad career as a steward with the Chicago, Burlington & Quincy Railroad.

"I was borrowed by the Pennsylvania to fill in during the holiday period in 1942," he says, "but now it appears that I am a long term loan."

He and Mrs. Rasmussen have raised their three children in Chicago where he still lives. The youngest, Calvin, 19, will soon enter the Navy.

As leading steward in February, Mr. Rasmussen has the unusual distinction of rating No. 1 in all the factors that are used in the scoring. His nearest competitors were two former award winners, W.E. Jennings and A.G. Erlandson.

NEW NECKWEAR FOR WELL DRESSED WAITER

In keeping with the cheerful atmosphere of new dining car interiors, standard uniform for waiters will, in the near future, require a maroon bow tie. Coach Attendants and Coach Lunch Waiters will continue to wear the customary black tie.

Maroon ties will be available at signout windows after March 16 at the cost price of .65¢ each.

Sunnyside Steward Turns Out Fine Leather Products



While daughter, Elizabeth, kibitzes, Mr. Crystal traces design on remnant of pin seal skin. Reverse side of leather is kept moist during process.

In his basement workshop, New York Steward Walter Crystal pursues an interesting and profitable hobby. Making good use of his spare time, he has developed a high degree of skill in the art of leathercraft.

Unlike many hobbies, the tools and materials of leathercraft are relatively inexpensive. The finished work, however, resembles costly accessories.

Nor does the hobbyist need to be a talented artist to create the designs and trimmings that distinguish hand tooled leather. Any pattern may be transferred to leather by the simple process of tracing. A design is brought into relief by pressing down the background around it. Modelling tools of varying sizes and thicknesses produce different effects.

Mr. Crystal takes great pride in "forging," as he puts it, accurate facsimiles of the signatures of future owners of his products.

"It's really quite simple to work out almost any design you want," Mr. Crystal says, "and leather tooling is a hobby I can recommend to anyone who wants an interesting spare-time avocation."



Purse lining is sewed into place securely with overhand stitches. Double hitch adds decorative touch to outside seams.



Hard wax of neutral color is used for finishing. Cream dressings bring out pattern and preserve material. Handbag is for Mrs. Crystal, above.



And here are the finished products for which Mr. Crystal finds a ready market, proving hobbies like this are profitable as well as enjoyable.

BRICKBATS and BOUQUETS

SUPERB CHICKEN

"Mr. Brown and I wish to commend the service . . . of J.E. Hairston, Steward. The chicken prepared by Chef Robert Mack was Superb. We travel a good deal, so feel able to judge the services on your railroad."

SERVICE ALL THE WAY

"A wonderful trip and delightful dining car service all the way. You have a great steward and a fine crew." (St. Louis Steward J.H. Brewster)

REAL McCOY

"very courteous and congenial dining car crew very definitely impressed me as top notch employees. The head waiter was one Bert McCoy who is a very affable and kindly person. You are to be congratulated in selecting such a fine crew."

HOSPITALITY APPRECIATED

"Those of us who have to travel, live in hotels, and parlor cars do enjoy the hospitality that is accorded us while on the road. I might say that your service and menu were superior to many that I have had during this past year on other railroads. My compliments." (Chicago Steward O.J. Kresl)

REFLECTIONS

"Over the years I have traveled a great deal and eaten many meals on diners, but never do I remember having received more delightful, courteous and efficient service than on that trip. I talked with several people and they were just as enthusiastic as I was about it. The waiters were just as pleasant, service seemed the one thing they were glad to give, and that I know was a reflection of the steward." (Chicago Steward R.G. Knight)

MODEL STEWARD

". . . . train was delayed fifteen hours . . . being a transportation officer I was intensely interested in the demeanor of the railroad crews under very trying circumstances. Mr. Renzi was obviously nearing the age of 70, physically tired, out of food, having difficulty under the circumstances, but still proved himself to be a model of patience and courtesy to the travelers."

TOO MUCH

"In riding to Baltimore recently, with two other friends, we were particularly annoyed in the dining car by two men who had been served entirely too much liquor by your company."

CHEWING GUM

". . . only person who marred the entire setting was the gum-chewing steward."

Box Score for December

| | Chicago | St. Louis | New York |
|-----------------|---------|-----------|----------|
| Complaints | 0 | 2 | 11 |
| Commendations | 7 | 14 | 12 |
| BATTING AVERAGE | 1.000 | .875 | .522 |

BROTHERHOOD OF RAILWAY CLERKS INSTALS NEW OFFICERS



GEO. KURILKO



L. WEINSTEIN



J. ACEVEDO



F. H. BULLOCK



HAROLD LOVELL

KURILKO RE-ELECTED
HEAD OF LODGE 1094

One hundred members of Dining Car Lodge 1094, Brotherhood of Railway Clerks, met at Turn Hall, Long Island City, January 11 for the installation of officers.

Officers installed were George Kurliko, President; F.H. Bullock, Vice-President; Harold Lovell, Recording Secretary, and Lawrence Weinstein, Financial Secretary and Treasurer, all charter members and representing one hundred years of service in the Dining Car Department.

J. Acevedo remains Chairman of the Board of Trustees.

Local Chairman P.L. Whalen, recently elected delegate to the Quadrennial Convention to be held in San Francisco in May, introduced Senior Vice General Chairman George R. Kershaw, and Assistant General Chairman Charles R. Reeves of the Pennsylvania Railroad System Board of Adjustment, and Edward A. Lanza, Grand Lodge Representative.

A buffet supper and dance music followed the installation ceremonies.

It is no small task to start from scratch and put out each month a magazine that you will find both interesting and enjoyable. An important page in DINING CAR DIGEST is the one given over to personal items. The only way we can get this news is for you to give it to the correspondent in your region. This is your magazine and it should serve as a clearing house for news about yourself, your family and your activities. We need to know each other better.

DINING CAR PERSONALS

NEW YORK

by J. C. Baery

It was a baby girl, Debra Lynn, born to Supervisor of Food and Service and Mrs. W.M. Sanborn January 21.

Charles D. Miller, son No. 3 of Philadelphia Dining Car Agent and Mrs. George D. Miller, was born February 1 weighing in at 8 lbs. 14 oz.

Former steward Harry G. Sherman, 82, died at Fordham Hospital January 11 after several months illness.

Chef Milton H. Williams, 65, died of arterial sclerosis at Bellevue Hospital February 4. One daughter, Mrs. Mary Wall of New York, survives.

Mrs. Gladys King, widow of former Laborer J.E. King and sister to Chef W.L. Clarke, died February 8.

Former Steward A.S. Hughes, 79, died at St. Petersburg where he had been living since his retirement in 1940.

CHICAGO

by Anne O'Hara

Former Pantryman Robert Lytle is now Corporal Lytle. During a recent furlough he paid us a visit from Fort Hood, Texas.

Felicitations are in order for Waiter Theodore House on his marriage January 27.

Former Supervisor Sam Daglish writes, "I find the DIGEST very interesting as it brings back many pleasant memories of some old time friends and fellow employees."

Also from the ranks of the retired comes a success story from former Supervising Instructor E.H. Engelke who writes from Santa Ana, California, "I'm a banker now...it will take me sometime to become President, but in the meantime I am a Director, that is, I direct customers to the different teller windows. The job has its ups and downs -- I relieve the elevator operator on his lunch hour. It reminds me a great deal of dining car work; instead of finding an empty seat at one of the tables, I find an opening at one of the teller windows."

Our deepest sympathy to the family of former Cook W.H. Hensly who died January 7. Mr. Hensly was employed at Columbus in 1927 and transferred to the Chicago District in 1948.

Profiles

Asa C. Young, Chicago Chef

A veteran of Chicago District kitchen forces, Asa C. Young, with more than 30 years of service, has been a Pennsylvania Railroad chef for practically the entire period.

Born in Milford, Ohio, in 1878, "A.C." began his cooking career at Langley's Bakery in Cincinnati alongside his father who also built a notable service record, having remained with the same firm for 46 years.

His training at Langley's led Mr. Young to specialize in pastry cooking. He gained experience in subsequent jobs throughout Virginia and Michigan, and for many years served as personal cook to the family of Wm. H. Davis, publisher of the Cincinnati INQUIRER.

In 1920, Mr. Young joined the Dining Car Department at Chicago as second cook and soon qualified for service on the Broadway Limited. His ability was immediately recognized and within months he was advanced to the position of Chef. Continuously in charge of the kitchen on the Broadway Limited from 1929 to 1949, Mr. Young, in these twenty years, saw many changes in equipment as dining



MR. YOUNG

car design progressed from plush and wood-panelled interiors to the sleek, handsomely appointed diners of today.

With Mrs. Young he makes his home in Evanston, Illinois. Their only son, a druggist, died eight years ago.

When he is home Mr. Young takes over the kitchen which, he says, is his laboratory for perfecting new dishes scheduled to appear on menus. With justifiable pride in his art, Chef Young challenges anyone, *pâtissier* or housewife, to bake a tastier pie than he.

The average annual earnings of railroad employees in 1950 were 96 per cent greater than in 1940--despite a reduction in hours worked. In 1940 the average compensation was \$1,913 per employee; in 1950 it was approximately \$3,764.

The January issue of DINING CAR DIGEST did not reach many employees until the third week of February due to a Post Office embargo on third and fourth class mail during the recent interruption of train service. For that reason, the issue for February has been cancelled.

THE PENNSYLVANIA RAILROAD
DINING CAR DEPARTMENT
LONG ISLAND CITY 1, NY

RETURN POSTAGE GUARANTEED

MENU MESSAGES (Cont'd)

Please permit me to thank you in behalf of the employees for this free expression of recognition of the services we perform each day on our trains, and many times under difficult circumstances.

This article further seems to us to be a new and warmer attitude on the part of management toward its employees. This is the third such occasion on which you have indicated an extreme change in relationship between management and the employees of the dining car department.

The employees who have seen this article on the menu, are delighted and have requested me to write you and thank you for your kindness and consideration.

Very truly yours,

/s/ OSIE LONG
Vice President

DINING CAR & RAILROAD
FOOD WORKERS UNION"

Mr. Bannard replied:

Dear Mr. Long:

It is gratifying indeed to receive your letter of January 22 in which you refer to the "Along the Line" message relating to the fine work of our waiters. You may be sure you are entirely correct in your appraisal of the motives which prompted us to prepare the article.

The "warmer attitude" of which you speak is nothing more or less than an expression of our desire to create a feeling that we are working together as a team in a concerted effort to build a dining car service that will be second to none. I am glad to have your assurance that we are moving in the right direction.

Sincerely yours,

/s/ Homes Bannard

Sec. 34.06, P.L. & R.
U. S. POSTAGE
PAID
Long Island City, N.Y.
Permit No. 98

S. W. COULTER

5021 SOUTH GRAND BLVD.
ST LOUIS 10, MO.