

WE CAN DO IT! WWII

By Leslie A. Przybylek, Curator of History

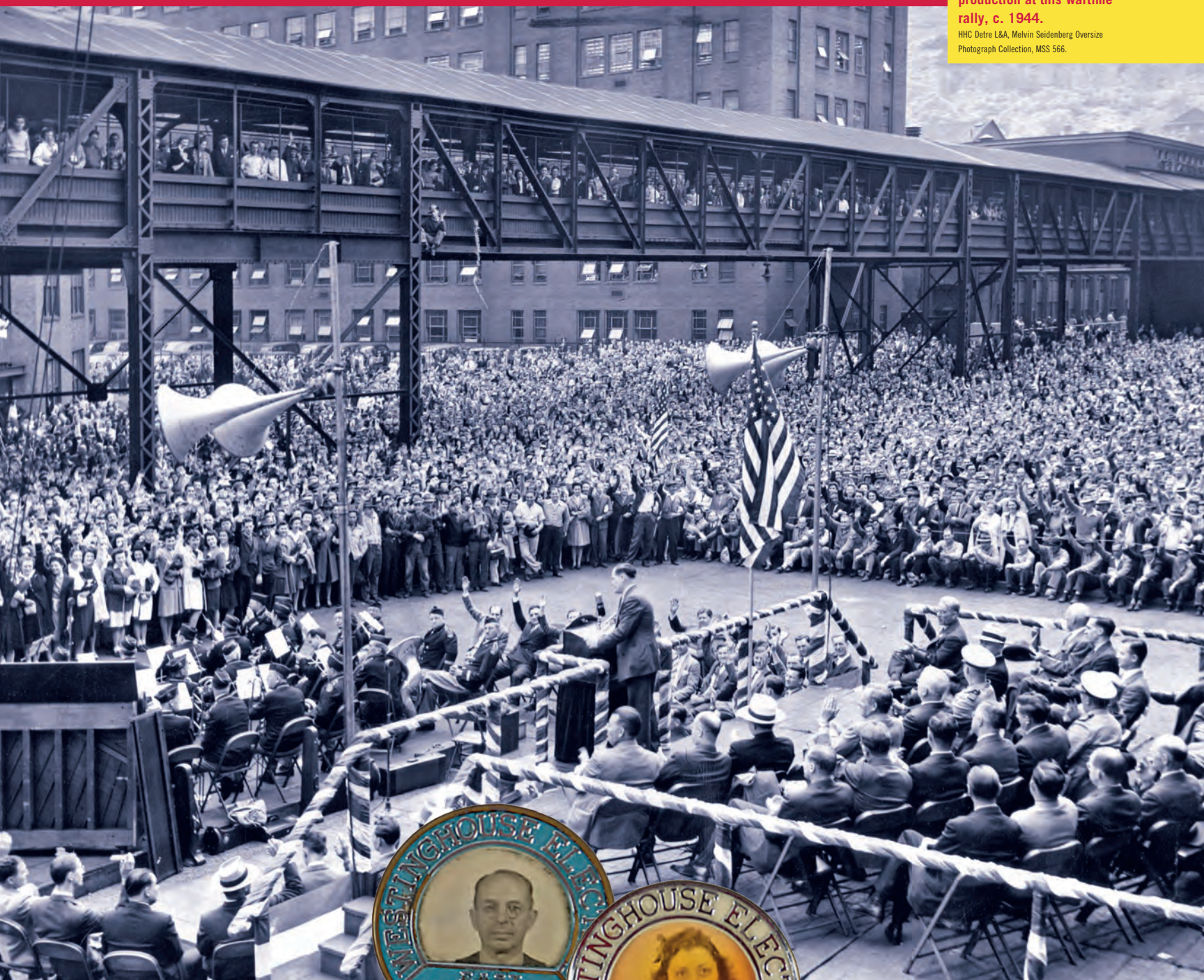


**EVERY TIME I APPROACH PITTSBURGH, ESPECIALLY BY PLANE, I GET
A SENSE OF TREMENDOUS POWER, A SENSE OF ACCOMPLISHMENT.
PITTSBURGH THRILLS YOU.**

Secretary of the Navy Frank Knox

Thousands of Westinghouse workers pledge to speed up production at this wartime rally, c. 1944.

HHC Detre L&A, Melvin Seidenberg Oversize Photograph Collection, MSS 566.



OPPOSITE: A real-life Rosie, Julie Bodnar inspects 155 mm shell casings at the Christy Parks Works of National Tube Company in McKeesport.

Smithsonian Institution, National Museum of American History, Archives Center, Russell Aiken U. S. Steel Collection.



War worker identification badges illustrate just a few of the many thousands of area residents who contributed to the war effort through companies such as Dravo, Westinghouse, and Carnegie-Illinois Steel.

HHC Collections, 96.196.1, 2011.21.1. Photo by Liz Simpson.



The cover of this April 1944 issue of *US Steel News* reminded readers that the giant steel conglomerate played essential roles in building America's military machine during World War II, including the production of steel plate for battleships, LSTs, and tanks.

HHC Detre L&A.

“We are living in a jittery world, wondering what is going to happen next. And in my judgment it looks like anarchy. Law and order is breaking down all over the world. The nations are sure of nothing.”

Letter to the Editor, *The Pittsburgh Press*, October 6, 1938

As hostilities escalated in Europe in the late 1930s, Americans watched and debated. World War I had ended barely 20 years earlier, its millions of casualties and apocalyptic vision of trench warfare still vivid in many people's minds. Fathers who had served in battles such as the Meuse-Argonne and in the Marne now faced the prospect of sending their sons overseas to a similar fate. How could the United States be drawn so soon into another global conflict? Many Pittsburgh residents urged caution: America was officially neutral and needed to stay that way. Typical of such sentiments, a letter to the editor of *The*

Pittsburgh Press in October 1938 warned: “Now this subject of war. Are we to be tricked and blindfolded into another conflict? Are we going to be glorified soldiers of today and bullet riddled corpses of tomorrow?”²

Many agreed that staying out of the “European mess” was a wise decision.³ Others did not have the luxury of choice: they were already involved. Members of Pittsburgh's Jewish community sounded the alarm as early as 1933, when the first local campaign for the United Jewish Appeal raised \$50,000 to help German Jews and Jewish refugees fleeing Hitler's new Third Reich.⁴ Fearing all such “isms”—Nazism, Communism, Socialism, and Fascism—one Donora resident advocated that the “steel center of the world” needed a National Defense Unit as early as 1938.⁵ Another, signed JUST AN AMERICAN, urged that all “isms ... pestilences ... should be annihilated entirely and completely.”⁶

Residents of Pittsburgh's Polish neighborhoods took to their churches and prayed when Hitler invaded Poland on September 1, 1939, officially igniting World War II. “Oh, God, Save Our Poland,” pleaded an article in *The Pittsburgh Press*.⁷ By May 1940, Germany's invasion of France and the Netherlands made it clear that the “European mess” wasn't going away, only getting worse. President Franklin D. Roosevelt called for a new level of defense spending, raising his request for the U.S. Army's 1940 federal appropriation from \$24 million to \$700 million. He put American industry on notice, saying: “I should like to see this nation geared up ... to turn out at least 50,000 planes a year.”⁸ At the time, only one-hundredth of that was being produced.⁹

Pittsburgh Blazes the Way

To many people, “American Industry” meant Pittsburgh. While other cities proved equally crucial to the war effort, Pittsburgh's miles of steel mills, foundries, and other heavy manufacturers captured public imagination, the blazing nighttime skies along the Ohio and Monongahela rivers symbolizing American industrial capacity. Those mills and factories

Factories and mills throughout Pittsburgh produced an almost limitless variety of material for the war effort. The Scaife Company in Oakmont, Pa. produced defense-related armaments, including bomb casings and mortar shells.

HHC Collections, 2006.19.7. Photo by Liz Simpson.



USSTEEL NEWS

APRIL ... 1944

Arsenal of Democracy

Pittsburgh produced an amazing array of goods and equipment for the war effort, including:



Ships



**Airplane
Propeller Blades**



Torpedoes



**Electronic
Radio Systems**



Anti-Aircraft Guns



Mortar Guns



Breathing Equipment



Steel

WIN THE WAR IN '44

Tank Landing Ship on Invasion Beachhead

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Mine Safety Appliance pioneered the development of different types of breathing regulators used by U.S. Navy high-altitude pilots and U.S. Army tank crews during World War II. Here, an MSA employee works with the final assembly of masks.

Courtesy of MSA Corporate Archives.

essentially began fighting World War II by 1940, ramping up for an industrial escalation over the next four years. While multiple key innovations were underway by early 1941, the attack on Pearl Harbor redoubled efforts. By January 1942, a *Pittsburgh Post-Gazette* correspondent in Washington, D.C., stressed this in an article titled “Nation Looks to City for Industrial Needs”:

This is no peanut war. It demands a vast all-out effort to make the United States the mightiest military force in the world.

The Pittsburgh district arsenal, with its great steel mills, munitions manufacturing and food processing plants, coal mines and steel products concerns—in short, everything that goes into use in modern warfare—is expected to blaze the way.¹⁰

Blazing that way would require effort from every Pittsburgh worker, the reporter reminded readers. More than people had given before, more than they were already giving:

The eyes of the United States Govern-

ment are on the arsenal of Pittsburgh.... If you operate or man a war goods production plant and you think you’re doing all right, you will be expected to do 100 per cent better. If you think you’re doing fine, you will be expected to do half again as well. If you think you are getting along splendidly, you must do even better.¹¹

From 1942 to 1945, thousands answered those expectations. Western Pennsylvania men and women waged war by producing crucial defense materials in the region’s factories,



The oldest known surviving Jeep, Bantam Reconnaissance Car #1007 was made by the American Bantam Company in 1940 and was donated to the Smithsonian Institution in 1944. Nicknamed "Gramps," the vehicle appears on loan as a featured artifact in *We Can Do It! WWII*.

Smithsonian Institution.
Photo by Liz Simpson.

In Butler, the nearly bankrupt American Bantam Car Company bravely rose to the challenge of an impossibly fast federal proposal deadline by developing a working prototype for a new small reconnaissance car in a mere 49 days.

foundries, and shipyards, helping to earn the state its keystone position in the nation's "Arsenal of Democracy." Factories idled by the Great Depression now ran day and night, producing an amazing array of goods and equipment including ships, airplane propeller blades, torpedoes, electronic radio systems, huge anti-aircraft guns, mortar guns, generators and breathing equipment, glass lenses and optical equipment, and, of course, steel—95 million tons of it for tank and aircraft armor, ship plates, and artillery shells. By the end of 1942, U. S. Steel and its subsidiaries smashed 1,000 previous production records. Westinghouse's Micarta Division produced 13 million helmet liners; millions more came from Westinghouse's Bryant Electric Division and from Mine Safety Appliances. Shipyards at Dravo and American Bridge launched more than 200 LSTs (Landing Ships, Tanks) for the U.S. Navy and Coast Guard, and Dravo produced multiple other types of ships, including destroyer escorts and gate vessels (used in harbor defense). The scale of this production made a lasting impact. Secretary of the Navy Frank Knox once said, "Every time I approach Pittsburgh, especially by plane, I get a sense of tremendous power, a sense of accomplishment. Pittsburgh thrills you."¹²

The war also spawned new innovations. Westinghouse's Research Laboratories



Members of the American Bantam Car Company design and engineering team pose with Bantam Number One, the world's first Jeep, outside the factory in Butler, Pa. on September 21, 1940.

Smithsonian Institution.

engineered thousands of technological breakthroughs, including new developments in radar, atomic energy, and the creation of a gyro-controlled tank gun stabilizer that improved firing accuracy in moving armored vehicles.¹³ In Butler, the nearly bankrupt American Bantam Car Company bravely rose to the challenge of an impossibly fast federal proposal deadline by developing a working prototype for a new small reconnaissance

car in a mere 49 days. Delivered on time to Camp Holabird, Maryland, the rugged little prototype endured a bevy of tests to confirm that it met all of the Army's specifications. Although mass-production of the design eventually fell to the Willys-Overland Company, Bantam's odd-looking prototype introduced a new American icon. Eventually dubbed the "Jeep," it accompanied American troops across Europe and the Pacific, helping



to win World War II and ultimately winning over the American public as well.¹⁴

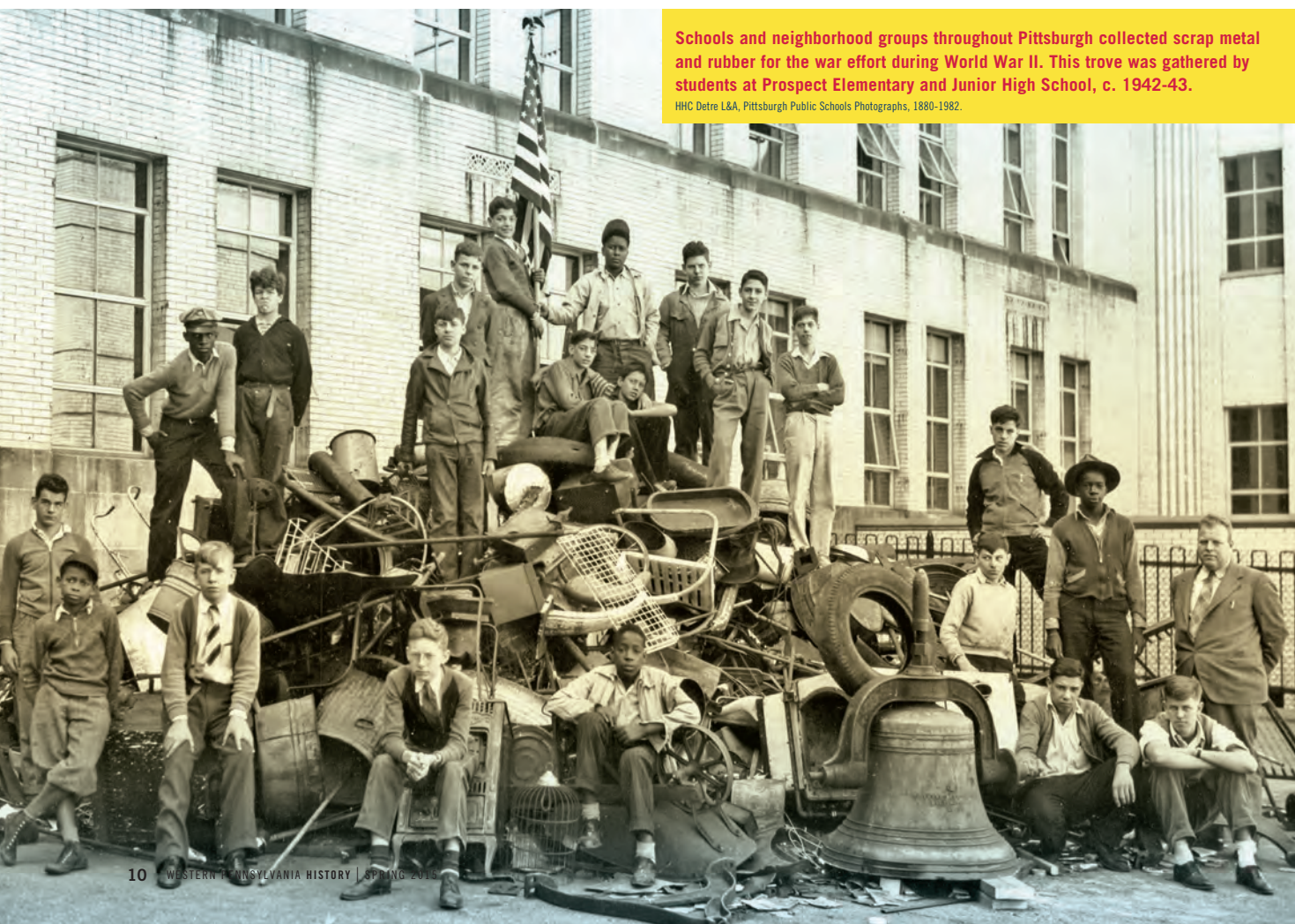
Pittsburgh's "all-out" industrial effort didn't come without challenges. As a generation of young men left to enter the military, the region's war industries faced crippling labor shortages. U. S. Steel's Carnegie-Illinois Steel operation estimated that it lost 32,000 employees to the war in May 1943.¹⁵ Thousands of real-life "Rosie the Riveters" took up the slack as the region's wives, daughters, and

mothers filled roles once held by men. Women signed on as mill workers, munitions inspectors, lift operators, welders, machine operators, and science lab technicians. By September 1943, more than 30,000 workers in U. S. Steel's record-breaking mills were women.¹⁶ Gender roles were reversed in other occupations too, as women stepped up to help maintain vital transportation networks by serving as trolley drivers, railroad workers, airplane mechanics, and as pilots with the Civil Air Patrol and

Women's Airforce Service Pilots (WASPS).

For other groups, all the wartime activity raised bigger questions. While more jobs were opening for women, many African Americans still found themselves shut out of higher-paying opportunities. The country's unified stance after Pearl Harbor didn't erase the discrimination that many black families faced every day. Just as in World War I, they were now being asked to serve a nation that had yet to regard them as fully equal. Why should African Americans wage war overseas yet remain second-class citizens in the United States? What meaning would be found in global victory if nothing changed at home? "Should I Sacrifice to Live 'Half American'?" asked a reader of the *Pittsburgh Courier* in a letter

Even at home and off the clock, the war was never far away. Businessmen, school children, and homemakers saved grease, collected tin and scrap iron, learned how to install blackout blinds, volunteered for local Civil Defense zone activities, and gathered around the radio to hear the latest wartime news.



Schools and neighborhood groups throughout Pittsburgh collected scrap metal and rubber for the war effort during World War II. This trove was gathered by students at Prospect Elementary and Junior High School, c. 1942-43.

HHC Detre L&A, Pittsburgh Public Schools Photographs, 1880-1982.



From Corporal to Colonel, school children earned different ranks of oil cloth ribbons in Uncle Sam's Tin Cannoneers based on the amount of material they collected during scrap drives.

HHC Collections, 96.189.2-5.
Photo by Liz Simpson.

published in January 1942.¹⁷ The *Courier*, the nation's leading African American newspaper, had been a vocal advocate for equal rights and integrated service in the American military since World War I. Ever watchful, the paper had stationed reporters overseas to cover the escalating crisis in Europe and North Africa by the 1930s.¹⁸ Now the *Courier* announced the "Double V" campaign, urging that victory overseas against the Axis be won in tandem with victory over discrimination within the United States. The *Courier's* campaign soon went nationwide, reminding both supporters and detractors there were still battles to be fought on American soil as well.¹⁹

Even at home and off the clock, the war was never far away. Businessmen, school children, and homemakers saved grease, collected tin and scrap iron, learned how to install blackout blinds, volunteered for local Civil Defense zone activities, and gathered around the radio to hear the latest wartime news. Department stores such as Kaufmann's offered floors of merchandise to be used in soldiers' care packages. Shoppers at the store's "Victory Center" could get maps and war news, sign up to volunteer for Civilian Defense and the Red Cross, and purchase defense stamps and war bonds. Even Kaufmann's famous display window at the corner of Fifth Avenue and Smithfield Street routinely featured war-

related motifs such as factory scenes, women war workers, and displays of pilots and other military personnel.²⁰ Pittsburgh's position as a key industrial city brought air raid tests and military fly-overs as early as April 1941. A "dress rehearsal for a blitzkrieg" the *Pittsburgh Press* called that first test, as "the greatest audience ... ever assembled in Western Pennsylvania" crowded the hilltops around Pittsburgh to watch the city go partially dark while U.S. Army airplanes roared overhead.²¹

Serving with Distinction

Of all Pennsylvania's contributions to the war effort, none was more crucial than servicemen. Approximately 1.25 million Pennsylvanians entered the military during World War II. Only New York contributed more. They paid a price for that service—more than 33,000 Pennsylvania soldiers died on the battlefield or in a hospital.²² Pennsylvanians also distinguished themselves in combat: 33 were awarded the Medal of Honor, the second highest total of any state in the nation. Among them were Pittsburgh native Corporal

Western Pennsylvania men and women waged war by producing crucial defense materials in the region's factories, foundries, and shipyards, helping to earn the state its keystone position in the nation's "Arsenal of Democracy."

Charles E. ("Commando") Kelly for fighting off a German platoon near Altavilla, Italy, and Charleroi native and Marine Corps Platoon Sergeant Mitchell Paige, who fearlessly held off an entire Japanese regiment with machine guns during the Battle of Guadalcanal.²³

Many other Western Pennsylvanians also served with distinction. Oscar-winning movie actor and Indiana, Pa., native Jimmy Stewart proved himself a hero in real life, joining the Army Air Corps and eventually flying 20 bombing raids over Germany. He received two Distinguished Flying Crosses and rose to the rank of colonel by the end of the war.²⁴ Oil City native Francis S. "Gabby" Gabreski also flew into the history books with the Air Corps as the leading American air ace in Europe, with 28 German "kills" to his credit.²⁵ Czech-born Marine Corps Sergeant Michael Strank of Cambria County near Johnstown led the patrol that raised a flag on bloody Mt. Suribachi on Iwo Jima, an image immortalized by photographer James Rosenthal.²⁶

A remarkable number of African American men from Western Pennsylvania



Men from the Hill District check draft numbers posted at the Irene Kaufmann Settlement House in October 1940. The first peace-time draft in American history was issued by President Franklin Delano Roosevelt in 1940 due to the escalating war in Europe. Nationally, by the end of the war 61 percent of those who fought had been drafted.

HHC Detre L&A, Irene Kaufmann Settlement House Collection.

The country's unified stance after Pearl Harbor didn't erase the discrimination that many black families faced every day. Just as in World War I, they were now being asked to serve a nation that had yet to regard them as fully equal.

(plus one woman) made history as part of the legendary Tuskegee Airmen. Ninety-five served, including the Hill District's Lieutenant Elmer Taylor and Lieutenant Carl Woods of Mars and Homewood, both killed in combat over Europe.²⁷ Approximately 22,000 Pennsylvania women officially joined the Armed Forces, serving with the WACS, WAVES, SPARS, or WASPS. Others contributed their services with the Medical Corps, including Bradford's Second Lieutenant Mary T. Sullivan, a nurse who ministered to wounded soldiers recovering in England after the D-Day invasion.²⁸ A notable number of

Western Pennsylvania women distinguished themselves as pilots with the WASPS (Women's Airforce Service Pilots), ferrying planes between bases on the home front, towing gunnery targets, testing aircraft, and doing nearly every aviation job imaginable, freeing male pilots for combat overseas. Among the most famous was McKeesport's Helen Richey, a renowned aviator before the war, who first volunteered as a commander with the British Air Transportation Auxiliary before joining the WASPS in 1943.²⁹

No one rose higher than Uniontown's General George C. Marshall. Appointed

Army Chief of Staff by President Roosevelt, Marshall oversaw the expansion of the U.S. Army into a modern fighting machine, engineering the transition of a small force of about 200,000 men into more than eight million by 1945. Marshall was also credited with skillfully maintaining the delicate relationship between American and British military forces during the war, a crucial but sometimes prickly Allied partnership. He was, according to Harry S. Truman, "the greatest military man America ever produced."³⁰

Beyond the names and actions that garnered headlines, thousands of other Western

Pennsylvania men of every race and nationality headed off to war between 1941 and 1945, serving without fanfare aside from the dearest hopes of their families, neighborhoods, and communities. Some enlisted voluntarily, others were drafted. Nationally, the ratio was approximately 39 percent volunteers to 61 percent draftees. While some men remained stateside, 73 percent served overseas, many traveling away from home for the first time.³¹ They built roads, bridges, and landing strips in the Pacific with the U.S. Navy Construction Battalion (“Seabees”) and carved out the Ledo Road in the China-Burma-India Theater with the 1875th Engineer Aviation Battalion. They drove tanks for the U.S. Army

and guarded coastal fortifications and ports with the Coastal Artillery. They served on U.S. Navy and Coast Guard ships, including LSTs built in Pittsburgh and Ambridge. They flew fighter planes off carriers in the Pacific and led bomber squadrons out of England and into the heart of Nazi Germany. They jumped behind enemy lines as paratroopers on D-Day, and fought with infantry divisions at the Battle of the Bulge. They survived German and Japanese POW Camps, fought with the Marines at Iwo Jima, and liberated Paris with Pennsylvania’s own 28th Division, the “Keystone Division,” or the “Bloody Bucket.”

Many paid the ultimate sacrifice; many

more endured and survived, although no one came back unchanged. Surviving veterans witnessed a side of humanity that most of us will never see. “We did what we had to do to save the world from evil,” one later recalled.³² They mourned friends, counted themselves lucky, and returned home to move on with their lives—marriage, children, college through the G.I. Bill, a return to a factory job, or a new career made possible by skills mastered during the war. Many never spoke again of what they had seen and experienced in the service. Some waited nearly half a lifetime, only beginning to open up as a growing wave of oral history initiatives spread across the country prompted by the 50th anniversary of World War II in 1995.³³ Today, a number of local veterans’ stories, recorded through projects of the Senator John Heinz History Center and Veterans Voices of Pittsburgh, will be featured in *We Can Do It! WWII*. An article drawn from some of those oral histories can also be found elsewhere in this special issue of *Western Pennsylvania History*.

While some families waited a year or more to welcome home returning servicemen following the Japanese surrender in August 1945, other impacts were more immediate. A few companies such as Westinghouse continued their defense work related to atomic exploration and technology, but many mills and other large manufacturers saw their remaining federal contracts cancelled outright; most rapidly began the process of converting back to the production of civilian goods. Women returned home as men resumed their places in mills and factories, and the *Pittsburgh Courier* stopped using the Double V logo in September 1945. But like those who had served in the war, men and women on the home front had witnessed changes that could no longer be ignored. Expectations about new opportunities for better jobs, better education, and increasing demands for civil rights would remake the social landscape over the next generation, seeds planted in part by awareness born during the war years.

Of all Pennsylvania’s contributions to the war effort, none was more crucial than servicemen. Approximately 1.25 million Pennsylvanians entered the military during World War II.



Many Pittsburgh men served as aviators during the war. This flight jacket was worn by Fox Chapel's William C. Bickel, a Corsair fighter pilot with the U.S. Marine Corps Devil Dog Squadron in the Pacific. Bickel's exemplary service earned him a Distinguished Flying Cross, an Air Medal, and a Purple Heart. Today, he is listed in the Hall of Valor at Pittsburgh's Soldiers and Sailors Memorial.

Courtesy of Soldiers & Sailors Memorial Hall & Museum, L2014.37.1. Photo by Liz Simpson.



General George C. Marshall appeared regularly on magazine covers nationwide, such as these examples from 1943. The small version of *Newsweek* was a “Battle Baby” edition produced exclusively for the military.

HHC Collections. Photo by Liz Simpson.

Uniontown’s General George C. Marshall was, according to Harry S. Truman, “the greatest military man America ever produced.”



BEING JAPANESE AMERICAN ON DECEMBER 7, 1941

By Frank Inouye, introduced by Brian Butko

An unpublished memoir by Frank Inouye recalls growing up in Los Angeles in the 1930s as a typical American teen: playing baseball, attending Catholic school, watching cowboy movies, and lettering in tennis at college. Having Japanese parents, however, made the 1940s less than typical. His daughter Cookie, a Pittsburgh resident, shared her father’s experiences after Pearl Harbor.

When I heard on the radio the president’s message to Congress and to the American people and later saw the dramatic scene on newsreel broadcasts in the theatres, I was incredulous and heartsick. I simply didn’t want to believe my ears or my eyes, even as the newspaper headlines confirmed the truth—Japan and the U.S. were at war. My worst fears and those of all Japanese living on the West Coast were now realized.

The true significance of the Pearl Harbor attack did not strike home to us immediately, especially those of us attending colleges and universities. There, we were effectively insulated among well-educated young people of our own age and interests, young adults with whom we shared classes, sports, and a common loyalty to our schools. The professors continued their class lectures, gave exams,


and rarely, if ever, referred to the Japanese attack or its aftermath...

Outside the protected walls of school there was a noticeable change in the community’s behavior toward the Japanese. As the Japanese military forces actually fought against American troops in the Philippines and on some Pacific islands, with initial victories going to the Japanese, public opinion, fed by the media, turned against us. The many years of depicting the Japanese as ugly, bandy-legged, eyeglass-wearing, grinning yellow dwarfs in ill-fitting uniforms made it a simple matter to convert Americans’ fears and ridicule of the Japanese into open hatred. And the media, especially the newspapers on the West Coast, made no attempt to distinguish between the Japanese armed forces and the Japanese immigrants and their children living in America. In the public’s mind, the perception was allowed to grow that we were the same people responsible for the military actions and atrocities committed overseas.

After being sent to Heart Mountain internment camp in Wyoming, Frank returned to a normal life, marrying a girl he met at college who had also been in a camp. Frank earned a Ph.D. from the University of Southern California in 1951, and later was the founding director of the University of Hawai’i-Hilo.

Even Pittsburgh itself would eventually be remade. The massive industrial effort spurred by defense manufacturing had benefitted many, but the long-term future of that same industrial base was in doubt. It also reinforced concerns about air quality and smoke control. Images taken of Pittsburgh by 1940 showed city streets and hills shrouded in dark fog, even in the middle of the day.³⁴ One national news service later described Pittsburgh as a “smoke-begrimed old girl” who looked like “she’ll die of dirt and old-age.”³⁵ The city actually passed a smoke ordinance in 1941, but critical war needs delayed its implementation. In 1946, following much debate, the new

regulation finally went into effect—enabled by a compromise that staggered enforcement for industrial and home use.³⁶ The group that brokered the deal was a new player in town. The Allegheny Conference on Community Development was incorporated in 1944 by a small circle of business and education leaders concerned about the city’s image and long-term economic prospects. Pittsburgh, they feared, would be a “dying city” unless proactive measures were taken to rewrite its future in the postwar world.³⁷ Their foresight created a model that would one day be studied by civic leaders across the country. The Allegheny Conference laid the foundation for

Pittsburgh’s Renaissance—for the creation of Gateway Center, Point State Park, a thriving Cultural District, clean rivers, and a downtown that is now the envy of many mid-size cities. Once again, it was one collective effort born of another, an innovation that allowed the “industrial arsenal” of World War II to weather dark days ahead and emerge as the vibrant 21st century community we know today. 

¹ Mrs. L (no full name), “Nations Today Are Certain of Nothing,” Letter to the Editor, *The Pittsburgh Press*, October 6, 1938.

² Joseph Stanson, (Morgan, Pa.), “Urges Retaining Loyalty to Peace at All Times,” Letter to the Editor, *The Pittsburgh Press*, October 2, 1938.

³ Jen (no last name), “Agrees We Should Forget War,” Letters to the Editor, *The Pittsburgh Press*, April 7, 1940.

⁴ The campaign started July 1933, see “Women Assist in Relief Drive” in “Organization Activities,” *The Jewish Criterion*, July 21, 1933, 14; and “Pittsburgh Ranks High in Relief Campaign,” *The Jewish Criterion*, August 11, 1933, both accessed via Carnegie Mellon University’s Pittsburgh Jewish Newspaper Project: <http://digitalcollections.library.cmu.edu/pjn/index.jsp>; and also: 1933 — Timeline, A Tradition of Giving, website for the Rauh Jewish Archives, <http://www.jewishhistoryhmc.org/timeline.aspx#455ef6f1-cfca-40c3-b819-7fb9830d330b>.

⁵ Dallas Wickerham (Donora, Pa.), “Need National Defense Unit,” Letter to the Editor, *The Pittsburgh Press*, March 12, 1938.

⁶ JUST AN AMERICAN, “Naziism and All Isms Should Be Annihilated,” Letter to the Editor, *The Pittsburgh Press*, October 14, 1938.

⁷ Edward J. Lally, Jr., “‘Oh, God, Save Our Poland,’ Herron Hill Women Wail,” *The Pittsburgh Press*, September 1, 1939. Wide scholarly consensus typically identifies Hitler’s invasion of Poland as the official start of World War II, since this act prompted both France and Great Britain to declare war on Germany.

⁸ Arthur Herman, *Freedom’s Forge, How American Business Produced Victory in World War II* (New York: Random House, 2012), 9-10.

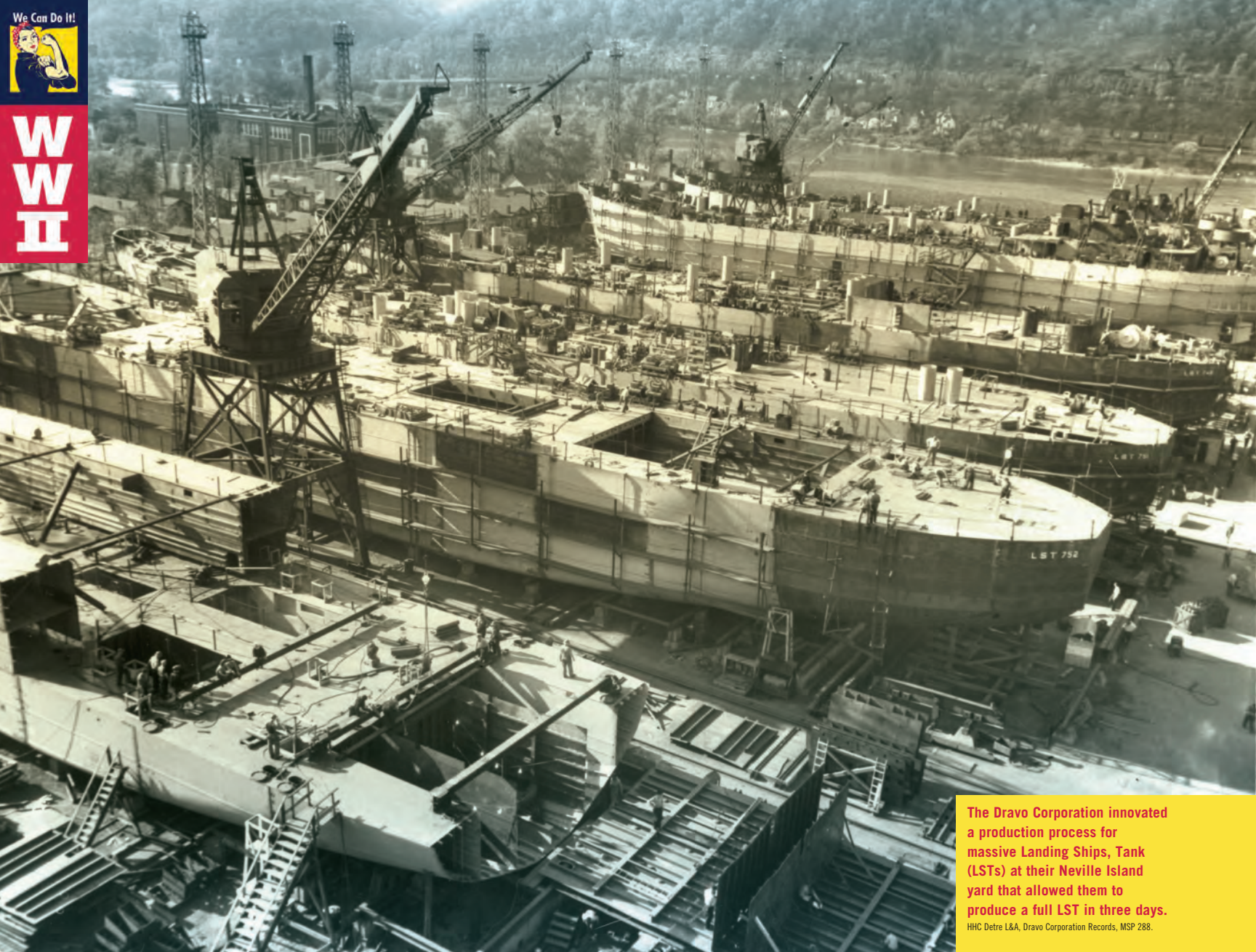
⁹ The number of planes produced per month in 1940 was 560, as cited in “Nation Looks to City for Industrial Needs,” *Pittsburgh Post-Gazette*, January 2, 1942.

¹⁰ Ibid.

¹¹ Ibid.

¹² *Men and Women of Wartime Pittsburgh and Environs: A War Production Epic* (Pittsburgh: Frank C. Harper, 1945), 5. This comprehensive 1945 publication remains the primary source on Pittsburgh’s industrial and corporate involvement during World War II. Individual volumes also explore the contributions of many local companies, including David Oakes Woodbury, *Battlefronts of Industry, Westinghouse in World War II* (New York: J. Wiley, 1948) and William





The Dravo Corporation innovated a production process for massive Landing Ships, Tank (LSTs) at their Neville Island yard that allowed them to produce a full LST in three days.
HHC Detre L&A, Dravo Corporation Records, MSP 288.

F. Trimble, *Pittsburgh's Dravo Corporation and naval shipbuilding in World War II* (Salem, Mass: Peabody Museum of Salem, 1978).

¹³ "Behind the Marker - Westinghouse Electric Corporation," overview on ExplorePAhistory.com, accessed at: <http://explorepahistory.com/hmarker.php?markerId=1-A-3A0>; the tank gun stabilizer attracted a great deal of attention in popular scientific journals at the time, including: Gold V. Sanders, "Why Our Tanks Can Score Hits on the Run," *Popular Science* (September 1944), 82-85.

¹⁴ In fact, American Bantam, which, as its name implies, produced small automobiles as a subsidiary of the British Austin Car Company, had been exploring ideas for light military vehicles for years. Much of Bantam's role in the creation of the Jeep was originally forgotten when Willys-Overland was awarded the larger contract to put the design into mass production. Indicative of the popularity that the Jeep eventually enjoyed in the service, the story of the vehicle's origins involved such controversy that the Office of the U.S. Quartermaster General published a report outlining its creation. See:

Herbert R. Rifkind, *The Jeep—Its Development and Procurement under the Quartermaster Corps, 1940-1942* (Washington, DC: Office of the Quartermaster General, 1943).

¹⁵ Men and Women of Wartime Pittsburgh, p. 11.

¹⁶ Ibid.

¹⁷ James G. Thompson, "Should I Sacrifice to Live 'Half American'?", letter in the *Pittsburgh Courier*, January 31, 1942.

¹⁸ The *Courier's* European correspondents included Joel A. Rogers, who also covered the Italian fascist invasion of Ethiopia. See: Samuel Black, "America's Best Weekly: 100 Years of the Pittsburgh Courier," *Western Pennsylvania History* (Spring 2010), 28.

¹⁹ The campaign officially launched in February. The logo debuted first, followed by an explanation of its meaning the following week, see: "Double V Campaign," *Pittsburgh Courier*, February 7, 1942; and "The Courier's Double 'V' for a double victory campaign gets country-wide support," *Pittsburgh Courier*, February 14, 1942.

²⁰ Examples can be seen at the Senator John Heinz History Center: Photographs of Kaufmann's Department Store, c. 1880-2001, MSP 371, Box 7 Folder 16, Detre Library & Archives.

²¹ "Thousands See Blackout 'Rehearsal,'" *The Pittsburgh Press*, April 19, 1941, and "The Blackout" (Editorial Page), *The Pittsburgh Press*, April 19, 1941; for other examples, see also: "Blackout Here to Test Actual War Conditions," *Pittsburgh Post-Gazette*, June 22, 1942, and "City's First Morning Air Raid Alarm Brings Hush to Streets and Schools," *The Pittsburgh Press*, November 16, 1942.

²² As found in "Chapter 2: Pennsylvanians at War" in *The Arsenal of America: Pennsylvania During the Second World War*, part of ExplorePAhistory, accessed at: <http://explorepahistory.com/story.php?storyId=1-9-19&chapter=2>. Casualty and death figures vary. Given the length of time it has taken to recover and identify some remains, the exact numbers will probably never be known. Different service branches maintained their own records, and some are more complete than others. According to

²³ Mitchell Paige's story is recounted in multiple articles both in books and online. A video oral history featuring Paige telling his own story can be found at: <https://www.youtube.com/watch?v=FA3jz6H3H0k>; Marvinne Howe, "Charles E. Kelly Dies at 64: A Winner of the Medal of Honor," *New York Times*, January 13, 1985, accessed via: <http://www.nytimes.com/1985/01/13/us/charles-e-kelly-dies-at-64-a-winner-of-medal-of-honor.html>.

²⁴ Stewart's military contributions are well documented. See the photo profile done of him for *Life Magazine*, when he returned to Indiana, Pa in 1945: "Life With Jimmy Stewart: A War Hero Comes Home," *Life Magazine* (cover story), September 24, 1945, as republished online at: <http://life.time.com/culture/jimmy-stewart-photos-of-a-world-war-ii-hero-homecoming-1945/#12>; also see, "James Stewart, the Hesitant Hero, Dies at 89," *New York Times*, July 3, 1997, accessed via: <http://www.nytimes.com/learning/general/onthisday/bday/0520.html>.

National Museum of the U.S. Air Force

NAME	MANKO, WILLIAM	MONTH(S)	19
RANK	Sgt	GROUP	
RATING	Arm Gunner	ORGANIZATION	52nd Bomb
TRANSFERRED FROM		STATION	Gowen Fld, Idaho
TO	DATE		

Jimmy Stewart's signature on this flight record as an Operations Officer training B-24 personnel in Idaho symbolized both his commitment to the U.S. Army Air Corps and his frustration. It took him two years to convince the Army to grant him an assignment that sent him into combat overseas.

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A snapshot captures the impromptu V-J Day celebration of residents living on Goebel Street in the North Side. Neighborhoods across Pittsburgh erupted in celebration, prayers, and relief following the Japanese surrender in August 1945.

HHC Detre L&A, Helen McNash Thomas Photographs, PFF 75.

²⁶ Milan Simonich, "The Sister of a Marine in the famed Iwo Jima Photograph eagerly awaits the movie", *Pittsburgh Post-Gazette*, October 19, 2006; and "Sergeant Michael Strank," online article for the United States Marine Corps History Division, at http://www.mcu.usmc.mil/historydivision/Pages/Who%27s%20Who/S-U/strank_m.aspx.

²⁷ Torston Ove, "Airport Exhibit Kicks off Honors for Pittsburgh's Tuskegee Airmen," *Pittsburgh Post-Gazette*, September 13, 2013; and, Special Tribute, House of Representatives, *Congressional Record, Proceedings and Debates of the 113th Congress*, First Session, September 12, 2013, courtesy of Regis Bobonis and the Tuskegee Airmen Memorial of the Greater Pittsburgh Region, Inc.

²⁸ Information based on artifacts and documents in the Mary T. Sullivan collection, courtesy of Betty M. Arenth.

²⁹ Cindi Lash, "Fayette woman tells story of females flying on the WWII home front," *Pittsburgh Post-Gazette*, November 11, 2002.

³⁰ As quoted in "Meet George Marshall, The Man – World War II (1939-1945)," online article from The George C. Marshall International Center in Leesburg, Va.: <http://www.georgemarshall.org/World-War-II>. The basic facts of George C. Marshall's

life and career are widely published, see for example: Ed Cray, *General of the Army: George C. Marshall, Soldier and Statesman* (New York: W.W. Norton & Co, 1990) and Kevin Baker, "America's Finest General," *Military History Magazine* (September 2011), available as a PDF through the website of the George C. Marshall Foundation, Lexington, Va., see: <http://marshallfoundation.org/marshall/bibliography/>.

³¹ "By the Numbers: The U.S. Military," online data compiled and maintained by the National WWII Museum, New Orleans, La., see: <http://www.nationalww2museum.org/learn/education/for-students/ww2-history/ww2-by-the-numbers/us-military.html>.

³² As quoted on the "About Veterans Voices" page of the oral history website, Veterans Voices of Pittsburgh, <http://veteranvoicesofpittsburgh.com/about/>, accessed January 26, 2015.

³³ This wave ultimately included Tom Brokaw's book, which popularized the term now often associated with this group: Tom Brokaw, *The Greatest Generation* (New York: Random House, 1998).

³⁴ Many of these images can be viewed online as part of the Smoke Control Lantern Slide Collection, ca. 1940-1950, AIS.1978.22, Archives Service

Center, University of Pittsburgh, see the entry portal at: <http://digital.library.pitt.edu/images/pittsburgh/smokecontrol.html>.

³⁵ Wade Jones (NEA service story), "Smoke Control Has Transformed Pittsburgh into a Beautiful City," *Sarasota Journal* (Florida), April 1, 1953; "Don't Call Pittsburgh 'Smoky' Now," *Fort Scott Tribune* (Kansas), March 28, 1953.

³⁶ Industries and commercial fuel users would observe the new ordinance first, followed by homeowners in the fall of 1947, see: "Council to Get Smoke Control Compromise," *The Pittsburgh Press*, April 14, 1946.

³⁷ For a brief overview of the organization's founding, see: "Conference History" at <http://alleghenyconference.org/ConferenceHistory.php>; and the finding aid for the records of the Conference, <http://digital.library.pitt.edu/cgi-bin/f/findaid/findaid-idx?c=hswpead;cc=hswpead;rgn=main;view=text;di dno=US-QQS-MSS285>, now housed at the Senator John Heinz History Center: Allegheny Conference on Community Development (Pittsburgh, Pa.), Records, 1920-1993, MSS 285, Detre Library & Archives.