



American Legion Post 1758 Newsletter

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September 2012

American Legion Post 1758,
Junction, NY 12533

PO Box 92,

Hopewell

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Our next meeting will be October 9, **2012** at 7:00 PM at the Whortlekill Rod and Gun Club.

Veteran's Concert

Dear Veterans,

West Road School celebrates Veteran's day in a special way each year. Once again, our 3rd graders--will be leading a patriotic "sing-a-long" for you, our very special Veterans.

If you know of any veteran who might like to come to our performance to be honored, please extend this invitation to them. Invitations were sent to focal American Legions, VFW posts and various other Veteran organizations, but I want to extend the invitation to ALL veterans. Please invite any veteran you may know to our tribute.

DATE: NOVEMBER 16th

TIME: 9:30 AM-10:30 AM

PLACE: WEST ROAD INTERMEDIATE SCHOOL- Gymnasium Pleasant Valley, New York 635-4310

We will also be constructing a red brick paper "wall of honor" with the names of the veterans we know. This will be displayed in the back of the gym.

We look forward to seeing you on the 16th!

Those who expect to reap the blessings of freedom, must, like men, undergo the fatigue of supporting it.

- Thomas Paine

The Dutchess County American Legion has a new web site. You might want to take a look around the County's site at:

I've been attending this concert for 7 or 8 years and always find it fantastic. Well worth the trip to Pleasant Valley....Jim



Veteran's Apartments from \$336 - \$668

Poughkeepsie Commons offers high quality yet affordable housing to eligible disabled and homeless veterans. Located in the City of Poughkeepsie, Poughkeepsie Commons has 24 apartments with many amenities, includes: Convenient to public transportation, shopping, and hospitals • Community room • Onsite Manager - Onsite service providers • Close to Dutchess Community College • VASH Vouchers welcome

**Kearney Realty & Development
Group, Inc.
c/o Pendell Commons
5 Commons Lane
Poughkeepsie, NY 10512
Office (845)486-4588**

Below are a few points to keep in mind:

- A) Your gross annual income and income from assets cannot exceed \$36,660 for 1 person; \$41,880.00 for 2 people
- B) All income and assets must be verifiable. Income will be re-certified annually.
- C) Credit check, criminal, background and prior landlord history will be performed.



Special Notice: If you are a veteran in emotional crisis and need help RIGHT NOW, call this toll-free number 1-800-273-8255, available 24/7, and tell them you are a veteran. All calls are confidential.

Living space available for Veteran in need. *Do you know a homeless Veteran? Neil Klock has room in his home and is willing to take in a Veteran.*

Contact Neil at (845) 227-6007

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Sick Call

Joe Green will be having surgery on October 3rd.

Evert Munning is still in the rehab center but was able to get home for a few hours on Sunday 9/9 to celebrate his birthday with his family.

Let's all keep **Joe, Evert, and all** those having medical issues in our thoughts and prayers.

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Good Of The Legion:

John Polasko's name was pulled for the Pot Of Gold Drawing. John's share of the Pot was \$60.00, congratulations John. Next month the Pot of Gold will start at "0".

Progress in Treatment of Women Veterans

The Veteran population doesn't look anything like what it did twenty years ago, or even ten years ago. Women make up a growing number of Veterans, so VA must expand its services and resources in kind.

A [recent report](#) concluded VA has made progress to close the gap of care that has existed between male and female Veterans for far too long. New clinics, better training, and an emphasis on primary care have led to better rates of examinations for things like flu vaccinations and retinal exams.

Of course, a culture change takes some time. Female Veterans have written on *VAntage Point* about the [challenges](#) that still persist in seeking VA care. Many have been mistaken for wives, girlfriends, or children of male Vets. We started a [campaign](#) to help rid employees of that idea so that female Vets receive the recognition and respect they deserve.

Castle Point is always looking for volunteers in a variety of positions. Call (845) 831-2000

Why is Sept. 16 an important date to The American Legion?

That is the date that, in 1919, Congress granted the Legion its federal charter, allowing the Legion to start working immediately with the government on behalf of veterans and their families.

In July 2009, then-U.S. Rep. Deborah L. Halvorson, D-Ill., introduced a proclamation to the House of Representatives designating Sept. 16 as "The American Legion Day." It passed the House, and another proclamation passed the Senate. The first Legiontown campaign – formulated by the Public Relations Division – began on Sept. 16 of that year, and it has been taken as the unofficial kickoff date for the Legiontown campaign in the years since.

Suicide Rates Reach High

The Pentagon reports that thirty-eight soldiers are suspected of committing suicide in July, which was the worst month for suicides since the Army first started releasing monthly figures in 2009. Suicide rates in other military services are not looking much better with both Marine Corps and Coast Guard suicide rates already above those reported in 2011. For resources to prevent suicide, visit the U.S. [Army Suicide Prevention Program webpage](#). If you are a servicemember in crisis, or know a servicemember who is, confidential support is only a phone call, click, or text away. Call the Military Crisis Line at 1-800-273-8255--press 1. Or text to 838255. Or visit the [Military Crisis Line website](#) to start a confidential chat with a caring, qualified responder.

For more military support resources, visit the [Military.com Family Center](#).

A Big Thanks to the 54 members, listed here, who have already paid their 2013 dues. Great Job!!!

<u>Last</u>	<u>First</u>	<u>Last</u>	<u>First</u>
Alfonso	Juan	Marinaccio	Anthony
Aras	Anthony	McHoul	Douglas
Baaden	Mark	McMahon	John
Boyle	John	Milton	Barbara
Briscoe	Daniel	Muller	William
Broughton	James	Munning	Catherine
Burns	Donald	Munning	Evert
Carrozza	Theodore	Munson	Clarence
Ciulla	Anthony	Napolitano	Cosmo
Connolly	Francis	Nolan	Martin
Croniser	Rick	Oberhauser	Daniel
Dauerer	Norman	Patton	Samuel
Davis	Gary	Pizzuti	John
Dematte	William	Rampe	Dennis
Dimilia	David	Reynolds	James
Duffy	Joseph	Rompala	Lewis
Engel	Hale	Russo	Nicholas
Firth	Edwin	Ryan	Joseph
Green	Joseph	Silva	Richard
Grimm	George	Speed	Michael
Hart	Leonard	Tomkovitch	Michael
Hathorn	Kevin	Vallee	David
Idema	Peter	Varacek	Joseph
Jarrett	Eugene	White	Paul
Kellam	Donald	Wood	David
Lalor	Daniel	Wuytack	Claude
Lyons	John	Yeomans	Howard

The submarine that "SANK A TRAIN"

Stories of American Heroes - Brought to you from the "Home of Heroes"

In 1973 an Italian submarine named Enrique Tazzoli was sold for a paltry \$100,000 as scrap metal. The submarine, given to the Italian Navy in 1953, was originally the USS Barb, an incredible veteran of World War II service with a heritage that never should have passed so unnoticed into the graveyards of the metal recyclers.

The USS Barb was a pioneer, paving the way for the first submarine launched missiles and flying a battle flag unlike that of any other ship. In addition to the Medal of Honor ribbon at the top of the flag identifying the heroism of its captain, Commander Eugene "Lucky" Fluckey, the bottom border of the flag bore the image of a Japanese locomotive. The USS Barb was indeed, the submarine that "SANK A TRAIN".

July 18, 1945 (Patience Bay, off the coast of Karafuto, Japan): It was after 4 A.M. and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make one more trip with the men he cared for like a father, should his fourth patrol be successful. Of course, no one suspected when he had struck that deal prior to his fourth and what should have been his final war patrol on the Barb, that Commander Fluckey's success would be so great he would be awarded the Medal of Honor.

Commander Fluckey smiled as he remembered that patrol. "Lucky" Fluckey they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later in Mamkwan Harbor he found the "mother-lode" ... more than 30 enemy ships. In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships.

What could possibly be left for the Commander to accomplish who, just three months earlier had been in Washington, DC to receive the Medal of Honor? He smiled to himself as he looked again at the map showing the rail line that ran along the enemy coastline.

Now his crew was buzzing excitedly about bagging a train!

The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives ... one of the sub's 55-pound scuttling charges. But this early morning Lucky Fluckey and his officers were puzzling over how they could blow not only the rails, but also one of the frequent trains that shuttled supplies to equip the Japanese war machine. But no matter how crazy the idea might have sounded, the Barb's skipper would not risk the lives of his men.

Solutions! If you don't look for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony was broken with an exciting new idea: Instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, why not let the train BLOW ITSELF up? Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts," he explained.

"To complete the circuit (detonating the 55-pound charge) we hook in a micro switch ... between two ties. We don't set it off, the TRAIN does." Not only did Hatfield have the plan, he wanted to be part of the volunteer shore party.

The solution found, there was no shortage of volunteers; all that was needed was the proper weather...a little cloud cover to darken the moon for the mission ashore. Lucky Fluckey established his own criteria for the volunteer party:

...No married men would be included, except for Hatfield,

...The party would include members from each department,

...The opportunity would be split between regular Navy and Navy Reserve sailors,

...At least half of the men had to have been Boy Scouts, experienced in how to handle themselves in medical emergencies and in the woods.

FINALLY, "Lucky" Fluckey would lead the saboteurs himself.

When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment. Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that "as commander he belonged with the Barb," coupled with the threat from one that "I swear I'll send a message to ComSubPac if you attempt this (joining the shore party himself)." Even a Japanese POW being held on the Barb wanted to go, promising not to try to escape!

In the meantime, there would be no more harassment of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would "lay low", prepare their equipment, train, and wait for the weather.

[July 22, 1945 \(Patience Bay , off the coast of Karafuto, Japan\)](#)

Patience Bay was wearing thin the patience of Commander Fluckey and his innovative crew. Everything was ready. In the four days the saboteurs had anxiously watched the skies for cloud cover, the inventive crew of the Barb had built their micro switch. When the need was proposed for a pick and shovel to bury the explosive charge and batteries, the Barb's engineers had cut up steel plates in the lower flats of an engine room, then bent and welded them to create the needed tools. The only things beyond their control were the weather....and time. Only five days remained in the Barb's patrol.

Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. This would be the night.

[MIDNIGHT, July 23, 1945](#)

The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water. Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland.

Stumbling through noisy waist-high grasses, crossing a highway and then into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the ladder, then stopped in shock as he realized it was an enemy lookout tower....an OCCUPIED tower. Fortunately the Japanese sentry was peacefully sleeping and Markuson was able to quietly withdraw and warn his raiding party.

The news from Markuson caused the men digging the placement for the explosive charge to continue their work more slowly and quietly. Twenty minutes later the holes had been dug and the explosives and batteries hidden beneath fresh soil.

During planning for the mission the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. If the sailor who had once cracked walnuts on the railroad tracks slipped during this final, dangerous procedure, his would be the only life lost. On this night it was the only order the saboteurs refused to obey, all of them peering anxiously over Hatfield's shoulder to make sure he did it right. The men had come too far to be disappointed by a switch failure.

1:32 A.M.

Watching from the deck of the Barb, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. He had skillfully, and daringly, guided the Barb within 600 yards of the enemy beach. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his saboteurs became necessary.

1:45 A.M.

The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, "CAPTAIN! Another train coming up the tracks!" The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil!", knowing full well that they wouldn't reach the Barb before the train hit the micro switch.

1:47 A.M.

The darkness was shattered by brilliant light and the roar of the explosion. The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the cars began to accordion into each other, bursting into flame and adding to the magnificent fireworks display. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb turned to slip back to safer waters. Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savor, the culmination of teamwork, ingenuity and daring by the Commander and all his crew. "Lucky" Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display. The Barb had "sunk" a Japanese TRAIN!

On August 2, 1945 the Barb arrived at Midway, her twelfth war patrol concluded. Meanwhile United States military commanders had pondered the prospect of an armed assault on the Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties. Instead of such a costly armed offensive to end the war, on August 6th the B-29 bomber Enola Gay dropped a single atomic bomb on the city of Hiroshima, Japan. A second such bomb, unleashed 4 days later on Nagasaki, Japan, caused Japan to agree to surrender terms on August 15. On September 2, 1945, in Tokyo Harbor the documents ending the war in the Pacific were signed.

The story of the saboteurs of the USS Barb is one of those unique, little known stories of World War II. It becomes increasingly important when one realizes that the 8 sailors who blew up the train near Kashiho, Japan conducted the ONLY GROUND COMBAT OPERATION on the Japanese "homeland" of World War II. The eight saboteurs were:

Paul Saunders	William Hatfield
Francis Sever	Lawrence Newland
Edward Klinglesmith	James Richard
John Markuson	William Walker.

Footnote: Eugene Bennett Fluckey retired from the Navy as a Rear Admiral, and wears in addition to his Medal of Honor, FOUR Navy Crosses...a record of awards unmatched by any living American. In 1992 his own history of the U.S.S. Barb was published in the award winning book, THUNDER BELOW. Over the past several years proceeds from the sale of this exciting book have been used by Admiral Fluckey to provide free reunions for the men who served him aboard the Barb, and their wives.

PS: The Admiral had graduated from the US Naval Academy in 1935 and lived to age 93, passing on in 2007.