KIWANIS HAS PENNSYLVANIA RAILROAD DAY

Col. Modissette Gives Interesting Address On Camp Atterbury At Weekly Luncheon Meeting

With Col. Walton M. Modissette, post commander at Camp Atterbury, as the principal speaker and a large group of railroad and military officials as guests, members of the Franklin Kiwanis Club staged their annual Pennsylvania Railroad luncheon meeting Tuesday noon at the Hillview Country Club.

In keeping with the chartering of Kiwanis upon the Pennsylvania Railroad, Col. Modissette in his address, referred to the fact that Camp Atterbury was named in memory of a native Hoosier, brig. gen. William Wallace Atterbury, who made a major contribution to the Allied victory in the first World War by handling transportation for General Pershing in France.

Gen. Atterbury received the Distinguished Service Medal and other honors in recognition of his activity. Returning to civilian life he resumed his post with the Pennsylvania Railroad and in 1923 became president of the system, retiring in 1934, a short time before his death.

Reviews Transportation Events.

"Lots of things have happened to your nearby camp since Feb. 2, 1942, when construction of the eight mile railroad was begun, which connects the main line of the Pennsylvania Railroad between Indianapolis and Louisville," Col. Modissette continued.

"You may be surprised to learn that we have had well over one hundred different formations at Atterbury during the past two and a half years; tank and tank destroyer battalions, station and field hospitals, signal, ordnance, quartermaster, railway operating and maintenance battalions and various other units. Three infantry divisions have trained there.

"You railroad men will be particularly interested in some figures given me by my transportation officer, Major Beatrigg. These statistics will astound you and give you an idea of the immensity of Army movements and transportation. When the 106th Division moved out it was necessary that the transportation office prepare, 17,569 shipping documents. 121,100 pounds of mail had to be handled.

(Continued On Page Three.)