

BITS OF HISTORY-MOSTLY LONG ISLAND

by Al Mayernik

**VALLEY STREAM
IN WORLD WAR -XLVIII**

The file copies of the Valley Stream Mail and Gibson Herald supply the following information:

James E. Buckley of 44 Fifth Avenue entered the U.S. Army on January 13, 1943. He saw service in Washington State, California, Pennsylvania, New York State and overseas for two and a half years in London and Paris. His specialty in the Army was 50 caliber machine gunner, bazooka gunner, and Army postal clerk. He attained the rank of technical sergeant. The following are several interesting comments he wrote on his information questionnaire: "Crossing the North Atlantic in winter with 30 to 40 foot swells was enough for the propellers to come out of the water and shudder the whole ship. The ship was the 'Ile de France,' third largest in the world. We crossed unescorted, no convoy, hoping to outrun the sub-wolfpack. We did!

The great people of London would not leave the city during the bombings. Each night they would go into the subways, which were very deep, (like the Lexington Ave. station in N.Y.C.), and sleep on the platforms as air raid shelters. There were so many that if you were on the last underground train for the night, you would have to tip-toe between people and whole families asleep on the platforms. Early next morning they were gone, going about their everyday life.

Ducking bombs and buzz-bombs in London was 'tricky.' U.S. Army personnel were not allowed to use the air raid shelters because it was

'bad for civilian morale.'

As the infantry was approaching Paris, seven of us from the Army Postal Service were flown from London to Paris on a C-47. I had never flown before. The C-47 was unarmed. We flew over enemy territory at about 500 feet so as not to be detected. We landed at Orly Airport in Paris. The runways were 'pock-marked' with bomb craters to prevent its use. It was a little tricky but we landed OK. Now I know why the C-47 was referred to as the 'Army mule.' From there we went to establish the first base post office on the continent. The flight is not recommended for anyone's first time flying.

I remember at the time of the Battle of the Bulge, Hitler said that he would be in Paris by Christmas, but the Luftwaffe sent over only one plane to hit a railroad station.

'V E Day' in Paris when a G.I. was given all he could drink by the grateful Parisians. One year later, it was 'Yankee go home!'"

CALENDARS NEEDED

Al Mayernik would appreciate contributions of used scenic calendars, such as pictures of Long Island, America the Beautiful, the National Parks or Washington, D.C.

Al will use the pictures to enhance the bulletin board at the Henry Waldinger Memorial Library. Calendars may be given to

Al in person at the next meeting of the Valley Stream Historical Society on January 17th.

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**VALLEY STREAM
IN WORLD WAR -XLVIX**

The file copies of the Valley Stream Mail and Gibson Herald supply the following information:

The following information about Corporal Frederick M. Dyrsen, Sr., has been received from the questionnaire sent by Majorie S. Dyrsen:
Corporal Frederick M. Dyrsen, Sr., of 60 Catherine Street, Valley Stream, attended Central High School, class of '37 and entered the Army on May 13, 1942. A member of the Medical Corps, 36th Infantry Division, Fifth Army, he saw action in Africa, Italy, France and Germany—a total of 400 days of combat; 5 battle stars.

"He fought at Montelimor where the German Nineteenth Army was annihilated and drove across the Sainte Marie Pass out of the Vosges Mountains."

To his credit are such battles at San Pietro and Cassino, the Rapido River and Anzio. He fought at Montelimor where the German Nineteenth Army was annihilated and drove across the Sante Marie Pass out of the Vosges Mts. (The Division) breached the powerful Siegfried Line defenses of Wissembourg and actually fought hard for 400 days, plunging into Germany and Austria. This helped bring us "Peace."

There was an article about Fred in the paper (probably Newsday) it reads "Cpl F. M. DYRSEN gets arrowhead." The clipping isn't dated, unfortunately.

Fred became a proud father on Nov.1, 1943 and the Red Cross cable reached him with this news about 6 weeks later. Fred, Jr. was 2 1/2 years old when he met his dad, Fred, Sr.,

Fred, Jr. died (a 1st Lt., Army Engineers) from "Agent Orange" and Vietnam April 1980.

Fred Sr. died on April 25, 1991
We are proud of our Brave Soldiers.

The following is from the November 30, 1944 issue of the Valley Stream Mail and Gibson Herald:

With the citation "for heroic achievement in combat," Sergeant Walter M. Vetter of Valley Stream, today was awarded the Bronze Star Medal. The order presenting the high award was signed by Major General W.W. Eagles commanding general of the veteran 45th Division in France.

Sgt. Vetter earned his award for action as a rifleman with an infantry regiment near Campleone, Italy.

The 45th "Thunderbird" Division landed with the beachhead forces at Sicily, Salerno, Anzio and Southern France. It participated in the Italian mountain campaign in the breakthrough to Rome and is now in the Vosges foothills of France.

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BITS OF HISTORY-MOSTLY LONG ISLAND

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**VALLEY STREAM
IN WORLD WAR II XIX**

Jim Boerckel, past President and past Chairman of the Board of Trustees of the Valley Stream Historical Society, sent me a 23 page letter about his World War II service. I condensed the letter; however, Jim's original letter will be kept in the Society's archives.

I entered the Army on September 1st, 1943 and was sent to Camp Upton, Long Island, where I remained for three weeks. Other men assigned to my building seemed to have a transportation background: truck drivers, stevedores, railroaders and engineering types. A few of us were transferred to the somewhat infamous Camp Hanrehan, Louisiana. Our quarters were surrounded by Mississippi River mud. At the end of November 1943, the 733rd Railway Operating Battalion (ROB) was formed. After basic training at Slidel, Louisiana, we were moved to Camp Jesse Turner in Van Buren, Arkansas. We had six more weeks of military training, then technical training on the Missouri Pacific RR. I was put to work instructing headquarters men in rail traffic control procedures, as the Army used a system similar to that used by the Pennsylvania and Long Island railroads.

An Army Railway Operating Battalion (ROB) consists of about 800 men, divided into four companies. Company A has three right-of-way men: track workers, bridge and building workers and communication people to install telephone and telegraph lines. Company B has rolling stock, repair and maintenance people. They inspect heavy equipment such as tanks and heavy artillery on rail cars to make sure they are securely loaded. Company C has the conductors, engineers, firemen, brakemen, plus yardmasters and others to staff marshalling yards. Finally, Headquarters Company, to which I was assigned, has the rail traffic

section which controls the dispatching and blocking of train movements. HQ also has the cooks of all companies, motor pool, supplies, battalion headquarters staff and anything else that may come along. A battalion has the manpower to operate about 100 miles of railroad.

One night a GI from C Company and I were fooling around with a couple of beat-up instruments that we found in the battalion recreation hall. I was playing a trumpet and the other GI, Bill Bennet, was playing a tenor sax. We had been jamming a bit when I walked the battalion CO, a bird colonel. He had been listening to us and liked what he heard. He took our names, and we were told, as of right now, we were the beginning of the marching band for the Battalion. The marching band worked out well enough so Bill and I decided to see if we could get permission to form a dance band. We went through channels to see the colonel and got immediate approval. We formed a respectable dance band and played at the local USO at least once a week. Then we got orders to play at a Shrine Convention dance in the biggest hotel in Fort Smith, just across the river from Van Buren. The colonel and his wife were there; he was in full dress uniform wearing fez. Now we knew why it was so easy to get permission to start the dance band.

" On D-Day we left Van Buren for Camp Shanks. Rockland County On June 15th ...we boarded the S.S. Argentina."

packing our equipment. we knew something was going on and that we were moving out but had no idea where. On D Day, we left Van Buren for Camp Shanks, Rockland County. On June 15th, we went by train to Weehawken, N.J., then to the pier at 42nd Street and the Hudson River, where we boarded the S.S. Argentina.

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PANORAMA



VALLEY STREAM HISTORICAL SOCIETY

VOLUME XXIII ISSUE 7

APRIL 1996

PAGAN FLETCHER RESTORATION

143 Hendrickson Avenue
Valley Stream, NY 11581

NEXT MEETING

WEDNESDAY, APRIL 17 1996

8:00 P.M.

**HOLY TRINITY EPISCOPAL CHURCH
BROOKLYN AVE. AND 7TH STREET**

PROGRAM

ENJOY YOUR NASSAU COUNTY PARKS

The speaker at the April meeting will be Rosemary A. McCarthy, Director of the Speaker's Bureau for the County Department of Recreation and Parks. Ms McCarthy will present background on activities in the parks and programs for Nassau County residents to enjoy. She will provide members and visitors with the summer theater schedule and literature on the various parks and museums.

Ms. McCarthy is a former newspaper publisher who has worked with the town and county parks and is the mother of nine children.

The Nominating Committee will present a slate of officers and trustees for the 1996-1997 year at the April meeting.

Cakes at the April meeting will be provided by Lazetta Bragelli, Ruth Anholzer and Grace Donley.

APPRECIATION

The members of the Historical Society wish to thank VSHS members Gloria Fetter and Al Mayernik for presenting excellent programs at the February and March meetings despite the bad weather. Their programs were on Mary Cassatt and Stamp Collecting respectively, and we are aware that a great deal of preparation was involved in their presentation.

LONG ISLAND SOUNDS

Helen Dowdeswell and Jay McKenna will represent the Historical Society at the Port Washington Library's program "L.I. Sounds: Oral History and Community History" to be presented at the library on Saturday, April 20 from 9:00 a.m. to 4:00 p.m. For further information call 883-4400. The program is sponsored by Gallaudet University in Washington, D.C.

MAY MEETING

The May meeting of the Historical Society will feature our ever popular Chinese Auction and Strawberry Festival. Contributions are needed for the Chinese Auction. Items such as knickknacks, jewelry games, stationery, picture frames, plants and wrapped mystery gifts are acceptable. Help make this evening successful and fun.

RESTORATION EXHIBITS

Bob Presbrey has prepared several tapes of the music of outstanding artists from the period 1911-1930. The list of performers is quite long. The music is currently being played at the Pagan Fletcher Restoration every Sunday in conjunction with the music exhibit.

Plans are underway to have an art exhibit displayed at the Pagan Fletcher Restoration in the not-too-distant future. Jack Gunther is one of the respected artists who will display his works. Read future issues of *Panorama* for details.

CONTRIBUTION

The Valley Stream Historical Society has made an annual donation of \$100 to the Henry Waldinger Memorial Library.

RESTORATION NEWS

Additions to the Pagan Fletcher Restoration include a wooden wedge made by Joe Gunther to hold the Bible in the dining room. The wedge holds the Bible up so that it is able to be read. Joe also prepared a special rod to hold a remarkable tapestry which is now displayed behind the desk in the front lobby.

Eva Marmora, who has been very helpful in assisting Claire McMahan in giving tours of the Restoration, recently donated a heavy metal mold for making tarts and a lady-shaped bell.

There are plans to build two more display cases for the fireman's room on the third floor. Originally, the Fireman's Athletic Association purchased the property which is now known as Fireman's Memorial Field. The Red Riders football team and other sports groups used the field. The Valley Stream Historical Society possesses the deed for the field and the record of its sale to the Village of Valley Stream with the contingency that the field would always be Fireman's Memorial Field. These documents will be displayed along with other memorabilia.

Ted Libath and Jim Buckley have begun the spring cleanup and preparation of the grounds around the Restoration. They could use your help!

Eva Marmora and Claire McMahan recently escorted a very receptive group of fourth graders from the Howell Avenue School around the Restoration.

The Historical Society is planning to purchase six afghans, which feature the Pagan Fletcher Restoration, from the Auxiliary of the Franklin Hospital Medical Center. One afghan will be displayed at the Restoration.

BEST WISHES

The collective best wishes of the members of the Society are extended to Helen Zang who will go to the Northport Senior Quarters in Northport in April. Her room number will be 145.

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by Al Mayernik

**VALLEY STREAM
IN WORLD WAR II XLXI**

The adventures of Jim Boerckel continue:

The SS Argentina had been at sea for ten days when we had a submarine scare. The Navy escorts dropped depth bombs in front of the convoy. Word went around, but was never confirmed, that a German sub had been sunk.

We landed in Liverpool on June 29th and were marched to a bomb-damaged rail station. When the British Army WAC guide saw the train were to board, she asked who we were and what kind of military outfit we were. She said she had never seen first class carriages for troops. We told her we were a Railway Operation Battalion; she said, "Oh, they take care of their own."

We detrained at Chadwell Heath, east of London, right in buzz bomb alley. We didn't know that until that evening; the air raid siren went off and we heard what sounded like a very noisy motorcycle in the sky. After several days of buzz bombs passing overhead, we became quite blasé and stopped heading for the slit trench. That is, until one landed just outside our camp, doing some damage, but there were no injuries. A blackout screen blew off a window and hit me, but I was unhurt.

Early in September, we were taken by train to Southampton, boarded a small Channel steamer and, a mile off the French coast,

we boarded an LST which took us to Utah Beach. We hiked to Ste. Mere Eglise where we loaded into World War I type 40 and 8 boxcars. The rail operation was all American GI. The rail system had been badly damaged by the retreating Germans and the French railroad men were still repairing. We had to work with them and they with us, and no one could understand the other, but it worked out. Two of us from HQ Company were assigned to work with the French Railway people and keep records of train movements. We also acted as a message center. The Germans made a few reconnaissance flights, but we were hit by only one air raid. Things were usually quiet at night so there was time to learn a few French words and eventually some of the language.

I was working late one afternoon. We had a French switching crew placing loads of bombs on tracks where they could be reached by truck. The French locomotive engineer was doing a very bad job, handling cars roughly that were loaded with contact explosives: bombs that didn't need a fuse or detonator. Finally, the Assistant Chef de Gare asked me to accompany him to talk to the engineer. I took along my carbine. The engineer wouldn't listen to the Chef; then he got nasty. He had been nipping heavily at a bottle of wine. I brought my carbine around, dropped a round into the firing camber and just stared at the engineer, and then the Chef started talking. The yard switching operations resumed at a much gentler pace, more in keeping with the product being handled.

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BITS OF HISTORY-MOSTLY LONG ISLAND

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VALLEY STREAM
IN WORLD WAR II XLXII

Jim Boerckel's letter continues:

When the Germans started the Ardennes offensive, we knew something big was going on. The day after the offensive started, elements of the Third Army armored divisions appeared, moving back from their forward positions on route to the Ardennes area. At night, they drove with headlights on, so we knew things were not so good. As it turned out, the German offensive in the Ardennes was stopped and the Allies went on the offensive.

At Metz we parked our boxcar on a side track. Our office at Metz had the responsibility for the movement of trains on the single track line from Ars Sur Moselle to Metz—a distance of about eight miles. When General DeGaulle came to town to make a speech, I had to issue the necessary orders for the movement of his private railcar. On another occasion, General Patton's private train was moved over to the single track line to Metz. When I asked his aide when he expected to leave, I was told it was none of my business—that it was a military secret and who was I, a mere corporal, asking when the General was going to leave.

There were other trains to move, so I issued the orders for a train of military supplies to move on the single track. Shortly thereafter, the GI conductor on the General's train appeared to tell me that the General wanted to leave Metz. When told he would have to wait for the supply train, he returned to the General's train. A very few minutes later, he returned with a very irate captain—the same one who told me it was none of my business when the General wanted to leave. He wanted me to get the supply train out of the way. I had to explain the facts of a single track railroad to him, that there were no side tracks to put the supply train on, and there was no way to communicate with that train once it was under way. I reminded him that if I

had been told when the General wanted to leave, I would have held the railroad open for him. End of argument. The General waited for the supply train.

Trains going away from forward areas were mostly empty cars., heading back to the port areas for further reloading. Trains that required special handling were train loads of POWs. They were locked in box cars with just a small hatch, too small for a man to to crawl through. It was never wise to stand close to these trains as the German POWs in the cars tried to pour cans of urine on anyone near the train.

It was now late March '45 and and we were sent to Ludwigshaven on the Rhine River. There we had a large rail yard. We would receive eight or ten trains loaded with supplies or equipment. We would hold the cars here until they were requested by the receiving supply base further into Germany. Then the cars would be attached to trains that were to cross the Rhine over the Ernie Pyle Bridge to Mannheim and onto their destination. The bridge, named after the famous war correspondent, was built by the Army Engineers as a temporary road and rail bridge to replace the bridge that the retreating Germans had destroyed.

“Needless to say, not all of the hams reached their destination. Our messhall had plenty of ham for our supper....”

One evening we had to rescue a carload of hams that had put off from an inbound train due to a defect. We had a diesel engine, one empty boxcar and four or five volunteers to transfer the boxes of ham from the defective car to the good car. Needless to say, not all of the hams reached their destination. Our messhall had plenty of ham for supper the next day and there was plenty of ham for sandwiches for the odd hour meals.

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IN WORLD WAR II, XLXIII**

The close of the adventures of Jim Boerckel:

The war in Europe ended while I was at Ludwigshaven and there was an abrupt change in the rail traffic pattern. Now loaded cars were being returned to the port areas for reshipment to the Far East. We also started to handle trains of displaced persons. People were trying to return to their homes after having been uprooted by the war. I became part of a small detachment from the 733 ROB that was sent to Worms to do two things. First: bring in German civilian railroad men to take back their railroad. Second: turn over this part of Germany to the French occupation forces. Once this was accomplished, we would be out of there. In about two weeks, the French occupation forces arrived and took over.

In early August the 733 ROB was regrouped in Chalons sur Marne. We were billeted in French Army barracks. Most of us felt that we would be sent to the Far East. While awaiting reassignment, groups of us went to Nice on the French Riviera for R@R. Near the end of August, a group of us were sent to the 746 ROB in Munich. For a while, I played in the dance band again.

On February 1, 1946, I started on my way back to the U.S.A. The first stop was Essenlingen, Germany where I was assigned to a Military Police outfit. This was really in name only as we didn't do anything except walk around town for a couple of days. Then we were sent by train to Antwerp, Belgium, where we waited and waited for a month

before boarding the S.S. India Victory for the trip back to the States. March is a bad month to cross the Atlantic on a freight ship. It was stormy; the waves were very high and many of the GIs got seasick. Five or six who had been with the 733rd from the beginning didn't get seasick, so we spent most of the time on shipboard playing low stakes poker. When land was finally spotted, I became a local celebrity when I identified the Fire Island Lighthouse. Then I told them that they would soon see the tower at Jones Beach and the dome of the old hotel at Lido Beach. As each landmark appeared, I was asked where we were, how far from New York we were, and how long before we got there. Boy! Was everyone excited. We anchored overnight in the Hudson River where we could see the lights of Manhattan.

The next day, we off-loaded onto a ferryboat that took us to Hoboken and we took the train to Camp Kilmer where we got a steak dinner. After a few days, some of us were sent to Fort Dix where I was discharged and taken to Trenton, N.J. by bus. Before I left Fort Dix, I phoned Audrey and she was at Pennsylvania Station to meet me. Then the good old LIRR to Valley Stream Two weeks later, I was back to work on the LIRR and, two months later, Audrey and I were married.

The Society thanks Jim Boerckel for sharing his memories of his experiences in Europe during World War II.

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IN WORLD WAR II, XLXIII**

Daniel L. Shine of 61 Kenmore Road, Valley Stream, graduate of Central High School, joined the Army Air Force on February 23, 1943. He was trained as a navigator on B17s Flying Fortresses and was sent overseas as a Second Lieutenant to Chelveston Air Field, England.

The following letter was sent to Al Mayernik by Daniel Shine:

"It was an awesome sight around Christmas Day 1944. The Battle of the Bulge that had been raging after a surprise attack by the Germans had given them some success, was brought to a standstill by bad weather. At this time the weather was clearing and the Air Force was out in great numbers to assist the brave ground forces in the difficult job that they were doing. From the nose of a B17, at bombing altitude, looking in all directions, there were airplanes as far as the eye could see. It was a sight to remember of massive power in that day and age.

"On New Year's Day we were attacked by German fighter planes."

On New Year's Day, we were attacked by German fighter planes. Our squadron was assigned the mission of dropping chaff on Magdeburg, Germany. The purpose of the mission was to have a small group of B17s go ahead of the large main group of bombers and drop strips of aluminum which would float over the city and mess up the radar of the German anti-aircraft gunners. Magdeburg is about 65

miles southwest of Berlin. Our flight path north of Madgeburg gave the impression that we were heading directly for Berlin, although the plan was to turn on Madgeburg. Our fighter escort for some reason failed to show up and we were a small contingent of B17s deep in Germany approaching Berlin. About 35 ME 109s and FW 190s suddenly attacked. On their first pass, I could see two of our B17s roll in a downward spin. It's a terrible feeling as you know that 10 buddies in each plane will not get out. Our planes closed together and the fighting became ferocious. The B17 Flying Fortresses is just that with 50 cal. machine gun turrets. It was a formidable foe. It could dish it out and it could take it. One FW 190 came at our plane head on from the front with its 20 mm cannon blinking and broke off at close yardage. One shell struck our nose gun turret, bending the barrels of the two 50 cal. machine guns almost 90 and seriously wounding the bombardier. One ME 109 appeared right on our wing. Our top turret gunner turned his guns on him and shot him down. The Germans seem almost fanatical. Both sides suffered big losses and suddenly the Germans broke off and disappeared. Shortly thereafter, specks appeared in the distant sky. Fortunately, they were our fighter planes, P38s, and we continued on our way."



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BITS OF HISTORY-MOSTLY LONG ISLAND

**VALLEY STREAM
IN WORLD WAR II, XLXIII**

A continuation of the truly heroic adventures of Daniel L. Shine as written to Al Mayermik:

"On January 10, 1945, we were bombing Cologne, Germany, from an altitude of 32,00 feet. At this altitude, it is very cold with very strong winds. We were on oxygen which is required above 10,000 feet. For warmth, I wore an electric suit made of light green material with wires running through it. The suit was plugged into an outlet of the plane. Over this, I wore a flak jacket which had a cord to be pulled in an emergency and the jacket would fall off. I had a chest pack parachute which was kept within reach. To bailout, this parachute is attached to two clips in the chest area of the harness worn at all times during the mission.

"During the attack on Cologne, the toggelier (bombardier) and I were wounded. When the right wing of the B17 was practically shot off by German anti-aircraft fire, the pilot ordered the crew to bail out. Despite my own wounds and the damage to the plane, I stayed behind to help the wounded bombardier. I quickly attached a parachute to him and dropped him out of the escape hatch. I remember being near the escape hatch, when the plane lurched violently into a spin, and I was thrown away from the hatch. Somehow I managed to get one hand on the rim of the hatch. I was dazed and semi-conscious when the plane apparently exploded and I was projected into the air, clear of the debris of the plane. I remember somersaulting through the air and, though dazed, knew that if I pulled the parachute cord, I might roll up in the chute. Extending my arms and legs, the somersaulting stopped and I began falling in flat-on-my-back position with my head turned over my shoulder looking at the earth. It was very quiet and peaceful falling in thin air. Though groggy from the action and lack of oxygen, somehow my brain was still functioning. I knew if I pulled the ripcord at once, the wind might float me deeper into Germany. At that time, the Germans were not hospitable to American airmen. As I was falling, I watched the ground approaching. When I could distinguish trees and such.

" I pulled the parachute ripcord. When the chute opened I felt an unbelievable sense of relief and ecstasy. "

I pulled the parachute ripcord. When the chute opened, halting the fast descent, I felt an unbelievable sense of relief and ecstasy. After a free fall of 2 1/2 to 3 miles, I hit frozen ground. I didn't care that I landed flat on my back and was bruised back and blue from my heels to my neck. Our ground forces at that time had not crossed the Rhine River and they came to my rescue. They were wonderful men.

"From January to March 1945, I was transferred to hospitals in Belgium, France and, finally, to Newton D. Baker General Hospital, Martinsburg, W. Va. At this last hospital, I was awarded the Silver Star."

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BITS OF HISTORY-MOSTLY LONG ISLAND

**VALLEY STREAM
IN WORLD WAR II, LVI**

The following items are from file copies of the Valley Stream Mail and Gibson Herald:

November 30, 1944 issue: First Lieutenant John Pietz, Jr. son of Mr. and Mrs. John Pietz, of 57 East Valley Stream Boulevard, has been credited with shooting three Japanese planes last Friday while engaging the enemy in the Leyte Theater of war....

Lt. Pietz is a member of "Satan's Angels" based on Leyte. On that day, in a series of desperate air battles, a total of 42 Japanese planes were knocked out of the running, 35 in the air and seven more by anti-aircraft fire....The 23-year-old pilot has been overseas ten months and has been awarded the Air Medal.

November 30, 1944 issue: The Columbia Aircraft Corporation, employing hundreds of Valley Stream residents, has been awarded the Army-Navy "E." The announcement was made last week following official notification from the Secretary of the Navy, James E. Forrestal, to ...John W. Kenny, president. "It is with pleasure that I inform you and the employees of the Columbia Aircraft Corporation that the army and navy have granted your plant the Army-Navy "E" award for outstanding production of war materials," the navy secretary wrote.

"This award consists of a flag to be flown above your plant, and a lapel pin which every individual in your plant may wear as a symbol of great contribution to victory. The record of Columbia Aircraft Corporation is inspiring and all of you have good reason for pride in your accomplishments," he concluded.

December 7, 1944 issue: Lieutenant Otto Kunz, Jr., son of Mr. and Mrs. Otto Kunz of Hawthorne Avenue, was severely wounded in

action on August 1, 1944 and was hospitalized in England until November when he was flown to Mitchell Field. On November 2, he was granted a twelve-hour pass to visit his wife, Mrs. Ruth Kunz, the former Ruth Voorhees of 2 Lake Drive East and then sent to Newton D. Baker General Hospital in Martinsburg, West Virginia where he will be a patient for several months....Lt. Kunz was awarded the following citations: The Presidential Unit Citation, the Bronze Star and the Purple Heart. He participated in the battles of St. Mere Eglise, Cherbourg and St. Lo at which time his tank was blown up by a German tank....

December 7, 1944 issue: Second Lieutenant Joseph L. Huelster, husband of Mrs. Evelyn Huelster of 143 Pilgrim Street, was killed when his bomber crashed during a combat training flight two miles from his base at Courtland Army Field, Alabama. He was the first pilot on a B-24 Liberator. The 23-year-old airman, a graduate of Central High School, attended Western Kentucky Teacher College and Baylor University at Waco, Texas prior to his entry in to the service in October, 1942. He won his silver pilot's wings at Stuttgart Field, Arkansas, last August....

During the month of November Al Mayernick's Bulletin Board at the Waldinger Library will feature Valley Stream in World War II

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