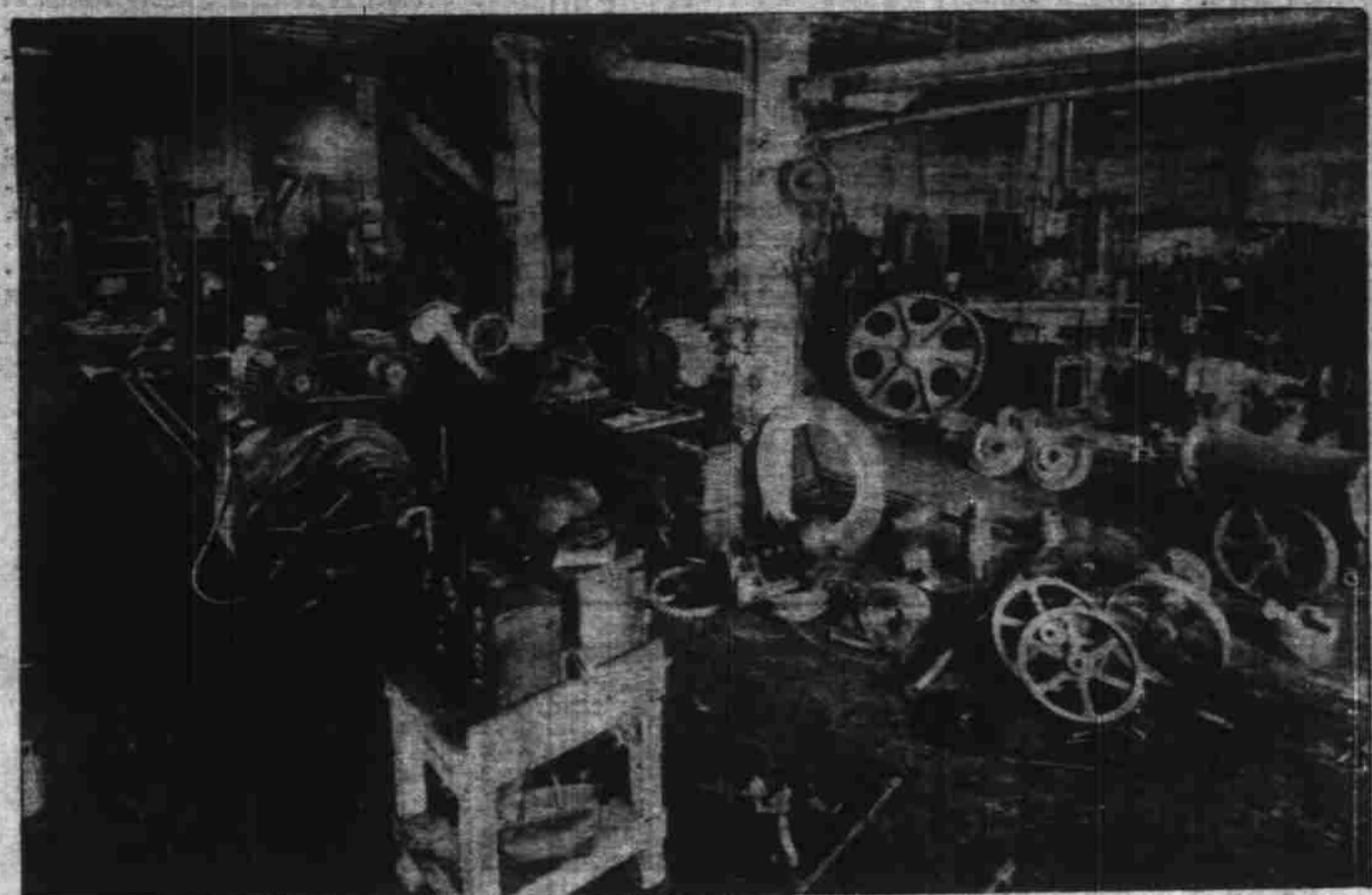


Winning the War in Salem--4



Purposes and destinations of all these gears and shafts may not be told, but it's clear that the machine room of Salem Iron Works, pictured above, is one of the places where civilian workmen are "winning the war in Salem." Demagnetizing equipment for Liberty ships is one of the major wartime projects at this plant.

Magnetic Mines 'Licked' by Salem Iron Works

By TOM WEISS

Near the mouth of the Thames river the steel hull of an American tanker passed within a few yards of a submerged, magnetic mine planted there by a Nazi submarine. There was no explosion. Motorists on the east coast had not sacrificed their gas to be spread over the ocean in a burning film, but had provided fuel for the RAF and destruction for Hitler.

That ship was saved by no blunder of Hitler's but by a demagnetizing unit made by the Salem Iron Works which repelled the mine as much as if the full were made of wood. Those lives were saved by a few men working overtime in a small foundry doing their bit in the fight.

Workers at the Salem foundry do not know any more than the crews of tankers how many magnetic mines American ships have passed, but all Americans know that the Nazi trump card in naval warfare, the magnetic mine, has been made just another mine by the demagnetizing units.

Now crews of American tankers are no longer bait for these mines which once found their way to the sides of ships and blasted their cargo of precious 100-octane gas and killed their more precious crew. Once these mines were deadly unaimed torpedoes. Now American seamen can tell the Nazis, "If you want us, come and get us." Published statistics show the mines are getting less. Salem is doing more—making demagnetizers.

Although the number of demagnetizers turned out by Salem Iron Works is military information, it can be said that the less than 50 men employed have saved many times their own number of American boys, more than five tons of shipping for each man who has poured the molten steel, and enough gas to furnish more than two-thirds the fuel required on the Cologne raid.

That's a lot of "winning the war" for one small foundry in a mid-size American city. It goes without saying that the men at Salem Iron Works, from Virgil Hack who was with the plant before it was transferred to its present ownership in 1925, to Donald Walter who has been there working on a lathe only six months, are proud of the part they are playing, and that realization of their contribution adds zest to their daily tasks.

Salem Iron Works also has produced all of the girders and other structural steel supports for the deckhouse of the assembly building at the Vancouver shipyard.

"At first," said Glenn Stevens, plant manager, "the Vancouver yards did not think the structure could be constructed and transported to Portland, but we succeeded in keeping ahead of their orders and delivered the girders to them in 80-foot sections." In that way the Salem plant was able to eliminate a bottleneck in the Vancouver yard construction and in such a way that a major item of real transportation was avoided.

Practically everything Salem Iron Works turns out in these times contributes in some way toward victory. The plant has produced cutting knives for Willamette valley plywood plants and steel shafts for the Oregon Pulp & Paper company in Salem. For another item, it is winning the war with manhole covers.

Why not? Deadly missiles, those it dropped from an airplane in the right spot. Actually, however, the manhole covers were ordered for the Eugene and Klamath Falls airports as items in their drainage systems. Through their operation, runways are kept dry and safe, and American airmen and their planes are kept alive to fight the Japs.

The warehouse connected with Salem Iron Works is authorized by WFB to serve all of western Oregon north to Woodburn, south to Eugene. Needed steel is allocated and distributed from this warehouse to machine shops and to farmers who need steel for repairs. Al Gerlinger, general manager of the plant, considers this distribution as important as production.

These small warehouses provide an important reserve of steel for

the country's production. Sometimes WFB sends telegraphic form orders to small warehouses and plants instead of huge mills whose rolling schedules would be interrupted for a minor item. Such telegraphic orders have been filled by the Salem plant, performing tasks usually assigned to larger plants and at less cost. Some of the services performed by Salem Iron Works well illustrate the wisdom of the "diversal" program whereby small plants, most of them at a distance from the busier production centers, play a part in major tasks while keeping their own identity.

Senators See Helicopters For Campaigns

WASHINGTON (AP)—Senators recently appreciatively studied a movie of a helicopter floating down to an easy landing 15 feet from the front door of a house and agreed it would be a mighty fine contraption to campaign in.

"Why, you wouldn't even have to walk through a pig-sty to call on your farmer constituents," marveled one, who hustled to the hustings the hard way last fall. The lawmakers had gathered in a big caucus room as guests of the naval affairs committee to hear Igor Sikorsky, the helicopter man, explain the principles and capabilities of his craft which flies backward, sideways and forward with equal facility, and takes off vertically.

One of the movies showed a helicopter alighting on a tanker's deck at sea. As the flying windmill shily sidled in under the rigging for a gentle landing, a weather-beaten admiral in the third row whispered critically to a fellow-officer: "Seems to land easier to windward than she does to leeward."

Present models of the ship, Sikorsky said, will travel 80 miles per hour and carry a payload of 600 pounds. Within a year he expects to be able to double the pay-

Dear Boss.

Reporter Turned Soldier keeps his hand in at reporting. By WINSTON H. TAYLOR

CAMP BARKLEY, Tex., June 6—This week the big event in our barracks was that "Tex" finally escaped detail work after starting what appeared to be a career jinxed by inspection.

At Saturday "once-overs," company officers have a technique of looking for a new fault each time. Just Winston Taylor when you have profited from all past errors, along comes something you hadn't reckoned on.

These boys from Texas are definitely in the minority at Camp Barkley, but they don't escape notice, whether it be for their accomplishments or troubles.

In our west Texas camp, besides barracks, there are sleeping quarters called hutments or "huts" for short. Since they are decidedly temporary in construction, the guards in those areas are said to have two principal duties: To dig out the sleeper after a dusty night and to give artificial respiration after a rain-storm.

We were puzzled when the boys said a corporal was looking for us. Such things aren't ordinarily friendly calls. The mystery was solved, pleasantly, when we saw the corporal's new stripes on Jim Turk, a friend of early Willamette U days. Only a week before he had been a pfc. Jim took the same training we're going through and is stationed at MRTC personnel office. He and Mrs. Turk (the former Effie Barrows of WU) live in Abilene.

Things That Never Cease to Amaze Us:

Seeing large neon street signs fully lighted after coming from dimmed out Salem. The skippy patches of green that are here called lawns. To one from the Willamette valley these hardly seem worth the trouble.

load and step up the speed to 100 miles.

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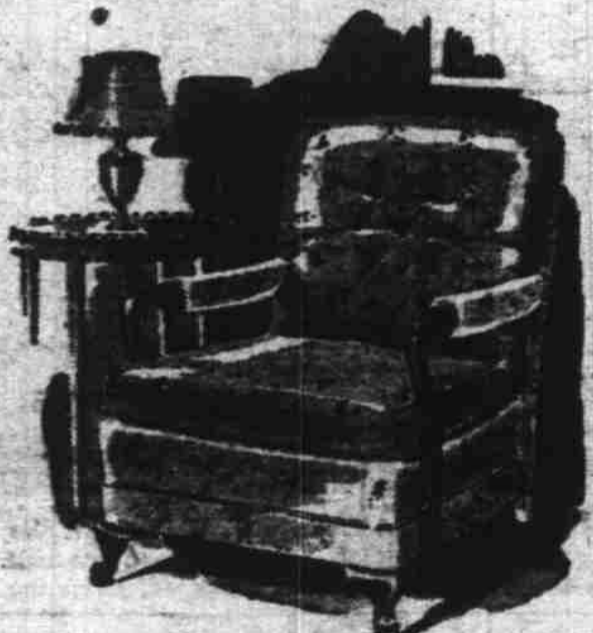
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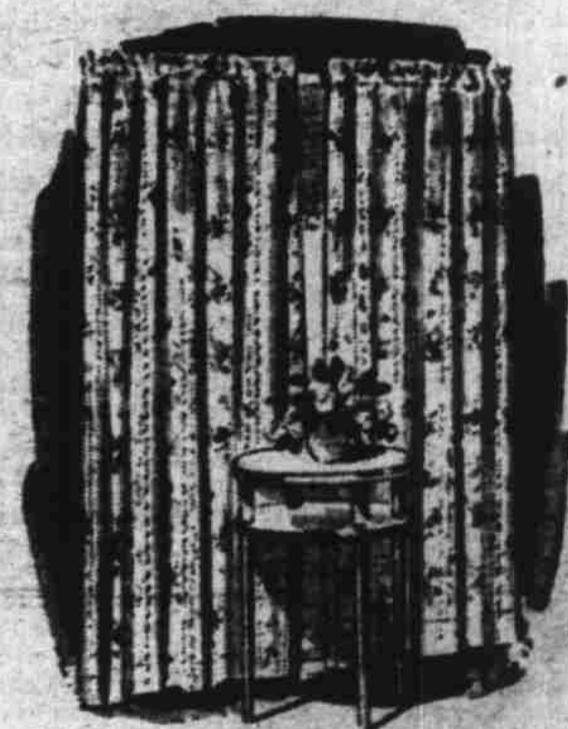


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