

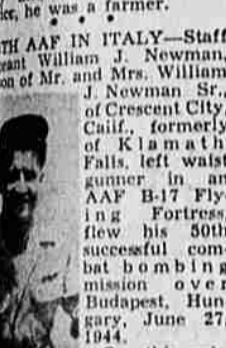
# OUR MEN AND WOMEN IN SERVICE

ENGLAND—Louis Steyskal, Mrs. An...



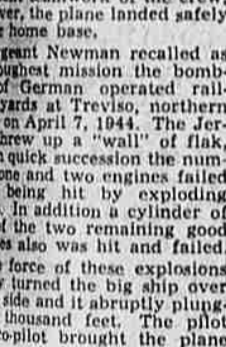
Louis Steyskal, a member of the 15th Air Force...

ARMY AIR BASE, SIOUX CITY, Ia.—PFC Kyle W. Haney, Jr., will complete his combat crew...



Kyle W. Haney, Jr., a member of the 15th Air Force...

WITH AAF IN ITALY—Staff Sergeant William J. Newman, son of Mr. and Mrs. William J. Newman Sr., of Crescent City, Calif., formerly of Klamath Falls, left waist gunner in an AAF B-17 Flying Fortress...



William J. Newman, a member of the 15th Air Force...

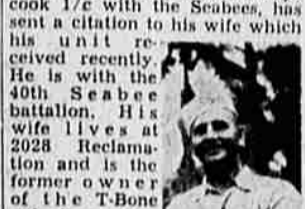
On this mission large formations of the Flying Fortresses of the 15th Air Force blasted important German-controlled rail yards sorely needed to supply the fading Wehrmacht in Italy. Flak was heavy and well concentrated over the target. Sergeant Newman reported that his crew feared they would be hit from an anti-aircraft shell. The shell ripped a large hole in the wing causing it to vibrate violently and threatening to break in flight. Due to the outstanding skill of the pilot and excellent teamwork of the crew, however, the plane landed safely at the home base. Sergeant Newman recalled as the toughest mission the bombing of German operated rail yards at Treviso, northern Italy, on April 7, 1944. The Jerry's threw up a "wall" of flak, and in quick succession the numbers one and two engines failed after being hit by exploding shells. In addition a cylinder of one of the two remaining good engines also was hit and failed. The force of these explosions nearly turned the big ship over on its side and it abruptly plunged a thousand feet. The pilot and co-pilot brought the plane under control, and the crew lightened ship by throwing everything movable overboard. Because of punctured and leaking gas tanks, the bombs could not be salvaged for fear of an explosion. The plane was safely landed at a nearby allied base with a full bomb load and only 30 gallons of gasoline in the tanks. Sergeant Newman was graduated from Del Norte high school, Crescent City, Calif., in 1940. A three letter man at high school, he played end in football, right field for the baseball team and ran the half mile on the track squad. Before entering the armed forces he was a house painter employed by the

Lands Construction company of Klamath Falls, Ore.

Newman enlisted in the AAF on July 15, 1940. After working as an airplane mechanic for three years, he was sent to an AAF airplane mechanics technical school at Amarillo, Texas, graduating in June, 1943. He won his gunnery wings upon graduation from flexible gunnery school at Kingman, Ariz., in August, 1943.

The California flying sergeant has been overseas five months and is a member of the 15th Air Force commanded by Major General Nathan F. Twining.

Harold E. Fredericksen, ships cook 1/c with the Seabees, has sent a citation to his wife which his unit received recently.



Harold E. Fredericksen, a member of the Seabees...

Following is the Presidential citation: "The 40th Construction Battalion, United States Navy, is cited for outstanding performance of duty in action against the enemy on Los Negros Island, Admiralty group, on March 2, 1944. This unit landed during a critical situation when the holding on the harbor and airstrip against overwhelming enemy forces was precarious.

"Notwithstanding the fact that the area was still under enemy fire, the battalion immediately on landing assumed its assigned work in clearing and repairing the airstrip. During the progress of their work, it became commonplace for the operators to be fired upon by snipers, and for the operators to return the fire while continuing their work."

Pvt. Wilbur Ferguson, son of Mr. and Mrs. M. L. Ferguson of Chiloquin is now with the ambulance corps in France, according to word received by his sister-in-law, Mrs. Helen Ferguson, Klamath Falls.



Wilbur Ferguson, a member of the ambulance corps in France...

"For the first time I'm allowed to tell that I'm in France. You've probably figured that. The last few days have been pretty busy ones. We've been up most of the night for three nights. Today was quiet, so I'm all caught up on my sleep now. "Some of the time here we've been right up in the front lines. A few days ago we watched some tanks and soldiers round up some Germans about 100 yards from the ambulance. "About 80 per cent of the wounded here that we take care of are Germans. That means that they are taking most of the beating. "We have very few air attacks here from the Germans. Most of those come at night. I've seen several German planes shot down by anti-aircraft fire

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but I haven't had a chance yet to see a dogfight.

"Coming over on the boat from England was quiet except for one night when there were three bombs dropped almost on the boat. Two of the bombs landed on one side and the other one on the other side. Sure tossed the boat around, but didn't hurt anything.

"It didn't scare me at all and I was somewhat surprised at that, because it was my first close bombing attack. I didn't even get out of my bunk—just turned over and went back to sleep.

"The first time, and only time so far, I was scared when the first German planes I saw dived right at us. Boy, that's some feeling to look at the nose of an enemy plane. "We've all learned to dig in now. After one close air attack everyone knows enough to dig in.

"As long as the Germans can see the Red Cross, they respect it, so you don't have to worry about me. Just a few days ago, a couple of our ambulances got lost and drove right through the lines into German territory. They didn't realize it until they got tangled up in a German convoy. Then they turned around and beat it back. The Germans didn't stop them, in fact they even had to move a vehicle for them to get through.

"So far I haven't pulled anything like that, although I've been lost several times. These strange roads are hard to follow without lights of any kind. We have to turn them all out. These fellows that ran into the German lines did it in the daytime.

"The French people are sure glad to see us, too. They wave to you, shake your hand, and even kiss you. We were among the first troops through some of these towns and the people would grab your hand as you rode through and ever get in the way of the vehicles in their enthusiasm. Some of these people even cried to see us. Makes a person feel real good inside to be able to free these people. They line the roads when you drive through and give you

flowers, apples, pears, cider, or anything they have.

"This country here is even more like the Willamette valley than England. Also we've had all nice weather since we've been here.

"Quite a few of the French speak some English, so I've had a chance to speak to several of them.

"One man last night that I was talking to had been a prisoner of the Germans for three years. He was taken prisoner at Dunkirk. He, as are the rest of the French, was very bitter against the Germans. He was always talking of killing them.

"A couple of days ago one of our ambulances brought in two nuns that the German SS troops had shot because they were helping the U. S. wounded. Although we had a German casualty that said he was shot by his own officer when he tried to surrender. I don't think that the German soldiers want to fight any longer.

PFC Richard O. Hoyt soon will complete his training at the combat crew training school, Sioux City, Ia., and be ready to go overseas to do his part in defeating the enemy.

Hoyt, gunner in a heavy bomber crew, is the son of Mrs. Delphia L. Hoyt, 2965 Bishbee street, Klamath Falls, Ore.

He entered the service February 14, 1944.

Prior to his entry into the service he was a shipfitter at Kaiser Vancouver shipyards.

WITH THE 25TH INFANTRY DIVISION IN THE SOUTH PACIFIC—Leo M. Case, of 410 S. 5th, machine gun squad leader with the 25th Infantry Division in the South Pacific and son of Mrs. Ethel M. Case, Merrill, has been promoted from corporal to sergeant.

A graduate of Salem high school, Sgt. Case was in the auto parts department of the Dick B. Miller company at the time of

his induction in March, 1942.

Overseas for more than two years, he is a veteran of Guadalcanal and New Georgia campaigns in which the 25th Infantry division was instrumental in smashing Japanese resistance.

Two Klamath Falls marines have been graduated from the infantry school at Camp Pendleton, Oceanside, Calif., and are now scheduled to join combat units.

They are: Private Paul J. Sauer, 18-year-old son of Mr. and Mrs. Alvin Sauer, 4413 Frieda avenue, and former Klamath Union high school football player, and Private Ray K. Cooper, 18, son of Mrs. Eva Hooper, 3535 Alva avenue.

Latest word received from the adjutant general is that Flight Officer Earl W. Green,

recently reported safe after being missing for some time, is "hospitalized in the European area."

The telegram, received Wednesday by his father, Marion M. Green of 137 Mill, stated that FO Green was making normal improvement.

An earlier letter to his father stated that he had been burned in the leg but he could hobble around the hospital.

His address is F/O Earl W. Green, T-123196, APO 209, U. S. A. Hospital Plant, care Postmaster, New York, N. Y.

Mrs. C. E. Robinson of 1433 Derby recently received a package from Italy from her son, Melvin J. Robinson, on her birthday.

He sent her an Italian lunch cloth set, a cameo pin and a

large number of postcards showing scenes in Italy that he had seen. He is a graduate of KUHS with the class of 1943.

SAN ANTONIO AVIATION CADET CENTER, Tex.—The present class of potential pilots, bombardiers and navigators receiving preflight training includes 26 men from Oregon, two of them from Klamath Falls. They are William Steele Burns, Lakeshore Drive, and Halford Rex Young, 1513 Avalon.

BLY—Jody Owens has on display at Protzman's store a saddle formerly owned by a German officer. This saddle was sent by special permit to Owens by Sgt. George W. Fullerton of the 81st medical air borne division, who was in the Normandy invasion. Sgt. Fullerton is again at his home base in England. He has

many friends here as he worked several years at Protzman's and spent much of his time at the Owens ranch.

BLY—George Eastwood, radio gunner with the navy at Jacksonville, Florida, spent two days last week visiting at the home of his aunt, Mrs. Jody Owens. He will report for duty at San Diego, Calif.

England's huge 18-inch naval guns cost \$225,000 each.

Rummage Sale Friday Afternoon and Saturday 54 Main St.

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The boys in the yards and on the loading platforms are talking about these bright, orange-painted freight cars with the famous goat trademark. They have seen the first of Great Northern's new plywood, steel and lumber freight cars—equipment which is lighter, faster, but without sacrifice of sturdiness and safety. By early winter Great Northern will have 1,000 of these modern freight cars in operation, augmenting its dependable service between the Great Lakes and the Pacific Northwest.



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ROUTE OF THE EMPIRE BUILDER