

How One Man Can Change History

An example of diligence

J. David Rogers

***“Greater love hath no man than this; that a
man lay down his life for his friends.”***

John 15:13



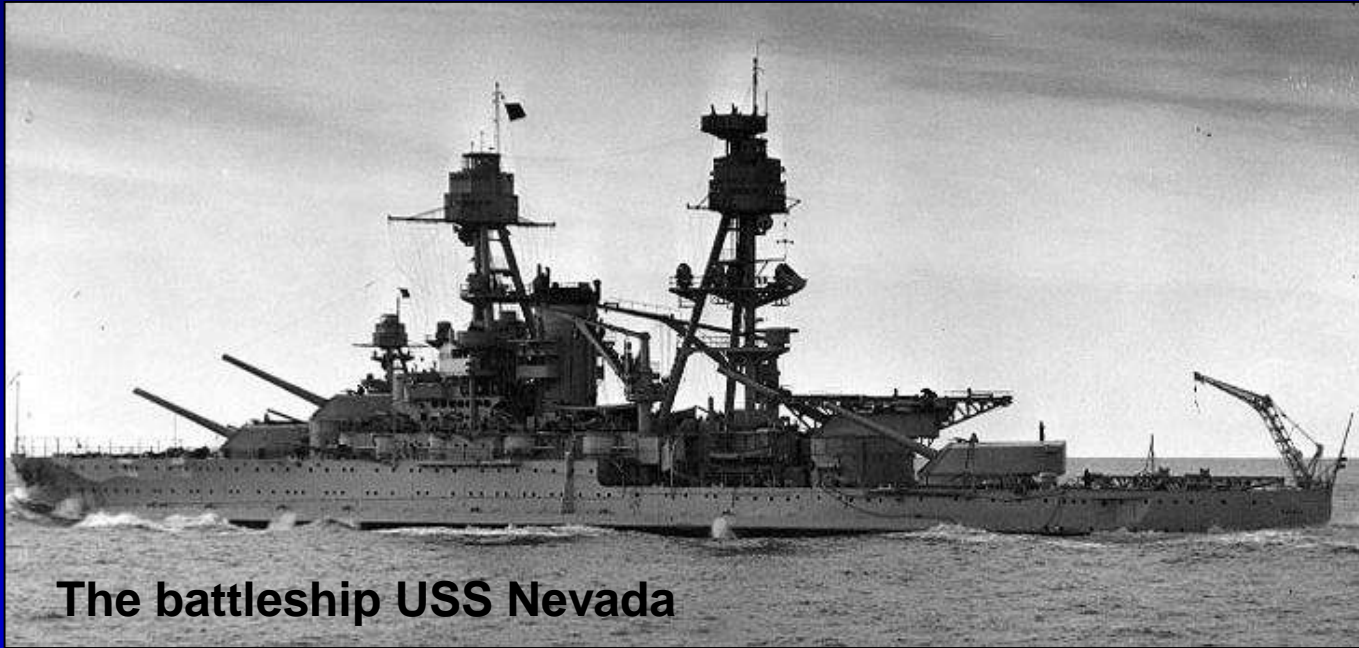
Donald Kirby Ross was born in Beverly, Kansas, in December 1910. He grew up in a series of homes, moving about Lincoln County, west of Salina.

- **He enlisted in the Navy at age 18 on June 3, 1929, in Denver.**
- **He graduated company honor man from basic training in San Diego, and completed Machinist Mate School in Norfolk first in his class**
- **His first assignment was to the *USS Henderson* on the China service run.**

- **Ross joined the Navy to “see *the world.*”**
- **As a Motor Machinist Mate, he was assigned to the ship’s “Black Gang,” or Engineering and Propulsion Division.**
- **They operated the vessel’s boilers, steam turbines, and propulsion system, as well as the dynamo rooms, providing electrical power to the ship’s weapons systems and working spaces.**
- **Ross was a model sailor, who was never disciplined and exhibited responsibility.**
- **Sobriety was a key factor in promotions of that era.**



- **Ross quickly rose through the enlisted ranks.**
- **While serving on the hospital ship *USS Relief (AH-1)*, he saw his first combat action with US Marines in Nicaragua in 1931.**



The battleship USS Nevada

- Ross advanced through the rates on the minesweeper *USS Brant*, destroyer *USS Simpson*, and cruiser *USS Minneapolis*.
- In 1940 he was promoted to Machinist Warrant Officer and assigned to battleship *USS Nevada*, supervising their forward dynamo room.



- Don said that the battleship *Nevada* was a “happy ship” with a contented crew.
- The ship was built in 1912-16 and participated in the First World War.
- She carried ten 14-inch rifles as her main battery, in four turrets. These could hurl 1500 lb shells up to 18 nautical miles.



- **The Nevada was assigned to the US Pacific Fleet in 1930 and home ported in Long Beach, California.**
- **In the spring of 1940, the Pacific Battle Fleet was sent to Hawaii for maneuvers, and in May 1940, re-positioned to Pearl Harbor.**

Pacific Battle Fleet anchored in Lahaina Roads



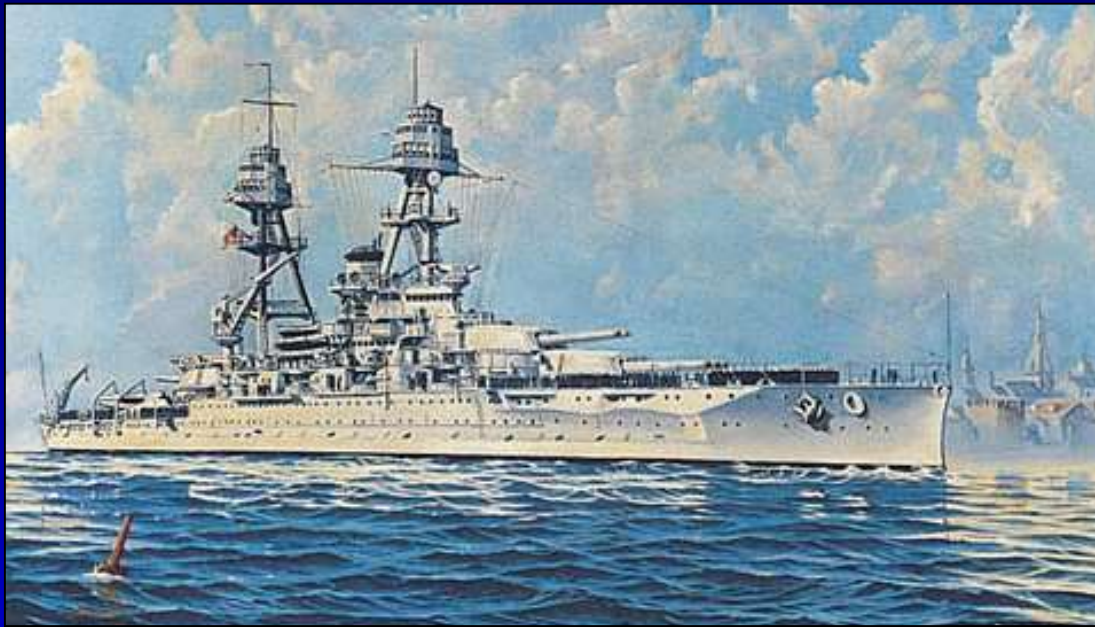
- In Hawaiian waters, the battleships spent alternate weekends in Pearl Harbor or off Lahaina Roads on Maui
- Six battleships would sortie with Pye's battleship Task Force 1, while the next weekend three would be attached to Halsey's carrier task force.



- **On Tuesday November 25, 1941 a War Warning was issued by the War Department, which Don Ross took seriously.**
- **Unknown to the Americans, the Japanese task force bound for the Hawaiian Islands departed the Kuril Islands that same day.**



- On Friday November 28th the carrier *Enterprise* departed Pearl Harbor for Wake Island to deliver Marine fighter aircraft.
- They had planned to return to Pearl Harbor on the 6th, but were delayed by foul weather on the return leg.
- On Friday December 5th, the carrier *Lexington* (shown here) departed Pearl Harbor to deliver Marine dive bombers to Midway Atoll.



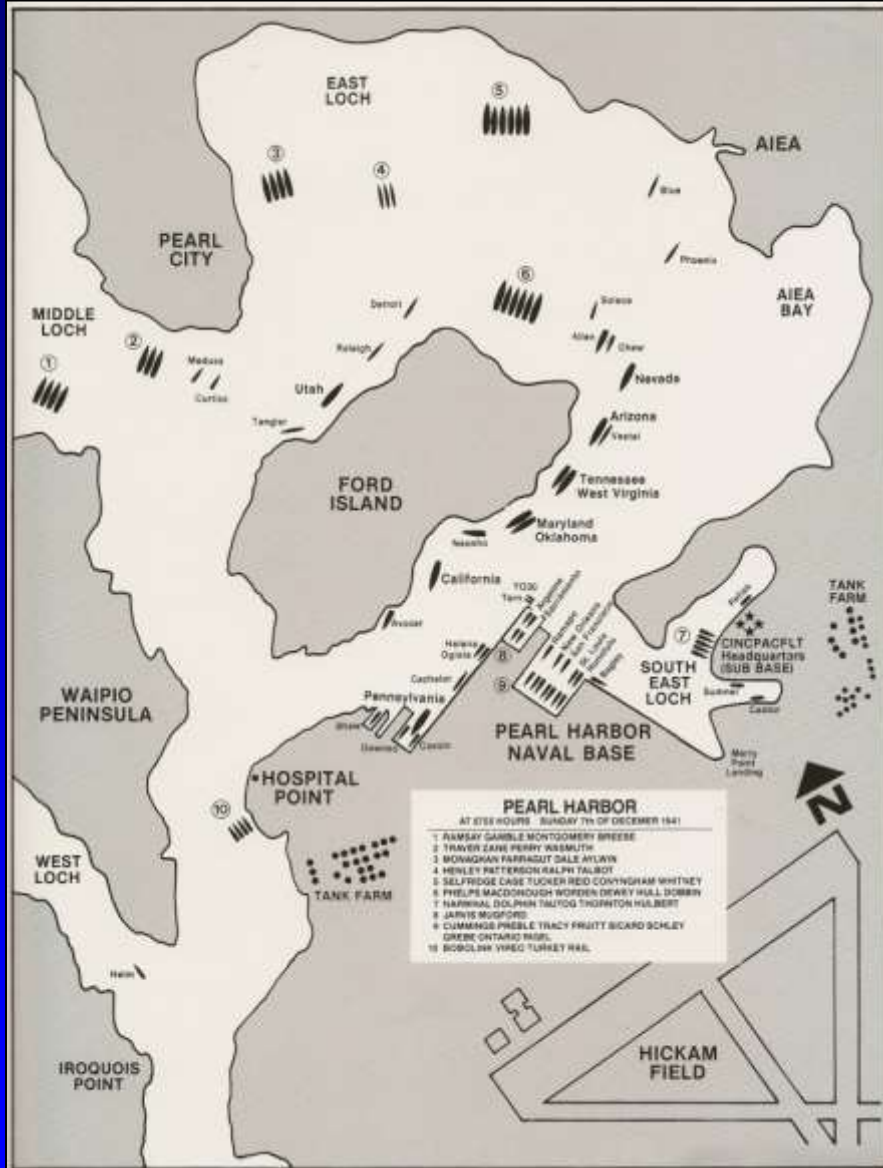
- **The ships of Battleship Division One entered Pearl Harbor on Friday afternoon December 5th, and the *Nevada* was moored to Quay No 8, at the northeast end of Ford Island.**
- **On the weekend of December 6-7 it was Admiral Pye's turn to rest in port, so none of the battleships were sailing that weekend.**

Nevada moored at Quay No. 8

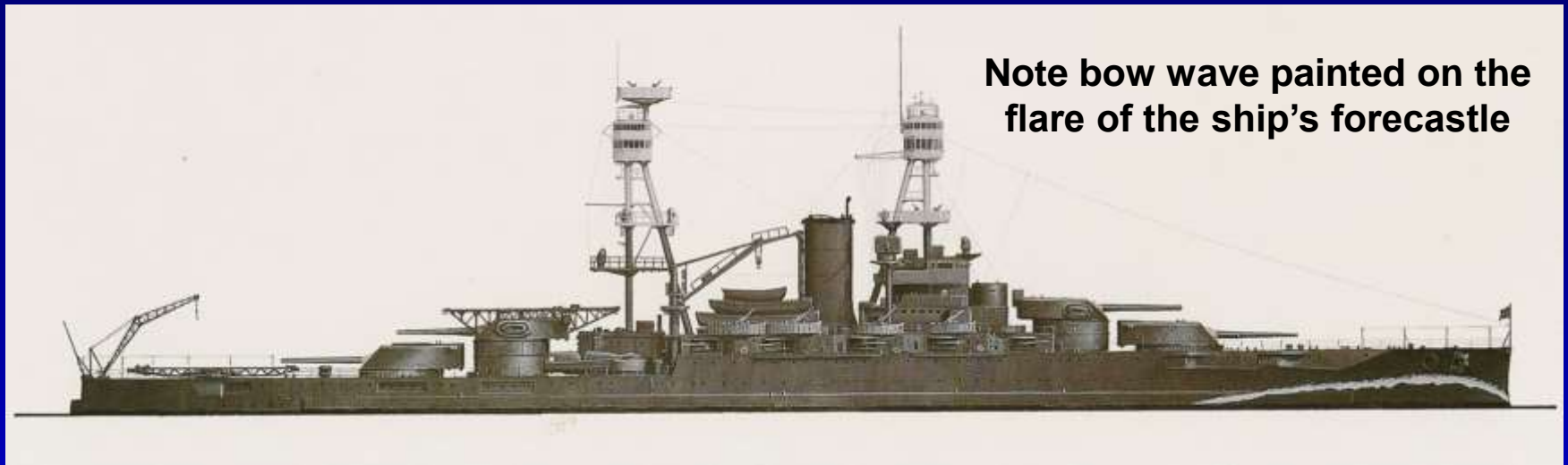


Aerial view of anchorage
quays and dolphins
surrounding Ford Island
in Pearl Harbor.





- The weekend of December 6-7 was the first time that all of the Pacific Fleet's battleships were in port for the weekend since July 4th.
- The Fleet's three aircraft carriers were away that weekend. The carrier *Saratoga* was picking up her aircraft at San Diego.



- On Saturday December 6, 1941 the *Nevada's* crew replaced their 14-inch shells as part of the normal ammunition rotation.
- They had not yet reloaded the 2,800 bags of smokeless powder into the main magazines, intending to do this on Monday December 8th, which would be Don Ross's 31st birthday.

Givers and Takers

There are two basic groups of people in life:
"givers" and "takers."

- It's the "givers" that go *above and beyond* the minimum required of them, and whom generally carry the burden of responsibility for sustaining operations.
- The "takers" on the *Nevada's* crew viewed their weekend liberty as their "last chance" to get into Honolulu and have some fun before hostilities commenced.



CAPT Scanland



Ed Hill



Don Ross



Joe Taussig



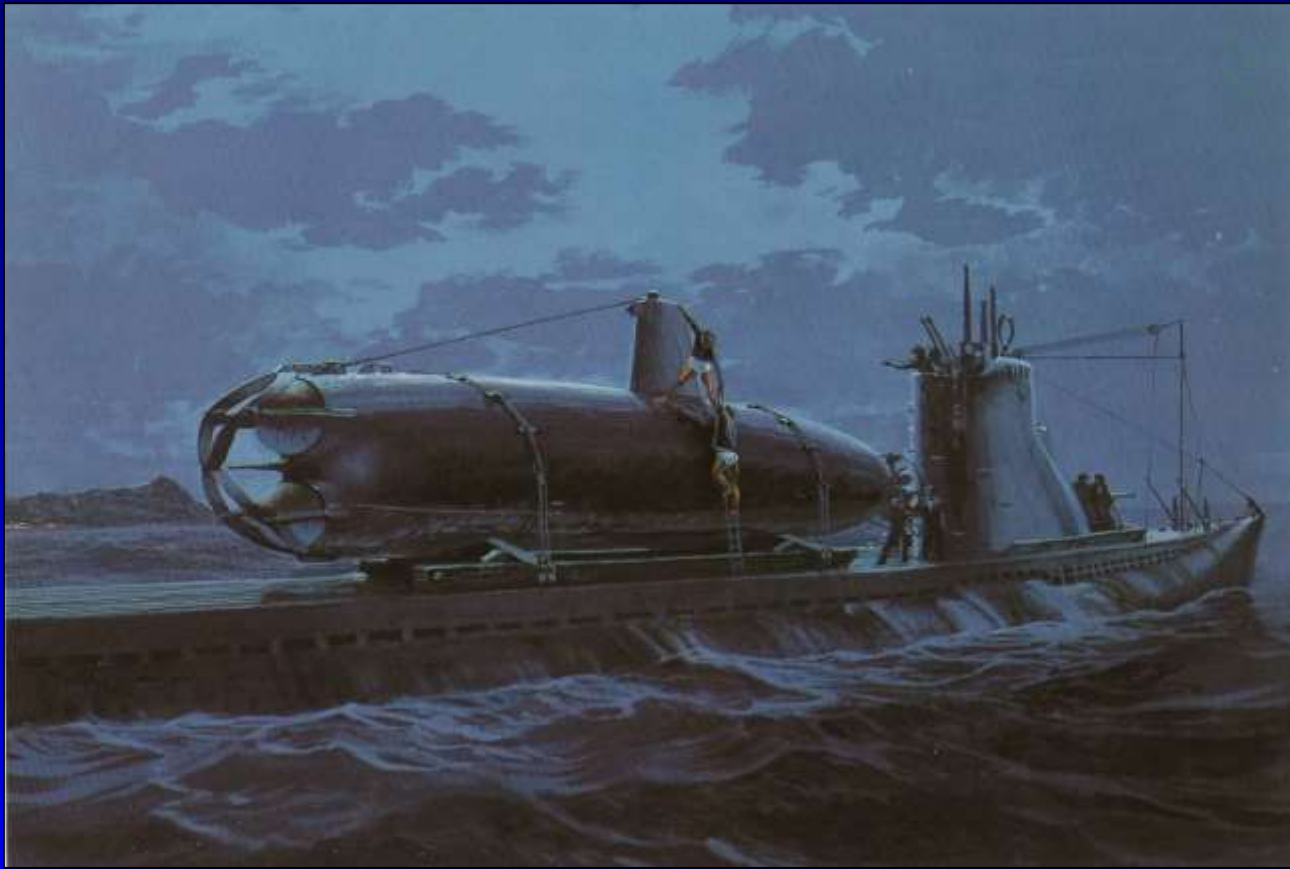
Robert Sedberry

- **Most of the "givers" on the Nevada's crew remained aboard ship, concerned that they might be called on at any moment to sortie into battle.**
- **They felt that war was imminent, but they also assumed the conflict would commence with a Japanese attack on the Philippine Islands.**



- At 7:45 AM on the morning of December 7th Ensign Joe Taussig Jr. assumed the forenoon watch as Officer of the Deck of the USS Nevada. He was the son and grandson prominent Navy admirals.

- Prompted by Ross, the midwatch OOD had ordered a second boiler lit in anticipation of switching the power load, around 8 AM.
- While in port, the ship usually kept just one boiler lit, termed the “Auxiliary.” With the additional boiler lit, the *Nevada* would be able to build enough steam to get underway in 30 to 35 minutes, instead of the usual two hours.



- **Around 1 AM on December 7th the Japanese launched five midget submarines 10 miles off the entrance to Pearl Harbor, in what amounted to suicide missions.**



- At 5:30 AM the Japanese cruiser *Chikuma* launched two E13A1 'Jake' seaplanes to make a last minute reconnaissance of Pearl Harbor and Lahaina Roads to confirm the location of the American fleet.
- Two hours later they reported that the fleet was in Pearl Harbor.



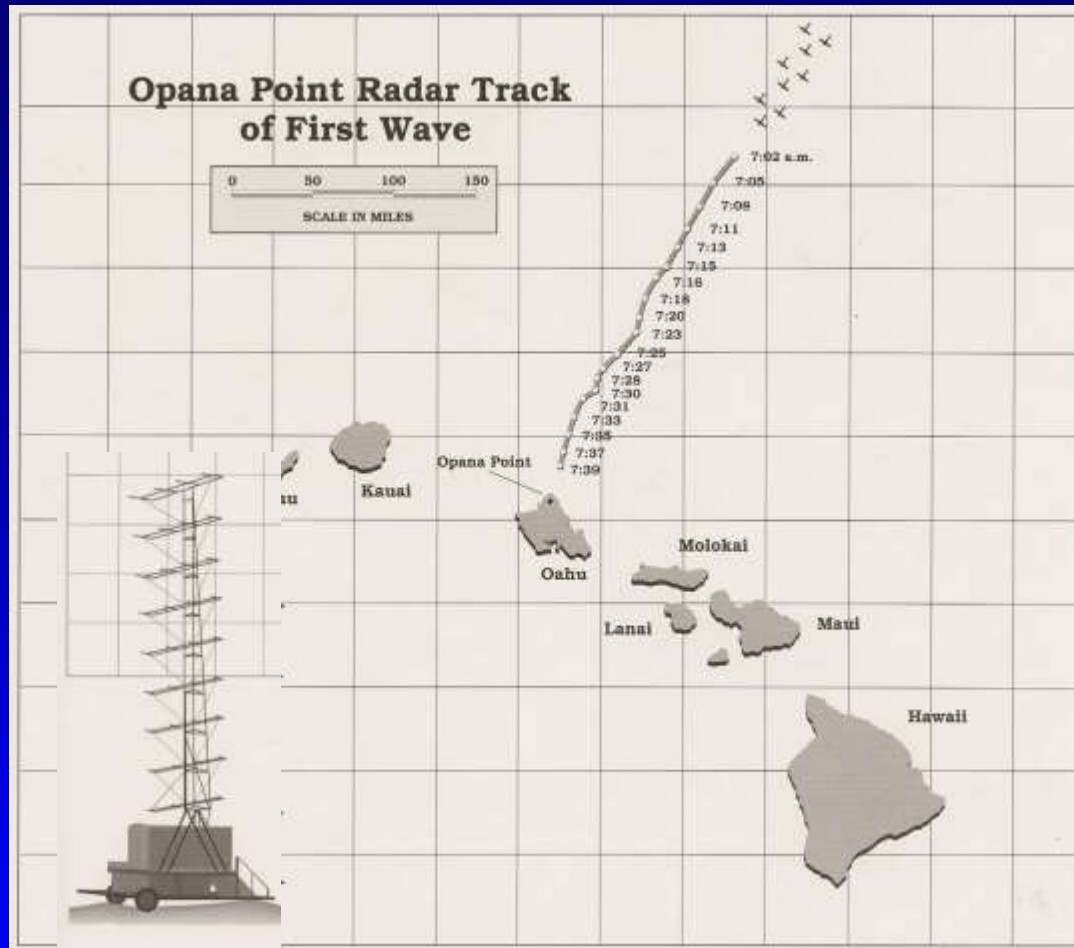
- **At 5:45 AM Commander Mitsuo Fuchida leads the first of 353 attack aircraft taking off from six Japanese carriers, about 275 miles north of Oahu.**
- **Fuchida converted to Christianity after the war and became a Baptist minister.**



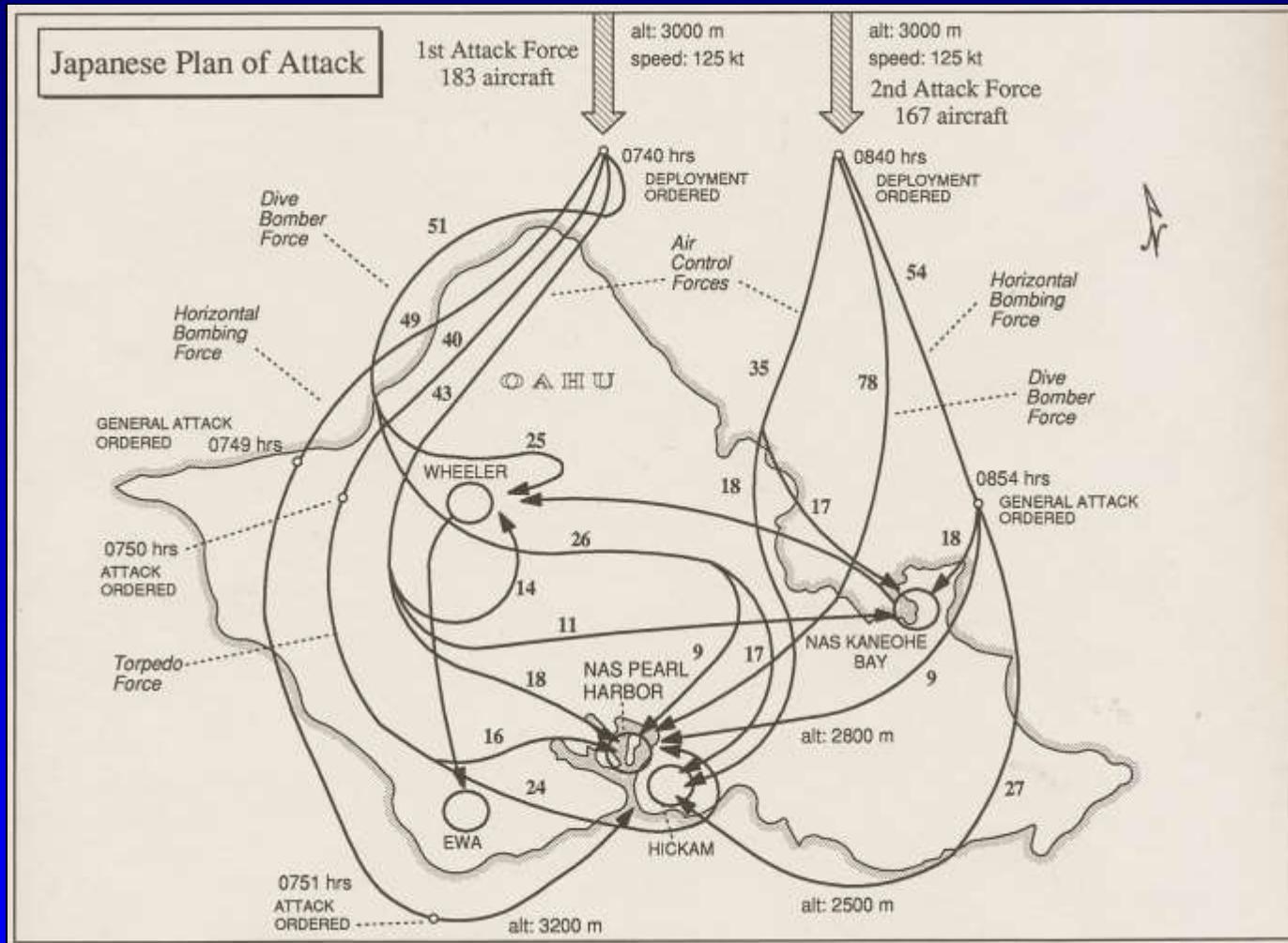
- **A 6:45 AM, the destroyer *USS Ward* fires the first shot of the Pacific War, sinking one of the Japanese midget submarines following the *USS Antares* into Pearl Harbor.**



- **Two Army enlisted men were manning an experimental Radar picket station on Opana Point, the northernmost point of land on the island of Oahu.**



- At 7:02 AM the Opana Station begins tracking a large force of aircraft approaching from the north, which is mistakenly believed to be B-17s coming in from California.



- Routes taken by Japanese aircraft during the first and second waves of the attack on December 7, 1941.



- **104 American ships are “safely” tucked away within the confines of Pearl Harbor.**
- **The US Navy assumes that enemy aircraft cannot use torpedoes in the shallow waters of the harbor.**



- **The initial Japanese attacks are on American airfields, to neutralize any air-to-air resistance.**
- **They destroy 188 aircraft, while damaging another 159.**



- **Complete surprise is achieved when 183 Japanese aircraft begin their attacks at 7:55 AM, just as many of the sailors are assembling for the raising of their colors.**
- **Messages begin going out “*Air Raid Pearl Harbor – This is No Drill*”**



- **The lead elements of 40 Japanese torpedo bombers swoop in at treetop level to launch their deadly torpedoes against the largest ships, anchored along either side of Ford Island.**



- The Nevada's sister ship, the *USS Oklahoma*, is berthed opposite the East Loch, which allows an unobstructed path for the enemy torpedo bombers.
- Nine torpedoes eventually strike the vessel, and the ship capsizes, trapping 461 sailors inside her overturned hull.



**QMC Robert
Sedberry**

- **At 8:03 AM the *Nevada* is ordered by Admiral Isaac Kidd on the *USS Arizona* to make all preparations to get under way.**
- **Chief Quartermaster Robert Sedberry relays the order to the engine room.**
- **Don Ross hears this order and helps them build up enough steam to get underway.**



- **At 8:06 AM the *USS Arizona*, berthed just south of the *Nevada*, takes an armor piercing bomb that penetrates its forward five-inch ammo storage room**
- **Seven seconds later a staggering secondary explosion is triggered that kills 1,177 of the 1,512 men aboard, including Admiral Kidd.**



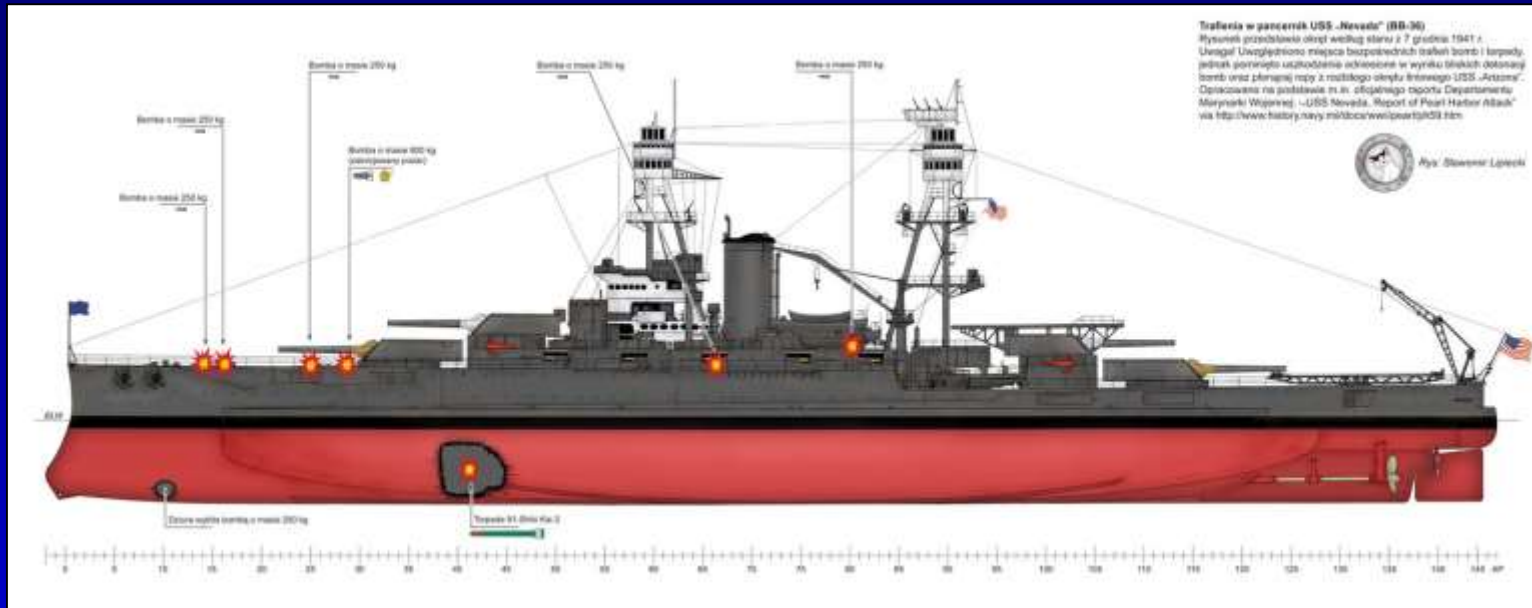
Credit: The National Archives and Records Administration (NARA)

watchmojo

- **Massive explosion on the battleship Arizona, berthed next to the Nevada....**



- Just as the Arizona exploded, the Nevada's sister ship the USS Oklahoma began rolling over, entombing 460 of her crew as she capsized.
- By 8:10 the battleship had disappeared, exposing just a quarter of her upturned hull.



- At 8:10 AM the *Nevada* is hit on her front port side at Frame 41 by a Japanese long-lance torpedo, but the *Nevada's* gunners shoot down the aircraft that dropped the torpedo.
- The watertight bulkhead holds, but leaking through joints cause flooding and a list of 4 to 5° Ensign Taussig immediately orders counter-flooding.



Edwin R. Hill

At 8:16 AM “Set the Special Sea Detail” is announced on the ship’s 1MC and all hands began working to get their ship underway.

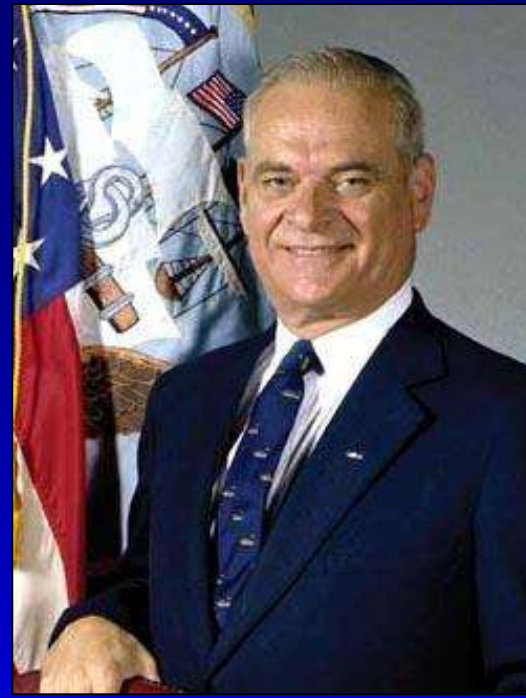
47 year old Chief Boatswain Mate Edwin R Hill heads up the line handling detail, working furiously to cast the ship off Mooring Quay No. 8.



He leads his men by jumping into the harbor and swimming back to the ship after casting off the ship’s mooring lines.



- **Around 8:25 AM the *Nevada's* Communications Officer Lieutenant Lawrence E. Ruff, comes aboard from the liberty boat of the hospital ship *Solace*.**
- **He assumes the conning of the ship as “Acting Navigator.”**
- **Although he is not qualified as an Officer of the Deck (OOD), he serves in that capacity anyway.**



- **Ensign Taussig assumed command of the ship's anti-aircraft batteries, where he is grievously wounded.**
- **He spends the entire war in hospitals, but eventually loses the battle to save his leg in 1946.**
- **26 years after retiring, he was named Assistant Secretary of the Navy in 1981.**



The narrow entry into Pearl Harbor necessitates two to four tugs and a harbor pilot to bring each battleship or aircraft carrier into port.



The senior officer in nominal command of the ship is LCDR F. J. Thomas, whose battle station is in Damage Control Central, down in the bowels of the ship.

- He is directing all of the damage control efforts, crucial to the ship's operation.**
- Ruff and Thomas discuss control of the ship, and Thomas tells Ruff to take charge and *“do his best to get them out of the harbor as quickly as possible, dispensing with the usual protocol,”* (a harbor pilot.)**



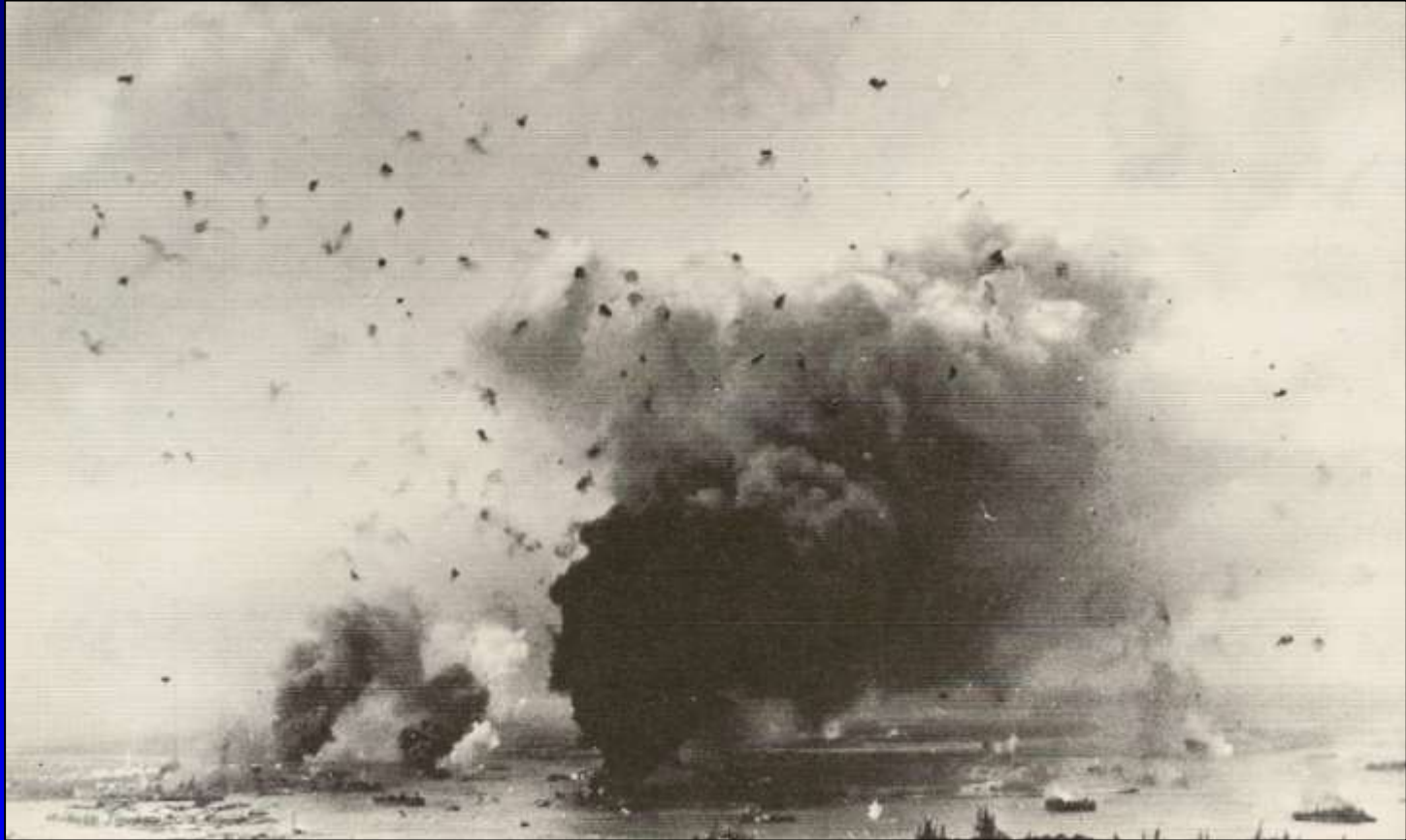
- Ruff orders both engines to “**SLOW Aft**” to pull further astern (northward) of the burning oil slick spreading from the raging inferno on the *USS Arizona*.



- **Around 8:40 AM Ruff orders the engines to “*All Ahead One Third,*” while Chief Sedberry steers the ship to port, to just clear the *USS Vestal*, next to the burning *Arizona*.**
- **Their only communications with the rest of the ship is the Ship’s Telegraph (connected to the Engine Room) and the ship’s JV voice-powered phones.**



- **The second wave of the Japanese attack began arriving around 8:45.**
- **It is more ferocious than the first as the fighters peel off and begin strafing the ships.**



The Americans put up a fusillade of anti-aircraft fire as the Second Wave of attacking planes arrives over the harbor.



- ***Nevada* begins a southerly course along the eastern flank of Battleship Row.**
- **The crew members manning their battle stations topside feel the awful heat pouring from the burning battleships, whose crewmen cheer them on.**
- **They are moved by this show of emotion.**



- **At 9:07 AM the *Nevada* passes 1010 Dock, and dive bombers mass for another attack – bombs striking the ship's forecastle, which is engulfed in flame.**



Japanese aircraft see the *Nevada* making a break for the open sea and descend upon her with every weapon they have. 10 to 15 bombs explode around the Nevada before they start scoring hits.



Between 9:40 and 9:50 AM pilots from the Japanese carrier *Kaga* pounce on the *Nevada*, hitting her with five 250 kg bombs, holing the forward decks and rupturing the forward hull into two more locations.



With eleven fires burning out of control, LT Ruff informs the crew over the 1MC: “All hands not manning guns or handling ammunition feeding same, *GET OUT AND FIGHT THE FIRES!*”



- **More bombs rained down on the battleship, including one that penetrates the ship's funnel.**
- **The force of that explosion was felt throughout the ship, and the heat and smoke it generated was taken into the ship's ventilation system like a hurricane.**



**In the forward dynamo room
Machinist Warrant Officer Don
Ross was standing below one
of the air ducts when the blast
hits him in his face, the
searing heat blinding him.**

**Acrid smoke then pours into the
compartment. It was the kind of smoke
that could quickly render a man
unconscious and inflict permanent lung
damage...even agonizing death.**



- **Don Ross ordered everyone out of the Forward Dynamo Room, to prevent their inhaling the poisonous fumes.**
- **Ross knew that unless someone manned the dynamo room, the ship would lose electricity and the ability to fight back. He decided to sacrifice himself.**



Electrical power could be shifted to the Aft Dynamo Room, but it would take 15 minutes to flip all of the breakers and buss panel switches in the proper sequence.

- Alone in the smoke-filled room Ross ordered the power transfer, as he struggled to remain conscious to finish the task...**
- Throughout that period, Ross made the necessary adjustments and flipped the required switches to give the aft dynamo room control of the ship's electricity.**



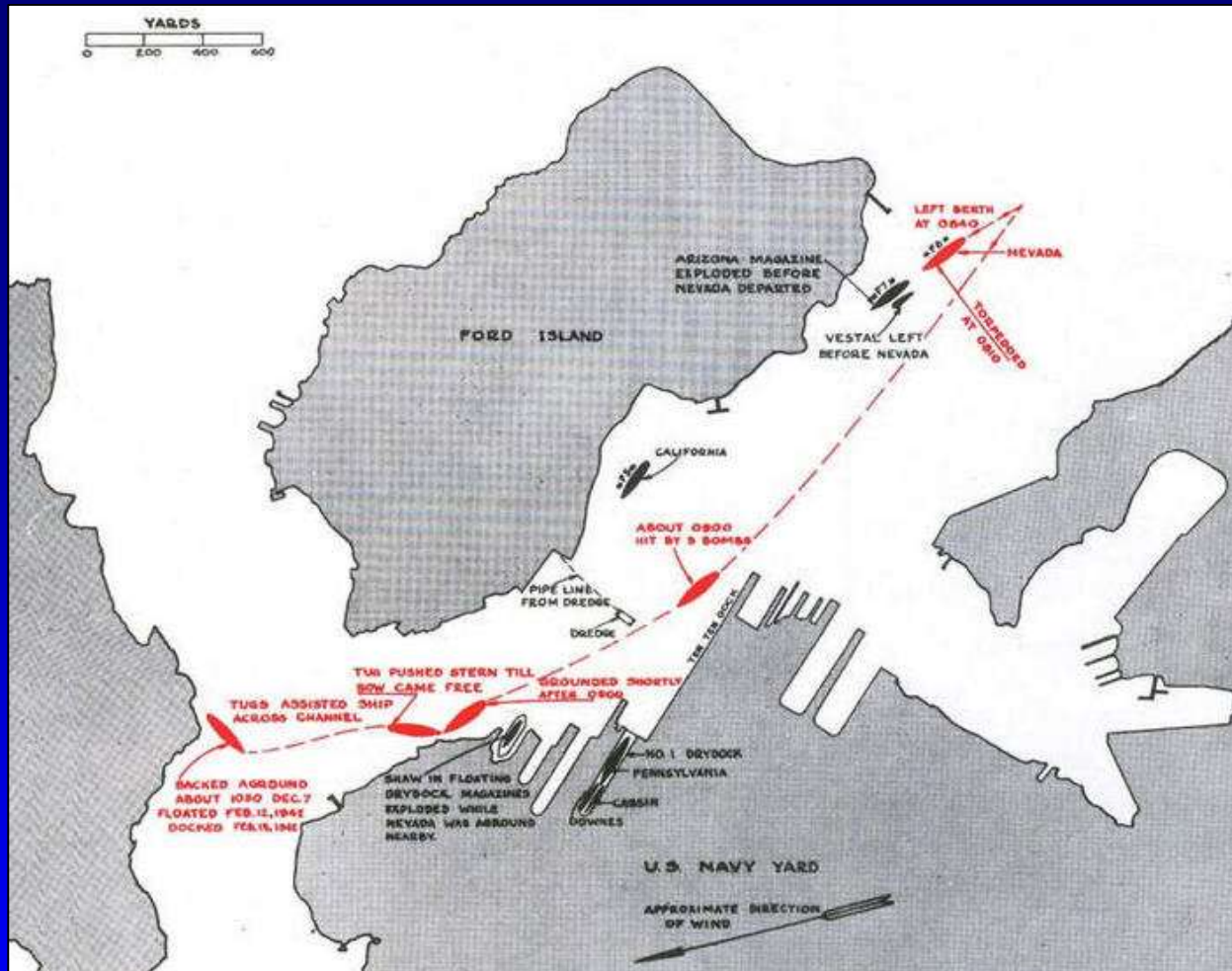
All the while, Ross maintained communications with the men in the aft compartment by phone. When the transfer was almost complete the JV phone went dead.

- Ross collapsed after completing the transfer.**
- But, the task of shutting down the forward dynamo room after the transfer of power remained incomplete, and Ross was presumed dead.**

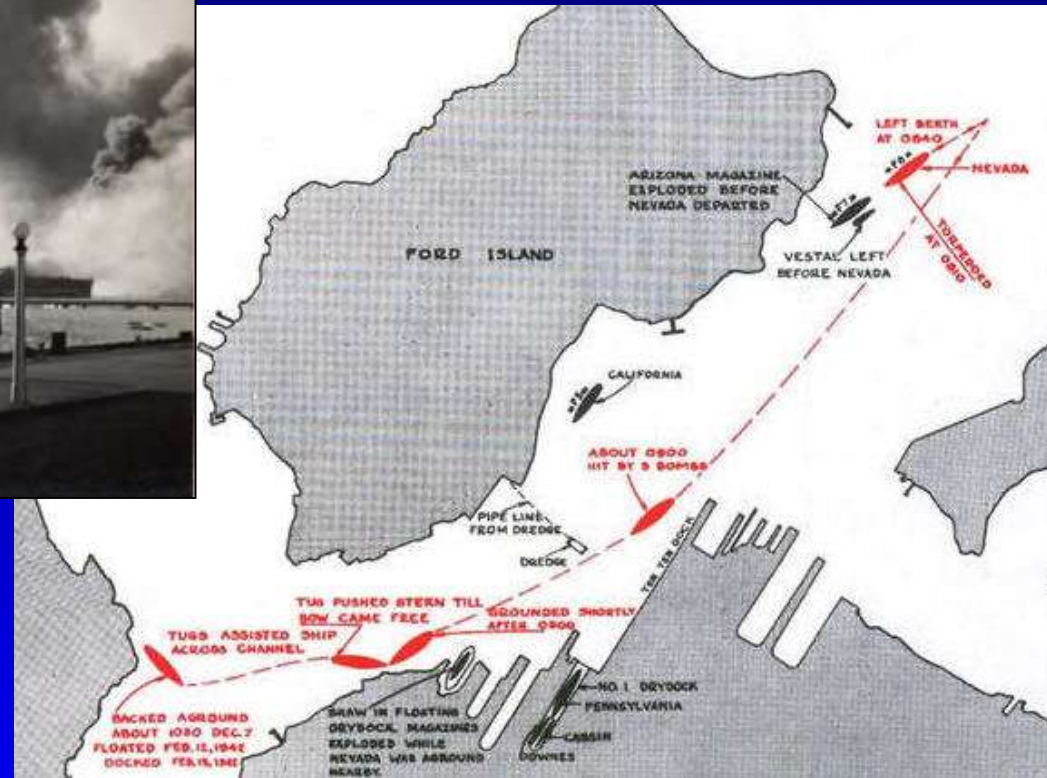


Sailors rushed below and pulled the barely alive body of Don Ross from the Forward Dynamo room. Corpsmen did their best to revive him, but there were more problems as well.

- **The forward dynamo room had still not been secured and the temperature inside was reaching 140 degrees.**
- **Slowly, Ross regained consciousness.**
- **Then, despite the efforts of his fellow sailors to restrain him and despite the fact that he was blind, he braved the heat to feel his way back inside to secure the forward dynamo room.**
- **When he was at last finished he allowed himself to be helped to the deck where, for the first time, he could breath fresh air.**



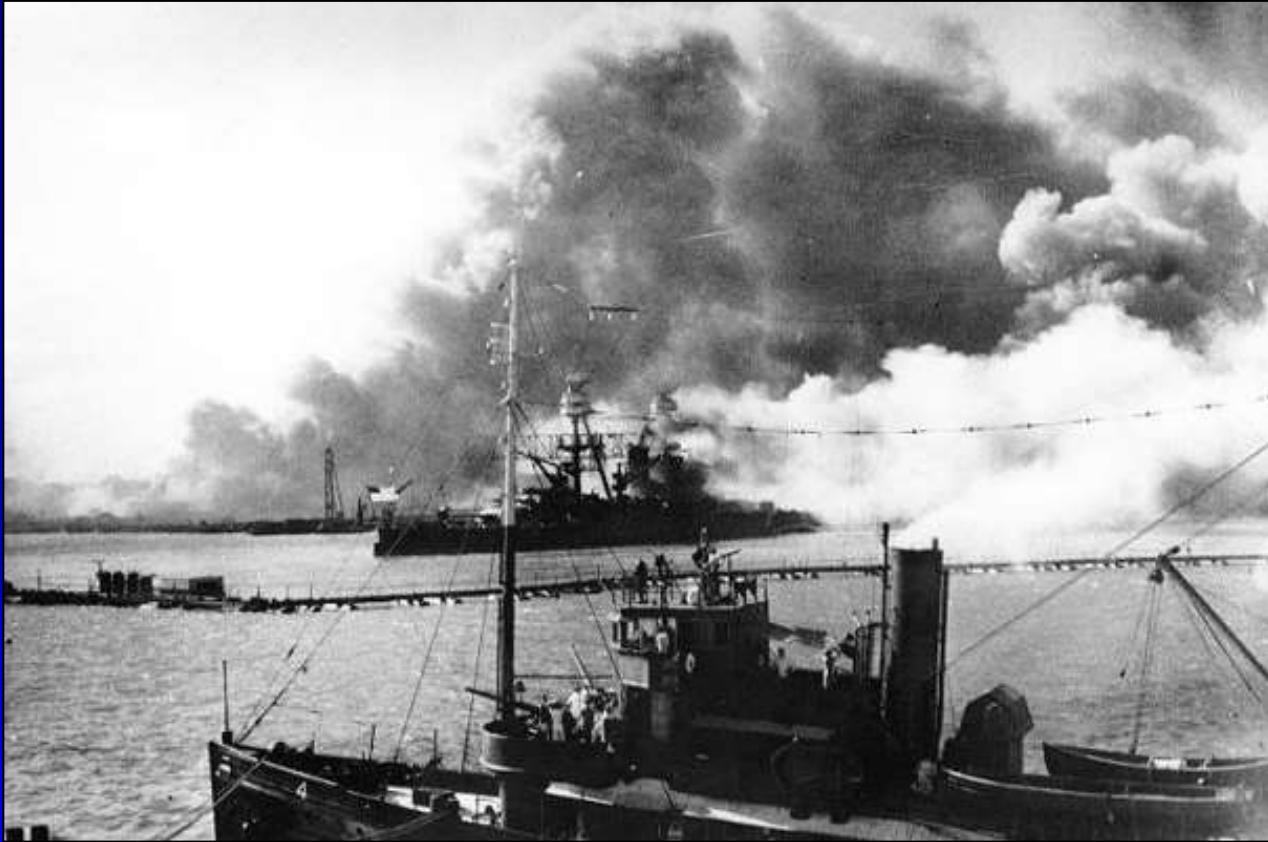
At 8:32 AM the *USS Nevada* gets underway, with LT Ruff and Chief Sedberry conning the ship. Neither is qualified to be manning their respective positions.



When she came abreast of the seaward end of Ford Island the *Nevada* received a yard signal ordering her to return to the harbor, but the ship is so damaged she could not make the sharp starboard turn into East Loch.



At this juncture the ship's gunners managed to shoot down their third Japanese aircraft, to the crew's delight.



- **Fearing imminent sinking, Chief Sedberry spun the ship's wheel to port, and they succeeded in grounding the burning battleship off Hospital Point around 10:30 AM.**



- ***Nevada's* gallant attempt to make for the open sea was concluded.**
- **She had been struck by eight bombs, six of which detonated within her, and one torpedo.**



- **Suddenly, the ebb tide caught the ship, wresting control from the navigators, and turned it 180°.**
- **BMC Hill and his sea detail rushed forward to drop anchor and keep the ship from being crumpled against the riprap.**
- **Enemy planes screamed from the sky, dropping three bombs that engulfed the Nevada's bow, killing everyone in the area.**
- **Hill was awarded a posthumous Medal of Honor.**



- The fire tug *Hoga* pours water onto the Nevada's burning forecastle, assisted by the tender *Avocet*.
- The tide is pushing the *Nevada*, bringing her abeam Hospital Point, and lifting her off the mud, threatening to pull her towards Pearl Harbor's main shipping channel.



When word came that smoke was filling the Aft Dynamo Room, Don Ross insisted on heading below, slowly feeling his way through the corridor to rescue the men still in there.

Moments later he emerged, his lungs filled again with the deadly chemical smoke. Over his shoulders he carried the prostrate body of a rescued sailor.

It was finally too much for his body. As he carried his shipmate to safety Don Ross collapsed on deck, blind and unconscious.

The battleship's skipper went ashore Saturday night to see his wife, daughter, and first grandchild

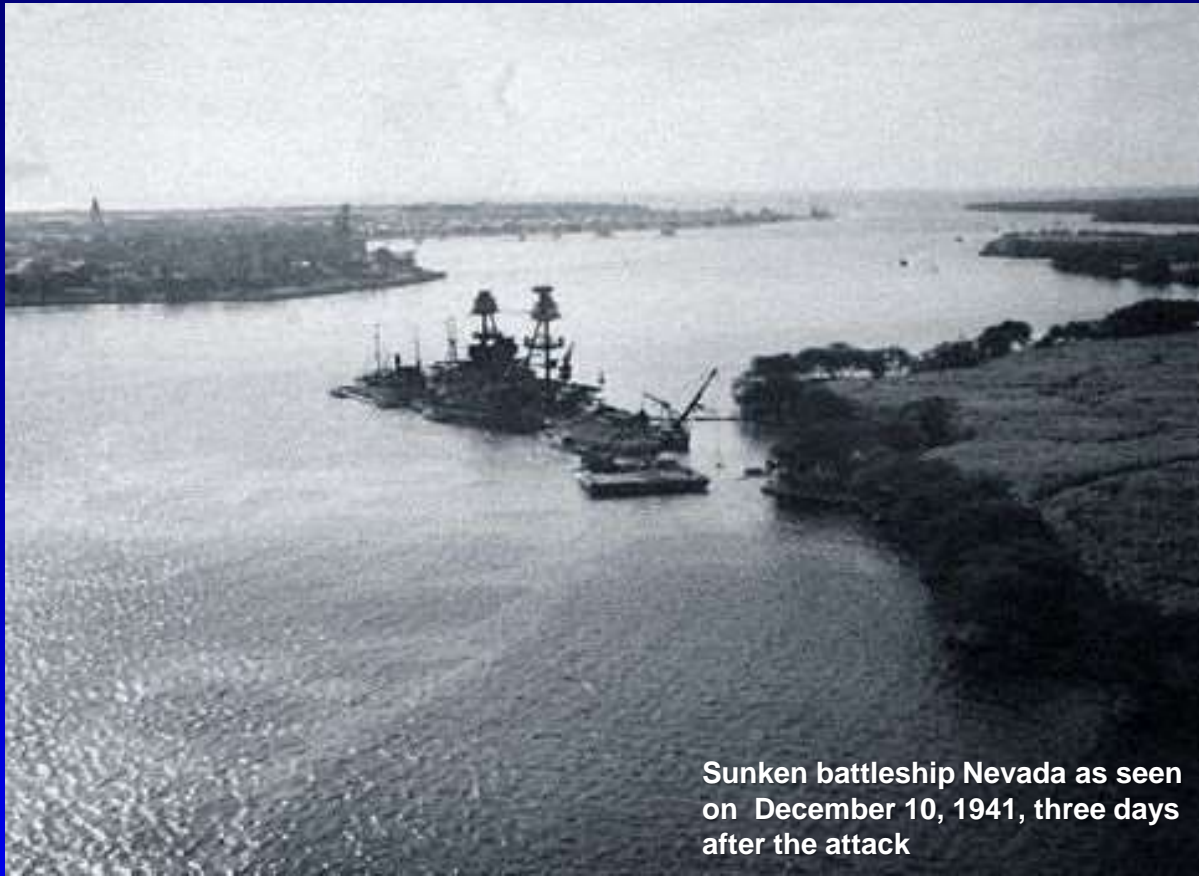


Captain Scanland

- One of those who went ashore on Saturday night was the *Nevada's* commanding officer, **Captain Francis W. Scanland**. His wife, married daughter, and a grandchild he had never seen had just arrived on the liner *SS Lurlene*. He was in Waikiki enjoying a reunion with the loved ones he had left behind in the Spring of 1940, when the Pacific Fleet was shifted from Long Beach to Hawaii. *It was the first night he had ever gone ashore rather than remaining aboard ship.*



- That Sunday morning an anguished Scanland sped by car to Pearl Harbor, then boarded a yard tug, hoping it could take him to the *Nevada*, which was making her gallant dash for the open sea.
- He managed to rejoin his ship after she ran aground on Hospital Point, resuming command of what was by then a sinking, burning hulk.
- His ship's report made no mention of the Nevada being conned by Chief Sedberry, who received no recognition of any kind.
- Scanland was relieved of command the following day, and on December 15th given command of the cruiser *Astoria*, which he commanded at the *Battles of Coral Sea and Midway*.

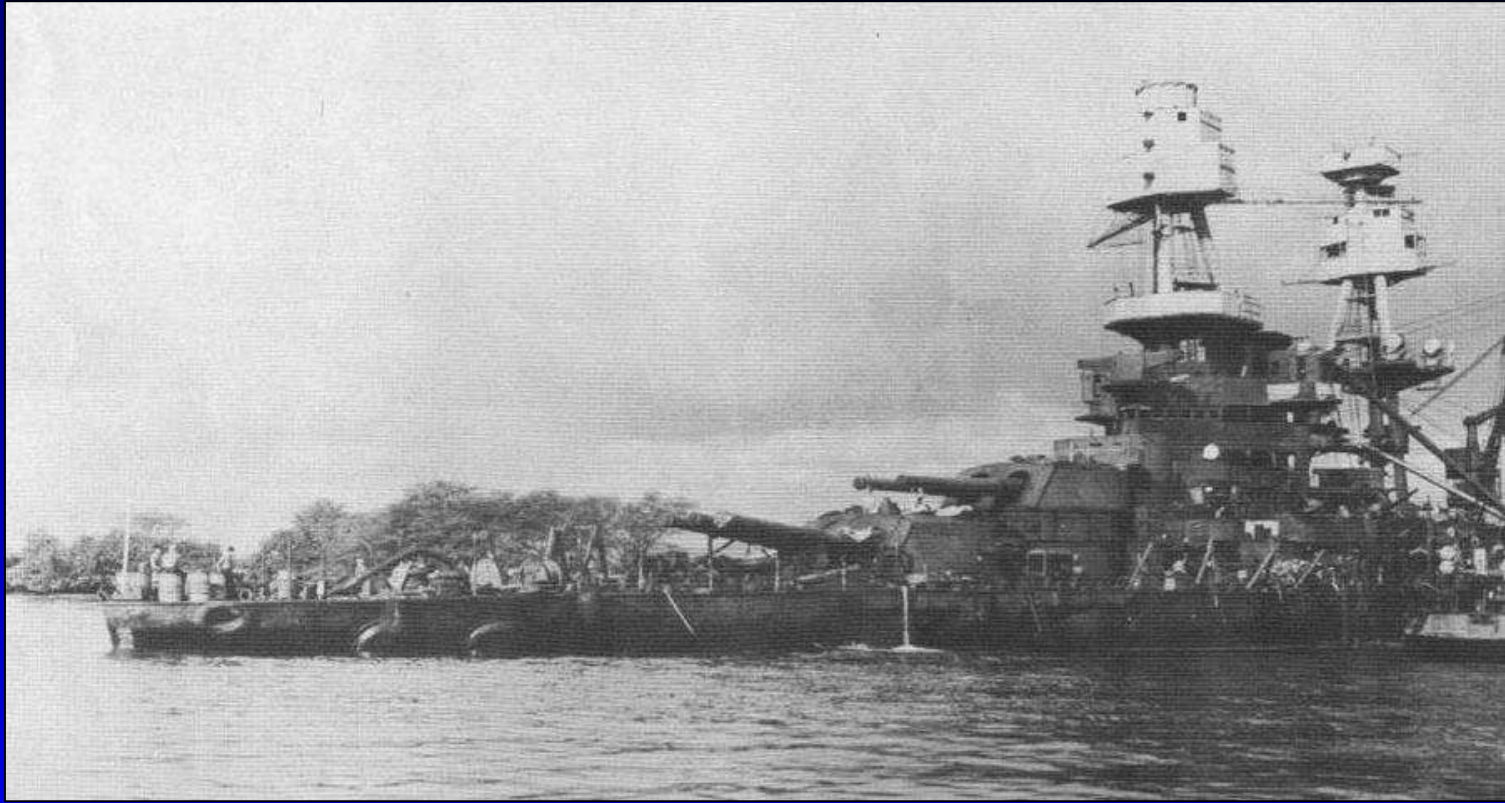


Sunken battleship Nevada as seen on December 10, 1941, three days after the attack

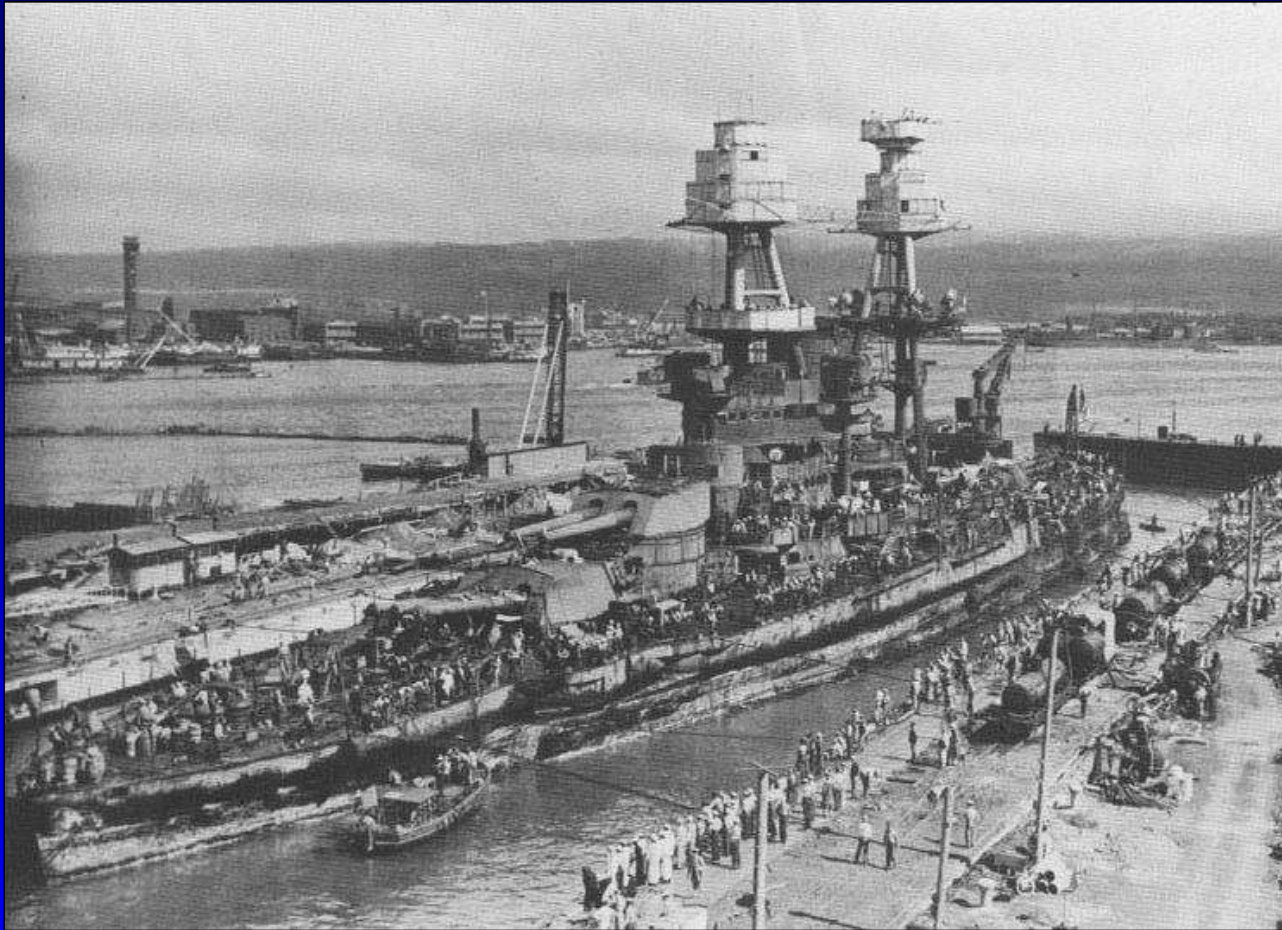
- **Fearful of the ship blocking the main channel, the *Nevada* was towed stern-first across the channel to the tip of Waipao Point.**
- **The old battleship sank with her bow pointed out to sea, partially blocking the main shipping channel at Pearl Harbor.**



- **After the battle ended, the *Nevada* continued burning for another 11 hours.**
- **Ross told no one about his blindness, bluffing his way about the ship as he organized clean-up details.**



- The *Nevada* sank in the harbor mud, with her bow pointed out to sea.
- The ship suffered 60 killed and 109 wounded during the attack. None of the bodies of Chief Hill's boatswain mates were recovered.



- **The USS Nevada was the first of the sunken battleships to be re-floated and put back into commission after the attack.**
- **She is shown here entering Drydock No 2 at Pearl Harbor on February 18, 1942, just 73 days after the attack.**



Soon after being discharged from the hospital, Don Ross married his sweetheart Helen Lou, who was attending the University of Hawaii. He was awarded the Medal of Honor by Admiral Nimitz shortly before the *Nevada* sailed for Bremerton. He was promoted to Lt Commander by the war's end and retired a Navy Captain in 1956.



Medal of Honor

BMC Edwin J. Hill (posthumous)

WO1 Donald K. Ross

Navy Cross



LCDR Francis J. Thomas

ENS Frederick C. Davis

ENS Ernest H. Dunlop

ENS Joseph K. Taussig

ENS Thomas H. Taylor

ENS Robert E. Thomas

BW1 Paul J. McMurty

PH2 Ned B. Curtis

SFC George D. Etchell

YM1 James L. Snyder

GSGT Charles S.

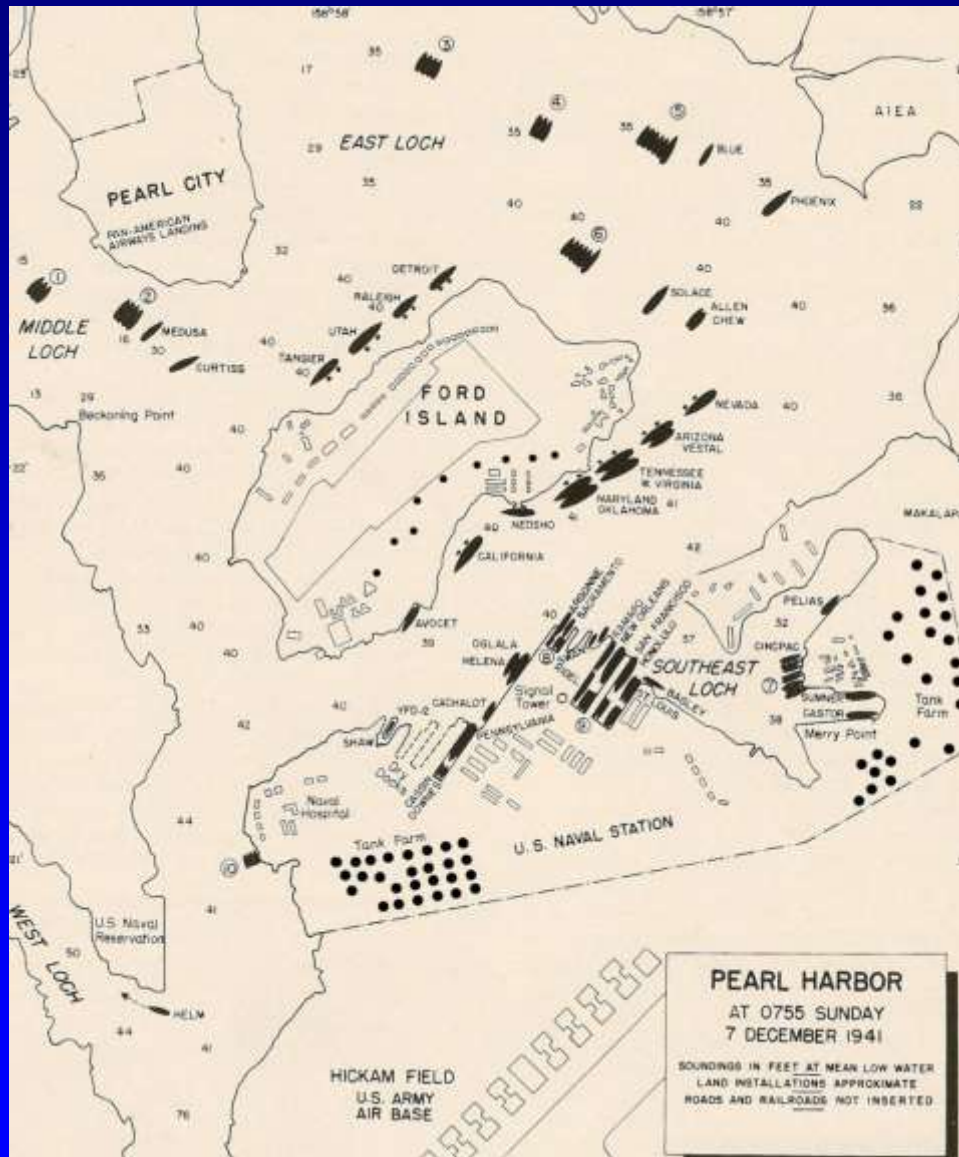
Douglass

Cpl Joseph R. Driskell

Now, the *Rest of the Story*

**How did the desperate
attempt by the battleship
Nevada change the
course of history?**

Oil tank farms



- 6.5 million barrels of bunker oil was stored in exposed tanks all around Pearl Harbor
- A 2-1/2 year supply of oil for the US Pacific Fleet



**More than 50 unprotected fuel
storage tanks surrounded
Pearl Harbor**



CINCPACFLT staff realized that these fuel reserves were vulnerable to sabotage or enemy attack, highlighting it as the “*single greatest weakness of our Pacific defenses*” when the fleet moved to Pearl Harbor in 1940.

Red Hill Fuel Storage Project

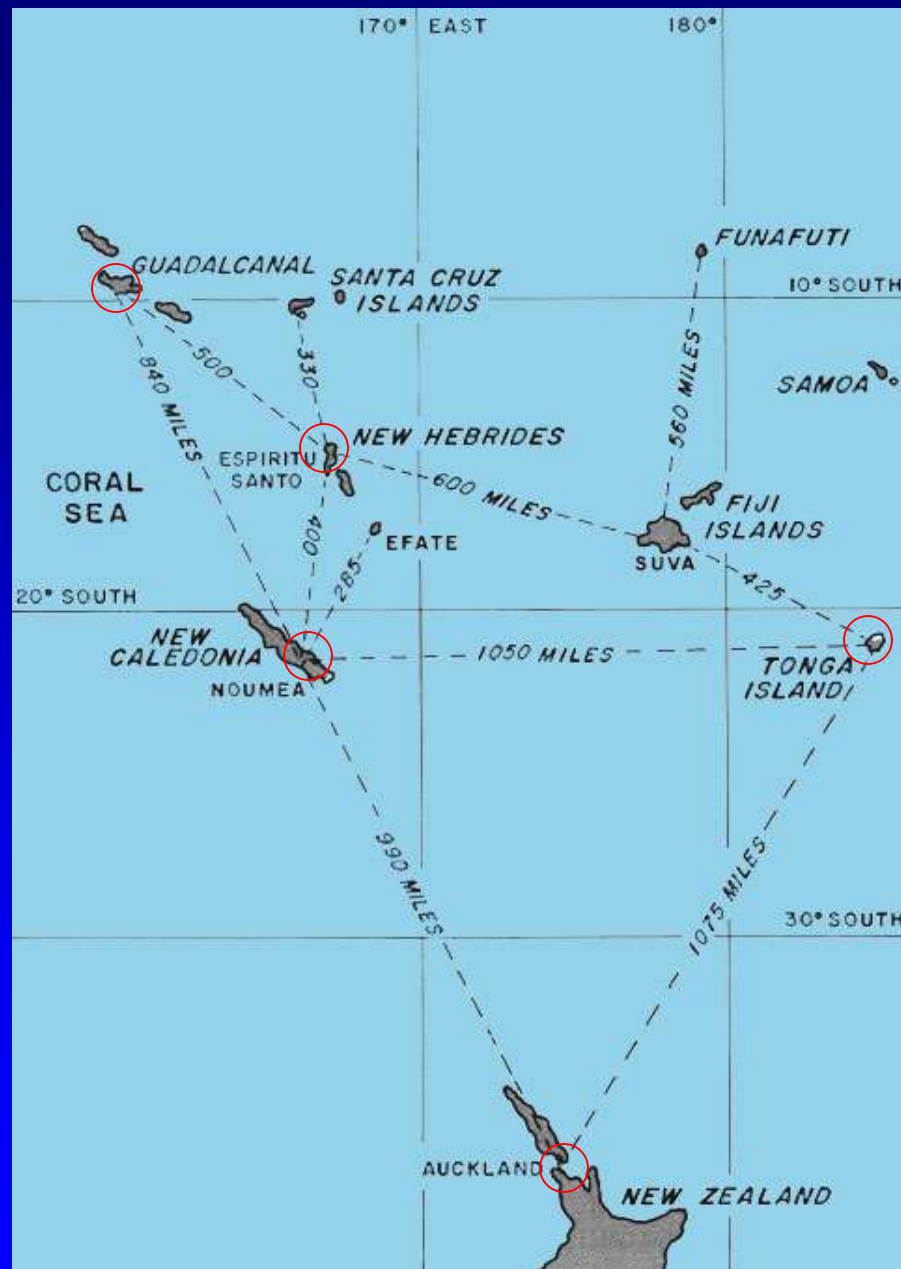


Construction began Dec. 1940, and was completed Sept. 1943. It included 20 tubular tanks 100 ft. diameter, and 250 ft. high, with a capacity of 6 million barrels fuel oil (9.97 billion gallons)
Final cost: \$42 million



The tanker USS Neosho was not attacked at Pearl Harbor

- In 1941 the U.S. Navy was operating 15 oilers built before 1922, 8 modern oilers built in 1938-40, and was awaiting delivery of 8 new hulls.
- The Navy only had 15 modern 16-knot capable oilers. Divide that figure by three and we could only use 5 for any operation, FLEET WIDE.



Guadalcanal supply lines

In early August 1942 there were only five tankers available for Operation Watchtower, the initial landings on Guadalcanal and Tulagi: the *Platte*, *Cimarron*, *Kaskaskia*, *Sabine*, and *Kanawha*.

In 1991 we asked the Japanese why they didn't fire a single bullet into the tank farms?

“The tank farms were supposed to be hit by elements of the second wave, and were on every pilot's target list.”

But, the Japanese pilots were also instructed to *“hit the tanks last, because the black smoke erupting from them would likely obscure other targets.”*

So, what happened we asked?

They responded that their pilots in the Second Wave became distracted **by trying to sink the lone American battleship that bravely tried to flee Pearl Harbor, hoping they might sink it in the shipping channel.**

So, what would have happened if the Japanese had destroyed the oil tank farms at Pearl Harbor?

- **It would have taken the United States about two full years to restore the 6.5 million barrels of lost fuel oil, and rebuild sufficient storage capacity on site, because the Red Hill Project was not slated for completion until September 1943.**
- **46% of the casualties in the Pacific War occurred during the last seven months of fighting, in 1945. If the war had been two years longer, millions of additional people would likely have perished.**



**The diligence of
one man
can change history,
and impact millions of
people**

**Don Ross told me that
on that fateful Sunday
morning in December
1941 he was sure he was
going to die. He just
wanted to “*finish
strong.*”**

**Now, you might ask
yourself:**

***“What if I am not in the
military at some pivotal
moment in time?***

***How could a common person,
like myself, possibly change
history?”***



*David married Ida
Stover in August
1885*

- David Jacob was born in 1863. He earned a college degree in engineering, but could not find an engineering job.
- For several years he cleaned train engines in Denison, Texas, then moved to Abilene, Kansas, to work in his brother-in-law's creamery.



- In due time, David and Ida were blessed with seven sons, shown here in 1902. Their 5th son Paul died at the age of 10 months in 1895.
- David maintained Abilene's electric plant and worked at the creamery.
- Though of modest means living in a small home on the "poor side of the tracks," David was a respected member of his community for his good works.



David Jacob (upper left) lived to be 79 years old, passing away in March 1942, during the early months of the Second World War.



This shows his third son's high school graduation picture in 1908. This son also suffered the pain of losing his eldest son at the age of 4.

**Upon this man's death, two
thousand miles away,
this third son wrote:**

***“My father was buried today. I've
shut off all business and visitors
for 30 minutes – to have that much
time, by myself, to think of him,
he had a full life.”***

“He was a just man well liked, well educated, a thinker. He was undemonstrative, quiet, modest, and of exemplary habits – never using alcohol or tobacco. He was an uncomplaining person in the face of adversity, and such plaudits as were accorded him did not inflate his ego.”

“His finest monument is his reputation in Abilene and Dickenson County, Kansas. His word has been his bond and accepted as such; his sterling honesty, his insistence upon the immediate payment of all debts, his pride and his independence earned for him the reputation that has profited all of us boys.”

“Because of it, all central Kansas helped me to secure an appointment to West Point in 1911, and thirty years later it did the same for my son John. I am so proud he was my father! My only regret is that it was always so difficult to let him know the great depth of my affection for him.”



**David Jacob Eisenhower's
third son was Dwight David
Eisenhower**



- Eisenhower pinned on his first general's star late October 1941 (left), and his second star as a Major General in March 1942 (right), while serving on the War Plans Section of the General Staff in Washington, DC.
- 59 members of West Point's Class of 1915 became generals during World War II. Ike wasn't the first to make brigadier or major general.



- **In June 1942 Ike was appointed Commanding General of the European Theater, and in November 1942 as Supreme Commander of Allied Expeditionary Forces.**
- **By May 1945 he commanded nearly 4 million men and women, the largest command in history.**



- **In 1952 evangelist Billy Graham sent General Eisenhower a letter encouraging him to run for president and outlined the reasons why he thought he should allow himself to be a candidate.**



Eisenhower on the role of churches in America (July 9, 1953)

- *“The churches of America are citadels of our faith in individual freedom and human dignity. This faith is the living source of all our spiritual strength.*
- *And this strength is our matchless armor in our world-wide struggle against the forces of tyranny and oppression.”*



In the summer of 1955 then President Eisenhower summoned evangelist Billy Graham to his farm in Gettysburg.

After a few pleasantries, Eisenhower asked, *“Reverend Graham, how can a man know for sure that he’s ready to meet God....that he’s going to heaven when he dies?”* After praying the sinner’s prayer of faith, Eisenhower became the first American president to be baptized while in office.

- ***“It seems to me that if we’re going to win this fight (against communism), we have got to go back to the very fundamentals of all things, and one of them is we are a religious people. Even those among us who, in my opinion, are so silly as to doubt the existence of the Almighty, are still members of a religious civilization.”***
- ***“Without God there could be no American form of government, nor an American way of life. Recognition of the Supreme Being is the first and most basic expression of Americanism.”***



From left: Maimie and Dwight Eisenhower, Reverend Billy Graham, and the Eisenhower's minister, Reverend Edward L. R. Elson at First Presbyterian Church in Washington

- In 1956 Eisenhower and Graham established an annual The Presidential Prayer Breakfast in May**
- In 1956 Congress voted to make “In God we Trust” our national motto**
- An Eisenhower encouraged Congress to add the words “Under God” to the Pledge of Allegiance.**

"The most powerful weapon that any people can have is TRUTH.

If we ever find ourselves in a position where we cannot tell the truth, or where we feel that the telling will injure us, we will have sacrificed that most powerful weapon."

- President Dwight D. Eisenhower

So concludes our tale of two common men from small towns in rural Kansas who changed history

- Our testimony is presented to the world each day in how we live our lives and in how we treat one another.
- *"There are no great men, only great challenges that ordinary men are forced by circumstances to meet."*

William F. Halsey

- God can use ANY of us to be history makers, we just need faith in something larger than ourselves. *"It is not the honor you take with you, but the heritage you leave behind."* **Branch Rickey**