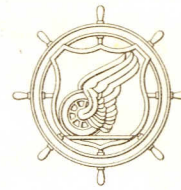
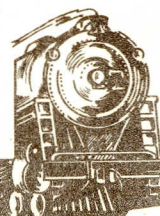




The Yankee BOOMER



VOL. 2 NO. 37

JUNE 14, 1945

FROM LOUISIANA TO GERMANY WITH THE 708TH

(EDITOR'S NOTE: Now that the war in Europe is over, a great deal more can be told about the activities of individual units than was possible heretofore. The following article, which highlights the experiences of the 708th Ry Grand Division, is the first of a proposed series on MRS outfits.)

It was in February 1943, that a group of civilian Baltimore & Ohio railroaders swapped mufti for khaki and went into military training at Fort Slocum, N. Y. Like many men from other American railroads, they were volunteers.

After completion of an initial "military refresher course", they assembled at the Army Service Forces Unit Training

Center at New Orleans, La., and on April 6th, 1943, Hq. and Hq. Company of the 708th Ry Grand Division, Military Railway Service, was activated.

Those same civilian railroaders, who formed the officer cadre of the 708th, have come a long way since then. And along the way they have picked up representatives of 28 U.S. railroads.

Subsequent to activation, 708th personnel received basic military and technical training in Louisiana during the summer of 1943.

Staging for overseas movement took place at Camp Shanks, N.Y., in September 1943. On Sept., 20th the outfit sailed out of New York harbor on the Queen Mary

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"CAMEL" LOCOMOTIVE LIKED BY G.I. CREWS

By Cpl. George Moroz

Rapidly capturing the fancy of MRS soldier railroaders in Germany is a new type condenser locomotive, which is capable of traveling as much as 660 miles without taking water.

Designed by Henschel & Sohn, one of the foremost locomotive works in Germany the condenser engine has been dubbed the "camel" because of its ability to go such long distances and for long periods of time without a drink.

The operational principal, in a nutshell, is surprisingly simple. The exhaust steam, instead of passing up the stack to be lost in the outer air, is conducted back to a turbine on the tender.

A Complete Circuit

Fans operated by the steam exhaust turbine draw a continuous stream of air through cooling elements, which condense the steam under pressure. This condensed moisture is, by means of pumps, fed into the boiler again, forming a complete circuit.

The first locomotive of this type was delivered to the government of Argentina back in 1923, with an iron-clad guarantee that it would cover 350 miles without necessity of replenishing the water supply. It more than fulfilled all expectations, according to reports, covering some 350 miles and running continuously for 60 hours on the same tender of water. Thus the design has taken on special value as a contribution to railroad motive power in countries where water is scarce, or of very bad quality.

Fuel Factor Secondary

Fuel economy was regarded to be of less importance than the factor of water consumption in designing the "camel" locomotive. Reduced boiler maintenance costs were noted as an added advantage. It was found there was very little leakage because of the favorable drop in temperature between the steam to be condensed, and the outside air used as a cooling medium.

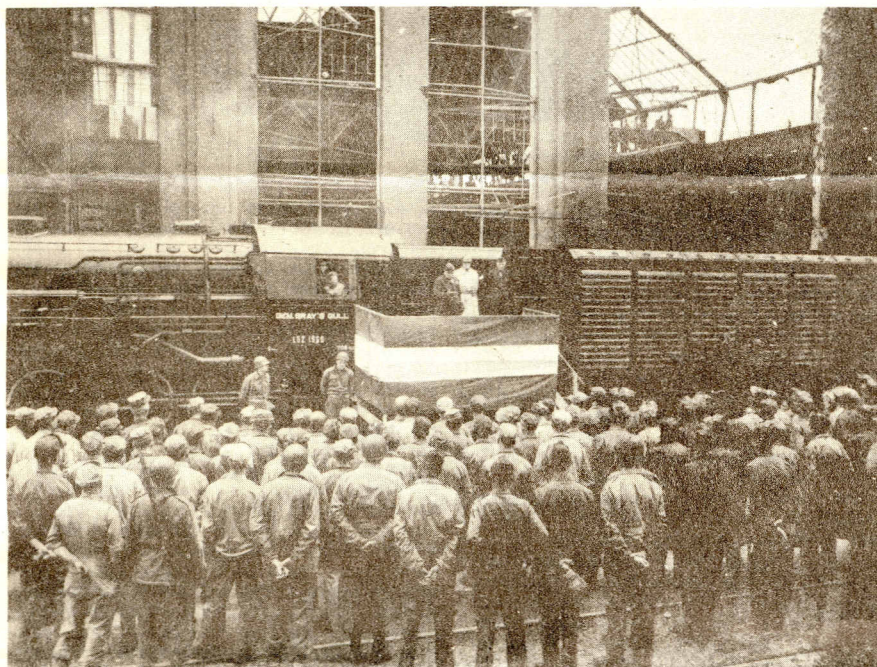
MRS railroaders were impressed by tests made of captured condenser type engines, and subsequent performance in actual road service has proved more than satisfactory, they say.

Among the first to investigate the possibilities of the locomotive was the 757th Ry Shop Bn. Engine crews don't need any special training to run the "camel", they find. And what's more, they are relieved of the task of adding water at short intervals, as is necessary with the ordinary steam locomotive.

Comments from 757th railroaders have been good --- yes, even enthusiastic.

Said Lt. Col. John W. Moe, CO of the shop outfit: "It is a very practical lo-

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"General Gray's Gull", a captured German locomotive of the condenser type, is dedicated to the MRS Director General at dedication ceremonies at Kassel, Germany, as members of the 757th Ry Shop Bn. look on. On the stand, left to right, are: General Gray, Col. William S. Carr, 708th CO, and Lt. Col. John W. Moe, commanding officer of the 757th. Pleased with the name, the General said his only disappointment was that the engine has one of those high shrill European whistles, instead of the throaty American type!

BRITISH MILITARY DECORATIONS RECEIVED BY GENERAL GRAY AND LT. COL. McLELLAN

Honorary Commander, Order of the British Empire, Military Division, is the newest decoration received by Brig. Gen. Carl. R. Gray, Jr., in recognition for his service as head of the Military Railway Service.

Membership in the Order also was bestowed on Lt. Col. Jesse M. McLellan, of the GHQ Transportation Section. Both

awards were for service in Italy.

The presentation was made by Lt. Gen. Sir Humphrey M. Gale, on May 14th, at his office in Paris.

Read General Gray's citation: "The repair of railroads in Italy and the organization of traffic on them were among the most important governing factors limiting the pace of the Allied advance. General Gray brought to this task first-class ability, wide experience and great

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