

THE YANKEE BOOMER

Newspaper for the personnel of the Military Railway Service. Edited and reproduced at General Headquarters, M.R.S.

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CONSCIENTIOUS OBJECTORS

A recent article in one of our news magazines described the activities of a group of truck drivers in China - all conscientious objectors - who are transporting 99% of the medical supplies for the Chinese. Remembering hours of conversation with COs back in homefront Camps, it seemed worthwhile to unearth some information about these men who, for conscience sake, risked almost everything that makes life worth while - respect, friendship, honor.

"One of the great medical advances of the war," reports the New York Times, "has been the discovery of what gives soldiers, and civilians, too, malaria, which in point of numbers is the most important medical disease of the war." To this discovery the COs' conscientious objection, serving as a "guinea pig" made a most valuable contribution.

The first important tests leading to the development of DDT, the miracle powder that has robbed typhus of its terror, were made on COs. No one can estimate the thousands of lives that already have been saved because of this powder.

Progress in the attack on malaria, "the outstanding medical problem of the world today", largely the result of experiments in which COs played a major role.

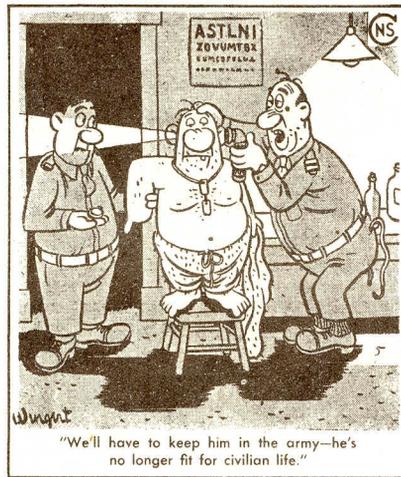
These are just a few of the projects to which COs have given themselves - and they have literally given their lives. Sixteen men have been killed in the service thus far.

The Selective Service Act provides that men who for conscience sake cannot actively participate in war shall be assigned to noncombatant service or "to work of national importance". As non-combatants they have been assigned to the Medical Corps and have long since been overseas. One has been cited for bravery on Guadalcanal, another in North Africa.

Others, assigned to Civilian Public Corps have worked without pay on essential civilian jobs - draining swamps, building dams, fighting forest fires, tending patients in mental hospitals, serving as "guinea pigs", and constructing rural sanitation facilities.

They have worked without pay. The Government, although it drafts them to this service, gives them no pay, no disability allowance, no death allowance. Instead, they must pay their own \$30.00 per month maintenance allowance. The Churches, back home have undertaken the raising of the necessary allowance as well as attempting to write some of the support of the wives and children who are innocent victims of the situation.

There are unquestionably "phonies" and goldbricks among the COs, too, but



"We'll have to keep him in the army—he's no longer fit for civilian life."

... a fighting an from Okinawa to Berlin. Ours his life to a man who for conscience sake could not bear arms.

War has made us older, wiser, more tolerant. Lets give credit to those who seeing things different... have never-the-less served ill.

Chaplain Henning.

... Coil, now back in the states after many months of GI railroading in msk. comes a copy of a citation issued to the 770th ... erating in which he commaried in the far north.

The Meritorious Service Unit Plaque was awarded to 770th for work performed under extreme difficult conditions during the period from Jan. 27 to Feb. 30, 1944, while operating the White Pass & Yukon bet. en Skagway, Alaska, and Whitehorse, Yukon Territory.

"Repeated heavy snow storms resulted in the blocking of traffic with drifts that frequent- were 20 feet in depth, and caused ice conditions that derailed engines and rotary, sm. planes," states the citation issued by Brig. Gen. Strong of Northwest service Command.

"Working under conditions of severe cold, driving wind, and drifting snow, and facing danger from avalanches the officers and men of this battalion fought three distinct storms, cleared the line, rerailed, wrecked rolling stock and succeeded in putting trains through in minimum time. This could not have been accomplished had it not been for the high degree of discipline shown by officers and enlisted men and their utter disregard for personal comfort and safety."

TRAVEL NOTES

One of J. P. Morgan's associates tells of the time the financier was returning from a hunting trip. He went to the station in the village, identified himself, and asked the station-master to flag the next train coming through. The station-master said nothing. The financier said that he was a director of the railroad and therefore should be obeyed. The station-master remained silent. When the whistle of the approaching train was heard, Morgan said: "For the last time I warn you-flag a that train". The train rounded the bend, into view. "No need to nag it," said the station-master, "it stops here."

Itches is, something that when a soldier stands at attention, his nose always.

AVERAGE DAY IN JHS...

(Continued From Page One)  
each direction. "For the 24 operating battalions we have," said the General, "this would amount to a total of 1,152 trains over a 150-mile stretch. On the basis of maximum anticipated mileage of 150 miles per battalion, this would produce 3,600 miles thought capable of being operated by these battalions. Instead of that, we operated over 25,120 miles; or about seven times as anticipated. And instead of the estimated 1,152 trains, 118 actually operated on this particular day - and this was not the greatest day - 1,219 trains over the 25,120 miles of track."

B&O RADIO PRESENTED STEAD

Most MRS soldier railroaders are familiar with the stories of Arthur L. Stead, wriion, Englam, which frequently appear in U. S. rail- employee magazines and brotherhood publications. Excerpts from them have been used several times in the "Boomer". Here is a new item from Britain which will be of interest to many of our readers:

"Memories of the Blitzkrieg of 1941, when British rail- workers faced their supreme trial, were recalled recently, by the presentation to Mr. Arthur L. Stead, wriion Correspondent of the Baltimore & Ohio Magazine, of one of the radio receiving sets which were donated by B&O employees to their British rail- colleagues laboring through the Nazi air raids. Altogether 500 radio receivers were donated on the suggestion of Mr. Stead following consultation with British railway managements and employees. Right through the European War the sets brought cheery music and vital news to main-line rest rooms, locomotive depots, offices, canteens, home guard centers, and other front line points. The set given to Mr. Stead carries a bronze tablet inscribed as follows: "Presented to Arthur L. Stead by the employees of the B&O RR in appreciation of his effective work in promoting understanding and friendship between British and American rail- workers."

"THE! AISO SERVICE..."

s/sgt. William H. Frobes, 718th Hq. Company, was recently, an honored and much surprised GI. During an inspection of the 718th Lt. Col. John H.C. awarded the Bronze Star Medal to Sergeant Frobes for his superior performance of duty as a company sergeant. General [ ] verbally commended Sergeant Frobes for maintaining an exceptionally efficient supply room.

Present with General [ ] during the inspection and the presentation of the award were Brig. Gen. Carl R. Grady, Jr., Colonel Stoddard, Colonel Jamison, and Lt. Col. Robert A. Wright, the latter commanding the 718th. The officers heartily congratulated Sergeant Frobes. Frobes entered the 111th Ft. MacArthur, Calif., on November 20th, 1942. Before that he had been District Supervisor for the Imperial Hardware Company on the West Coast. His home is at 3748 Brayton Ave., Long Beach, Calif.

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PROMOTED CAPTAIN

1st Lt. Duane E. Wollner, supply officer in the 732nd Operating Bn., has been promoted to rank of Captain. His home is at 307 N. Pearl St., Salem, Ill.