

U.S. Weather bureau.

WEATHER BUREAU TOPICS AND PERSONNEL

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1942-1945

UNITED STATES DEPARTMENT OF COMMERCE

WEATHER BUREAU TOPICS AND PERSONNEL

JANUARY 1944

INFORMATION

SUPPLEMENTAL APPROPRIATIONS APPROVED BY CONGRESS

On December 23d the President signed the first deficiency bill which contained supplemental appropriations for the Weather Bureau amounting to \$1,950,000. A break-down of the items follows:

I. Continuation of four radiosonde stations, Albany, Glasgow, Pittsburgh, Tampa.	\$118,000
II. Ceilometers:	
127 installations.	256,244
III. Continuation of 24-hour weather watch at airports serving war air traffic.	770,300
IV. Continuous 24-hour weather watch at 57 C. A. A. hourly teletype stations.	200,150
V. Preparation of weather expectancy tables and other guides for long-range forecasting.	130,280
VI. Training new employees (observers).	148,138
VII. Flight Advisory Weather Service.	202,750
VIII. Increased telegraph costs.	100,000

OVERTIME COMPENSATION

The following Circular No. 459 dated December 18, 1943, from the Chief Examiner of the Civil Service Commission, is given for the information of all Weather Bureau personnel:

Part III, Section 1, of the War Overtime Pay Regulations promulgated by the Civil Service Commission in Departmental Circular No. 424, May 8, 1943, (8 F. R. 6149) under the authority of section 9 of the War Overtime Pay Act of 1943 (Public Law 49, May 7, 1943) is hereby amended to read as follows:

Section 1, Overtime compensation.

In addition to his regular earned basic compensation, an employee shall be paid overtime compensation, computed as provided in section 4 of part III, for such employment officially ordered or approved as exceeds forty hours a week: Provided, however, that heads of departments and agencies may, in their discretion, elect to grant full-time per annum employees compensatory time off from duty without loss of pay in lieu of overtime compensation for such employment as may exceed forty-eight hours in any week. In the event that compensatory time off from duty for employment in excess of forty-eight hours in any week is not granted within ninety calendar days after such employment is performed, the employee shall be entitled, in lieu of such compensatory time off, to overtime compensation for such employment computed as provided in these regulations at the rate or rates of compensation which the employee received during the period of such employment: Provided, however, that such compensatory time off may, in the discretion of the head of the department or agency concerned, be granted (a) to seasonal employees at the

National Oceanic and Atmospheric Administration Weather Bureau Topics and Personnel

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completion of the season during which the employment is performed and (b) to employees serving at isolated posts outside the States of the United States and the District of Columbia within one year after the employment is performed.

Heads of departments and agencies may delegate to any officer or employee authority to order or approve overtime in excess of the administrative workweek and to elect to grant compensatory time off from duty without loss of pay in lieu of overtime compensation as provided in this section. *No overtime in excess of the administrative workweek shall be ordered or approved except by an officer or employee to whom such authority has been specifically delegated by the head of the department or agency.*

By the direction of the Commission.

FLIGHT ADVISORY WEATHER SERVICE

Flight Advisory Weather Service (FAWS) is being established by the Weather Bureau at each of 23 Airway Traffic Control Centers of the Civil Aeronautics Administration. This new service is being established to provide Air Traffic Controllers with such detailed advices on current and pending weather as may be required for the most efficient control of air traffic and to initiate weather advices which will be of direct aid to aircraft in flight. Five experienced airway forecasters are being assigned to each of the units, the locations of which are as follows:

Albuquerque	Cleveland	Kansas City	St. Louis
Atlanta	Denver	Memphis	Salt Lake City
Boston	Detroit	Minneapolis	San Antonio
Burbank	Fort Worth	LaGuardia	Seattle
Chicago	Great Falls	Oakland	Washington
Cincinnati	Jacksonville	Pittsburgh	

The Airway Forecast and Flight Advisory Weather Services are being combined wherever feasible and are located in a room adjacent to the controllers. Where the space situation prevents this combination, or at centers where Weather Bureau airway forecast facilities are not available, the FAWS units are being established in the same room with Airway Traffic Control.

Traffic control boards have been set up by the Flight Control Command of the Army Air Forces in the same offices with the Weather Bureau and C. A. A. services.

RAOB AND PIBAL STATIONS

Radiosonde equipment has been installed during the current fiscal year at the following Weather Bureau stations:

Big Spring, Tex.	Little Rock, Ark.
Dodge City, Kans.	Louisville, Ky.
Greensboro, N. C.	Ogden, Utah
Hatteras, N. C.	Rapid City, S. Dak.

One raob is being made daily pending availability of sufficient radiosondes for the regular twice-daily schedule. The following table shows the total number of Weather Bureau raob and pibal stations now in operation:

Location	Raob	Pibal
United States....	46	138
Alaska.....	10	12
Caribbean.....	2 (a)	2 (a)

(a) San Juan and Swan Island

Other stations operated in cooperation with the Weather Bureau include raob stations in Mexico at Mazatlan, Mexico City, and Tapachula, and pibal stations at Nassau, Bahamas, and 5 locations in Alaska. In addition, it is expected that pibals will be established shortly at Goodland, Kans.; Mount Laguna, Calif., and Puerto Cabezas, Nicaragua.

CONSOLIDATION AT DAYTON, OHIO

Effective June 15, 1943, Weather Bureau activities being conducted at the Dayton, Ohio, city office were transferred to the Dayton Municipal Airport at Vandalia, Ohio. The observational program consists of synoptic and hourly surface reports with additive data at 3- and 6-hourly periods. The official name of the airport station has been changed from Vandalia to Dayton, Ohio.

CONSOLIDATION OF MACON AND ATLANTA, GA., RIVER DISTRICTS

Effective October 1, 1943, the river forecasting service for the Macon and Atlanta, Ga., river districts was consolidated at the Atlanta regional office. The Macon office will continue as a dissemination point for forecasts issued for Macon and vicinity. The enlarged Atlanta river district comprises the following drainage: The Altamaha, Satilla, St. Marys, and Apalachicola Rivers and their tributaries.

ESTABLISHMENT OF FIRST-ORDER STATIONS

Effective November 18, 1943, a first-order station was established at Buffalo Springs, Calif., in lieu of the airway station at that point. The observational program consists of 3- and 6-hourly synoptic observations. Correspondence should be addressed to Weather Bureau Office, in care of Catalina Air Transport Company, Box 1301, (Buffalo Springs), Avalon, Calif.

Effective December 14, 1943, a first-order station was established at Goodland, Kans., when the airway observers previously employed there were replaced with full-time commissioned employees. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods. Pilot-balloon observations will be inaugurated in the near future.

Effective November 15, 1943, a first-order station was established at Mercer, Pa. Weather Bureau personnel replaced Civil Aeronautics Administration employees at Mercer and will perform communication and observational duties at that point. The observational program consists

of hourly surface reports with additive data at 3- and 6-hourly periods. Correspondence should be addressed to: Weather Bureau Office, Mercer, Pa.

Effective November 1, 1943, a first-order station was established at Montague, Calif., in lieu of the airway station at that point. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods. Correspondence should be addressed to: Weather Bureau Office, Montague, Calif.

MOVING OF FIRST-ORDER STATION

Effective October 23, 1943, the first-order station at Maupin, Oreg., was moved to Condon, Oreg. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods. Correspondence should be addressed to: Weather Bureau Office, Condon, Oreg.

NEW OBSERVATION STATIONS TO BE ESTABLISHED

The Weather Bureau has taken action to assign personnel to 57 communication stations of the Civil Aeronautics Administration for the purpose of taking weather observations. At stations where the communications work is heavy throughout the day and night, a full staff for 24-hour service will be assigned. At other stations a sufficient number of employees will be assigned to carry on the observational work over a period of 8, 12, or 16 hours, depending upon the communications load. A list of the stations will be included in a later issue of **TOPICS AND PERSONNEL**.

INSTRUCTIONS

POSITION TITLES

The Civil Service Commission in Departmental Circular No. 483 issued instructions to the effect that in the preparation of classification sheets and other personnel reports and actions involving the use of position titles, the descriptive adjective which has hitherto been a part of the title should be omitted; for example, junior clerk, CAF-2 will be written "clerk, CAF-2," assistant observer, SP-4, "observer, SP-4," associate meteorologist, P-3, "meteorologist, P-3" etc.

It has also been decided that the descriptive adjective should be omitted from position titles in preparation of payrolls.

RENDITION OF WB FORM 4048

Employees with raob experience are reminded that WB Form 4048, Data on Employees Experienced in Radiosonde Observations, should be forwarded to the Central Office on January 1, 1944. This form is required from all employees with raob experience who have not previously rendered this form, and from employees who have acquired additional raob experience during the last 6 months. Reference should be made to the instructions appearing on this form regarding the number of copies to be furnished. Officials in Charge are requested to see that these instructions are followed correctly.

DISPOSAL OF ROUTINE TELEGRAMS ✓

In a memorandum dated October 20, 1943, from the Chief Clerk of the Department of Commerce, the Bureau is given authority by the Archivist to dispose of routine telegrams of transient value (except administrative telegrams filed with correspondence) after they have been in existence for a period of 3 years. They may be disposed of as is customary with waste paper and no report of disposal is required.

CORRECTION TO CIRCULAR LETTER NO. 123-43

The article by Fulks and Dightman, referred to in Circular Letter No. 123-43, Subject: Constant Level Pressure Slide Rule, appeared in the Monthly Weather Review for March 1941, and not in that for January 1938 as stated in the Circular Letter.

PERSONAL

DEATH OF DR. JAMES H. KIMBALL

Dr. James H. Kimball died at New York, N. Y., on December 21, 1943. He was born in Detroit, Mich., on February 12, 1874, and entered the Weather Bureau on September 1, 1895, at Lansing, Mich. He served at a number of Weather Bureau stations including Arlington, Va.; Dubuque, Iowa; Little Rock, Ark.; Roseau, Dominica, West Indies; Washington, D. C.; Charleston, S. C.; Modena, Utah; Milwaukee, Wis.; Richmond, Va.; and New York, N. Y. Receiving his B. S. degree from Michigan State College in 1912, he continued his education while at Richmond, Va., where he received the degree of M. A., from Richmond College in 1914, and later, while at New York, the degree of Ph. D., from N. Y. U., in 1926. His alma mater conferred the honorary degree of Sc. D., on him in 1934. It is interesting to note that he was 38 years of age when he received his bachelor's degree, 40 when he obtained his master's degree, and 52 when the doctor's degree was awarded him. He was a fellow of the American Meteorological Society and of the Institute of Aeronautical Sciences; and a member of the National Institute of Social Sciences. In recognition of his noteworthy service to aviation and more particularly in connection with pioneer flights across the Atlantic he was awarded the gold plaque of the Ligue Internationale des Aviateurs; the scroll and medal of honor with gold medal of New York City; the officers's cross of the Order Polonia Restituta; and was made a chevalier of the Legion of Honor, and Commander of the Order of the Crown of Italy. He was instructor for flying units in 1917-18, and faculty lecturer on aeronautical meteorology at N. Y. U., from 1936 to 1941. Of quiet and unassuming disposition "Jimmy" as he was known familiarly by his friends, gained the respect and confidence of the aeronautical world by his profound knowledge of ocean flying acquired through study and experience in the furnishing of weather information for most of the pioneer trans-Atlantic flights. He will be remembered as a man of sterling character, high ideals and loyalty to his science, his friends and his Bureau.

NOTICE

Due to the large number of personnel changes and pressure of other work, the usual tabulation of break-down of personnel changes for the 6-month period ended December 31, 1943 has not been completed. The printing of this information will be resumed as soon as practicable.

The following transfers, with change in headquarters, have been made during the period July 1 to December 31, 1943.

Name	From—	To—
Adams, Mrs. Ellen J....	San Francisco, Calif. ... (Regional Office)	Los Angeles, Calif., assistant.
Adamson, Walter J.	Washington, D. C. (Airport.)	Huntington, W. Va., assistant.
Adler, David.	Washington, D. C.	New York, N. Y. (Airport) assistant.
Ahlborn, Clair W.	Maupin, Oreg.	Condon, Oreg., in charge.
Albrecht, Miss Mae C. ...	Escanaba, Mich.	Moline, Ill., assistant.
Amundsen, Miss Barbara A.	Prescott, Ariz.	Bishop, Calif., assistant.
Anderson, S. Thomas. ...	Seattle, Wash. (Regional Office)	Stampede Pass, Wash., assistant.
Andersson, Miss Ruth. ...	Big Spring, Tex.	Dallas, Tex., assistant.
Armstrong, Harry.	Jacksonville, Fla.	Atlanta, Ga., assistant.
Arnold, Robert R.	Omaha, Nebr.	Rapid City, S. Dak., assistant.
Austin, Wallace W.	Moline, Ill. (Airport)	Dayton, Ohio, assistant.
Badner, Julius.	Elizabeth City, N. C. ...	New York, N. Y. (N. Y. U.), assistant.
Bailey, Charles G.	Spartanburg, S. C.	Apalachicola, Fla., assistant.
Bankert, Max K.	San Francisco, Calif. ... (Regional Office)	Los Angeles, Calif., assistant.
Barbour, Miss Pat.	Atlanta, Ga. (Regional Office)	Chattanooga, Tenn. (Airport), assistant.
Baribeau, Miss Betty J. ...	Huntington, W. Va.	Willow Run Airport, Ypsilanti, Mich., assistant.
Barlow, Milton F.	Hartford, Conn.	Caribou, Maine, in charge.
Barnes, Bertram S.	San Francisco, Calif. ... (Regional Office)	Los Angeles, Calif., assistant.
Barnes, George H.	Boise, Idaho.	Seattle, Wash. (Regional Office), assistant.
Barto, Eugene M.	New York, N. Y. (Regional Office)	Nashville, Tenn., in charge.
Barton, Curtis.	Burlington, Iowa.	Nashville, Tenn., assistant.
Batchker, Ruth K.	Flushing, N. Y. (Regional Office)	Trenton, N. J., assistant.
Bates, Miss Mary M.	Seattle, Wash. (Regional Office)	Portland, Oreg., assistant.
Becker, Paul J.	Des Moines, Iowa.	Rock Springs, Wyo., assistant.
Beima, John L.	Portland, Oreg. (Airport)	Medford, Oreg., assistant.
Bemis, Charles N.	Northfield, Vt.	Albany, N. Y., assistant.
Bonder, Lee.	Winder, Ga.	Athens, Ga., in charge.
Bergerson, Maurice P. ...	Great Falls, Mont.	Onklund, Calif. (Airport), assistant.
Billones, Louis.	Reno, Nev.	Phoenix, Ariz. (Airport), assistant.
Blanton, Hugh C.	Syracuse, N. Y.	Philadelphia, Pa., assistant.
Blickensderfer, Maisie G.	Sandberg, Calif.	Burney, Calif., acting in charge.
Bline, Miss Alice M.	Sexton Summit, Oreg. ...	Seattle, Wash., assistant.
Blissitt, Miss Ruby M. ...	Atlanta, Ga. (Regional Office)	Tallahassee, Fla., assistant.
Blissett, Miss Ruby M. ...	Tallahassee, Fla.	Key West, Fla., assistant

Name	From—	To—
Blomberg, Russell D....	Burbank, Calif. (Airport.)	King City, Calif., in charge.
Boer, Paul E.	Swan Island, W. I.	Ogden, Utah, assistant.
Bohannon, Miss. Mildred O.	Fort Worth, Tex. (Regional Office)	Port Arthur, Tex., assistant
Booth, Mrs. Mable M.	Cincinnati, Ohio.	Chicago, Ill., assistant.
Booth, Thomas W.	Missoula, Mont.	Los Angeles, Calif., assistant.
Borders, Robert C.	Billings, Mont.	Great Falls, Mont., assistant.
Borino, Lorenzo J.	Casper, Wyo.	Lander, Wyo., assistant.
Boulton, Vergie L.	Fort Worth, Tex.	Dallas, Tex., assistant.
Boulter, Mrs. Constance. F.	New Orleans, La. (Airport)	Fort Worth, Tex. (Airport), assistant.
Bowman, Miss Freda J.	Indianapolis, Ind.	New York, N. Y., assistant.
Bowman, Miss Helen W.	Winder, Ga.	Atlanta, Ga., assistant.
Boyer, Miss Frances.	Washington, D. C.	South Bend, Ind., assistant.
Braaten, Miss R. Irene.	Sexton Summit, Oreg.	Spokane, Wash., assistant.
Brackett, Eldon A.	Olympia, Wash.	Hoquiam, Wash., in charge (acting).
Braman, Imotha B.	Cleveland, Ohio.	Washington, D. C., assistant.
Branden, Frederick.	Akron, Ohio.	Youngstown, Ohio (Airport), in charge.
Brannon, Miss L. Pauline	Atlanta, Ga.	Miami, Fla., assistant.
Brayton, Miss. Barbara J.	Madison, Wis. (Airport)	Washington, D. C. (Airport), assistant.
Breedlove, Miss. Roxanna L.	Fort Worth, Tex. (Regional Office)	Brownsville, Tex., assistant.
Brewster, George F.	Detroit, Mich. (Airport.)	Washington, D. C., assistant.
Brewster, Sherman M.	Caribou, Maine.	Big Springs, Tex., assistant.
Brice, Miss June E.	Washington, D. C.	Seattle, Wash. (Regional Of- fice), assistant.
Brooks, Miss Dell W.	Atlanta, Ga. (Regional Office)	Warrenton, N. C., assistant.
Brooks, Dell W.	Warrenton, N. C.	Jackson, Miss., assistant.
Brown, Mrs. Mary B.	Louisville, Ky.	Cleveland, Ohio, assistant.
Bruce, David.	Amarillo, Tex.	Laredo, Tex., in charge.
Buckner, Elizabeth J.	Tampa, Fla.	Washington, D. C., assistant.
Bunch, Sterling.	Laredo, Tex.	Tyler, Tex., in charge.
Burnett, Frank W.	Pendleton, Oreg.	Chicago, Ill., to attend the University of Chicago.
Byrd, Carl R.	Macon, Ga.	Fort Worth, Tex., assistant.
Caldwell, Miss Margaret.	Fort Worth, Tex. (Regional Office)	Lake Charles, La., assistant.
Campbell, Miss M. Eleanor	Winder, Ga.	Athens, Ga., assistant.
Camnack, Laura M.	Kansas City, Mo. (Regional Office)	Wichita, Kans., assistant.
Capper, Robert M.	San Francisco, Calif. (Regional Office)	Los Angeles, Calif, assistant.
Carleton, Charles M.	Jackson, Miss.	Chattanooga, Tenn., Airport, assistant.
Carlin, Albert V.	Washington, D. C.	Chicago, Ill., to attend the University of Chicago.
Carter, Richard E.	San Francisco, Calif. (Regional Office)	Los Angeles, Calif., assistant.
Cartwright, Gordon D.	New York, N. Y. (Airport.)	Washington, D. C., assistant.
Cartwright, Lila M.	Macon, Ga.	Atlanta, Ga., assistant.
Causey, Miss Obie Y.	Atlanta, Ga. (Regional Office)	Birmingham, Ala., assistant.
Chapman, Miss. Ernestine	New York, N. Y. (Regional Office)	Pittsfield, Mass., assistant.
Childs, Mrs. Patricia.	Helena, Mont.	Great Falls, Mont. assistant.

Name	From—	To—
Childs, Miss Jessie V....	Atlanta, Ga. (Regional Office)	Monteagle, Tenn., assistant.
Christensen, Thelma G..	Des Moines, Iowa.....	Kansas City, Mo. (Airport), assistant.
Clark, Oren M.	Seattle, Wash. (Regional Office)	Stampede Pass Wash., assist- ant.
Clark, Oren M.	Stampede Pass, Wash.	Portland, Oreg., assistant.
Clark, Raymond J., Jr..	Abilene, Tex. (Airport.)	Fort Worth, Tex., assistant.
Clodfelter, Forrest S....	Pueblo, Colo.	Dodge City, Kans., assistant.
Coleman, Mary E.	Seattle, Wash. (Regional Office)	Glasgow, Mont., assistant.
Collier, Miss Virginia....	Atlanta, Ga.	San Juan, P. R., assistant.
Collins, George O.	Key West, Fla.	Miami, Fla., assistant.
Colson, DeVer.	Fort Worth, Tex. (Regional Office)	New Orleans, La., assistant.
Comer, Murray D.	Omaha, Nebr.	Tatoosh Island, Wash., assist- ant.
Conner, Frances M.	Dayton, Ohio.	Columbus, Ohio, assistant.
Corrigan, Miss Anna K..	Flushing, N. Y. (Regional Office)	Concord, N. H., assistant.
Courtney, Miss Jane M..	Atlanta, Ga. (Regional Office)	Memphis, Tenn., assistant.
Coyle, Miss Willie L....	Fort Worth, Tex. (Regional Office)	Waco, Tex., assistant.
Crooks, Raymond C.	Duyton, Ohio. (Airport.)	New York, N. Y. (University), assistant.
Crubaugh, Joseph J.	Washington, D. C.	Des Moines, Iowa, assistant.
Cunningham, Mrs. Anna C.	Maupin, Oreg.	Condon, Oreg., assistant,
Cupples, William A.	Sacramento, Calif.	Burbank, Calif. (Airport), assistant.
Dale, Miss Ruth A.	Atlanta, Ga. (Regional Office)	Greensboro, N. C., assistant.
Dannheiser, Charles L..	Newark, N. J. (Airport.)	Flushing, N. Y., assistant.
Davis, Andrew J.	Charlotte, N. C.	Atlanta, Ga. (Regional Office), assistant.
Davis, Miss Ellen S.	Atlanta, Ga. (Regional Office)	Adairsville, Ga., assistant.
Denison, Miss Marjorie..	Kansas City, Mo. (Regional Office)	Wichita, Kans., assistant.
Douglas, Miss Doris E... A.	New York, N. Y. (Airport)	Frederick, Md., assistant.
Dugan, Miss Doris J.	Fort Worth, Tex. (Regional Office)	San Antonio, Tex., assistant.
Dye, Lucius W.	Denver, Colo. (Airport)	Dodge City, Kans., assistant.
Dyke, Ray A.	New Orleans, La. (Airport.)	Lincoln, Nebr., in charge.
Edrington, Oren E.	Miami, Fla. (Airport.)	Brownsville, Tex., assistant.
Edson, Miss Doris A.	Flushing, N. Y. (Regional Office)	Niagara Falls, N. Y., assist- ant.
Edwards, Miss Philo A..	Atlanta, Ga. (Regional Office)	Tampa, Fla., assistant.
Edwards, Miss Philo A..	Tampa, Fla.	Miami, Fla., assistant.
Eggers, Curtis M.	Phoenix, Ariz. (Airport.)	San Francisco, Calif., assist- ant.
Eklund, Ernest E.	Seattle, Wash. (Regional Office)	San Francisco, Calif., assist- ant.
Eland, Percy N.	Kansas City, Mo. (Regional Office)	Fort Worth, Tex. (Regional Office), assistant.
Ellis, Irvin E.	Fort Worth, Tex.	Tulsa, Okla., assistant.
Englund, Clifton A.	Des Moines, Iowa.....	Omaha, Nebr., assistant.

Name	From—	To—
Erickson, Carl R.	Las Vegas, Nev.	Los Angeles, Calif., assistant.
Erickson, Howard A.	North Platte, Nebr.	Cheyenne, Wyo., assistant.
Evans, Miss Elizabeth A.	Atlanta, Ga. (Regional Office)	Charlotte, N. C., assistant.
Evans, Robert M.	Topeka, Kans.	Washington, D. C., assistant.
Ewers, Robert J.	Missoula, Mont.	Lakeview, Oreg., in charge.
Felton, Miss Lillie E.	San Francisco, Calif.	Los Angeles, Calif., assistant.
Fields, Leslie C.	Buffalo, N. Y.	Ticonderoga, N. Y., in charge.
Fischer, George J.	Anchorage, Alaska.	Ketchikan, Alaska, assistant.
Flanze, Walter H.	Portland, Oreg.	Billings, Mont., assistant.
Floyd, Thomas J.	Memphis, Tenn. (Airport.)	Jacksonville, Fla., assistant.
Fox, Roy L.	Atlanta, Ga. (Airport)	Chicago, Ill., to attend the University of Chicago.
Frantz, Miss Lillian T.	San Francisco, Calif. (Airport.)	Burbank, Calif. (Airport), as- sistant.
Freeman, A. MacLeod.	Washington, D. C.	Kansas City, Mo., assistant.
Furlow, Michelle T.	Pensacola, Fla.	Tampa, Fla., assistant.
Geier, Miss Mariposa A.	Elizabeth City, N. C.	Miami, Fla., assistant.
Gerdel, Robert W.	Washington, D. C.	Sacramento, Calif., assistant.
Gibson, Thomas L.	Swan Island, W. I.	Jackson, Miss., in charge.
Gilbert, Leon M.	Los Angeles, Calif.	Burbank, Calif., assistant.
Gilman, Charles S.	Medellin, Colombia. S. A.	San Juan, P. R., W. I., liui- son officer.
Glazebrook, Miss Maida J.	Chicago, Ill. (Regional Office)	Peoria, Ill., assistant.
Gordon, Mrs. Doris S.	Kansas City, Mo. (Airport.)	Northway, Alaska, assistant.
Gordon, Miss Rose.	Flushing, N. Y. (Regional Office)	Hartford, Conn., assistant.
Green, Berton B.	Boston, Mass. (Airport)	Norfolk, Va. (Airport), assist- ant.
Greenberg, Irving.	Buffalo, N. Y. (Airport.)	Albany, N. Y., (Airport) as- sistant.
Gregg, George T.	Los Angeles, Calif.	San Francisco Airport, San Bruno, Calif., assistant.
Griffin, Hazel M.	Cincinnati, Ohio.	Chicago, Ill., assistant.
Grigsby, Miss Hazel.	Fort Worth, Tex. (Regional Office)	Laredo, Tex., assistant.
Grimes, William A.	McGrath, Alaska.	Gambell, Alaska, assistant.
Grimm, Samuel O., Jr.	Washington, D. C.	New York, N. Y. (N. Y. U.). assistant.
Gully, Walter J.	Butte, Mont.	Boise, Idaho, assistant.
Gunnarson, Miss. Lennart	Chicago, Ill. (Regional Office)	Minneapolis, Minn., assistant.
Gwyther, Harold W.	Medford, Oreg.	Great Falls, Mont., assistant.
Hackman, Jeanmarie C.	Fort Wayne, Ind.	Washington, D. C. (Airport), assistant.
Haight, Lyle F.	Atlanta, Ga. (Regional Office)	Hatteras, N. C., assistant.
Halladay, Howard V.	Raton, N. Mex.	Big Spring, Tex., assistant.
Hardenbrook, Miss. Margaret	Anchorage, Alaska.	Summitt, Alaska, assistant.
Harding, Mrs. Grace D.	Seattle, Wash.	Bethel, Alaska, assistant.
Hargett, Ray H.	Pampa, Tex.	San Diego, Calif., assistant.
Harman Paul K.	Atlanta, Ga. (Regional Office)	Spartanburg, S. C., assistant.
Harp, Lois S.	Flushing, N. Y. (Regional Office)	Rochester, N. Y., assistant.
Harris, Miss Lucille M.	Washington, D. C.	Los Angeles, Calif., assistant.
Harris, Miss Marie.	Denver, Colo. (Airport.)	Fort Worth, Tex. (Region Of- fice), assistant.
Harris, Miss Marie.	Fort Worth, Tex.	Los Angeles, Calif., assistant.
Harrison, Francis Y.	Fort Worth, Tex.	Abilene, Tex., assistant.

INSTRUCTIONS

POSITION TITLES

The Civil Service Commission in Departmental Circular No. 488 issued instructions to the effect that in the preparation of classification sheets and other personnel reports and actions involving the use of position titles, the descriptive adjective which has hitherto been a part of the title should be omitted; for example, junior clerk, CAF-2 will be written "clerk, CAF-2;" assistant observer, SP-4, "observer, SP-4;" associate meteorologist, P-3, "meteorologist, P-3" etc.

It has also been decided that the descriptive adjective should be omitted from position titles in preparation of payrolls.

RENDITION OF WB FORM 4048

Employees with raob experience are reminded that WB Form 4048, Data on Employees Experienced in Radiosonde Observations, should be forwarded to the Central Office on January 1, 1944. This form is required from all employees with raob experience who have not previously rendered this form, and from employees who have acquired additional raob experience during the last 6 months. Reference should be made to the instructions appearing on this form regarding the number of copies to be furnished. Officials in Charge are requested to see that these instructions are followed correctly.

DISPOSAL OF ROUTINE TELEGRAMS

In a memorandum dated October 20, 1943, from the Chief Clerk of the Department of Commerce, the Bureau is given authority by the Archivist to dispose of routine telegrams of transient value (except administrative telegrams filed with correspondence) after they have been in existence for a period of 3 years. They may be disposed of as is customary with waste paper and no report of disposal is required.

CORRECTION TO CIRCULAR LETTER NO. 123-43

The article by Fulks and Dightman, referred to in Circular Letter No. 123-43, Subject: Constant Level Pressure Slide Rule, appeared in the Monthly Weather Review for March 1941, and not in that for January 1938 as stated in the Circular Letter.

Name	From—	To—
Harrison, John E.	Tyler, Tex.	El Paso, Tex., assistant.
Harrison, Olive A. Miss	Lansing, Mich.	New York, N. Y. (Airport), assistant.
Hartigan, Miss Audrey ..	Putnam, Conn.	Burlington, Vt., assistant.
Hawkinson, Eugene T. ...	Sault Ste. Marie, Mich.	Louisville, Ky., assistant.
Hawley, James R.	Denver, Colo. (Airport)	Dodge City, Kans., assistant.
Hearne, Miss Eva M.	Fort Worth, Tex. (Regional Office)	Shreveport, La., assistant.
Hendey, Barbara J.	Cincinnati, Ohio.	Chicago, Ill., assistant.
Hendrick, Paul F., Jr. ...	Asheville, N. C.	Atlanta, Ga. (Airport), assist- ant.
Henry, Patricia M.	Reno, Nev.	Oakland, Calif., (Airport), as- sistant.
Hickman, Miss Virginia.	Winder, Ga.	Athens, Ga., assistant.
Highberg, Walter E.	Spokane, Wash.	Glasgow, Mont., assistant.
Hinman, Miss Virginia R.	Flushing, N. Y. (Regional Office)	Portland, Maine, assistant.
Hobbs, Miss Theo.	Atlanta, Ga. (Regional Office)	Savannah, Ga., assistant.
Hoff, Miss Edythe O.	Flushing, N. Y. (Regional Office)	Mercer, Pa., assistant.
Horihan, Veronica L. ...	Brownsville, Tex.	Anchorage, Alaska, assistant.
Hoxie, Llewellyn E.	Endicott, N. Y.	Flushing, N. Y. (Regional Of- fice), assistant.
Hudson, Dwight.	Alpena, Mich.	Indianapolis, Ind., assistant.
Humphreys, Miss. Mary Ann	Chicago, Ill. (Regional Office)	Bismarck, N. Dak., assistant.
Hutchings, Miss L. Charlene	Fort Worth, Tex. (Regional Office)	Brownsville, Tex., assistant.
Hutsell, Miss Mary Jane.	Reno, Nev.	Tucson, Ariz., assistant.
Jacobsen, Barbara C.	Seattle, Wash. (Regional Office)	Sexton Summit, Oreg., assist- ant.
Jacobsen, Barbara C. ...	Sexton Summit, Oreg. .	Portland, Oreg., assistant.
Jefferson, Glen.	Atlanta, Ga.	Anchorage, Alaska, Regional Director.
Jencks, Carlton E.	Ellensburg, Wash.	Seattle, Wash., assistant.
Jennings, Miss. Georgia F.	Atlanta, Ga. (Regional Office)	Spartanburg, S. C., assistant.
Jetton, Elden V.	Anchorage, Alaska.	Summit, Alaska, assistant.
Johnson, Miss Barbara L.	Washington, D. C.	Moline, Ill. (Airport), assist- ant.
Johnson, Milton C.	Gambell, Alaska.	Nome, Alaska, assistant.
Johnson Miss Nan D.	Fort Worth, Tex. (Regional Office)	Tulsa, Okla., assistant.
Johnson, Miss Naomi A.	Fort Worth, Tex. (Regional Office)	Lake Charles, La., assistant.
Johnson, Miss Rubye O.	Atlanta, Ga. (Regional Office)	Jackson, Miss., assistant.
Johnson, Warren O.	Jacksonville, Fla.	Lakeland Fla. in charge.
Jones, Mary E.	Grand Junction, Colo. ...	Springfield, Mo., assistant.
Jorgenson, Donald L.	San Francisco, Calif. ... (Regional Office)	Chicago, Ill., to attend the University of Chicago.
Jorgenson, Helen M.	Anchorage, Alaska.	Fairbanks, Alaska, assistant.
Kalstrom, George W.	Burbank, Calif. (Airport)	Chicago, Ill., to attend the University of Chicago.
Kane, Paul J.	Del Rio, Tex.	Oklahoma City, Okla., assist- ant.
Kaplan, Henry G.	Washington, D. C.	New York, N. Y. (Airport) assistant.
Keller, John M.	Memphis, Tenn. (Airport)	Jasper, Fla., assistant.
Kelly, Miss Ella Mae.	Pocatello, Idaho.	Seattle, Wash., assistant.
Kemper, Kenneth W.	Anchorage, Alaska.	Kotzebue, Alaska, assistant.

Name	From—	To—
Kiser, Kenneth R.....	Malden, Mo.....	Kansas City, Mo., assistant.
Klein, Betty B.....	Cleveland, Ohio.....	Cincinnati, Ohio (Airport) assistant.
Koonta, I. Arden.....	Des Moines, Iowa.....	St. Louis, Mo., in charge.
Krumm, Wilbert R.....	Boise, Idaho.....	Missoula, Mont., in charge.
Kurtz, Emil S.....	San Francisco Airport, San Bruno, Calif.	Salt Lake City, Utah, assistant.
Kurtzweil, John P.....	Fort Worth, Tex.....	Albuquerque, N. Mex., assistant.
Lager, Ervin J.....	Washington, D. C.....	Ogden, Utah, in charge.
Lamoreux, Wallace W..	Anchorage, Alaska.....	Fairbanks, Alaska, assistant.
Larch, Phillip.....	Boston, Mass.....	Willow Run (Airport), Ypsilanti, Mich., assistant.
Lawler, Edward A.....	Cincinnati, Ohio.....	Chicago, Ill., (Regional Office), assistant.
Lawrence, Henry U.....	Ticonderoga, N. Y.....	Boston, Mass. (Airport), assistant.
Laws, Ray N.....	Fort Worth, Tex.....	Amarillo, Tex., assistant.
Leese, Miss Bernyce.....	Flushing, N. Y.....	Syracuse, N. Y., assistant.
Letsinger, John D.....	Macon, Ga.....	Tulsa, Okla., assistant.
Lichtblau, Stephen.....	Anchorage, Alaska.....	New Orleans La., in charge.
Lively, Carlos A.....	Green Bay, Wis.....	Chicago, Ill. (Regional Office), assistant.
Lockwood, William E..	Toledo, Ohio.....	Huntington, W. Va., assistant.
Lofton, Miss Ethyl C..	Atlanta, Ga.....	Knoxville, Tenn., assistant.
Lovell, Miss Loretta E..	Warrenton, N. C.....	Elizabeth City, N. C. assistant.
Lown, Norman R.....	Boston, Mass.....	Swan Island, W. I., in charge.
Luetkehans, George H..	Burlington, Iowa.....	Bethel, Alaska, assistant.
Lunny, James A.....	Nantucket, Mass.....	Rochester, N. Y., assistant.
Lytle, Winnie V.....	Fort Worth, Tex.....	San Antonio, Tex., assistant.
McCaughey, Miss.....	Atlantic City, N. J.....	Providence, R. I. (Airport), assistant.
Claire L.		
McClurg, Roy J.....	Tulsa, Okla.....	Oklahoma City, Okla., assistance.
McCoy, Ernest E.....	Mobile, Ala.....	Jackson, Miss., assistant.
McDonald, Miss Alice M.	San Francisco, Calif....	Los Angeles, Calif., assistant.
McDonough, Elvin S...	Washington, D. C.....	Pittsburgh, Pa., assistant.
McDowell, Miss.....	New York, N. Y.....	Putnam, Conn., assistant.
Janice M.	(Regional Office)	
McGahen, Gardner A...	Sault Ste. Marie, Mich.	Little Rock, Ark., assistant.
McKee, Woodrow R....	Apalachicola, Fla.....	Swan Island, W. I., assistant.
McKenzie, James A., Jr.	Washington, D. C.....	Phoenix, Ariz., assistant.
McMahan, Marie L.....	Seattle, Wash.....	Spokane, Wash., assistant.
	(Regional Office)	
McMillan, Miss.....	Ely, Nev.....	Salt Lake City, Utah, assistant.
Waleen		
McMillan, Miss Waleen..	Salt Lake City, Utah...	Ely, Nev., assistant.
Magee, Arthur R.....	Topeka, Kans.....	Goodland, Kans., in charge.
Maguire, Miss Cora A...	Fort Worth, Tex.....	Del Rio, Tex., assistant.
	(Regional Office)	
Marshall, Miss Thais...	Chicago, Ill.....	Bismarck, N. Dak., assistant.
	(Regional Office)	
Marth, George R.....	Macon, Ga.....	Cincinnati, Ohio, assistant.
Martin, George C.....	Arctic Bay, Canada....	Hatteras, N. C., assistant.
Mathews, Miss M. Jane.	Atlanta, Ga.....	Mobile, Ala., assistant.
	(Regional Office)	
Mathiak, Milton A. G..	Little Rock, Ark.....	Burlington, Iowa, assistant.

Name	From—	To—
Maughan, William E....	Helena, Mont.....	Oklahoma City, Okla., in charge.
Meaux, Roy L., Jr.....	Burlington, Iowa.....	Goodland, Kans., assistant.
Meech, Charles S.....	Brownsville, Tex.....	Pampa, Tex., in charge (acting).
Mehaffey, Miss..... Peggy G.	Raton, N. Mex.....	Roswell, N. Mex., assistant.
Merridith, Miss Ema J..	Fort Worth Tex..... (Regional Office)	Big Spring, Tex., assistant.
Meyer, Gustavus P.....	Jacksonville, Fla.....	Miami, Fla., assistant.
Miller, Miss Eleanor E..	Flushing, N. Y..... (Regional Office)	Syracuse, N. Y., assistant.
Miller, Paul A.....	Washington, D. C.....	Atlanta, Ga., assistant.
Mitchell, Mrs..... Capers W.	Atlanta, Ga..... (Regional Office)	Mobile, Ala., assistant.
Molinelli, Miss..... Corinne M.	Elizabeth City, N. C....	New York, N. Y. (Airport), assistant.
Moore, Barbara R.....	Flushing, N. Y..... (Regional Office)	Norfolk, Va., assistant.
Moore, John G.....	New York, N. Y.....	Pendleton, Oreg., assistant.
Mordell, Miss Gladys B.	Flushing, N. Y.....	Philadelphia, Pa., assistant.
Morgan, Jacob W.....	Washington, D. C.....	New York, N. Y. (University), assistant.
Morrell, James H.....	Charleston, S. C.....	Hatteras, N. C., assistant.
Morris, Miss Elizabeth..	Atlanta, Ga..... (Regional Office)	Nashville, Tenn., assistant.
Sue	Maupin Oreg.....	Condon, Oreg., assistant.
Moynihan, Mrs. Flora B.	Albany, N. Y..... (Airport.)	Mercer, Pa. (Airport) in charge.
Mucklow, Francis A....	Raton, N. Mex.....	Washington, D. C. (Airport), assistant.
Muerdter, Kurt M.....	Salt Lake City, Utah..	Topeka, Kans., assistant.
Murphy, George P.....	Atlanta, Ga..... (Regional Office)	Charleston, S. C., assistant.
Naberhuis, Miss Ruth E.	Juneau, Alaska.....	Seattle, Wash., assistant.
Naimark, Sam.....	Los Angeles, Calif..... (U. of L. A.)	Washington, D. C., assistant.
Nichols, Oscar E.....	San Francisco, Calif.... (Regional Office)	Los Angeles, Calif., assistant.
Nichols, Robert C.....	Harrisburg, Pa..... (Airport.)	Washington, D. C., assistant.
Norris, Edward L.....	Wichita, Kans.....	Kansas City, Mo. (Regional Office), assistant.
Norton, Grady.....	Jacksonville, Fla.....	Miami, Fla., assistant.
Norton, Miss Sara D....	Fort Worth, Tex.....	Laredo, Tex., assistant.
Oak, Wilbur W.....	Atlanta, Ga.....	New Orleans, La. (Airport), in charge.
O'Dell, Miss Nell W....	Atlanta, Ga.....	Miami, Fla. (Airport), assistant.
Oliver, Arthur S.....	Pensacola, Fla.....	Hatteras, N. C., assistant.
Oloff, Miss Margie L....	Fort Worth, Tex.....	Corpus Christi, Tex., assistant.
Oppenorth, Miss..... Marie	Flushing, N. Y..... (Regional Office)	Concord, N. H., assistant.
Ost, Mrs. Lois V.....	Nome, Alaska.....	Juneau, Alaska, assistant.
Owen, Elbert A.....	Atlanta, Ga..... (Regional Office)	Raton, N. Mex., in charge.
Palmer, Miss M. Maxine.	Fort Worth, Texas.....	Brownsville, Tex., assistant.
Paine, Miss Patricia A...	Winslow, Ariz.....	San Francisco, Calif., San Bruno, Calif., assistant.
Parker, Mrs. Claudia M.	Seattle, Wash..... (Regional Office)	Pendleton, Oreg., assistant.
Parker, Perry.....	San Francisco Airport.. (San Bruno, Calif.)	Globe, Ariz., assistant.

Name	From—	To—
Parmelee, Miss Ellen C.	Flushing, N. Y. (Regional Office)	Caribou, Maine, assistant.
Peterson, William O.	Fargo, N. Dak.	Madison, Wis., assistant.
Phillip M. Florence.	Miami, Fla. (Airport.)	Atlanta, Ga., assistant.
Phillips, Noah J., Jr.	Los Angeles, Calif.	Dayton, Ohio (Airport); assistant.
Pouncey, Miss. Virginia C.	Atlanta, Ga.	Tampa, Fla., assistant.
Powell, William F.	Cincinnati, Ohio.	Chicago, Ill., assistant.
Prochnow, Carl T.	Houston, Tex.	Chicago, Ill., to attend Univ. of Chicago.
Provost, Edwin C.	El Paso, Tex.	Chicago, Ill., to attend the University of Chicago.
Purvis, John C.	Swan Island, W. I.	Washington, D. C. (Airport), assistant.
Rampy, Stanley W.	Omaha, Nebr.	Evansville, Ind., assistant.
Ramsden, Blaine N.	Salt Lake City, Utah.	San Francisco, Calif., assistant.
Richardson E. Arb.	Denver, Colo.	Chicago, Ill., to attend the University of Chicago.
Richardson, Mrs. Frances H.	Duluth, Minn.	Washington, D. C., assistant.
Roach, Miss Virginia.	Miami, Fla. (Airport)	Washington, D. C. (Airport), assistant.
Robb, Andrew D.	Topeka, Kans.	Helena, Mont., in charge.
Robisch, Beatrice M.	Cincinnati, Ohio.	Chicago, Ill., assistant.
Root, Halbert E.	Kotzebue, Alaska.	Northway, Alaska, in charge.
Roseberry, Harriet.	Burlington, Vt.	Newark, N. J., assistant.
Ross, Alice K.	Moline, Ill. (Airport)	Chicago, Ill. (Airport), assistant.
Rudderow, Miss. Elizabeth T.	Flushing, N. Y. (Regional Office)	Frederick, Md., assistant.
Rudderow, Miss. Elizabeth T.	Frederick, Md.	Philadelphia, Pa., assistant.
Ruhl, Miss Mary J.	Chicago, Ill. (Airport)	Alpena, Mich., assistant.
Russell, Donald C.	Los Angeles, Calif.	Elizabeth City, N. C., assistant.
Rusmisl, George P.	Galveston, Texas.	Houston, Tex., in charge.
Ryan, Henry S.	Caribou, Maine.	Bethel, Alaska, assistant.
Sabine, Charles A.	Spartanburg, S. C.	Asheville, N. C., assistant.
Sabine, William L.	Omaha, Nebr.	Ogden, Utah, assistant.
Schaefer, Miss. Elizabeth M.	Fort Worth, Tex. (Regional Office)	Laredo, Tex., assistant.
Schmidtke, Miss. Charlotte M.	Seattle, Wash. (Regional Office)	Sexton Summit, Oreg., assistant.
Schneider, William K.	Nome, Alaska.	Barrow, Alaska, assistant.
Schultz, Donald A.	Arctic Bay, Canada.	Medford, Oreg., assistant.
Sergius, Leo A.	San Francisco, Calif. (Regional Office)	Los Angeles, Calif., assistant.
Shook, Geneva.	Flushing, N. Y. (Regional Office)	Caribou, Maine, assistant.
Shook, Mrs. Geneva G.	Caribou, Maine.	Boston, Mass. (Airport), assistant.
Simmermacher, Richard E.	Mount Pocono, Pa.	Allentown, Pa., in charge.
Simmons, Vernon L.	Portland, Oreg.	Boise, Idaho, assistant.
Simpson, Robert H.	New Orleans, La.	Chicago, Ill., to attend the University of Chicago.
Sisk, William O.	Shreveport, La.	San Antonio, Tex., assistant.
Skinner, Miss Alma H.	Flushing, N. Y. (Regional Office)	Harrisburg, Pa., assistant.
Skolnik, Edward.	Washington, D. C.	Huntington, W. Va., assistant.

Name	From—	To—
Smith, Miss Gladys L.	Atlanta, Ga. (Regional Office)	Greenville, S. C., assistant.
Snouffer, Miss E. Louise	Fort Wayne, Ind.	Dayton, Ohio, assistant.
Sodergren, Ford C.	Huntington, W. Va.	Swan Island, W. I., assistant.
Space, Nell C.	Birmingham, Ala.	Lakeland, Fla., assistant.
Stalter, Mrs. Jeanette C.	Chicago, Ill. (Regional Office)	Willmar, Minn., assistant.
Stalter, Mrs. Jeannette C.	Willmar, Minn.	Rochester, Minn., assistant.
Starr, Miss Retha C.	Fort Worth, Tex. (Regional Office)	Little Rock, Ark., assistant.
Sternes, Gilbert L.	Port Townsend Wash.	Boise, Idaho, assistant.
Stewart, Mrs. Hazel M.	Seattle, Wash. (Regional Office)	Roseburg, Oreg., assistant.
Stromrie, Miss. Charlotte	Chicago, Ill. (Regional Office)	International Falls, Minn.; as- sistant.
Strommel, Herman G.	Rock Springs, Wyo.	Chicago, Ill., to attend the University of Chicago.
Stumbaugh, Michael W.	Cincinnati, Ohio.	Chicago, Ill., assistant.
Taylor, George D.	Washington, D. C. (Airport.)	Louisville, Ky. (Airport) as- sistant.
Taylor, Walter F.	Havre, Mont.	LaCrosse, Wash., acting in charge.
Teal, Shannon A.	Fort Worth, Tex. (Regional Office)	Tyler, Tex., assistant.
Templeton, George S. Jr.	New York, N. Y. (N. Y. U.)	Pasadena, Calif. (C. I. T.), as- sistant.
Tewéles, Sidney Jr.	Chicago, Ill. (Airport)	Washington, D. C., assistant.
Thayer, Charles E.	Tatoosh Island, Wash.	Spokane, Wash., assistant.
Thomas, Miss Catherine G.	Washington, D. C.	Springfield, Ill., assistant.
Thomas, Miss Mary A.	Atlanta, Ga. (Regional Office)	Tampa, Fla., assistant.
Thompson, Howard J.	Washington, D. C.	Milwaukee, Wis., in charge.
Thompson, Wilmer L.	Washington, D. C.	New York, N. Y. (Airport), assistant.
Tippey, Roy E.	Cincinnati, Ohio.	Chicago, Ill., assistant.
Toland, John P.	Apalachicola, Fla.	Greensboro, N. C., assistant.
Turbýill, Miss Mac B.	Atlanta, Ga. (Regional Office)	Greensboro, N. C.; assistant.
Turner, Duane H.	Santa Maria, Calif.	Beaumont, Calif., assistant.
Unger, Ellwood E.	Evansville, Ind. (Airport.)	Louisville, Ky., in charge.
Velz, Melvin E.	Havre, Mont.	Stampede Pass, Wash., in charge.
Vitale, Charles S.	Bakersfield, Calif.	Modena, Utah, in charge.
Wakefield, James D.	Washington, D. C.	Pasadena, Calif. (C. I. T.), as- sistant.
Walk, Miss Mary L.	Flushing, N. Y. (Regional Office)	Harrisburg, Pa., assistant.
Walker, Miss Gerda S.	North Platte, Nebr.	Lincoln, Nebr., assistant.
Walters, Miss Lula M.	Maupin, Oreg.	Condon, Oreg., assistant.
Warren, Leslie A.	San Francisco, Calif. (Regional Office)	Los Angeles, Calif., assistant.
Watson, Clarence E.	Sioux City, Iowa.	Omaha, Nebr., assistant.
Way, Miss Wynona E.	Atlanta, Ga. (Regional Office)	Miami, Fla., assistant.
Weitz, Thomas J.	San Francisco, Calif. (Regional Office)	Los Angeles, Calif., assistant.
Welch, Helen M.	Adairsville, Ga.	Nashville, Tenn., assistant.
Weldon, John B.	Charlotte, N. C.	Hatteras, N. C., assistant.
Welker, Anthony J., Jr.	New Orleans, La.	New York, N. Y., assistant.
Wells, Miss Mary E.	Atlanta, Ga. (Airport.)	Athens, Ga., assistant.

Name	From—	To—
Wendell, Miss Jane W..	South Bend, Ind.....	Evansville, Ind., assistant.
Wernich, Miss.....	St. Cloud, Minn.....	Fort Wayne, Ind., assistant.
LaVerne M.		
Whaley, Robert D.....	San Bruno, Calif..... (Airport)	Oakland, Calif. (Airport), as- sistant.
Wickham, George D....	New Haven, Conn.....	Trenton, N. J., assistant.
Wilder, Miss Juanita S..	Atlanta, Ga..... (Regional Office)	Jackson, Miss., assistant.
Wiley, Miss Shila M....	Brinkley, Ark.....	Little Rock, Ark., assistant.
Williams, Miss Betty....	Chicago, Ill.....	Sault Ste. Marie, Mich., as- sistant.
Jean		
Williamson, Robert M...	Nashville, Tenn.....	Indianapolis, Ind., in charge.
Wilson, Mrs. Mary O....	Washington, D. C.....	Anchorage, Alaska, assistant.
Wilson, Roy E.....	Washington, D. C.....	Anchorage, Alaska, assistant.
Wilson, Raymond, A....	Bismarck, N. Dak.....	Sault Ste. Marie, Mich., as- sistant.
Wilson, Thomas C.....	Tulsa, Okla.....	Fort Worth, Tex. (Airport), assistant.
Wilton, Raymond L....	Huron, S. Dak.....	Des Moines, Iowa, assistant.
Winner, John P.....	Washington, D. C.....	New York, N. Y. (Airport) assistant.
Winqvist, Karl E.....	San Francisco, Calif....	Los Angeles, Calif., assistant.
Woods, Miss Edith J....	Kansas City, Mo.....	Cheyenne, Wyo., assistant.
Worrell, Joe D.....	Knoxville, Tenn..... (Airport)	Memphis, Tenn. (Airport), as- sistant.
Wright, George A.....	Jacksonville, Fla.....	Atlanta, Ga., assistant.
Wright, Samuel F.....	Bethel, Alaska.....	Anchorage, Alaska, assistant.
Youmans, Arthur W....	Modena, Utah.....	Winnemucca, Nev., in charge.
Youmans, Arthur W....	Winnemucca, Nev.....	Los Angeles, Calif., assistant.
Zimmerman, George M..	Los Angeles, Calif.....	Burbank, Calif. (Airport), as- sistant.

F. W. Reichelderfer

F. W. REICHELDERFER

Chief of Bureau.

WEATHER BUREAU TOPICS AND PERSONNEL

FEBRUARY 1944

INFORMATION

APPLICATIONS FOR ASSIGNMENT TO ALASKA

All employees interested in assignments in Alaska should submit applications at once to the Central Office through the Regional Director in order to facilitate the filling of vacancies as they occur in that Territory.

A salary differential of 25 percent is allowed employees at Alaskan stations: for example, Observer, SP-7, receives \$2,300 per annum plus \$575 differential, with overtime bringing the per annum salary for this grade to \$3,497.80.

Furnished family and bachelor quarters (includes dishes, silverware, linen, etc.), are now available at Barrow, Kotzebue, Gambell, McGrath, Bethel, and Northway, and will be provided at Nome about May 1, 1944. A deduction for quarters, fuel, and light of \$300 per annum is made for family and \$60 per annum for bachelor quarters. Food may be obtained through the Department commissary at a reasonable cost averaging less than 25 percent above Seattle retail prices.

At Anchorage and Fairbanks, housing units will be completed by the Federal Public Housing Authority by next summer for rental to Weather Bureau employees.

Applications for Alaskan assignments should show:

1. Employee's present grade, salary, and effective date of last promotion.
2. Stations to which an assignment would be acceptable.
3. Marital status, including dependents who would accompany applicant.
4. Period for which Alaskan assignment would be acceptable.
5. Selective Service classification. If deferred, give date current deferment expires.

Since some vacancies may occur at stations where single or unattached women can be considered for assignment, eligible female employees should furnish information requested in 1, 2, 3, and 4 above.

If a male applicant is married and his wife will accept SP-3 or CAF-3 plus differential and overtime, a statement briefly outlining her education and employment history should be submitted.

All subprofessional and professional positions in the Territory are included in the key list of deferable positions.

Information regarding living and working conditions at any Alaskan station may be obtained from the Regional Offices.

LET'S ALL BACK THE ATTACK -- BUY WAR BONDS AND STAMPS

TRANSFER OF FORECAST ACTIVITIES DURING AN EMERGENCY

On November 21, 1943 the water main in the basement of the Administration Building at the New Orleans Airport burst causing a failure in the power supply. Arrangements were immediately set up by the Regional Director at Fort Worth for the Fort Worth Airport Station to carry on the forecast work of the New Orleans Airport Station. Terminal forecasts for the New Orleans district on the afternoon map of the 21st were issued by Fort Worth. Although arrangements were also made to carry on the State forecast work that evening, this was not necessary since operations returned to normal at New Orleans prior to the time of issuance of these forecasts.

Such prompt action is commendable and in line with the best traditions of the Bureau. Other regions should be able to act as quickly in a similar emergency. The Central Office would be glad to hear of any provisional arrangements for situations of this kind.

TRANSFER OF RIVER FORECASTING RESPONSIBILITIES

Effective February 1, 1944, the river forecasting responsibilities for the middle Arkansas River basin were transferred to the Weather Bureau Office, Tulsa, Okla. The Tulsa river district comprises the following drainage area:

Arkansas River and tributaries, except the Canadian River, from the Kansas-Colorado line to, and including, Van Buren, Ark.

Effective on the same date the Topeka river district boundaries will be designated as follows:

Kansas River and tributaries at and above Lawrence, Kans., except the Republican River; Osage River and tributaries in Kansas.

The Dodge City, Fort Smith, and Wichita offices will be charged with the responsibility for local interpretation and dissemination of river forecasts within their immediate areas.

REORGANIZATION OF RIVER DISTRICT IN DELAWARE RIVER BASIN

Effective February 1, 1944, the river district work assigned to the Weather Bureau Office, Trenton, N. J., was transferred to the Weather Bureau Offices at Philadelphia, and Allentown, Pa. The new districts comprise the following drainage areas:

Allentown, Pa.—Lackawaxen River and the Lehigh River above, but not including Easton, Pa.

Philadelphia, Pa.—Delaware River and tributaries, except the Lackawaxen, the Lehigh above Easton, Pa., and the Schuylkill above Perkiomen Creek.

The Reading, Pa., river district remains unchanged.

METEOROLOGICAL ACTIVITIES AT ANCHORAGE, ALASKA

Effective November 28, 1943, Army personnel assumed all duties in connection with hourly observational work at the Army Air Base, Elmendorf Field. Weather Bureau forecasting activities are being continued there. At the municipal airport, Merrill Field, the Weather Bureau's expanded program consists of—

- (1) Continuation of radiosonde observations.
- (2) Pibals—moved from Elmendorf Field.
- (3) Synoptic observations.
- (4) Hourly observations—increased from 16 to 24 daily.

WEATHER BUREAU AIRPORT STATION, WILLOW RUN, MICH., CLOSED

The first-order Weather Bureau Airport Station at Willow Run, Mich., was closed at the termination of December 31, 1948. Pibal work has been transferred to the Detroit City Airport and raobs to the Toledo Airport.

INSTRUCTIONS

ADDRESSES OF WEATHER BUREAU FIELD OFFICES

The printed list of Weather Bureau Office addresses compiled as of November 1, 1943, should be revised in accordance with the following:

Page 1, Add Mercer, Pa. (AP): Mail address is WBO, Route 4, Mercer, Pa. Telegraph address is Observer, Mercer, Pa. Freight and express addresses are WBO, Mercer, Pa.

Page 3, Chattanooga, Tenn., (AP): Change freight address to WBAS, Chattanooga, Tenn. (The Chickamauga address is now used only for helium.)

Page 5, Louisville, Ky. (CO): Change mail address to WBO, 657 Federal Building, Louisville 2, Ky.

Page 5, Louisville, Ky. (AP): Change mail address to WBAS, Bowman Field, Louisville 5, Ky.

Page 6, Willow Run, Mich. (AP): Delete station name and all addresses.

Page 9, Add Bishop, Calif. (CO.) Mail address is WBO, 525 Howard Street, Bishop, Calif. Telegraph address is Observer, Bishop, Calif. Freight and express addresses are WBO, Bishop, Calif.

Page 9, Add Independence, Calif. (CO). Mail address is WBO, 253 West Market Street, Independence, Calif. Telegraph address is Observer, Independence, Calif. Freight and express addresses are WBO, Independence, Calif.

Page 9, Add Montague, Calif. (AP). Mail, freight, and express addresses are WBO, Montague, Calif. Telegraph address is Observer, Montague, Calif.

Page 9, San Francisco, Calif. (CO): Change telegraph address to Observer, San Francisco, Calif.

Page 9, San Francisco, Calif. (AP): Change telegraph address to Airway Observer, San Francisco, Calif.

Page 11, Butte, Mont. (AP): Change mail address to WBO, Box 1919, Butte, Mont.

AMENDMENTS OF STANDARDIZED GOVERNMENT TRAVEL REGULATIONS

The following Supplement to Circular No. A-7 dated January 7, 1944, from the Bureau of the Budget, is given for the information and guidance of all Weather Bureau personnel.

1. *Purpose.* This supplement to Circular No. A-7, which amends paragraph 45 of the Standardized Government Travel Regulations prescribing per diem allowance for foreign travel and suspends paragraph 95 with respect to travel by vessels of other than United States registry, is made necessary by the enactment of the First Supplemental National Defense Appropriation Act, 1944, approved December 23, 1943.

2. Section 301 of the First Supplemental National Defense Appropriation Act, 1944, provides:

Section 301. Appropriations for the executive departments and independent establishments for the fiscal year 1944 available for travel expenses shall be available for the payment of per diem allowances in lieu of subsistence expenses without regard to the Subsistence Expense Act of 1926, as amended (5 U. S. C. 821-833), to civilian officers and employees of such departments while traveling on official business outside the continental limits of the United States and away from their designated posts of duty:

Provided, That the amount of such allowances shall be determined by the head

of the department or independent establishment concerned or by such official as he may designate for the purpose, but shall in no case, notwithstanding any other provision of law, exceed the maximum established by regulations prescribed by the President for the locality in which the travel is performed:

Provided further, That the availability of appropriations of the War and Navy Departments with respect to the foregoing shall not be restricted thereby.

Accordingly, paragraph 45 of the Standardized Government Travel Regulations is hereby amended to read as follows: (Changes indicated by underscoring).

45. *Subsistence allowances.*—Unless otherwise expressly provided in an employee's commission or appointment, or by law, the official authorized to issue travel orders may authorize in the order a per diem allowance not to exceed \$6 in lieu of subsistence expenses while traveling on official business within the limits of the continental United States, except where such travel is performed by means of a privately owned trailer. No per diem allowance for such travel by trailer shall be paid unless the travel by such means be authorized in advance, in which event per diem allowances may be paid at a rate not to exceed \$2.50.

With the exception of travel chargeable to the appropriations of the War and Navy Departments, for travel on official business outside the continental limits of the United States, a per diem allowance not to exceed \$7 in lieu of subsistence expenses may be allowed, except that, during the fiscal year 1944 (a) the maximum per diem allowance for travel performed after January 31, 1944, shall be the amount prescribed in Appendix I of this regulation, and (b) the maximum per diem allowance for travel performed prior to February 1, 1944, shall be as authorized by the head of the department or establishment in accordance with laws and regulations then applicable. The per diem allowances provided herein represent the maximum allowable, not the minimum. It is the responsibility of the heads of departments and establishments or the officials to whom such authority has been properly delegated to see that travel orders authorize only such per diem allowance not in excess of the maximum as are justified by the circumstances surrounding the travel. To this end, care should be exercised to prevent the fixing of a per diem allowance in excess of that required to meet the necessary authorized expenses.

Subparagraph (a) of paragraph 45: No change.

3. Section 302 of the First Supplemental National Defense Appropriation Act, 1944, provides:

Section 302. The provision of law prescribing the use of vessels of United States registry by employees of the Government traveling overseas (46 U. S. C. 1241) shall not apply to such travel during the fiscal year 1944.

Accordingly, the provisions of paragraph 95 of the Standardized Government Travel Regulations, which are set forth in Circular No. A-7, issued August 1, 1943, are suspended for the fiscal year 1944.

4. Your attention is directed to the fact that the per diem allowances established by this circular are *maxima*. It is expected that such lesser amount of per diem allowance will be granted as is warranted by the actual costs to be experienced by each employee concerned.

By direction of the President:

(Signed) HAROLD D. SMITH,
Director.

APPENDIX I

Locality	Maximum per diem rates
Afghanistan.....	\$ 8.00
Africa (except Egypt).....	7.00
Egypt.....	9.00
Asia	
China.....	7.00
India and Ceylon.....	8.00
Australia.....	6.00
New Zealand.....	6.00
South Pacific Islands.....	6.00
Caribbean Islands.....	7.00
Central America.....	6.00
Europe	
Portugal and Portuguese Islands of Maderia and Azores.....	7.00
United Kingdom and Irish Free State.....	7.00
Russia.....	12.00
Spain and Canary Islands.....	8.00
Sweden.....	9.00
Switzerland.....	8.00
Iceland.....	10.00
Mexico.....	6.00
Middle East	
Arabia.....	9.00
Iran.....	9.00
Iraq.....	9.00
Lebanon.....	9.00
Palestine and Transjordan.....	9.00
Saudi Arabia.....	9.00
Syria.....	9.00
Turkey.....	9.00
North America	
Canada.....	7.00
Newfoundland.....	7.00
Panama.....	7.00
South America (except Venezuela)...	7.00
Venezuela.....	8.00
Other Localities and Ocean Travel...	7.00

(No. A-7)

SOURCE OF DATA ON FORM 1030

The name of station as carried in the headings on both the front and back of Form 1030 should always include the word (City) or (Airport), even though only one station may be at that place. Reference marks and footnotes should indicate the source of any data not consistent with this station name. Furthermore, where either city or airport data only are usually published, at least the monthly mean temperature, total precipitation, and total degree days for the other, if available, should be included on the Form.

EXTREMES ON PRECIPITATION CHARTS

In the preparation of State or section total precipitation and total snow-fall charts for Climate and Crop Weather Division, the greatest and least amounts for the State or section should be charted along with those for other representative stations.

NOTIFICATION FOR TELEGRAPHING FROST WARNINGS

Station officials are reminded that the season is approaching when frost warnings will be needed. When vegetation has advanced sufficiently to require warnings, notification should be sent to the forecast center—by mail if delivery can be effected in 24 hours; otherwise, by telegraph. Notification by mail should be in a separate letter; cards or card forms should not be used for the purpose.

TRANSFER OF FORECAST ACTIVITIES

The district and airway Forecast Center at San Francisco Airport, San Francisco, Calif., was moved to the Weather Bureau Office in San Francisco on December 7, 1943. All pertinent correspondence should be addressed to the Weather Bureau Office, San Francisco, and telegrams addressed to Observer, San Francisco.

The observational program at the San Francisco Airport Station will consist of hourly surface and 3- and 6-hourly synoptic reports. The telegraphic address of this station has been changed to Airway Observer, San Francisco. Correspondence should continue to be addressed to Weather Bureau Airport Station, San Francisco Airport, San Bruno, Calif.

The list of Weather Bureau Office addresses, issued as of November 1, 1943, should be changed in accordance with the above.

PERSONAL

DR. JAMES H. KIMBALL

The following resolution regarding appreciation of services rendered by Dr. Kimball was passed on December 28, 1943:

Whereas the Institute of the Aeronautical Sciences has lost a valued Fellow and Member of the Council in the death of Dr. James H. Kimball: Therefore be it *Resolved*, That the officers and the council express to his family and associates their great appreciation for the many services rendered to the Institute by Dr. Kimball.

FEDERAL EMPLOYEES' AGRICULTURAL CLUB

Mr. Charles I. Dague, official in charge of the Baker, Oreg., station, has been elected secretary-treasurer of the Federal Employees' Agricultural Club. This Club is open to membership of Federal activities closely associated with agriculture.

RETIREMENTS

Mr. John H. Armington, was retired at the termination of December 31, 1943 after more than 41 years of service. He was born in Leesburg, Ind., on December 10, 1873. He was appointed to the Weather Bureau as observer on June 10, 1902 at the Chicago station. On July 16, 1914 Mr. Armington was assigned to Indianapolis at which station he remained as official in charge to the time of his retirement.

Mr. Leslie G. Gray, meteorologist at the San Francisco station, was retired at the termination of October 13, 1943 on account of disability. He was born in Champaign, Ill., on April 2, 1902. His service in the Weather Bureau began in San Francisco on July 16, 1925 as junior observer. He was subsequently assigned to Mount Shasta and San Francisco. Mr. Gray was Western Fire-weather Coordinator at the time of his retirement.

Mr. Henry C. Gross, associate meteorologist at the St. Louis station, was retired at the termination of December 31, 1943. He was born in Atwood, Ill., on December 30, 1873. His service in the Weather Bureau began as assistant observer on August 10, 1904 at Chattanooga, Tenn. Mr. Gross was assigned to the St. Louis station on August 26, 1920 and remained there to the time of his retirement.

Mrs. Lulu R. Jones, under observer at the Eureka station, was voluntarily retired at the termination of June 30, 1943. She was born in Dallas, Tex., on August 26, 1879. Mrs. Jones was appointed to the Weather Bureau on September 12, 1924 and her entire service has been at the Eureka station.

Miss Isabell C. Kiernan, clerk at the Central Office, was voluntarily retired at the termination of September 30, 1943. She was born in Washington, D. C., on August 24, 1883. Miss Kiernan came to the

Weather Bureau as a clerk on March 27, 1922. Prior to her service in the Weather Bureau she was employed in Government Printing Office and the Bureau of Engraving and Printing.

Mr. Edwin G. Larson, official in charge of the Charles City station, was voluntarily retired at the termination of December 31, 1948. He was born in Morris, Minn., on December 6, 1883. Mr. Larson's service in the Weather Bureau began in the Central Office on September 16, 1909 as assistant observer. He was subsequently assigned to Houston, Bismarck, and Charles City. Mr. Larson was official in charge of the latter station from April 21, 1922 to the time of his retirement.

Mr. Fred I. Moses, assistant meteorologist of the Ithaca station, was voluntarily retired at the termination of September 30, 1948. He was born in Lima, N. Y., on November 22, 1879. His service in the Weather Bureau began at the Central Office on May 16, 1910 as assistant observer. He was later assigned to Albany, Syracuse, Royal Center, and Ithaca. He has been at the latter station since April 12, 1923.

Mr. Arthur W. Pugh, official in charge of the Palestine station, was voluntarily retired at the termination of December 31, 1943. He was born in Tenaha, Tex., on November 12, 1878. His service in the Weather Bureau began on January 4, 1904 at New Orleans, as a printer. He was subsequently assigned to Lincoln, Little Rock, Philadelphia, San Francisco, Phoenix, Los Angeles, Dayton, Knoxville, Modena, Roseburg, Shreveport, and Abilene. He was official in charge of the last six stations. He has been in charge of the Abilene station since April 23, 1941.

DEATHS

Messrs. Luther H. Brady, Lester S. Fodor, George F. Kubach, and Edward Weber, who were engaged in ocean-weather duty, were officially reported missing when the Coast Guard Cutter to which they were attached, was lost in the North Atlantic. In accordance with regulations of the Navy Department, their deaths are presumed to have occurred on September 10, 1943. Regret for their loss and sympathy to their families has been expressed by the Weather Bureau.

Mr. Brady was born in Atlanta, Ga., on October 12, 1914. His service in the Weather Bureau began at Savannah, Ga., on December 13, 1939 as minor observer. He was later transferred to Washington National Airport and Boston Airport. At the time of his death he was an assistant observer at the latter station.

Mr. Fodor was born in Cleveland, Ohio, on April 29, 1915. His service in the Weather Bureau began at Cincinnati, Ohio, on October 14, 1938 as junior observer. He later served at the Buffalo and Boston Airports and was assigned to the latter station as observer at the time of his death.

Mr. Kubach was born in Sandusky, Ohio, on May 22, 1918. His service in the Weather Bureau began as under observer at Akron, Ohio, on January 25, 1939. He was later assigned to the Syracuse and Boston Airports and was an assistant observer at the latter place at the time of his death.

Mr. Weber was born in New York, N. Y., on May 2, 1918. His entire service in the Weather Bureau, which began on January 3, 1942, was at the Boston Airport at which station he was a junior observer at the time of his death. Prior to his appointment he was an airway observer at Boston from March 3, 1941 to January 2, 1942.

Mr. George P. Rusmisl, official in charge of the Houston station, died in Galveston, Tex., on January 15, 1943. He was born in Denison, Iowa on September 16, 1898. Mr. Rusmisl entered the Weather Bureau service as a junior observer at Mobile on December 22, 1924. He was subsequently assigned to Vicksburg, Meridian, and Jacksonville as assistant and as official in charge at Apalachicola and Galveston. Mr. Rusmisl was recently transferred from Galveston, at which station he had been official in charge since May 1934, to Houston, Tex. Mr. Rusmisl served creditably in the U. S. Army in the World War from May 4, 1917 to June 11, 1919, and subsequently in the Weather Bureau where his many years of faithful service to the public make him one of the Bureau's outstanding local officials.

Mr. Jessie L. Vanderpool, who was retired at the termination of February 28, 1941, died at the home of his daughter in Taneytown, Md., on January 4, 1944. A notice of his retirement and outline of his service in the Bureau will be found in TOPICS AND PERSONNEL for April 1941.

FIELD SERVICE TOPICS

MINNIE AND MAX

Minnie and Max, and their twins, Wet and Dry
Live in a shelter away up high.

Minnie and Maxie are loving you see,
They're always together, but never agree.

Now Wet is a child of which to be proud
When his bottom is damp he never cries loud.

And Dry is a problem, but never a pest,
Her temperature rises, but she doesn't protest.

Now Therm is the fifth of this penthouse staff,
He always brags he's the son of the Graph.

He dictates to none, and caters to all,
Tracing their antics from spring until fall.

by MARY E. MADDEN,
Airway Observer, Dubuque, Iowa.

F. W. Reichelderfer
F. W. REICHELDERFER

Chief of Bureau.

WEATHER BUREAU TOPICS AND PERSONNEL

MARCH 1944

INFORMATION

FOURTH WAR LOAN

The Weather Bureau field service, according to latest reports has gone over the top with an average of 115 percent of its quota. In doing this the more than 2,800 employees participating invested approximately \$222,000 in war bonds during January and February.

All of the regions have made their quotas with a good percentage to spare.

The Central Office also has gone over the top with an average of 108 percent of its quota. The 700 employees participating invested approximately \$60,000 in war bonds during the 2 months of the drive.

This is a record of which all of us can be justly proud. Credit for the success of the drive belongs to all. An excellent job has been done to assist in providing equipment and facilities for the forthcoming large scale offensive in Europe and to further implement our recent victories in the Pacific. Heartiest congratulations!

NATIONAL POLICY ON INTERNATIONAL AIR COMMERCE

Future expansion of the Weather Bureau and its activities and policies will depend in part upon national policy with respect to international air commerce. The Bureau's officials and career employees who have an interest in the development of meteorology have doubtless read articles in the current press in which public officials and aeronautical authorities have aired their views on postwar policy in international air commerce. Discussion falls into two general fields of thought which rest on fundamental principles relating to American ideas of political and social economy. It is the old controversy between those who believe that free enterprise and competition are the soul of American progress and those who regard monopoly as essential to efficiency and avoidance of wasteful duplication. These views have some bearing also upon the evolution of private practice of meteorology and the Weather Bureau's policy with reference to extension of Government meteorolog-

FOR ITEM OF INTEREST TO ALL
PERSONNEL SEE FIRST ARTICLE
UNDER "INSTRUCTIONS", PAGE 280

ical service and cooperation with private companies interested in specialized weather service.

American interests in favor of free competition in international air transport state that "there can be no national basis for permitting air transportation within the country to develop and expand on a competitive basis while that outside the country is left to the withering influence of monopoly?" They point out that competition has led to many technical improvements in aircraft design and engineering which probably would have been much slower to develop without the stimulation of free enterprise. They believe that American superiority in aeronautics and its rapid development as a major means of transportation are the direct result of the "needling" that comes from healthy rivalry of free enterprise.

Those who favor a considerable degree of Government control and perhaps a semi-monopolistic arrangement through selection of a "chosen instrument" for each principal international route maintain that cut-throat competition under a policy of free enterprise in international air transport would place the United States at a serious disadvantage in comparison with the subsidized Government air transport corporations of several foreign countries. They believe that a franchise of some kind limiting the degree of competition and permitting more efficient operation under suitable Government regulations as regards safety and operating procedures is the only way for the United States to maintain its place in international air transport.

The Government's policy on this important subject has not been announced. Upon it will depend, to some extent, the future program of the Weather Bureau and its relation to the expanding needs for airways meteorological service.

WEATHER AND WAR

The following excerpts from the annual report of General H. H. Arnold, Commanding General of the Army Air Forces, are of interest to all who are engaged in essential meteorological work that contributes directly or indirectly to the war effort. These paragraphs are reprinted without necessarily implying the concurrence of the Weather Bureau in the statements on a solution to the problem of making long range weather forecasts:

Excerpt from General Arnold's Report to Secretary of War, January, 1944:

WORLD-WIDE WEATHER SERVICE

Weather is a critical factor in this war. It provided cover for the escaping German battleships, the Scharnhorst and Gneisenau. It failed to protect the Japanese convoy that General Kenney's men sank in the Bismarck Sea. Success of these and many other operations has depended largely on the weather. The side making the best prognostications has a tremendous advantage.

The expansion of the Army Air Forces necessitated a corresponding increase in

the weather service to fill the basic need for operational weather information. This has been done, and today the Army Air Forces Weather Service has units in every theater and along the air routes linking them to the United States. Personnel working on the Air Weather Service has increased 9,000 percent. The task of the Army Air Forces Weather Service includes the supply of information to our Air, Ground, and Service Forces, and close cooperation with other weather agencies serving the United States and our allies.

This world-wide service, manned by thoroughly trained personnel, still did not completely fill our needs. Special climatic studies, based on historical records, permitted the selection by comparison of the best and worst periods of the year for a particular military operation. After selection of the proper season, it was necessary to wait until within 24 to 48 hours of "D" day before actually determining the weather possibility of a successful mission. The gap existing between climatic studies and short-range weather predictions had to be filled. Our only answer was in long-range forecasting—a determination of future weather well in advance.

Insistence on a solution to the problem of making long-range forecasts at first met considerable opposition both inside and outside of the Army Air Forces. Through the concerted efforts of many of the country's outstanding meteorologists, both within and without the armed forces, in co-ordination with our allies—and utilizing those details which we know of the German long-range forecasting, definite steps forward have been taken. This extensive research procedure has made possible long-range weather forecasts of 48 hours—10 days—and 30 days with sufficient accuracy to permit of making preparatory plans for future operations.

We now have a well integrated weather service that supports our operations all over the world. Weather data has been compiled, and is being augmented for the continental invasions of Europe.

Weather stations have been set up in countless isolated spots.

For instance, at the beginning of flight operations over the North Atlantic, it was apparent that a weather reporting station was needed on the uninhabited southern tip of Greenland. Forecasters knew that jagged rocky masses rose up to nine thousand feet from the ice-strewn sea to stuff clouds in the path of planes flying to Iceland. They knew that icing conditions often extended to high altitudes over the ice cap, to prevent planes from flying over the top. It was essential to know the exact height of the cloud ceiling and the weather conditions that prevailed below. Forecasters also needed information from this incubator of North Atlantic storms to predict weather conditions for trans-Atlantic flights and convoys.

Reconnaissance flights disclosed that the only possible site was a narrow ledge in an ice-jammed fjord only four hundred feet wide, at Prince Christian Sound. Four Army Air Forces weather men and four Army Airways Communication System men were chosen for the station. The men at the station are isolated, except for radio contact, for ten months of the year. They live in sturdy buildings, cabled to the rocks, to withstand the high winds which have been recorded at times from 90 to 175 miles per hour. During the 1942-1943 season three anemometers and two instrument shelters were blown away. When a slide damaged the buildings, new materials were flown in by a B-25 medium bomber. The plane made a hazardous "bomb run" up the narrow fjord, dropped a tightly wired bundle of lumber to the men, and climbed steeply up the face of a mountain to get out of the trap. During the winter, the men aided in the rescue of a crew of a plane which had crashed on the ice cap. The station picked up the feeble radio messages from the wrecked plane and guided rescuers to it.

The weather reports radiobed by the Staff at Prince Christian Sound have been an extremely important link in a vast network of Army Air Forces reporting stations for aiding all North Atlantic plane, convoy, and anti-submarine operations.

VACANCIES IN WASHINGTON

There are a number of vacancies at the Central Office in the Coding and Communications and Central Analysis units. The Central Office will be glad to consider applications for these positions from field personnel who will accept transfer to Washington. Employees in the SP-3, SP-4, and CAF-3 grades are desired. Opportunities for advancement to higher grades are good, depending of course upon a reasonable period of satisfactory service and existing vacancies. These units provide 24 hour service and rotating shifts are involved.

A number of vacancies are also available in other divisions and sections for typists and stenographers in the CAF-2 and CAF-3 grades.

Applications should be forwarded through the appropriate Regional Director to Station Operations Division and reference should be made to this item. A brief statement of length of service and general qualifications should be included.

METEOROLOGY SCHOLARSHIPS

The Weather Bureau is again offering tuition scholarships for 8-month courses in advanced meteorology to begin April 5, at the University of Chicago, about May 5, at New York University, and about July 1, at Massachusetts Institute of Technology, and the University of California at Los Angeles.

Two years of college with 1 year of calculus and 1 year of college physics are required. The scholarships are available to all properly qualified citizens of the United States, but the Bureau particularly encourages any of its own employees of draft deferable status who can be spared from their work to apply.

Application blanks can be obtained from the Regional Offices. The applications should be forwarded together with a transcript of college record to the Central Office through the Regional Office.

Under this program only tuition is paid by the Government. Any employee receiving a scholarship must pay his own traveling expenses to the University and will be on a leave without pay status after the exhaustion of his annual leave.

WEATHER SERVICE FOR MOTOR TRUCK COMPANIES

The following article from the Journal of Commerce regarding weather service for motor truck companies operating out of Chicago is reproduced for the information of station officials:

Motor truck companies operating out of Chicago will be enabled in the future to adapt their routing schedules to weather conditions as a result of a new service instituted by the Chicago Association of Commerce. By special arrangements with the United States Weather Bureau, the association is now supplied with forecasts of all unusual declines in temperature or heavy snow. This information is then relayed by telephone to the 117 motor carrier companies holding membership in the association. In the first test of the service, less than 45 minutes were required to inform the truck operators what weather conditions their drivers would have to face in the following 24 hours in Illinois, Wisconsin, Iowa, Indiana, Minnesota and Upper and Lower Michigan.

Adequate weather service for motor truck operators is of vital importance for planning shipments and the protection of goods in transit. Undoubtedly this service is being provided by nearly all Weather Bureau Offices. The Chicago plan affords an example of how such service may be rendered through an association or agency that is in a position to cooperate by making the individual contacts.

INTERNATIONAL INDEX NUMBERS

The following index number changes amend Part III, 1942 Weather Code, "International Index Numbers for Stations in North America," dated October 15, 1942:

Index number	Name of station	Latitude	Longitude	Altitude feet (ft.)
Cancellation: 614	Northfield, Vt.	44° 10'	72° 41'	876
Assignment: 642	Charles City, Iowa. . . .	43° 04'	92° 40'	1,015
Supplementary Index No.				
Assignments: 394 (S)	Manchester (Grenier Field), N. H.	42° 56' #	71° 21' #	----
491 (S)	Chicopee Falls (West- over Field), Mass. . . .	42° 12'	72° 32'	----

FIRST-ORDER STATIONS ESTABLISHED

First-order stations were established at Mono Lake and Bishop, Calif., and Beatty, Nev., effective November 1, 1943, December 16, 1943, and January 24, 1944, respectively. The observational program at these stations consists of hourly surface reports with additive data at 3- and 6-hourly periods. Airway stations were previously located at Bishop and Mono Lake, Calif.

Indicates approximate.

(S) Indicates Supplementary Index Number.

INSTRUCTIONS

PERSONAL PHOTOGRAPHS

Attention of all Weather Bureau personnel is invited to the fact that it is to their advantage to have a recent small portrait or snapshot on file in the Personnel Office in Washington. These photographs assist in identifying employees and often facilitate prompt action on personnel matters. Recommendations relating to promotions, transfers, and other transactions are usually referred to the project leaders concerned and the Personnel Actions Board, in the Central Office. Reference to a photograph assists these officials in recognizing the individual employee concerned and aids them in recalling their associations with him and their knowledge of his qualifications. Employees who have not filed a good snapshot or other photograph of themselves within the last 5 years are requested to forward a suitable photo, not larger than 4 inches by 6 inches and not smaller than 2 inches by 4 inches (head and shoulders) to the Central Office addressed "For Personnel Division File." The date photographs were taken should be entered on the back or at the bottom of the photo.

STOCK FORM 118, REQUEST FOR TRAVEL AUTHORITY

Forms 118 are being received lacking complete information required for the preparation of Travel Orders. It will be helpful if all pertinent data are furnished, namely the position title of the traveler, and in the case of female employees, "Miss" or "Mrs." (for Travel Orders the descriptive adjective is required, such as "Assistant Clerk"); the cost of travel, itemized, as fare, berth, or seat if required, taxi and per diem en route; the itinerary and headquarters, whether City Office or Airport Station. The cost of travel by public conveyance must be shown even though the journey is to be made by automobile. Public conveyance costs when used for comparison with cost by automobile should not include drayage, express shipments, and excess charges on baggage as the General Accounting Office considers these items as speculative.

Some requests have been received for travel by automobile with the statement thereon that "the cost of travel by public conveyance will be shown on the reimbursement voucher." As in all cases the amount authorized (except when automobile is used on an advantage and economy basis) is the cost of the journey by public conveyance, first class, it is necessary that this cost be shown on Form 118. Strict adherence to current war-time restrictions on the use of automobiles is required, and public conveyances employed whenever possible. Any deviation must be fully justified, and recommended by the Field Mileage Administrator (Regional Director).

Forms 118 for permanent transfers are frequently received only a day or two prior to the date the travel is to begin. It is impossible on such short notice to prepare the Travel Order and have it reach the traveler

before his departure. Frequently complete information is lacking relative to the shipment of household goods and personal effects, especially when very small amounts are involved. Please indicate whether shipment by express is desired of such articles as may be shipped by that method and whether or not the bill of lading has been issued at the station. On a number of occasions bills of lading furnished by the Central Office have been returned unused. Forms 118 for employees who are already assigned to the new station in a temporary duty status pending permanent transfer should so indicate.

RAOB EXPERIENCE

A number of employees experienced in raobs have not submitted Form 4048, which is required each January and July from all those who have acquired additional raob experience during the last 6 months. In an item in the January 1944 TOPICS AND PERSONNEL (page 251), Officials in Charge were requested to see that these instructions were followed. Prompt action is again requested if this has not yet been done.

REPORTS ON SPECIAL DETAILS OF FIELD OFFICIALS TO REGIONAL OFFICES

Regional Offices are increasingly exercising their regional travel authority to have station officials visit the regional office for brief periods of conference, discussion, and acquaintance with activities in the regional office and the adjacent forecast center.

Such visits are very desirable. Instructions regarding the travel report following such a visit require that the report be made in the form of a letter addressed to Chief of Bureau through the regional office.

It is requested that there be no deviation from this practice and that the regional office add its endorsement to such letters indicating in a general way what has been accomplished in the course of such visits. The Central Office expects to add such reports to the central personnel files as a part of the experience record of the employee concerned.

ADDRESSES OF WEATHER BUREAU FIELD OFFICES

The printed list of Weather Bureau Office addresses compiled as of November 1, 1943, should be revised in accordance with the following:

Page 1, Elkins, W. Va. (Checking Station): Change mail address to Weather Bureau Checking Station, Box 1101, Elkins, W. Va.; change room number to 304 in freight and express addresses.

Page 2, Philadelphia Pa. (CO): Change mail address to WBO, Philadelphia 6, Pa.

Page 3, Mobile, Ala. (AP): Change telegraph address to Airway Observer, Bates Field, Mobile, Ala.

Page 3: Add Montgomery, Ala. (AP): Mail address is WBAS, Route 2, Montgomery, Ala.; telegraph address is Airway Observer, Montgomery, Ala.; freight and express addresses are WBAS, Montgomery, Ala.

Page 6, Muskegon, Mich. (AP): Change mail address to WBO, Muskegon Heights, Mich. (Use of the zone number has been discontinued.)

Page 6, Rochester, Minn. (AP): Change mail address to WBO, Rochester Airport, Rochester, Minn.

Page 6, Toledo, Ohio (AP): Change express address to WBAS, Toledo, Ohio.

Page 6, Youngstown, Ohio (AP): Change mail address to WBO, Youngstown Municipal Airport, Youngstown 1, Ohio.

Page 12, Northway, Alaska (AP): Change mail address to WBO, Northway, Alaska. c/o WBO, Anchorage, Alaska.

PERSONAL

CORRECTION

In article on the retirement of Mr. Arthur W. Pugh, TOPICS AND PERSONNEL, February 1944, page 271, change name of station from Abilene to Palestine in seventh and eighth lines.

RETIREMENT

Mr. David Haber, scientific aid in the Central Office, was retired for disability at the termination of February 29, 1944. He was born in Austria on May 9, 1905. He entered the Weather Bureau service at Richmond, as a junior observer on March 16, 1931, and was subsequently assigned to Nashville, Knoxville, and Washington as assistant. Prior to his service in the Weather Bureau he was employed in the Post Office Department and the Customs Service.

Mr. James L. Kendall, official in charge of the Louisville station, was retired at the termination of February 29, 1944. He was born in Grant County, Kentucky, on February 12, 1874. Mr. Kendall entered the Weather Bureau service on July 12, 1910 as assistant observer at Louisville, Kentucky. On December 1, 1920 he was made official in charge of the Louisville station and remained there to the time of his retirement. Prior to his appointment in the Weather Bureau he was in the Quartermasters Department at Large in the War Department.

Mr. William D. Lee, clerk in the Central Office, was voluntarily retired at the termination of January 31, 1944. He was born in Easton, Md., on September 11, 1879. He entered the Weather Bureau service on July 1, 1914, by transfer from the Bureau of Crop Estimates, Department of Agriculture, in which Bureau he had served from September 1902 to June 30, 1914. Mr. Lee's entire service in the Weather Bureau has been in the Central Office.

DEATHS

Mr. Richard S. Patek, junior meteorologist at Albuquerque, died there on January 29, 1944. He was born in Milwaukee, Wis., on June 24, 1905. Mr. Patek entered the Weather Bureau service as a junior observer at Escanaba on November 15, 1937 and was later assigned to Albuquerque as assistant. He has been at the latter station since January 1940.

Miss Mac B. Turbyfill, assistant observer at the Greensboro station, died as a result of an automobile accident on January 8, 1944. She was born in Spruce Pine, N. C., on September 13, 1915. Miss Turbyfill's services in the Bureau began at Atlanta as a junior observer on May 4, 1943. She was later assigned to the Greensboro station as assistant observer.

F. W. Reichelderfer

F. W. REICHELDERFER

Chief of Bureau.

WEATHER BUREAU TOPICS AND PERSONNEL

APRIL 1944

INFORMATION

RECOVERED RADIOSONDES

With the beginning of the use of the new 400,000 series electric hygrometer radiosonde, the Bureau is discontinuing the practice of paying \$1 to each finder for his services in returning a recovered instrument. This change in policy has become necessary since other agencies using similar radiosondes do not make such payments.

These returned instruments have played an important part in the Weather Bureau raob program during the past 3 years, sufficient units having been returned for reconditioning to supply eight raob stations during a period in which procurement of an adequate supply has been difficult.

Although actual figures have not been compiled, it has been estimated that approximately 40 percent of all units released by Weather Bureau stations have been returned, of which about three-fourths have been suitable for reconditioning. The percentage of radiosondes recovered varies widely from station to station, the number, as might be expected, being highest for stations in the central prairie States. The Omaha station has shown the greatest number of recoveries, which is estimated at 85 percent of the number released.

It is planned to continue the use of reconditioned radiosondes. Station officials are, therefore, requested to encourage the public to return instruments which have been found. Additional information regarding the return of radiosondes is contained in Circular Letters No. 64-48 and No. 27-44.

CONFERENCE OF FORECASTERS

A conference of forecasters will be held at the Central Office from May 15 to May 20. The questions to be discussed will concern largely operational and administration problems involved in the making and distribution of airway and general weather forecasts, the training of forecasters, verification, practice forecasts, etc. As a preliminary to this conference, subjects were assigned to the different forecast centers. Reports on these have been received, duplicated, and disseminated to all forecast centers and Regional Directors. These will serve as a background for discussions of the more important subjects.

BUY MORE UNITED STATES WAR BONDS AND STAMPS

ESTIMATES OF TELEGRAPH EXPENSE

The request made in Circular Letter 129-43 for monthly telegraphic estimates is hereby withdrawn as procedures have been worked out for obtaining these figures from vouchers when these are received at the Central Office from individual stations. The cooperation of stations in furnishing the estimates has been appreciated.

CAA STATIONS TO WHICH WEATHER BUREAU EMPLOYEES ARE BEING ASSIGNED

Listed below are stations to which Weather Bureau personnel are being assigned to take over all, or relieve CAA personnel of a portion, of weather observing duties:

Advance, Mo.	Florence, S. C.	Meridian, Miss.
Albany, Ga.	Fort Myers, Fla.	Millinocket, Maine.
Alma, Ga.	Galveston, Tex.	Missoula, Mont.
Augusta, Ga.	Garden City, Kans.	Newhall, Calif.
Augusta, Maine.	Glen Falls, N. Y.	Ontario, Oreg.
Baker, Oreg.	Goshen, Ind.	Orlando, Fla.
Bangor, Maine.	Grand Rapids, Mich.	Palmdale, Calif.
Bellefonte, Pa.	Hutchinson, Kans.	Port Arthur, Tex.
Blythe, Calif.	Iowa City, Iowa.	Ronoke, Va.
Bristol, Tenn.	Jacks Creek, Tenn.	Rochester, Minn.
Burley, Idaho.	Key West, Fla.	Savannah, Ga.
Chanute, Kans.	Kirksville, Mo.	Smiths Grove, Ky.
Coffeyville, Kans.	Lafayette, Ind.	Terre Haute, Ind.
Columbia, Mo.	La Grande, Oreg.	Tucumcari, N. Mex.
Columbia, S. C.	Lansing, Mich.	Westfield, Mass.
Crestview, Fla.	Lebo, Kans.	Wichita Falls, Tex.
Cross City, Fla.	Lincoln, Nebr.	Williamsport, Pa.
Daggett, Calif.	Lynchburg, Va.	Yakima, Wash.
Daytona Beach, Fla.	Macon, Ga.	Youngstown, Ohio.
Effingham, Ill.	Martinsburg, Pa.	
Erie, Pa.	Melbourne, Fla.	

Further details relative to this project may be found in the January 1944 issue of TOPICS AND PERSONNEL.

AMENDMENTS TO THE FISCAL MANUAL

Amendments to the Fiscal Manual, in sixty-three pages and an amendment list in two pages, have been mailed to all stations. Any station official who may not have received a copy should make request for them to the Chief of Fiscal Section at the Central Office.

CONSOLIDATION AT ABILENE, TEX.

Effective February 16, 1944, Weather Bureau activities being conducted at the Abilene, Tex., City Office were transferred to the Abilene Airport. The observational program consists of pilot balloon observations and hourly surface reports with 3- and 6-hourly additive data.

ESTABLISHMENT OF FIRST-ORDER STATION

Effective February 18, 1944, a first-order station was established at Grand Marais, Minn., to meet military needs. At the present time, observations are taken during daylight hours only.

MOVING OF FIRST-ORDER STATION

Effective February 4, 1944, the first-order station at Gilchrist, Oreg., was moved to Crescent, Oreg. The observational program consists of hourly surface reports with 3- and 6-hourly additive data.

MOVING OF REGIONAL OFFICE

Effective February 28, 1944, the Regional Office of Region 1 was moved from Flushing, N. Y., to New York, N. Y. All correspondence concerning administrative activities in this region should be addressed to: Regional Director, Weather Bureau Regional Office, 383 Madison Avenue, New York 17, N. Y.

TRANSFER OF RAVU FROM BOSTON TO WASHINGTON NATIONAL AIRPORT

The Raob Analysis and Verification Unit work has been transferred from the Boston Airport station to the RAVU, Washington National Airport station.

INSTRUCTIONS

REQUESTS FOR SERVICE RECORD OF EMPLOYEES

Occasionally a request is received at a field station for the service record of a present employee or an employee who was previously assigned to that station. Usually the organization making the request is interested in securing the complete Bureau service history of the person for whom the information is requested. For that reason, all inquiries of this sort should be referred to the Central Office where records are available to permit the preparation of a full report from the date of appointment.

PERMISSION TO LEAVE THE COUNTRY ON OFFICIAL BUSINESS

Whenever it becomes necessary for an employee to leave the country, either for temporary duty or permanent assignment, permission of the employee's local draft board is necessary and must be secured before departure. To facilitate approval, such requests should be made not by the individual employee, but by the Regional Deferment Committee, if the employee is under regional jurisdiction, and by the Agency Deferment Committee of the Department of Commerce, if he is employed in the Washington metropolitan area.

SALVAGE OF WASTE PAPER

Owing to an acute shortage of paper, field offices of the various Departments and Agencies have been called upon to make every effort to direct waste paper into established salvage channels. Accordingly, officials in charge of stations will take immediate action to see that waste paper (except that subject to security regulation) will be salvaged.

Where offices are located in Federal buildings, or commercial office buildings, having building disposal systems, it should be determined that waste paper is being placed in established salvage channels; otherwise, waste paper should be disposed of as follows:

(1) When quantities warrant, sell to highest bidder (contracts for sale of records as waste paper shall include a provision prohibiting their resale as records or documents.)

(2) When quantities do not warrant sale, donate to local public institutions or municipal salvage committees.

HEATING NEOPRENE BALLOONS

It is desired to again bring to the attention of all stations using aerological balloons that neoprene balloons should be soft and pliable before inflation. Neoprene becomes stiff over a period of time, especially if subject to low temperatures in shipment and must be warmed prior to use to restore the material to its normal condition.

Experience has indicated that the heating of 100- and 350-gram Kay-sam balloons to 120 °C. will increase the bursting elevations several kilometers. Darex balloons should be heated in accordance with instructions printed on the containers.

Information on this subject is contained in Circular Letter No. 9-44, dated January 17, 1944.

ADDRESSES OF WEATHER BUREAU FIELD OFFICES

Page 1, Flushing, New York (Regional Office): Change station name to New York, N. Y.; change mail address to WBRO, 383 Madison Avenue, New York 17, N. Y.; change express address to WBRO, 383 Madison Avenue, New York, N. Y. (Telegraph and freight addresses remain as printed on the list.)

Page 2, Park Place, Pa.: Change mail address to WBO, Park Place, Mahanoy City, Pa.

Page 3, Charlotte, N. C. (AP): Change mail address to WBO, Box 126, Charlotte 1, N. C. (Mail for both offices should be addressed to the city office.)

Page 5, Cleveland, Ohio (AP): Change mail address to WBAS, Cleveland, Ohio.

Page 7, Abilene, Tex. (AP): Change mail address to WBO, Municipal Airport, Abilene, Tex.: change telegraph address to Observer, Abilene, Tex. Delete city office name and all city office addresses.

Page 9, Phoenix, Ariz. (CO): Change mail address to WBO, Phoenix 25, Ariz.

Page 11: Add Crescent, Oreg. (CO). Mail, freight, and express addresses are WBO, Crescent, Oreg.; telegraph address is Observer, Crescent, Oreg.

Page 11, Gilchrist, Oreg. Delete station name and all addresses.

Page 11, Helena, Mont. (AP): Change P. O. box number to 1705.

AUTHORITY TO DISPOSE OF CERTAIN USELESS PAPERS ✓

In a memorandum dated October 20, 1943, from the Chief Clerk of the Department of Commerce, the Bureau is given authority by the Archivist to dispose of the records listed below after they have been in existence for the period of time specified for each item. The material may be disposed of as waste paper. No report as to manner of disposal is required.

WB Forms 2012 and 2012b. Accts., purchase orders
5 years; carbon copies.

WB Forms 2025. Supplies, property report (Central Office)
10 years; original copies.

WB Forms 2025A. Supplies, transfer receipt of property
3 years; carbon copies.

WB Forms 2044. Supplies, stores requisition
3 years; original copies.

WB Forms 2044A. Supplies, receipt of property
3 years; original copies.

WB Forms 2046. Supplies, purchase requisition
5 years; original copies.

WB Forms 2055. Supplies, property drop authority (Central Office)
3 years; carbon copies.

- WB Forms 2058. Supplies, property returns
3 years; original copies.
- WB Forms 4003. Inventory of property submitted to inspection
for condemnation and report thereon
3 years; original copies.
- Forms AD 12. Purchase orders
12 years; original copies.
- Forms AD 14. Central supply form
5 years; original copies.
- Forms AD 107. Report of transfer of property
3 years; original copies.
- Forms AD 109. Report of surplus or unserviceable property
3 years; original copies.
- Canceled certificates of authority to take airway weather observations
2 years; original and carbon copies.
- Requests for free publications and replies
4 years; carbon copies of replies and originals of
requests.
- Routine telegrams of transient value (except telegrams filed in cor-
respondence files).
3 years; originals at Washington and copies at field
stations.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



8



695



SERVICE ROLL OF HONOR

Died in Service

LUTHER H. BRADY*

WESLEY J. MORRIS

LESTER S. FODOR*

DOUGLAS M. PATRICK

CHARLES F. JONES*

WILLIAM E. STODGHILL

GEORGE F. KUBACH*

EDWARD WEBER*

*Weather Bureau civilian casualties as result of enemy action.



Suggested by C. J. ROOT, Official in Charge, Detroit

PERSONAL

ADDRESSES OF RETIRED EMPLOYEES

In order that friends of retired employees may keep in touch with them, it has been suggested that their addresses be published in TOPICS AND PERSONNEL. If employees, about to be retired, will furnish their future addresses they will be published as a part of the retirement notice, or the addresses may be furnished later when a permanent place of residence has been decided upon.



F. W. REICHELDERFER

Chief of Bureau.

(WB-4-5-44-700)

WEATHER BUREAU TOPICS AND PERSONNEL

MAY 1944

INFORMATION

METEOROLOGY SCHOLARSHIPS

Information supplementing the item which appeared under the above title in the March issue has been received from New York University, one of the institutions to which tuition-free scholarships are offered by the Weather Bureau. A 9-months' training program in meteorology will begin on July 7, 1944, and the plan of the course has been modified for the benefit of students not eligible under the former entrance requirements. During the first quarter, students will be taught the mathematics and physics needed for an understanding of the theoretical aspects of the course. Review periods in algebra and trigonometry, plus instruction in elementary differential and integral calculus and in the fundamentals of mechanics and heat, will prepare them for later study of the dynamic basis of meteorology.

The educational prerequisites are: Satisfactory completion of (a) at least three years of college, (b) high school or college courses in advanced algebra and trigonometry, and (c) a college course in physics or chemistry. The Bureau encourages qualified employees (women and men with 4-F classifications) to apply. Application blanks can be obtained from the Regional Offices, and should be forwarded together with a transcript of high school and college work covering the requirements to the Central Office through the Regional Office.

The scholarships pay tuition only and the recipient is expected to finance his transportation costs to and from the university. He will be placed on leave without pay status for the duration of the course, following the exhaustion of his annual leave.

It is expected that courses in professional meteorology will be convened in the fall of 1944 at the University of California at Los Angeles and the California Institute of Technology at Pasadena, Calif. Courses at other institutions have been announced in a previous issue.

CLIMATOLOGY AND THE WAR

To some of us climatology may appear to be playing a more or less passive role in our war effort, while as a matter of fact, it is playing a very vital part in many war plans. The importance of accurate weather observations is high-lighted again and again in the processing of data, as back of every major and often minor military operation, whether on

the ground, on the sea, or in the air, such data are indispensable as guides to the probability of certain weather occurrences in different seasons of the year. Also, in addition to active operations they afford valuable information for such things as the location of training centers for military services, as well as health safeguards for our boys on the active fronts throughout the globe.

When this war has been won and we return to peacetime pursuits, the lessons learned from the practical application of climatological data to many and varied uses will emphasize more than ever before the importance of weather and climate to many peacetime economic activities. Very little imagination is required to envision climatological needs for a greatly expanded world-wide aerial transportation service and only slightly more mental effort to foresee a tremendous demand for processed data in the field of surface transportation, general industry, and for many other important economic problems. While the present war activities may temporarily distract our thoughts from vital post-war needs, everyone engaged in climatological work should realize that his or her efforts are essential to the nation's weal, not only in the present war, but in the peace to come.

RED CROSS FUND GOES OVER THE TOP

The following letter by the Chief of the Bureau as Division Chairman of the Red Cross Fund Drive expressing appreciation to the personnel of the Central Office for their generous response to the appeal of the Red Cross for funds, is quoted for general information:

As of March 31, the Weather Bureau had gone over the top on its quota of the Red Cross War Fund Drive with a score of 102.04 percent. Every Weather Bureau employee may be justly proud of this excellent record. It is a fine testimonial to the patriotic and public-spirited support given to the Red Cross and its humanitarian services to our men in the active theaters of war.

This opportunity is taken to express my deep appreciation for your grand response.

RADIOSONDE TRAINING

After more than a year and a half of operation, the radiosonde school at the Washington National Airport was discontinued on January 7th. During the period of operation 340 students were given instruction in radiosonde technique. Of this number 84 were Weather Bureau personnel, 245 Army personnel, 9 Canadian Meteorological Service personnel, and 2 Mexican Meteorological Service personnel. With the closing of the school, 5 of the instructors were detailed to field radiosonde stations where 3 to 6 weeks' training courses are being conducted.

A RECORD IN ACCURACY

The radiosonde observations at Washington National Airport are all being made by women. During the first 6 weeks of their responsibility, not a single chargeable error was made by these young women. In addition, they prepared from transmitted reports all raob forms from

one Navy station (the equivalent of 7 consecutive weeks of observations) without a chargeable error. This is a commendable record. Field stations with similar records for accuracy are Louisville, Tatoosh Island, Apalachicola, and Ogden.

INDEX NUMBER PUBLICATION

A supply of the new index number publication entitled "International Index Numbers for Stations in North America," dated April 1, 1944 and copies of Index Number Notice, dated April 15, 1944 have been mailed to all Regional Offices for distribution to field stations.

The new North American index number list, dated April 1, 1944, supercedes Part III, 1942 Weather Code, dated October 15, 1942 and subsequent amendments to the latter publication.

Stations which have not received copies of these lists (dated April 1, and 15) should notify their Regional Office.

USE OF RIVER STAGE RECORDER SHEETS

Any station still using Weather Bureau river stage recorder sheets, WB Forms No. 1018, 1018C, 1018D, or 1018E, is requested to report the number of forms on hand and the number required annually. Information should be marked for the attention of the Synoptic Reports and Forecasts Division, for receipt not later than June 15, 1944.

LEAVE FOR VETERANS OF FOREIGN WARS

In response to a request from R. B. Handy, Jr., Adjutant General, Veterans of Foreign Wars, the Secretary of Commerce has issued instructions that leave be granted so far as public business will permit, to employee members of this organization who wish to attend the Forty-fifth National Encampment to be held in Chicago, August 22 to 24, 1944, inclusive.

ADMINISTRATIVE REORGANIZATION, NEW ORLEANS, LA.

Effective March 23, 1944, the administrative functions at New Orleans were transferred from the city office, 317 Post Office Building, to the airport office, New Orleans Airport. All correspondence, except that which relates to section center work, should be addressed to Weather Bureau Airport Station, New Orleans 12, La.

FIRST-ORDER STATIONS ESTABLISHED

Effective March 6, 1944, a first-order station was established at Austin, Nev., in lieu of the airway station at that point. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods.

Effective March 25, 1944, a first-order station was established at Clayton, N. Mex., in lieu of the airway station at that point. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods.

Effective February 15, 1944, a first-order station was established at Winston-Salem, N. C., in lieu of the airway station at that point. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods.

NEW PIBAL STATIONS

Arrangements are being made for regularly scheduled pibals at the following Coast Guard stations:

- Cape Cod (Highland) Light station—North Truro, Mass.
- Point Judith Lifeboat station—Narragansett, R. I.
- Oak Island Lifeboat station—Southport, N. C.
- Point Sur Coastal Lookout station—Monterey, Calif.
- Coast Guard Air station—Port Angeles, Wash.

Supplies and equipment are being furnished by the Weather Bureau, and Coast Guard personnel will make the observations. The reports will be transmitted over the teletype circuits.

NEW RAOB STATION

The Weather Bureau has established raobs at the Jackson, Miss., station. The first observation was made on the night of April 4, 1944. Only one observation will be made daily until the supply of radiosondes permits a twice-daily schedule.

RELOCATION REGIONAL AND CITY OFFICE ACTIVITIES, SEATTLE, WASH.

The Regional Office, Seattle, Wash., has been moved from Boeing Field to the Federal Office Building.

All Seattle City Office activities, except climatological work, have been transferred from the Federal Office Building to the Airport station, Boeing Field.

INSTRUCTIONS

COOPERATIVE FIELD TRAVEL BY GOVERNMENT AGENCIES

Starting in July 1943, and administered at Atlanta, Ga., for Government travel in that area, a plan was tried to coordinate the official travel facilities of the several Government agencies there, by means of which the prospective passenger or car operator could readily contact one of the cooperating agencies designated to act as a clearing house, where arrangements would be made if possible to obtain accommodations for those desiring to ride as passengers, or make available for joint travel a vehicle and driver scheduled for a planned trip. This was all done in connection with the Federal Mileage Conservation Program. Substantial savings resulted and the plan has since been considerably extended to other areas with prospects of further expansion in the near future. At this time in addition to Atlanta the plan is in operation at Boston, New York, Philadelphia, Chicago, Kansas City, Denver, Dallas, and San Francisco.

Administration of the Weather Bureau's participation in the plan is centered in the field at the Regional Offices, the Regional Directors acting as Field Mileage Administrators. Officials at coordination centers other than those where Regional Offices are located, serve as assistants to the Field Mileage Administrators.

Weather Bureau personnel planning field travel should present their itineraries to the Regional Directors sufficiently early for them to initiate arrangements through the Travel Coordinator for transportation in whatever Government-owned or operated automobile that is found to be available and suitable. The request for such travel must meet with the approval of the Regional Director (and in special cases of the Central Office) prior to the issue of letters of authorization. The Chief of the Administration Division in the Central Office is Assistant Mileage Administrator in charge of such activities in the Weather Bureau. Similarly vehicles operating out of the Regional Offices or elsewhere on Weather Bureau business will be made available to other Government agencies when possible, and the details of the prospective trips registered with the Travel Coordinator.

Such cooperative agreements for travel are in accordance with directives proceeding from the Office of the President, and reimbursement for travel will be made as usual subject to the following restrictions stated in a decision of the Comptroller General (B-40381), dated March 30, 1944:

When the driver of a privately-owned automobile operating under official travel orders uses his car for joint travel by two or more agencies, it is stated in the decision that a deviation from travel by the shortest possible route for the benefit of the passengers carried will be authorized by the Field Administrator or other officer directing travel in his own Department as contemplated by paragraphs 5 and 7 of the Standardized Government Travel Regulations; and also: That when the deviated distance is so great as to be more than 100 percent of the distance by the direct route—as, for instance, in the case of an employee ordered to travel from Washington, D. C.,

to Philadelphia via Pittsburgh to accommodate an employee of another Department or agency—an appropriation adjustment will be made so that the appropriation of the agency whose work primarily is furthered by such *extensive* deviation will bear its proper share of the expense as may be agreed upon (see section 601 of the Act of June 30, 1932, 47 Stat. 417, as amended, 31, U. S. C. 686).

In the interests of conservation of mileage, every effort will be made to support the plan, so that whenever possible Government-owned and operated vehicles will be used to the utmost capacity consistent with the efficient performance of the work involved.

ADDITIONAL STATIONS ENGAGED IN FORECAST WORK

In recent months the following Weather Bureau stations have taken over a certain amount of forecast work. These stations should now receive copies of correspondence and circular letters and multiple address letters which are normally sent to forecast offices.

Albuquerque, N. Mex.	Madison, Wis., Airport
Anchorage, Alaska, Airport	Miami, Fla., Airport
Brownsville, Tex.	Minneapolis, Minn., Airport
Cincinnati, Ohio, Airport	St. Louis, Mo., Airport
Dayton, Ohio	Waco, Tex.
Fairbanks, Alaska, Airport	

MEMORANDUM TRANSPORTATION REQUESTS

Considerable delay is experienced in settlement of accounts of transportation companies because of the failure of travelers in furnishing information as to differences between transportation purchased and that actually furnished on transportation requests and also because of delay in forwarding the memorandum copies of the requests to the Fiscal Section of the Central Office. All officials or employees who have in their possession copies of transportation requests are requested to forward them to the Central Office immediately after noting any differences as instructed in Paragraph 2214 (c) and (d) of the Fiscal Manual.

VERIFYING VELOCITY AT MIAMI

As a result of a change in the exposure of wind instruments at Miami, Fla., the verifying velocity at that station has been changed from 27 to 32 miles per hour. The table of verifying velocities on Page 79-2R in Station Regulations should be changed accordingly.

ADDRESSES OF WEATHER BUREAU FIELD OFFICES

The printed list of Weather Bureau Office addresses compiled as of November 1, 1943, should be revised in accordance with the following:
Page 6, Youngstown, Ohio (AP): Change freight address to WBO, Youngstown, Ohio.

Page 11, Seattle, Wash. (Regional Office): Change mail address to Weather Bureau Regional Office, 711 Federal Building, Seattle 4, Wash. Change freight and express addresses to Weather Bureau Regional Office, 711 Federal Building, Seattle, Wash. Telegraph address remains as printed on the list.

Page 11: Add Seattle, Wash. (AP). Mail address is WBO, Boeing Field, Seattle 8, Wash.; telegraph address is Observer, Seattle, Wash.; freight and express addresses are WBO, Boeing Field, Seattle, Wash.

Page 11, Seattle, Wash. (CO): Delete station name and all addresses.

PERSONAL

PRISONER OF WAR

Lieut. Clyde L. Hughes, who was employed as observer at the Chattanooga Weather Bureau prior to his enlistment in the military service on September 1, 1942, has been reported a prisoner of war in Germany. An article from a Key West (Fla.) newspaper states that "Mr. Hughes enlisted in the Army Air Corps as a cadet in August 1942, and received his commission in March 1943. He was sent overseas last November and has been stationed in England as Flying Fortress pilot!"

RETIREMENTS

Mr. Frederick W. Brist, official in charge of the Memphis station, was voluntarily retired at the termination of March 31, 1944. He was born in Hill Settlement, Wis., on October 29, 1876. Mr. Brist entered the Weather Bureau service at Dubuque, Iowa on March 16, 1897, as map distributor and was subsequently assigned to Detroit, Washington, Erie, Buffalo, Key West, New Orleans, Philadelphia, Baltimore, Norfolk, and Denver as assistant, and to Thomasville and Memphis as official in charge. He was in charge of the latter station from November 1923 to the time of his retirement.

Mr. Harry M. Hightman, official in charge at the Boise station, was voluntarily retired at the termination of November 30, 1943. He was born in Burkettsville, Md., on September 29, 1883. Mr. Hightman entered the Weather Bureau service at Richmond, Va., as assistant observer on August 29, 1912 and was later assigned to Grand Junction, Columbia, S. C., New Orleans, and Salt Lake City as assistant and as official in charge of the Modena and Salt Lake City Airport stations. He was airways supervisor at Salt Lake City until the establishing of regional offices in 1941, and was later assigned in charge of the office at Boise, until retirement.

Mr. Malcolm Sprague, associate meteorologist at San Francisco, was voluntarily retired at the termination of December 31, 1943. He was born in Greenwood Township, Pa., on October 14, 1878. Mr. Sprague entered the Weather Bureau service on June 1, 1905 at Richmond as assistant observer and was later assigned to Houston and San Francisco. He was assistant at the latter station from February 1932 to the time of his retirement.

Mr. Bertram C. Ullrich, junior clerk at the Burlington, Iowa station, was retired at the termination of September 30, 1943 on account of disability. He was born in Keokuk, Iowa on September 7, 1903. Mr. Ullrich was appointed to the Weather Bureau as messenger at Keokuk on June 6, 1921 and was subsequently assigned to the station at Burlington, Iowa in December 1941 where he remained to the time of his retirement.

DEATHS

Mr. Phillip W. McDowell, observer at Rapid City, S. Dak., died on January 18, 1944. He was born in Glendive, Mont., on January 13, 1919. Mr McDowell's service in the Weather Bureau began as minor observer on January 8, 1940. His entire services in the Bureau was at the Rapid City station.

Mr. Wesley J. Morris, Navy radioman who was inducted in the military service on August 19, 1942, died on February 2, 1944 as a result of an airplane crash in the Pacific area while on a duty status. He had been overseas since September 1943. Mr. Morris was born in Salt Lake City, Utah on January 21, 1921. He was appointed in the Weather Bureau as under clerk at Salt Lake City on July 9, 1942.



F. W. REICHELDERFER

Chief of Bureau.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



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SERVICE ROLL OF HONOR

Died in Service

LUTHER H. BRADY*

WESLEY J. MORRIS

LESTER S. FODOR*

DOUGLAS M. PATRICK

CHARLES F. JONES*

WILLIAM E. STODGHILL

GEORGE F. KUBACH*

EDWARD WEBER*

*Weather Bureau civilian casualties as result of enemy action.



WEATHER BUREAU TOPICS AND PERSONNEL

JUNE 1944

INFORMATION

METEOROLOGY SCHOLARSHIPS

Additional information has been received from the California Institute of Technology at Pasadena, Calif., that a course in professional meteorology will begin on July 1, 1944. Tuition scholarships will be granted by the Weather Bureau for this course. Applicants will receive *tuition only* and the recipient is expected to finance his transportation costs to and from the University and to pay living expenses, including text books, during attendance. Requirements remain the same as listed in the March and May 1944 issues of TOPICS AND PERSONNEL.

In view of the present personnel shortage due to drafting of men under 26, it is difficult to release employees from their present assignments even for the purpose of obtaining professional training in meteorology. Before making application, it is therefore suggested that employees consult with the Official in Charge and the Regional Director concerning releases for this training.

CONFERENCE OF FORECASTERS

Leading forecasters from nineteen centers met in Washington from May 15 to May 20, 1944, to discuss organization and service problems, as distinguished from matters of scientific character. Attention was concentrated on action which might be taken more or less immediately, with the facilities and personnel which are now available, to improve the forecast service to the public, and working arrangements at the different centers. Some attention was given to planning for the future, especially in the post-war period.

It is felt that the mutual exchange between members of the group and officials of the Central Office has been extremely profitable.

USE OF RAWIN REPORTS

The increasing demand for upper-wind data to at least 40,000 feet in all weather conditions has led to the development of two methods of obtaining winds aloft data in and above an overcast. Data obtained by both methods will be designated on weather teletype circuits as RAWIN (pronounced RAY-win) data. The meaning of RAWIN is: "A winds aloft observation made by balloon and radio methods, without optical aid." RAWIN should not be confused with RABAL, which denotes the method of determining upper-air winds by observing a radiosonde balloon through a theodolite.

The accuracy of RAWIN data varies with the type and model of equipment used for observation, but may safely be considered at least as accurate as single theodolite data. Tests have shown that some models of equipment now being used for RAWIN observations in the field give data as accurate as double theodolite observations.

Since RAWIN reports include upper-wind data in or above cloud decks, wind-aloft charts containing RAWIN data should not be used as indicators of cloud coverage.

RAWIN reports are disseminated on weather teletype circuits along with PIBAL and RABAL reports. The code form of the information is identical with the PIBAL code, except that an indicator is inserted immediately after the first group, IIIGG, of the coded report. The indicator used on CAA teletype circuits is RAWIN. For use outside the Continental limits, the key group indicator (88877) is authorized.

INDEX NUMBER NOTICE

Copies of Index Number Notice, dated May 1, 1944 have been mailed to all Regional Offices for distribution to field stations. Stations which have not received a copy of this notice should notify their Regional Office.

PIBALS AT CHARLOTTE, N. C.

At the request of the Army the Weather Bureau has taken over the pibal work at Charlotte, N. C. Scheduled pibals (4 daily) were begun at the Weather Bureau Airport Station on April 26, 1944.

INSTRUCTIONS

SPEECH CLEARANCE

The following article which appeared in TOPICS AND PERSONNEL for March 1943, is reprinted for the purpose of calling it to the attention of those who may not have realized its importance. It is imperative for the duration of the war that all talks, speeches, radio addresses, articles and publications be cleared by the Central Office:

Since the publication of the item "Speech Clearance Operations" in TOPICS AND PERSONNEL for November 1942, several station officials have reported the delivery of talks that had not been previously cleared by the Central Office. It is requested that hereafter for duration of the war no speech, formal or informal, on official Weather Bureau matters be delivered by a Weather Bureau employee without such advance clearance.

This clearance is a protection to the speaker as well as a compliance with requests of military authorities.

REMOVAL OF CLASSIFIED DOCUMENTS FROM WEATHER BUREAU OFFICES

Weather Bureau employees are directed to comply with the provisions of the memorandum dated May 3, 1944, from the Office of the Secretary of Commerce quoted below. For this purpose, the official in charge of the field station, or official acting in his absence, is designated as the Custodian of Classified Documents on the station.

The Department is in receipt of information from the Security Advisory Board, Office of War Information, that government employees have been observed reading classified documents in public places and on public conveyances. Although the Board assumed that these documents are removed from their regular place of custody by government employees in conscientious pursuit of their official duties for work outside office hours, the extreme hazard involved made it necessary for the Board to promulgate the following regulations regarding the removal of classified documents for that purpose.

1. Every effort should be made by government employees to confine work on classified documents to their offices. Classified documents shall not be taken away from government offices by any employee for the purpose of work outside office hours, except under the following conditions:

a. Express permission must be granted by the government official having custody of the classified document.

b. Permission will be granted by the custodian only to those employees whose official duties require possession of the documents.

c. The custodian of the classified documents will maintain a list of the documents taken out, together with complete description of the documents. The custodian will be responsible for the return of all classified documents removed by employees with his permission.

d. Classified documents will not be read or disclosed in a public place nor will their contents be conveyed to or discussed with any person whose official duties do not require this information.

e. Employees taking classified documents from government offices will maintain proper security measures while the documents are in their possession and will return the documents safely to their regular place of storage without undue delay.

Will you please make every effort possible to see that proper officials and employees having custody or access to classified documents are reminded of the urgency for their safeguard and informed of the regulations of the Security Advisory Board governing the removal of classified documents from government offices.

(Signed) FLETCHER D. MITCHELL, JR.
Acting Security Officer.

AMENDMENT OF DEPARTMENTAL ORDER NO. 271

On February 26, 1944 the Acting Secretary of Commerce issued Departmental Order No. 292 amending Departmental Order No. 271 authorizing Regional Directors within their respective jurisdictions, and officials designated to act in their absence, to effect certain personnel actions not included in Order No. 271. The order in its entirety follows:

February 26, 1944.

ORDER No. 292.

**REDISTRIBUTION OF ADMINISTRATIVE AUTHORITY DELEGATED
TO THE WEATHER BUREAU**

(Amendment No. 1, of Departmental Order No. 271)

In addition to the authority extended by Departmental Order No. 271, dated July 14, 1943 to effect certain personnel actions in the Weather Bureau field service, Regional Directors within their respective jurisdictions, and officials designated to act in their absence, are hereby authorized to:

1. Effect transfers in grades up to and including SP-5, CAF-4, and CPC-7 provided such transfers are not made as a means to correct misconduct or inefficiency.
2. Effect promotions without change of headquarters in grades up to and including SP-5, CAF-4, and CPC-7, except those authorized by Sec. 2 (f) of the Act approved August 1, 1941 (5 U. S. C. 667) and provided the provisions of Departmental Circular No. 257, Revision No. 2, issued April 13, 1943 by the Civil Service Commission relating to the exception in the promotions policy established therein are not included in this delegation.
3. Accept Resignations.
4. Grant military leave.

All other provisions as previously set forth in Departmental Order No. 271 remain in full force and effect.

WAYNE C. TAYLOR,
Acting Secretary of Commerce.

The provisions of Multiple Address Letter dated May 16, 1944 on this subject will become effective June 1, 1944.

LIBRARY LOANS TO STATIONS

Books are often sent on loan to stations when a permanent deposit has been requested. This is done to give the station personnel an opportunity to have access to a copy of the book requested when none is available for issue. Receipt cards for loans are blue and should carry the word "LOAN" but the books should not be stamped at the station as station property as has been done recently at a number of stations. (See Circular Letter No. 46-41 for full details).

NEW TYPE HELIUM CYLINDERS

The Amarillo Helium Plant has obtained a number of the latest type helium cylinders for use in transporting helium to Weather Bureau stations. These will be identified by an orange cap, three-inch orange neck band and black body. Whenever such cylinders are returned to the helium plant, station officials are requested to insert on the bill of lading 120 pounds as the weight of each empty cylinder.

In view of the fact that these cylinders are lighter in weight and their capacity is greater than those now in use, it is estimated that a 17 per cent reduction in transportation costs will be effected by this change.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



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SERVICE ROLL OF HONOR

Died in Service

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GEORGE F. KUBACH*

EDWARD WEBER*

*Weather Bureau civilian casualties as result of enemy action.



PERSONAL

ADDRESS OF RETIRED EMPLOYEE

The following change in address of Mr. F. Eugene Hartwell has been reported: 50 School Street, Newport, R. I.

Mr. Hartwell states this is his current address, and is likely to be for sometime, perhaps for the duration. His former address was Bolton, Vt.

FEDERAL BUSINESS ASSOCIATION

At the annual meeting of the U. S. Department of Commerce Associates of Boston on May 8, Mr. G. Harold Noyes, official in charge of the Boston City Office, was elected president for the ensuing year.

F. W. Reichelderfer

F. W. REICHELDERFER

Chief of Bureau.

(WB-6-9-44-700)

WEATHER BUREAU TOPICS AND PERSONNEL

JULY 1944

INFORMATION

EDITORIAL POSITIONS IN CENTRAL OFFICE

There are two prospective positions in the Editorial Office that will be available to the personnel in the field service of the Weather Bureau who have had a broad background in the physical sciences, proficiency in English, and the ability to prepare readily understood and interesting articles of a scientific nature for both lay readers and professional meteorologists. It is highly desirable to fill one of these positions with a person having a professional knowledge of meteorology, along with the ability to edit technical and scientific articles. The other position requires skill and accuracy in typing and stenography, and a general knowledge of office procedure and management.

These assignments include the editing of articles, tables, graphs, and illustrations, for the Monthly Weather Review, and of other scientific and technical papers for publication, preparing copy for the printer, reading and correcting proof, and preparation of correspondence. Inadequate experience in copy preparation will require in-service training and special study on the job to attain proficiency in meeting Government Printing Office requirements.

The initial grades of these positions, and the division of the work between them will be determined largely by qualifications, education, and experience of available candidates. Qualified and interested persons are urged to write promptly to the Central Office, attention of Executive Assistant, Scientific Services, stating qualifications, education, and experience, in connection with the two positions. Please route correspondence through the Regional Office.

GRADE IMPROVEMENTS IN WEATHER BUREAU FIELD POSITIONS

At the request of the Central Office a survey of the grades of Weather Bureau field positions is being made by CSC classification investigators. A thorough study of this subject was urged by the Chief of Bureau a year or more ago to determine whether the duties and responsibilities of certain positions justify their reclassification to higher grades. Until recently the Civil Service Commission has been unable to undertake the study because of the higher priority of war recruitment activities.

The Central Office can give no assurances at this time, therefore individual employees should not be misled into overoptimism. However, it is hoped that the grade study will lead to upward reallocations of many positions.

SPECIAL RAOBS DURING HURRICANES

During the 1944 hurricane season, the investigation of upper air conditions in hurricanes will be continued by having designated Weather Bureau and Navy raob stations make special raobs during the passage of a hurricane. In addition, it is expected that several Army stations also will cooperate this year. The following Weather Bureau stations will participate:

Apalachicola, Fla.	Lake Charles, La.
Atlanta, Ga.	Miami, Fla.
Brownsville, Tex.	San Antonio, Tex.
Charleston, S. C.	San Juan, Puerto Rico
Greensboro, N. C.	Swan Island, West Indies
Hatteras, N. C.	Tampa, Fla.
Jackson, Miss.	Washington, D. C.

Control of this project will be delegated to the Forecast Center currently issuing hurricane advisories. However, the official in charge at San Juan has been authorized to make special raobs at his station if in his judgment, a hurricane is about to pass in the vicinity of the station even though no instructions to begin making special raobs are received by him from the Forecast Center.

TRANSFER OF SOLAR RADIATION SUPERVISORY STATION

Effective July 1, 1944, the Weather Bureau Solar Radiation Supervisory Station will be transferred from Blue Hill Observatory at Milton, Mass., to the Post Office Building in Boston, in quarters provided by the Boston City Office.

The station at Blue Hill will remain a first-order Weather Bureau Station, charged with making routine observations of solar and sky radiation and special observations for research purposes whenever needed. Correspondence, reduction of observational and other office activities will be handled at the Post Office Building. Special solar radiation and illumination observations will be made from the top of the Post Office Building for comparison with those made through the clearer atmosphere at Blue Hill.

All correspondence with this station should be addressed: U. S. Weather Bureau, Solar Radiation Supervisory Station, Boston 9, Mass.

CAA STATIONS TO WHICH WEATHER BUREAU EMPLOYEES ARE BEING ASSIGNED

Plans for the assignment of Weather Bureau personnel to take over all or relieve CAA personnel of a portion of weather observing duties at Coffeyville, Kans., and Kirksville, Mo., have been changed. In lieu of these stations, Weather Bureau personnel have been assigned to Grand Island, Nebr., and Vichy, Mo., effective May 15, and June 1, 1944, respectively. Further details relative to this project may be found in the January and April 1944 issues of TOPICS AND PERSONNEL.

CHANGE IN SHEREVEPORT AND NEW ORLEANS RIVER DISTRICTS

Effective July 1, 1944, the Shreveport, La., river district was extended to include the Red River at and above Alexandria, La. The portion of the Red River below Shreveport was formerly assigned to the New Orleans Office. The river districts will comprise the following drainage areas:

New Orleans, La.—Mississippi River below Natchez, Miss.; Red River below Alexandria, La.; Ouachita and Black Rivers and tributaries in Louisiana; Atchafalaya River.

Shreveport, La.—Red River and tributaries at and above Alexandria, La.

TRANSFER OF RIVER FORECASTING RESPONSIBILITIES

Effective June 15, 1944, the Burbank, Calif., Office was designated as the river district center for the area formerly included in the Los Angeles river district. The river district comprises the California coast drainage south of Point Buchon; the Salton Sea basin; Great Basin in California, south of and including Mono Lake drainage.

CONSOLIDATION AT BUFFALO, N. Y.

Effective July 1, 1944, all Weather Bureau activities formerly conducted at the Buffalo, N. Y., City Office were transferred to the Airport station. The Airport station is operated on a 24-hour basis and the observational program consists of hourly surface reports with 3- and 6-hourly additive data and radiosonde and pilot-balloon observations.

ESTABLISHMENT OF FIRST-ORDER STATION

Effective June 5, 1944, a first-order station was established at St. Johns, Ariz. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods.

MOVING OF FIRST-ORDER STATIONS

Effective October 28, 1943, the first-order station at Laredo, Tex., was moved to the Municipal Airport. The observational program consists of hourly surface reports (not transmitted) and 3- and 6-hourly reports plus four pilot-balloon observations.

Effective May 17, 1944, airport activities at Raleigh, N. C., were transferred to the Raleigh—Durham Airport. The observational program consists of hourly surface reports with additive data at 3- and 6-hourly periods and four pilot-balloon observations. Regular City Office activities as well as river center work will remain at the present location (Municipal Airport) pending completion of arrangements for moving into quarters furnished by the North Carolina State College in Raleigh.

INSTRUCTIONS

IMPORTANCE OF UPPER AIR WINDS

The Weather Bureau, in its upper air wind program, must keep ahead of the rapid advancement in the field of aviation and anticipate its needs. The war has necessitated the building of planes which are faster and have a much higher ceiling than those used heretofore. While these planes can fly above the weather, it is essential that information on wind directions and velocities be available for current use and for operational planning for the post war era. A large number of requests have been received for wind data at high altitudes and in one case the request called for data at 100,000 feet. Such requests present a real challenge to the Bureau and one which cannot be ignored.

It is necessary, therefore, that every effort be made to follow pibals and rabals to the greatest possible heights. While this matter has been brought to the observers' attention on numerous occasions, it is so urgent that we feel justified in stressing its importance again. Several stations have been making rabals regularly while others have done nothing in this matter. Each station should be able to arrange its schedules so that at least several rabals could be made each month.

In this connection, it is requested that each raob station keep a careful record of the number of rabals made during the month of August 1944, together with the heights attained. At the end of the month this report should be mailed to the Central Office, Station Operations Division.

ANALYSIS CODE (WB 1345)

Effective June 1, 1944, revised code tables for fronts and pressure systems were adopted for use in Weather Bureau analysis code, WB 1345. Explanation of the change and copies of the new code card, WB 1345, Supplement No. 1 (Rev.) were furnished with circular letter 36-44 dated April 25, 1944. Extra copies of the circular letter and the code card may be obtained from Regional Offices.

The following notes are furnished for additional information:

1. Under F_1 , code figure "7" will be used by the Weather Bureau to mean "Squall line"

2. Under F_1 , code figure "1" is used interchangeably to mean either "Weak, decreasing" or "Frontolysis" Since the use of code figure "1" will not always imply that the front is disappearing, fronts designated by this number should be labeled "Weak, decreasing" In the same manner, "3" is used interchangeably to mean either "Weak, increasing" or "Frontogenesis" and fronts so designated should be labeled "Weak, increasing" if they have appeared on the map previously, or should be labeled "Frontogenesis" if they have not appeared previously.

3. Under F_2 , code figure "0" "No specification" will be used when the front is completely specified by F_1 and F_3 . Code figures "1", "2", and "3", referring to "Frontal activity area," are intended primarily for use in tropical analysis and will not ordinarily be used elsewhere. Code number "6" "Quasi-stationary" may be used for F_2 when F_1 is "9" "Occlusion" but not when "Quasi-stationary" has already been specified in F_1 .

FOG RECORD IN CLIMATOLOGICAL RECORD BOOK

The Official in Charge, Asheville, N. C., has called attention to an inconsistency in recording days with light and heavy fog between the Climatological Record Book and current issues of Forms 1001, 1002, and 1003. In order to bring these into agreement, effective July 1, 1944, days with light fog will be counted as such for record purposes, regardless of whether heavy fog occurred and a day with heavy fog will also be counted as a day with light fog. Thus, the total of days with light fog will include all days when fog occurred, regardless of intensity and the number of days with heavy fog will be assumed to be included in this total, although recorded separately.

The note on the bottom of page 41, Climatological Record Book, will be changed to read:

Effective July 1, 1944, the totals of days with light fog also include days when heavier intensities occurred.

RECORD OF HELIUM CYLINDER SHIPMENTS

There is an urgent need for a uniform system of maintaining a record of helium cylinders received and shipped. Therefore, effective immediately, each station is asked to set up a special record on WB Form 1415, "Station Record—Bills of Lading," for entries concerning helium shipments. This record will be independent of WB Form 1415, records pertaining to shipments other than helium. The column now headed "Description" should be divided into two columns, one headed "Number of Cylinders Received or Shipped," the other, "Total Number on Hand." In the first column the appropriate number preceded by a plus or minus sign will indicate the number of cylinders received or shipped, respectively; the second column will be the balance carried forward, including the plus or minus adjustment.

These records will be inspected by liaison officials on their regular inspection trips.

ADDRESSES OF WEATHER BUREAU FIELD OFFICES

The printed list of Weather Bureau Office addresses compiled as of November 1, 1943, should be revised in accordance with the following:

Page 1, Buffalo, N. Y. (CO): Delete station name and all addresses.

Page 1, Buffalo, N. Y. (AP): Change mail address to WBO, Buffalo Airport, Buffalo 11, N. Y.

Page 3, Atlanta, Ga. (Regional Office): Change freight address to Weather Bureau Regional Office, 84 Forsyth Street, SW., Atlanta, Ga.

Page 5, Milwaukee, Wis. (AP): Change mail address to WBAS, 1011 East Layton Avenue, Milwaukee 7, Wis.

Page 5, Milwaukee, Wis. (AP): Change freight and express addresses to WBAS, 1011 East Layton Avenue, Cudahy, Wis.

Page 7, New Orleans, La. (AP): Change mail address to WBAS, New Orleans 17, La.

RENDITION OF FORM 4048

Employees are reminded to render Form 4048 as of July 1 if they have engaged in raob work during the past 6 months. Reference should be made to the instructions appearing at the bottom of the form regarding the number of copies to be furnished.

USE OF PENALTY ENVELOPES BY PROSPECTIVE BIDDERS

In accordance with the provisions of Paragraph 1, Section 619 of the Postal Laws and Regulations the furnishing of addressed penalty envelopes for use by prospective bidders in returning their quotations is prohibited.

CORRECTION

In the article entitled "Cooperative Field Travel by Government Agencies" on page 295, TOPICS AND PERSONNEL for May 1944, Cleveland, Ohio should be added to the list of cities in the first paragraph.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



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SERVICE ROLL OF HONOR

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* Weather Bureau civilian casualties as result of enemy action.



PERSONAL

RETIREMENTS

Mr. Willis E. Hurd, associate meteorologist in the Climate and Crop Weather Division of the Central Office, was voluntarily retired at the termination of May 31, 1944. He was born at Newport, N. H., on February 2, 1875. His service in the Weather Bureau began as assistant observer on March 15, 1906 at Jacksonville. On September 23, 1910, he was transferred to the Central Office, where he served continuously in various divisions as clerk, scientific aid, and associate meteorologist.

Most of Mr. Hurd's work in the Weather Bureau related to the collection and discussion of ocean-weather reports for publication in the Monthly Weather Review and for use of the Hydrographic Office of the Navy in publishing pilot charts and sailing directions. A number of his special articles on ocean weather appeared on the pilot charts and received wide notice by mariners and climatologists throughout the world.

Mr. Ralph W. Thomas, assistant meteorologist in charge of the Erie station, was voluntarily retired at the termination of May 31, 1944. He was born in Harbor Creek, Pa., on March 23, 1881 and entered the Weather Bureau at Erie on June 22, 1908. With the exception of being out of the service for about a year he served continuously at the Erie station, being placed in charge on January 1, 1930.

DEATHS

Dr. Alexander Breese, assistant meteorologist in the Meteorological Physics Section of the Central Office, died suddenly on May 20, 1944. He was born in Moscow, Russia, on January 29, 1889, and entered the Weather Bureau on July 1, 1929 at San Francisco (Lebec Airport). He subsequently served as assistant at Fresno and San Francisco and was transferred to the Central Office on August 10, 1942. At the time of his death he was engaged in special research on actinometry.

Mr. William S. Currier, who was retired at the termination of May 31, 1934, died at Toledo on May 6, 1944. A notice of his retirement and outline of his service in the Bureau will be found in TOPICS AND PERSONNEL for May 1934.

Miss Ellen O. Parmelee, assistant observer at the Caribou station, died in a fire while on active duty, March 29, 1944. She was born in Flushing, L. I., on April 25, 1916. Miss Parmelee's service began at the New York Regional Office as a junior observer on April 1, 1943. On July 16, 1943 she was transferred to the Caribou station as assistant observer.

Mr. Henry T. Peace, official in charge of the Block Island station, died on May 12, 1944. He was born at Providence, R. I., on July 16, 1884 and entered the Weather Bureau on June 24, 1922 at Wilmington, N. C., as assistant. He later served at Providence as assistant and assumed charge of the Block Island station on August 28, 1937.

Mr. Edwin C. Thompson, who was retired at the termination of June 30, 1932, died at Madison, Wis., on May 27, 1944. A notice of his retirement and outline of his service in the Bureau will be found in TOPICS AND PERSONNEL for June 1932.

Mr. John R. Weeks, official in charge of the Baltimore station, died on March 24, 1944, after rendering more than 45 years of service. He was born at Kalamazoo, Mich., on February 3, 1876 and entered the Weather Bureau on April 16, 1898 at Vicksburg. He subsequently served as assistant at Montgomery, Helena, and Macon, and in charge at Fort Smith and Binghamton. He assumed charge of the Baltimore station on September 16, 1929. In addition to serving as climatological section director of the Weather Bureau, he was also the State Meteorologist of the Maryland Weather Service. His special articles on climatology have been published in the Monthly Weather Review and also appeared as publications of the State of Maryland.

FIELD SERVICE TOPICS

LAUNCHING OF S. S. JAMES H. KIMBALL

On April 21, 1944, at the Wainwright Ship Yard, Panama City, Fla., the S. S. James H. Kimball was launched with appropriate ceremonies. Weather Bureau personnel will wish for her a record no less enviable than the one achieved by the man whose name she so proudly bears.

CONGRATULATIONS

Following is a letter from the Chief of Bureau to the Official in Charge of Swan Island congratulating the personnel of the station on the progress made in the Fifth War Bond Drive:

Congratulations are extended to you and the employees of your office for the excellent job already done in exceeding your quota for the Fifth War Loan Drive by increasing payroll allotments before the beginning of the drive. This is a record of which all of you are entitled to be proud, and compares favorably with the record set at Honolulu whereby the personnel have been authorizing payroll deductions of 16 percent of their gross pay for a considerable period of time. It appears that our island stations are setting a fine example for us on the continent to follow.

NOTE.—Changes in headquarters for the period January 1 to July 31, 1944 will appear in the August 1944 issue of TOPICS AND PERSONNEL.

F. W. Reichelderfer

F. W. REICHELDERFER

Chief of Bureau.

(WB—8-12-44—750)

WEATHER BUREAU TOPICS AND PERSONNEL

AUGUST 1944

INFORMATION**DIFFERENCES IN WEATHER TERMINOLOGY BETWEEN BRITISH AND U. S. USAGE**

In a recent circular to weather offices the Controller of Canadian Meteorological Services called attention to certain important differences in meteorological practices and definitions that exist between North America and other parts of the world, particularly in the British Empire. This information may be of considerable interest to officials of the Weather Bureau having contact with foreign pilots and other personnel or briefing U. S. pilots for missions into other countries. Most of these distinctions have been pointed out in various Weather Bureau circulars when the International Numeral Code and "Present Weather" tables were introduced about 1939. However, since that time there has been an increasing number of contacts with personnel not accustomed to our practices, and it appears desirable to call attention again to the important differences. The following is taken largely from the Canadian Meteorological Service Circular:

1. The British use the term "fog" to denote any obstruction to vision, reducing the visibility to less than 1100 yards, irrespective of whether it is caused by smoke, dust particles, or water droplets. The word "fog" is never used in International practices when visibility is 1100 yards or more. For visibility 1100 yards to 2200 yards the word "mist" (in British Air Ministry meteorological practice, mist and drizzle are distinct phenomena) or "haze" is applied, depending on the relative humidity. For visibility 2200 yards or more the word "haze" may be used.

In regard to visibility below 1100 yards, the International "ww" code makes specific provision ("ww" equals 30-39) for the meteorological phenomena of dust storms, sand storms, and storms of drifting or blowing snow. In all other cases of visibility below 1100 yards, the International Code uses the "ww" decade 40-49 in connection with fog or thick haze produced by dust (not currently blown by strong surface winds).

2. The British definition of "sleet" refers to precipitation of melting snow and rain or of rain and snow together. "Sleet" in U. S. terminology represents frozen rain drops.

3. In British terminology the phrase "soft hail" would describe the phenomena called "snow pellets" in North America.

4. The concept of ceiling as defined in Circular N is not used at Air Ministry Meteorological Offices, either in forecasts or at pilot briefings, and is not generally understood in countries outside North America.

Clouds are always reported in accordance with International Code Tables (C_LC_MC_H), N_h and N_r. The words "scattered" and "broken" to describe the sky condition are not used in Great Britain and other countries outside of North America in the sense in which they are used in the airways reports in the United States.

5. In British Air Ministry terminology, visibility is always expressed in hundreds of yards up to 4000 yards (unless exact multiple of one mile). Where it is desirable to use a verbal description, the following International terms are used:

V=7 good visibility (objects visible at 8½ miles).

V=8 very good visibility (objects visible at 12½ miles).

V=9 excellent visibility (objects visible at 31 miles).

The term "unlimited" in connection with visibility (and ceiling) is not used at Air Ministry Meteorological Offices as it is in the United States.

When discussing weather with pilots not accustomed to U. S. terminology, or when preparing U. S. pilots for service in areas outside the United States, it will be helpful if Weather Bureau personnel keep the above distinctions clearly in mind.

RESEARCH ACTIVITIES AT FIELD STATIONS

I. REPORT ON RESEARCH ACTIVITIES AT FIELD STATIONS

A summary of replies received in response to Circular Letter 37-44 is being sent to all first-order stations. It is believed that there are still many worthwhile active research projects which should be reported as a part of the program of meteorological research coordination being carried on by the Central Office. Forms for reporting research activities should be obtained from Regional Offices and forwarded to the Chief of Bureau marked, Attention: Division of Special Scientific Services.

II. RESULTS OF QUESTIONNAIRE ON RESEARCH NEEDS

The Central Office recently conducted a survey among Weather Bureau, Army, Navy, Airline, and University meteorologists to determine what fields of meteorological research would, in their opinion, bring useful results in the shortest possible time. The ten research topics most stressed are listed below in the order of their preference:

1. Descriptive studies of the physical processes of convergence, divergence, vertical motion, and vorticity.
2. Rules and methods for using prognostic charts in forecasting procedures.
3. Research leading to more adequate upper wind observations.
4. Studies leading to better and more standardized methods for using weather charts and diagrams.
5. Research in evaluating the maps and charts used in forecasting, to eliminate material which does not contribute to the accuracy of the forecast.
6. Studies of factors controlling direction of movement of highs and lows.
7. Research leading to greater accuracy of humidity measurements, especially radiosonde humidity measurements.
8. Studies of orographic influences and topography at terminals.
9. Preparation of climatic guides for forecasters.
10. Rules and methods for forecasting specific weather elements.

III. 1944 PLACEMENT EXAMINATION

Final results of the 1944 Placement Examination are being tabulated in the Central Office. The situation which was analyzed by participants was the A. M. map of January 30, 1939 and the solution used in grading the analysis was substantially that to be found in the Historical Northern Hemisphere Map for that date. Evidence of need for instructions in drawing prognostic charts is shown by the results of the examination,

principally in the fundamental requirement that the prognostic isobaric patterns be consistent.

IV. SCHOLARSHIPS IN METEOROLOGY

In view of the critical need for men with meteorological experience it will not be possible to release employees from active duty for assignment to the Universities for study of advanced meteorology either on tuition-only or full-paid scholarships until the man-power situation eases materially. When it again becomes possible to assign men to the Universities for study the same general procedure of selection will be followed as last year.

DELEGATION OF AUTHORITY TO AUTHORIZE PERMANENT TRANSFERS AND TRANSPORTATION OF HOUSEHOLD GOODS

The Secretary of Commerce has delegated authority to officials of the Coast and Geodetic Survey, the Weather Bureau, and the Civil Aeronautics Administration, to authorize payment of expenses of travel and the transportation of household goods of officers and employees on change of official station on Order No. 312, and amendment thereto, as follows:

Department Order No. 312, dated July 1, 1944, is hereby amended to read as follows:

By virtue of the authority contained in the "Departments of State, Justice, and Commerce Appropriation Act, 1945" (Public Law 365, 78th Congress), approved June 28, 1944, authority is hereby delegated to those officials, listed by title below, of the Coast and Geodetic Survey, the Weather Bureau, and the Civil Aeronautics Administration, to authorize payment of expenses of travel and transportation of household goods of officers and employees on change of official station. No part of such expenses shall be authorized where the transfer to another official station is made at the request and primarily for the convenience or benefit of an officer or employee.

This Order will continue in effect during the 1946 and subsequent fiscal years provided such delegation of authority is authorized by Congress.

WASHINGTON OFFICES:

Coast and Geodetic Survey:—*Director.*

Weather Bureau:—*Chief*

Civil Aeronautics Administration:—*Administrator; Deputy Administrator.*

REGIONAL AND FIELD OFFICES:

Weather Bureau:—*Regional Director.*

Civil Aeronautic Administration:—*Regional Manager.*

Dated: July, 1 1944.

(Signed) WAYNE C. TAYLOR,
Acting Secretary of Commerce.

Under the above amendment Regional Directors are also authorized to issue travel letters for permanent transfers and the transportation of household goods for personnel who are paid from funds that are transferred to the Weather Bureau from other appropriations, such as those made for Flood Control, under the same procedure and restrictions as outlined in Manual of Instructions for Regional Administration of Field Travel, dated July 1, 1944.

In this connection it is regretted that the numeral designators for Regions 6 for Los Angeles and 7 for Seattle were inadvertently reversed on page 9 of the Manual. They should be changed on all copies to show designations as follows:

Region 7, Seattle, Wash.	158-02R7
Region 6, Los Angeles, Calif.	158-02R6

THUNDERSTORM WARNING SYSTEM

The Weather Bureau, in cooperation with the Office of Civilian Defense, has established over 100 severe storm warning networks in the vicinity of military air bases. The program is about completed in Regions 4 and 5 and under way in Regions 2 and 3. Each network consists of about 30 observation points where local persons telephone severe storm warning information to a central location. The work of organizing the service is based upon experience gained in establishing and operating thunderstorm warning networks for the protection of ordnance and shell loading plants.

The Kansas City Regional Office reports that one of the innovations in improving the network service which has brought about better recognition of the individual observers was initiated by the Cornhusker and Nebraska Ordnance Plants. These two plants held a field day for the observers last season and plan to do the same this year. Two other plants are planning to recognize the observers with a similar reward. Pictures of the observers in the plant paper, personal letters, greeting cards, and mention in local newspapers has increased the effectiveness of the observers as reflected by desirable results. The publicity was instigated by plant officials and indicates their opinion of the program.

RETIREMENT BOOKLET

A supply of the new Civil Service booklet entitled "Your Retirement System" dated June 1944, has been mailed to all Regional Offices for distribution to field stations. This booklet contains some very interesting information on retirement and should be read by all employees. The supply of this booklet is limited to station distribution only; individual copies are for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. at 10 cents per copy.

Stations which have not received a copy of this booklet should notify their Regional Office.

TRANSFER OF RIVER FORECASTING RESPONSIBILITIES

Effective July 1, 1944, the river district work assigned to the Weather Bureau Office, Concordia, Kans., was transferred to the Weather Bureau Office, Topeka, Kans. The Topeka river district comprises the following drainage area:

Kansas River and tributaries above Lawrence, Kans. ;
Osage River and tributaries in Kansas.

The Concordia office will serve as a local river forecast interpretation and dissemination center.

CONSOLIDATION AT LYNCHBURG, VA.

Effective July 31, 1944, all Weather Bureau activities formerly conducted at the Lynchburg city office were transferred to the Airport Station. The observational program consists of hourly surface reports with 3- and 6-hourly additive data.

At the request of the Navy the Weather Bureau is establishing pibals at the Lynchburg Airport Station. Four scheduled observations will be made daily.

FIRST-ORDER STATIONS ESTABLISHED

Effective June 15, 1944, a first-order station was established at Dunnellon, Fla. The observational program consists of hourly surface reports, with 3- and 6-hourly additive data.

Effective July 10, 1944, a first-order station was established at Petersburg, Va., to provide special forecast service for the Navy Air Ferry Command. The observational program consists of hourly surface reports, with 3- and 6-hourly additive data.

OBSERVATIONAL PROGRAM—KEY WEST, FLA.

Effective June 22, 1944, additional Weather Bureau personnel were assigned to the Key West, Fla., Airport Station (Boca Chica Airport) to relieve CAA personnel of all weather observing duties. The observational program consists of pilot-balloon observations (equipment moved from city office) and hourly surface reports, with 3- and 6-hourly additive data.

TRANSFER OF ACTIVITIES—WILLMAR, MINN.

Effective July 1, 1944, the operation of the station at Willmar, Minn., was transferred from the Weather Bureau to the Civil Aeronautics Administration.

INSTRUCTIONS

PENALTY ENVELOPES FOR PERSONAL USE PROHIBITED

The following Circular Letter from the Chief Clerk of the Department of Commerce is given hereunder for the information and guidance of all Weather Bureau personnel:

With further reference to Public Law 364 regarding penalty mail, which requires each Department and Agency to report to the Postmaster General inventories and purchases of envelopes bearing the penalty indicia, it is found that penalty envelopes are still being used for personal purposes. Even though postage is affixed, this practice must be immediately discontinued as under the provisions of Public Law 364 the Department will be required to pay at the rate of \$15.00 per thousand for all envelopes used which are not reported and taken as a deduction from the inventory submitted.

It is requested that this memorandum be brought to the attention of all employees, to be read and initialed.

USE OF GOVERNMENT-OWNED OR GOVERNMENT-LEASED MOTOR VEHICLES

The following Order No. 314 dated July 14, 1944, prohibiting the use of Government-owned or Government-leased motor propelled passenger-carrying vehicles or trucks, for other than official purposes, is given hereunder for the information and guidance of Weather Bureau personnel:

It is hereby ordered that the following provisions of Section 202 of the "Independent Offices Appropriations Act, 1945" (Public Law No. 358, 78th Congress) approved June 27, 1944, shall be strictly enforced, effective immediately:

Sec. 202. Unless otherwise specifically provided, no appropriation available for the fiscal year 1945 in this Act or any other Act, shall be expended—

(b) For the maintenance, operation, and repair of any Government-owned motor-propelled passenger-carrying vehicle not used exclusively for official purposes; and 'official purposes' shall not include the transportation of officers and employees, between their domiciles and places of employment, except in case of medical officers on out-patient medical services and except in cases of officers and employees engaged in field work the character of whose duties makes such transportation necessary and then only as to such latter cases when the same is approved by the head of the department or establishment concerned. *Any officer or employee of the Government who uses or authorizes the use of any Government-owned motor-propelled passenger-carrying vehicle, or of any motor-propelled passenger-carrying vehicle leased by the Government, for other than official purposes or otherwise violates the provisions of the subsection shall be summarily removed from office.* The limitations of this subsection (b) shall not apply to any motor vehicles for official use of the President, the heads of the executive departments, Ambassadors, Ministers, charge d'affaires, and other principal diplomatic and consular officials.

All agencies, bureaus, and officers shall take such action as may be necessary to acquaint all employees concerned (as well as future appointees) with the provisions of this subsection of the law above quoted and of this order.

Any officer or employee who uses or authorizes the use of any Government-owned or Government-leased motor-propelled passenger-carrying vehicle, or any Government-owned or Government-leased motor-propelled truck or motorcycle, for other than official purposes, or violates

this subsection of the law, will be summarily removed from office.

All alleged violations must be reported to the Secretary of Commerce.

Each agency, bureau, or office shall submit as soon as practicable to the Secretary of Commerce for approval the cases of officers and employees engaged in field work the character of whose duties makes necessary the use of Government-owned or Government-leased motor-propelled passenger-carrying vehicles, or Government-owned or Government-leased motor-propelled trucks or motorcycles, between their domiciles and places of employment.

This order does not apply to the Loan Agencies of the Department of Commerce, for which a separate order will be issued.

(Signed) SOUTH TRIMBLE, JR.

Acting Secretary of Commerce.

EMPLOYMENT OF ALIENS

The following limitation on the employment of aliens in the Government service is contained in a section of the general provisions of the Independent Offices Appropriation Act, approved June 27, 1944, (Public Law 358-78th Congress):

Sec. 205. Unless otherwise specified and until July 1, 1945, no part of any appropriation contained in this or any other Act shall be used to pay the compensation of any officer or employee of the Government of the United States (including any agency the majority of the stock of which is owned by the Government of the United States) whose post of duty is in continental United States unless such person (1) is a citizen of the United States, (2) is a person in the service of the United States on the date of enactment of this Act who, being eligible for citizenship, had filed a declaration of intention to become a citizen of the United States prior to such date, or (3) is a person who owes allegiance to the United States:

Provided, That for the purpose of this section, an affidavit signed by any such person shall be considered prima facie evidence that the requirements of this section with respect to his status have been complied with:

Provided further, That any person making a false affidavit shall be guilty of a felony and, upon conviction, shall be fined not more than \$1,000 or imprisoned for not more than 1 year, or both:

Provided further, That the above penal clause shall be in addition to, and not in substitution for, any other provisions of existing law:

Provided further, That any payment made to any officer or employee contrary to the provisions of this section shall be recoverable in action by the Federal Government. This section shall not apply to citizens of the Commonwealth of the Philippines or to nationals of those countries allied with the United States in the prosecution of the war.

In applying the above provisions, the United States Civil Service Commission in Department Circular No. 498, dated July 3, 1944, under Section 1 or Regulation 2, provides that no person shall be admitted to a competitive examination unless he is a citizen of or owes allegiance to the United States. A noncitizen may be appointed through noncompetitive examination provided no citizen eligible is available and that the department or agency desiring his services has specific authority to employ noncitizens.

While the above regulation of the Civil Service Commission has application to classified employees, no alien should be appointed to a substitution position under the authority contained in Schedule A of the Civil Service Regulations until such alien is approved by the Central Office.

APPLICATION FOR RETIREMENT ANNUITY

Below is quoted, for the information of Weather Bureau personnel, Retirement Circular No. 112, dated July 12, 1944:

SUBJECT: Revision of Application for Retirement Annuity (Form 3001).

TO HEADS OF DEPARTMENTS AND INDEPENDENT ESTABLISHMENTS:

The application for retirement annuity (Form 3001) has been revised, the new edition date being December 1943.

This form was revised in order to provide more complete and detailed instructions to the applicant. As the use of the new edition will materially lessen delay in the adjudication of annuity claims it is believed advisable to destroy any old editions of the form you may have on hand.

The revised form has already been stocked in the Government Printing Office and may be secured by requisition on that office. Requisitions should be submitted only by or through the office authorized to procure printing from the Government Printing Office for the central office of the department or agency. In making requisition reference should be made to the December 1943 edition date.

Any editions of the form prior to December 1943 are, therefore, declared obsolete and stock of the new form should be requisitioned at once.

By direction of the Commission:

Very respectfully,

L. A. MOYER

Executive Director and Chief Examiner.

Form 3001 is not for general distribution or station stock. Copies will be furnished only when an employee desires to make application for retirement in writing to the Central Office.

AMENDMENTS TO STANDARDIZED GOVERNMENT TRAVEL REGULATIONS

Following amendments to paragraph 45 Standardized Government Travel Regulations and Supplement to Circular No A-7, amendment to paragraph 45, are given below:

45. *Subsistence allowances.*—Unless otherwise expressly provided in an employee's commission or appointment, or by law, the official authorized to issue travel orders may authorize in the order per diem allowances not to exceed \$6 in lieu of subsistence expenses while traveling on official business within the limits of the continental United States, except where such travel is performed by means of a privately owned trailer. No per diem allowance for such travel by trailer shall be paid unless the travel by such means be authorized in advance, in which event per diem allowance may be paid at a rate not to exceed \$2.50.

With the exception of travel chargeable to the appropriations of the War and Navy Departments and Office of Strategic Services, for travel on official business outside the continental limits of the United States, a per diem allowance not to exceed \$7 in lieu of subsistence expenses may be allowed (*except that during the fiscal year 1945 the maximum per diem allowance shall be the amount prescribed in Appendix I of this regulation*). The per diem allowances provided herein represent the maximum allowable, not the minimum. It is the responsibility of the heads of departments and establishments or the officials to whom such authority has been properly delegated to see that travel orders authorize only such per diem allowance

not in excess of the maximum as are justified by the circumstances surrounding the travel. To this end, care should be exercised to prevent the fixings of a per diem allowance in excess of that required to meet the necessary authorized expenses.

The following changes have been made in Appendix I which appeared in TOPICS AND PERSONNEL for February 1944, page 268:

Locality	Maximum per diem rates
Africa	
Egypt.....	\$10.00
Middle East	
Arabia	10.00
Iran.....	10.00
Iraq.....	10.00
Lebanon.....	10.00
Palestine and Transjordan.....	10.00
Saudi Arabia.....	10.00
Syria.....	10.00
Turkey.....	10.00

HELIUM CYLINDERS

The following is quoted from a letter dated June 30, 1944, from the Bureau of Mines:

Due to circumstances which we were unable to control, we found it necessary this week to place in Weather Bureau service a new type of cylinder. These cylinders are manufactured by Taylor-Wharton Company. They weigh 128 lbs., when full and 125 lbs., when empty. The standard pressure is 2260 lbs., per sq. in., and they contain 235 cubic feet of helium when they leave the Helium Plant. These cylinders have been painted the same code color as the 2265 lbs. per sq. in., cylinders which were recently placed in service. Also, on the orange 3-inch neck band have been superimposed the words Property of the Bureau of Mines, Amarillo, Tex.

We are marking each type of cylinder with the weight when empty and these new 2260 lbs., per sq. in., cylinders bear the mark $\frac{3}{8}$ indicating the empty weight to be 125 lbs., while the 2265 lbs. per sq. in., cylinders are marked $\frac{2}{8}$ indicating their empty weight to be 120 lbs. We are also repainting the old 2000 lbs. sq. in. cylinders which have been used in Weather Bureau service for some time with the same code color and these cylinders bear the marking $\frac{1}{8}$ indicating their empty weight to be 130 lbs. We are expecting to withdraw the 1800 lbs., per sq. in., cylinders from Weather Bureau service entirely. We will now have in your service three types of cylinders each with an orange cap and 3-inch orange neck band as follows:

Pressure (lbs. per sq. in.)	Helium contained (cubic feet)	Full weight (lbs.)	Empty weight (lbs.)	Marking
2000	210	133	130	$\frac{1}{8}$
2260	235	128	125	$\frac{3}{8}$
2265	235	125	120	$\frac{2}{8}$

The foregoing is published for the information and guidance of those who handle helium in connection with Weather Bureau observations. See also item in TOPICS AND PERSONNEL, June 1944, page 304, "New-Type Helium Cylinders."

WEATHER BUREAU CORRESPONDENCE FILES

The subject "620.43 Harvest-spraying" on page 29 has been changed to "620.43 Special Forecast and Advices for Agriculture." This change will broaden the span of correspondence to be filed under this number and will cover the service outlined in Circular Letter No. 54-44 dated June 27, 1944.

Correspondence on the subject of Ceilometers will be placed under 451.2.

Station officials should correct their copy of the manual accordingly.

TELEGRAPHING MONTHLY MEANS DATA

Current instructions provide that first-order stations prepare and transmit monthly means data on the first working day of each month, immediately after filing the a. m. synoptic reports for that day.

It has come to the attention of the Central Office that with the prevailing shortage of personnel, it is difficult for some stations to comply with these instructions so early after the close of the month.

Consequently, until further instructed, it will be satisfactory for stations to transmit these reports late in the day, if necessary, so that they will reach the Central Office by the second working day of the month.

FACILITIES FOR STATISTICAL CONSULTATION

There is increasing application of statistical methods to the analysis of meteorological data. However, many opportunities are not fully realized because of lack of training in statistics.

Statisticians in the Scientific Services branch of the Central Office are prepared to give assistance to people working on projects involving statistical techniques. This service is somewhat limited by the amount of other work requiring attention, but every effort will be made to examine material submitted for review, and to make recommendations as to methods and procedures in the early stages of project planning.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



9



731



SERVICE ROLL OF HONOR

Died in Service

LUTHER H. BRADY*

WESLEY J. MORRIS

LESTER S. FODOR*

DOUGLAS M. PATRICK

CHARLES F. JONES*

WILLIAM E. STODGHILL

GEORGE F. KUBACH*

EDWARD WEBER*

JOHN V. KLOBOFSKI

*Weather Bureau civilian casualties as result of enemy action.



PERSONAL

RETIREMENTS

George J. Glover, assistant foreman of laborers at the Central Office, was voluntarily retired at the termination of June 30, 1944. He was born at West Appomattox, Va., on June 19, 1879. Mr. Glover entered the Weather Bureau as unskilled laborer on November 1, 1904, and served continuously at the Central Office from that date until his retirement.

Blake Spenny, printer at the Chicago, Ill., station, was retired because of physical disability at the termination of June 30, 1944. He was born at Cuba, Ill., on September 29, 1894. Mr. Spenny entered the Weather Bureau at Chicago on July 1, 1911 as messenger and served continuously at that station, his status being changed to assistant observer on September, 1, 1917, and to printer on May 1, 1919.

DEATH

John V. Klobofski, staff sergeant who entered on duty in the Army on July 11, 1940, died on April 30, 1944, while serving in the Southwest Pacific area. He had been overseas 25 months. Mr. Klobofski was born in Cleveland, Mont., on October 12, 1919. His status in the Weather Bureau at the time of military furlough was under observer at the Havre, Mont., station.

F. W. Reichelderfer

F. W. REICHELDERFER

Chief of Bureau.

(WB-9-4-44-750)

The following transfers, with change in headquarters, have been made during the period January 1 to June 30, 1944.

Name	From—	To—
Adler, David.....	New York, N. Y..... (Airport.)	Buffalo, N. Y., assistant.
Agan, Martina M.....	Kansas City, Mo..... (Regional Office)	Des Moines, Iowa, assistant.
Ahola, Alvar.....	Chicago, Ill.....	Fort Wayne, Ind., assistant.
Ahrens, Robert J.....	Milwaukee, Wis..... (Airport)	Minneapolis, Minn., assistant.
Aime, E. Allen.....	Washington, D. C.....	New Orleans, La. (Airport), as- sistant.
Aleksiejewicz, Miss..... Sophie	Atlantic City, N. J.....	New York, N. Y., assistant.
Allan, Miss Barbara S....	Pittsburgh, Pa.....	Hartford, Conn., assistant.
Alleman, Mrs. Josephine. E.	Los Angeles, Calif..... (Regional Office)	New York, N. Y., assistant.
Alleman, Mrs..... Josephine E.	New York, N. Y..... (Regional Office)	Washington, D. C., assistant.
Alleman, Victor C.....	Los Angeles, Calif..... (Regional Office)	New York, N. Y., assistant.
Alleman, Victor C.....	New York, N. Y..... (Regional Office)	Washington, D. C., assistant.
Allen, George C.....	Willow Run Airport,.... Ypsilanti, Mich.	Wayne County Airport, De- troit, Mich., assistant.
Allen, George C.....	Detroit, Mich..... (Airport.)	Washington, D. C., assistant.
Allen Robert S.....	Charleston, S. C.....	Atlanta, Ga. (Airport), assist- ant.
Allen, William B.....	Boise, Idaho.....	Boston, Mass. (Airport), as- sistant.
Amundsen, Miss..... Barbara Ann	Bishop, Calif.....	Winslow, Arsz., assistant.
Anderson, Alfred W.....	San Francisco, Calif....	Los Angeles, Calif., assistant.
Anderson, Cecil D.....	Kansas City, Mo..... (Regional Office)	Des Moines, Iowa, assistant.
Anderson, Miss Lillian I.	Atlanta, Ga.....	Tampa, Fla., assistant.
Anderson, Miss Lillian I.	Tampa, Fla.....	Orlando, Fla., assistant.
Anderson, O. Kenneth....	Anchorage, Alaska..... (Regional Office)	Burbank, Calif. (Airport), as- sistant.
Andrews, Miss Barbara. L.	Kansas City, Mo..... (Regional Office)	Yuma, Ariz., assistant.
Antonucci, Emilie.....	Pittsburgh, Pa.....	Washington, D. C., assistant.
Ashburn, Edward V....	Minneapolis, Minn..... (Airport.)	Washington, D. C., assistant.
Bacon, Guardello R.....	Fairbanks, Alaska.....	Anchorage, Alaska, assistant.
Badner, Julius.....	New York, N. Y.....	Chicago, Ill., assistant.
Bagley, Miss Freida M....	Birmingham, Ala.....	Albany, Ga., assistant.
Balding, Miss Evelyn G.	Atlanta, Ga..... (Regional Office)	Monteagle, Tenn., assistant.
Baldwin, Mart G.....	Columbia, S. C.....	Atlanta, Ga. (Regional Of- fice), assistant.
Baldwin, Sherd T.....	Salem, Oreg.....	Eugene, Oreg., in charge.
Bander, Adolph A.....	New Haven, Conn.....	Nantucket, Mass., assistant.
Banister, Talmage L....	New Orleans, La..... (Airport.)	Texarkana, Ark., assistant.
Banks, Earl.....	Washington, D. C.....	Albuquerque, N. Mex., assist- ant.
Barger, Miss Jennie R....	Chattanooga, Tenn.....	Atlanta, Ga. (Regional Office), assistant.
Favilovits, Miss Julia....	Atlanta, Ga..... (Regional Office)	Cross City, Fla., assistant.

Name	From—	To—
Barlow, Milton F.....	Caribou, Maine.....	Pittsburgh, Pa. (Airport), assistant.
Baron, Agnes R.....	New York, N. Y..... (Regional Office)	Richmond, Va., assistant.
Bartlett, Mrs. Betty F...	Fort Worth, Tex..... (Regional Office)	Wichita Falls, Tex., assistant.
Bartley, Miss C. Frances.	Fort Worth, Tex..... (Regional Office)	El Paso, Tex., assistant.
Baughman, Fred A.....	Elizabeth City, N. C...	New York, N. Y. (Airport), assistant.
Baxter, Miss Billye W...	Fort Worth, Tex..... (Airport.)	Wichita, Falls, Tex., assistant.
Bazzoli, Miss Jennie J..	New York, N. Y..... (Regional Office)	Erie, Pa., assistant.
Beall, Gerald T.....	Chicago, Ill..... (Regional Office)	Dayton (Airport), Vandalia, Ohio, assistant.
Beck, Miss Virginia E...	Kansas City, Mo..... (Regional Office)	Topeka, Kans., assistant.
Becker, Paul J.....	Rock Springs, Wyo.....	Cheyenne, Wyo., assistant.
Bell, Mrs. Jennie Maye..	Los Angeles, Calif..... (Regional Office)	Prescott, Ariz. (Airport), assistant.
Bell, Miss Ruby.....	Flushing, N. Y..... (Regional Office)	Atlantic City, N. J., assistant.
Bell, William P.....	Atlanta, Ga..... (Regional Office)	Meridan, Miss. (Airport), assistant.
Benda, Miss Eleanor M.	Chicago, Ill..... (Regional Office)	South Bend, Ind., assistant.
Bender, Miss Welcome.. A.	Kansas City, Mo..... (Regional Office)	Dodge City, Kans., assistant.
Benson, Lester L.....	Meridian, Miss..... (Airport)	Jackson, Miss., assistant.
Bergman, Miss Marvis E.	Chicago, Ill..... (Regional Office)	Rochester, Minn., assistant.
Berntsen, Miss Delaine A.	Chicago, Ill..... (Regional Office)	Duluth, Minn., assistant.
Bewell, Miss Doris A....	St. Paul, Minn.....	Washington, D. C. (Airport), assistant.
Billey, Paul S.....	Casper, Wyo.....	Garden City, Kans., assistant.
Bingham, Miss Lois M...	Topeka, Kans.....	Washington, D. C., assistant.
Black, Lewis E.....	Atlanta, Ga..... (Regional Office)	Key West, Fla., assistant.
Black, Miss Mary L.....	Chicago, Ill..... (Regional Office)	Cleveland, Ohio, assistant.
Black, Mrs. Naomi S....	Atlanta, Ga..... (Regional Office)	Key West, Fla. (Airport), assistant.
Bledsoe, Miss Nancy M.	Atlanta, Ga..... (Regional Office)	Chattanooga, Tenn. (Airport), assistant.
Blickensderfer, Mrs..... Mazie G.	Burney, Calif.....	Ely, Nev., assistant.
Bline, Miss Alice M.....	Seattle, Wash..... (Airport.)	Meacham, Oreg., assistant.
Boling, Miss Harriet K..	Chicago, Ill..... (Regional Office)	Terre Haute, Ind., assistant.
Bomalaski, Herbert H...	Chicago, Ill..... (Regional Office)	Green Bay, Wis., in charge.
Bonzagni, John H.....	Gambell, Alaska.....	Nome, Alaska, assistant.
Boostrom, Miss Jean C..	Chicago, Ill..... (Regional Office)	Grand Marais, Minn., assistant.
Booth, Thomas W.....	Burbank, Calif..... (Airport)	Los Angeles, Calif. (Regional Office), assistant.

Name	From—	To—
Borders, George R.....	Muskegon, Mich.....	Detroit Mich. (Airport), assistant.
Borem, Grace M.....	San Bruno, Calif.....	San Francisco, Calif., assistant.
Bosworth, Miss Bonnie J.	Adairsville, Ga.....	San Francisco, Calif., assistant.
Bosworth, Leslie W.....	Memphis, Tenn..... (Airport)	Kansas City, Mo. (Regional Office), assistant.
Boyd, Edward A.....	New York, N. Y..... (Regional Office)	Washington, D. C. (Airport), assistant.
Boyd, Hubert E.....	San Antonio, Tex.....	Boston, Mass. (Airport), assistant.
Boyer, Miss Janet M....	Condon, Oreg.....	Ontario, Oreg., assistant.
Braaten, Miss R. Irene..	Spokane, Wash.....	St. Paul, Minn. (Airport), assistant.
Brace, Miss Marione L..	Atlanta, Ga..... (Regional Office)	Washington, D. C. (Airport), assistant.
Brace, Miss Marione L..	Washington, D. C.....	Atlanta, Ga. (Airport), assistant.
Brackett, Eldon A.....	Hoquiam, Wash.....	Klamath Falls, Oreg., in charge.
Braden, Miss Lela M....	Kansas City, Mo..... (Regional Office)	Pueblo, Colo., assistant.
Branthaver, Frank T....	Elkins, W. Va.....	LaGuardia Field, N. Y., assistant.
Brett, Miss Olive.....	Washington, D. C..... (Airport)	Boston, Mass. (Airport), assistant.
Brooks, Arthur W.....	Chattanooga, Tenn.....	Atlanta, Ga. (Regional Office), assistant.
Brooks, George R.....	Atlanta, Ga..... (Regional Office)	Knoxville, Tenn., assistant.
Brophy, Miss Helen F...	Fort Worth, Tex..... (Regional Office)	Port Arthur, Tex., assistant.
Browder, Miss Roselyn D.	Atlanta, Ga..... (Regional Office)	Raleigh, N. C., assistant.
Brown, Andrew H.....	Anchorage, Alaska.....	Northway, Alaska, assistant.
Brown, Miss Evelyn L...	Minneapolis, Minn.....	Lafayette, Ind., assistant.
Brown, Miss Harriet E..	Kansas City, Mo..... (Regional Office)	Des Moines, Iowa (Airport), assistant.
Brown, Jean.....	Seattle, Wash..... (Regional Office)	Sexton Summit, Oreg., assistant.
Brown, Jean A.....	New York, N. Y..... (N. Y. U.)	Washington, D. C., assistant.
Brownlee, Willard A....	Rochester, N. Y.....	Boston, Mass., assistant.
Brumfield, Gillian M....	Los Angeles, Calif..... (Regional Office)	Palmdale, Calif., assistant.
Bryant, Miss Virginia L.	Fort Worth, Tex..... (Regional Office)	Brownsville, Tex., assistant.
Bryan, William J.....	Akron, Ohio.....	Warrenton, N. C., in charge.
Bufford, Willard A.....	Atlanta, Ga..... (Regional Office)	Augusta, Ga. (Airport), assistant.
Buice, Miss Betty J.....	Fort Worth, Tex.....	Little Rock, Ark., assistant.
Bunch, Miss Minnie M..	Los Angeles, Calif..... (Regional Office)	Palmdale, Calif., assistant.
Bunch, Sterling.....	Tyler, Tex.....	Fort Worth, Tex., assistant.
Burdekin, Mrs. Bambi B.	Denver, Colo.....	Grand Junction, Colo., assistant.
Burgess, Miss Alice J...	Atlanta, Ga..... (Regional Office)	Raleigh, N. C., assistant.
Burley, Marvin W.....	Williston, N. Dak.....	South Bend, Ind., assistant.
Burley, Marvin W.....	South Bend, Ind.....	Boston, Mass. (Airport), assistant.

Name	From—	To—
Burnett, Frank W.	Chicago, Ill. (University)	New York, N. Y. (Airport), assistant.
Burns, Miss Elizabeth M.	Seattle, Wash. (Regional Office)	Missoula, Mont., assistant.
Burt, David A.	Jackson, Miss.	Jacksonville, Fla., assistant.
Busch, Miss Margaret S.	Kansas City, Mo. (Regional Office)	Columbia, Mo., assistant.
Byrd, Carl R.	Fort Worth, Tex. (Regional Office)	Port Arthur, Tex., assistant.
Byrne, Miss Eileen M. ...	Kansas City, Mo. (Regional Office)	Huron, S. Dak. (Airport), as- sistant.
Callahan, Lyle B.	Columbus, Ohio.	Moline, Ill. (Airport), assist- ant.
Campbell, Mrs. Mary D.	Fort Worth, Tex. (Regional Office)	Brownsville, Tex., assistant.
Campbell, Mrs. Trubee .. T.	Los Angeles, Calif.	Blythe, Calif., assistant.
Carlin, Albert V.	Chicago, Ill. (University)	Washington, D. C., assistant.
Carnahan, C. Benjamin.	Oakland, Calif. (Airport)	Ogden, Utah, assistant.
Carpenter, Myron H.	Brownsville, Tex.	Palestine, Tex., in charge.
Castellano, Josephine. ...	Atlanta, Ga. (Regional Office)	Miami, Fla. (Airport), assist- ant.
Cartwright, Miss Jeanette. E.	Atlanta, Ga. (Regional Office)	Washington, D. C., assistant.
Cartwright, Miss. Margaret W.	Flushing, N. Y. (Regional Office)	Newark, N. J., assistant.
Chambers, Mrs. Mary L.	Atlanta, Ga. (Regional Office)	Mobile, Ala., assistant.
Causey, Obie Y.	Birmingham, Ala.	Savannah, Ga., assistant.
Cecil, James A.	Fort Worth, Tex. (Regional Office)	Tyler, Tex., assistant.
Chapman, Boyd H.	Raleigh, N. C.	Atlanta, Ga. (Regional Of- fice), assistant.
Chapman, Horace W.	Juneau, Alaska.	Santa Maria, Calif., assistant.
Chapman, Percy H.	Kansas City, Mo.	St. Louis, Mo. (Airport) assistant.
Chappell, Edward H.	San Bruno, Calif.	San Francisco, Calif., assist- ant.
Chapple, John C.	Whiteface Mountain... N. Y.	Boston, Mass. (Airport), as- sistant.
Chattin, Frank W.	Denver, Colo. (Airport.)	Des Moines, Iowa, assistant.
Childs, Miss Jessie V. ...	Monteagle, Tenn.	Albany, Ga., assistant.
Chibka, Charles.	New York, N. Y. (Airport)	Washington, D. C., assistant.
Church, Miss Margaret .. K.	Flushing, N. Y. (Regional Office)	Baltimore, Md. (Airport), as- sistant.
Church, Robert D.	Glasgow, Mont.	Medford, Oreg., in charge.
Clark, Miss Barbara M. ...	Springfield, Ill. (Airport.)	Effingham, Ill., assistant.
Clark, Kenneth R.	North Platte, Nebr. (Airport.)	Kansas City, Mo. (Regional Of- fice), assistant.
Clark, Miss Rosa Mae. ...	Macon, Ga.	Atlanta, Ga. (Regional Office), assistant.
Clark, Miss Rosa Mae. ...	Atlanta, Ga. (Regional Office)	Macon, Ga. (Airport), assist- ant.
Clymer, Miss Jeanette L.	Harrisburg, Pa. (Airport)	Syracuse, N. Y., assistant.

Name	From—	To—
Cockrel, Miss Natalie E.	Corpus Christi, Tex....	Port Arthur, Tex., assistant.
Coen, Thomas D.....	Sault Ste. Marie,..... Mich.	Grand Marais, Minn., in charge.
Coffey, Mrs. Jewell.....	Fort Worth, Tex..... (Regional Office)	Little Rock, Ark., assistant.
Cole, Claude A.....	Azusa, Calif.....	Burbank, Calif. (Airport), as- sistant.
Combs, James F.....	Fort Worth, Tex..... (Regional Office).....	Boston, Mass. (Airport), as- sistant.
Condon, Miss Catherine Z.	Hartford, Conn.....	Providence, R. I., assistant.
Cook, Charles W.....	Fort Worth, Tex..... (Regional Office)	New Orleans, La. (Airport), assistant.
Cook, Miss Edna Marie.	Kansas City, Mo..... (Regional Office)	Pueblo, Colo., assistant.
Cook, Meryl D.....	Los Angeles, Calif..... (Regional Office)	San Diego, Calif. (Airport), assistant.
Cooke, Miss Alma M....	Butler, Ga.....	Crestview, Fla., assistant.
Corley, Mrs. Juanita R..	Jacksonville, Fla.....	Lakeland, Fla. (Airport), as- sistant.
Costello, Miss Betty I..	Los Angeles, Calif.....	San Francisco, Calif., assist- ant.
Coster, Miss Martha L..	Atlanta, Ga..... (Regional Office)	Miami, Fla. (Airport), assist- ant.
Counts, R. Corday, Jr...	San Bruno, Calif.....	San Francisco, Calif., assist- ant.
Courville, George L.....	Putnam, Conn.....	Binghamton, N. Y. (Airport), assistant.
Courville, George L.....	Binghamton, N. Y..... (Airport.)	Caribou, Maine, in charge.
Crabtree, Miss Marilyn..	Fort Worth, Tex..... (Regional Office)	Dallas, Tex., assistant.
E.	McGrath, Alaska.....	Fairbanks, Alaska, assistant.
Craig, Robert N.....	Los Angeles, Calif..... (Regional Office)	Phoenix, Ariz. (Airport), as- sistant.
Craps, Miss Mary R....	South Bend, Ind.....	Daggett, Calif., assistant.
Crawford, John H.....	New York, N. Y.....	Seattle, Wash., assistant.
Crooks, Raymond C.....	Los Angeles, Calif..... (Regional Office)	Santa Maria, Calif., assistant.
Crow, James A.....	Washington, D. C..... (Airport)	Greensboro, N. C., assistant.
Cummings, Miss.....	Greensboro, N. C.....	Bristol, Tenn., assistant.
Edith T.	Washington, D. C.....	Flushing, N. Y. (Regional Of- fice), assistant.
Cummings, Miss Edith T..	Minneapolis, Minn..... (Airport.)	Smiths Grove, Ky., assistant.
Cummings, Miss Mary..	Kansas City, Mo..... (Regional Office)	Denver, Colo. (Airport), as- sistant.
K.	Atlanta, Ga..... (Regional Office)	Spartanburg, S. C., assistant.
Daggett, Miss Phyllis A.	Adairsville, Ga.....	Montgomery, Ala., assistant.
Dahlberg Miss Ann L....	Raleigh, N. C.....	Winston-Salem, N. C., assist- ant.
Dasher, Miss Mabel V...	Portland, Maine..... (Airport.)	Washington, D. C. (Airport), assistant.
Davis, Miss Ellen S.....	Kansas City, Mo.....	Chanute, Kans., assistant.
Davis, Miss Jessie.....	Chanute, Kans.....	Kansas City, Mo. (Regional Office), assistant.
Day, Richard L.....	Chattanooga, Tenn.....	Swan Island, W. I., assistant.
DeJong, Miss Doris E...	Chicago, Ill..... (Regional Office)	Cleveland, Ohio, assistant.
DeJong, Miss Doris E...	Flushing, N. Y..... (Regional Office)	Trenton, N. J., assistant.
DeLay, Sam A.....		
Demsey, Miss Rosemary.		
Denbaum, Miss Harriet.		

Name	From—	To—
Denman, George C.	Texarkana, Ark.	Fort Worth, Tex., assistant.
Denmark, William L.	Kansas City, Mo. (Regional Office)	St. Louis, Mo. (Airport), assistant.
Densmore, Miss Grace E.	Ticonderoga, N. Y.	Pittsburgh, Pa., assistant.
Densmore, Miss Grace E.	Pittsburgh, Pa.	Albany, N. Y. (Airport), as- sistant.
DeVries, Miss Helen P. .	Kansas City, Mo. (Regional Office)	Ogden, Utah, assistant.
DeVries, Miss Helen. P.	Ogden, Utah.	St. Paul, Minn., (Airport) as- sistant.
Dickinson, Miss G. Fay.	Kansas City, Mo. (Regional Office)	North Platte, Nebr., assistant.
Dickinson, Willard E.	Albany, N. Y. (Airport)	Washington, D. C. (Airport), assistant.
Dietrich, Miss Doris L. .	Kansas City, Mo. (Regional Office)	Pueblo, Colo., assistant.
Dominek, Miss Pauline E.	Missoula, Mont.	Great Falls, Mont., assistant.
Donahoo, Miss Virginia. .	Los Angeles, Calif. (Regional Office)	Winslow, Ariz., assistant.
Donavan, Jack H.	Los Angeles, Calif. (Regional Office)	Ogden, Utah, assistant.
Donze, Miss Anna C.	New York, N. Y. (Regional Office)	Trenton, N. J., assistant.
Doshinsky, Milton J.	Washington, D. C.	Newark, N. J. (Airport), assistant.
Doshinsky, Milton J.	Newark, N. J.	New York, N. Y., assistant.
Douglas, Miss Doris E. .	Frederick, Md.	Knoxville, Tenn. (Airport), assistant.
Dugan, Miss Elizabeth. .	Pittsburgh, Pa. (Airport.)	Washington, D. C., assistant.
Duggan, Miss Evelyn A. .	Flushing, N. Y. (Regional Office)	Concord, N. H., assistant.
Duke, Miss Sara L.	Fort Worth, Tex. (Regional Office)	Houston, Tex., assistant.
Dunkle, Miss Mary G. . .	Flushing, N. Y. (Regional Office)	Harrisburg, Pa., assistant.
Dunn, Miss Betty J.	Denver, Colo. (Airport)	Cheyenne, Wyo., assistant.
Eaton, E. LaMarr.	Chattanooga, Tenn.	Vicksburg, Miss., assistant.
Eberdt, Miss June A.	Louisville, Ky. (Airport.)	Lafayette, Ind., assistant.
Eberhardt, John C.	Anchorage, Alaska. (Airport.)	Fairbanks, Alaska, assistant.
Edson, Miss Doris A.	Flushing, N. Y. (Regional Office)	Niagara Falls, N. Y., assistant.
Eggers, Curtis M.	Los Angeles, Calif. (Regional Office)	Oakland, Calif. (Airport), as- sistant.
Ehret, Jean E.	Kansas City, Mo. (Regional Office)	Huron, S. Dak., assistant.
Eland, Percy N.	Fort Worth, Tex.	Topeka, Kans., assistant.
Eley, H. Eugene.	Washington, D. C. (Regional Office)	Washington, D. C. (Airport),
Elinoff, Miss Esther E. .	Pittsburgh, Pa.	Washington, D. C., assistant.
Ellington, Henry E.	Atlanta, Ga. (Regional Office)	Columbia, S. C., assistant.
Ellis, Ivan F.	San Bruno, Calif.	San Francisco, Calif., assis- ant.
Ellis, Irvin E.	Tulsa, Okla.	Tucumcari, N. Mex., assistant.
Ellsworth, Miss Lucille. .	Condon, Oreg.	Roseburg, Oreg., assistant.
Elmore, Miss Bettye J. . .	Atlanta, Ga. (Regional Office)	Melbourne, Fla. (Airport), as- sistant.

Name	From—	To—
Engleman, Miss Juanita.	Indianapolis, Ind. (Airport)	New Orleans, La., assistant.
Englund, Clifton A.	Omaha, Nebr.	Boston, Mass. (Airport), as- assistant.
Esdaille, Miss Alyce M. ...	Chicago, Ill. (Regional Office)	South Bend, Ind., assistant.
Evans, Miss Arlene G. ...	Seattle, Wash. (Regional Office)	Medford, Oreg., assistant.
Evans, Miss Elizabeth. ...	Charlotte, N. C.	Alma, Ga., assistant.
Farrell, Edward A.	New Orleans, La.	Houston, Tex., acting official in charge.
Fay, Miss Bretice D.	Chicago, Ill. (Regional Office)	Detroit, Mich., assistant.
Feighery, Miss Helen R. ...	New York, N. Y. (Regional Office)	Philipsburg, Pa., assistant.
Feinsilber, Max M.	Moline, Ill. (Airport.)	Cleveland, Ohio, assistant.
Felton, Miss Lillie E. ...	Los Angeles, Calif. (Regional Office)	San Francisco, Calif., assist- ant.
Fennell, Miss Margaret. ...	New York, N. Y. (Regional Office)	Trenton, N. J., assistant.
Fisher, Miss Lois M.	Seattle, Wash. (Regional Office)	Meacham, Oreg., assistant.
Fitzgerald, Mildrey V. ...	Atlanta, Ga. (Regional Office)	Memphis, Tenn. (Airport), as- sistant.
Flutman, Miss Margaret. C.	Kansas City, Mo. (Regional Office)	Dodge City, Kans., assistant.
Fletcher, Lyle R.	Washington, D. C.	Des Moines, Iowa, assistant.
Floyd, Thomas J.	Jacksonville, Fla. (Airport.)	Dunnellon, Fla., in charge.
Forst, Miss Catherine M. ...	Kansas City Mo. (Regional Office)	Columbia, Mo., assistant.
Frank, Miss Clara M.	Bismarck, N. Dak. (Airport)	Gambell, Alaska, assistant.
Franklin, Horace.	Nome, Alaska.	El Paso, Tex., assistant.
Free, Bernard G.	Atlanta, Ga. (Regional Office)	Warrenton, N. C., assistant.
Freeman, Miss Charlotte. M.	Kansas City, Mo. (Regional Office)	Washington, D. C. (Airport), assistant.
Frey, Carl L.	Binghamton, N. Y. (Airport)	Boston, Mass. (Airport), as- sistant.
Friend, Miss Ora Dell M. ...	Kansas City, Mo. (Regional Office)	Goodland, Kans., assistant.
Frinell, Miss Virginia F. ...	Los Angeles, Calif. (Regional Office)	Blythe, Calif., assistant.
Fritz, Miss Mary E.	Fort Worth, Tex. (Regional Office)	Albuquerque, N. Mex., assist- ant.
Fry, Glen J.	Madison, Wis.	Cleveland, Ohio, assistant.
Frye, Miss Charidah M. ...	Fort Worth, Tex. (Regional Office)	Wichita Falls, Tex., assistant.
Fumoni, Miss Anna M. ...	Flushing, N. Y. (Regional Office)	Atlantic City, N. J., assistant.
Galatas, Mrs. Margaret. C.	Lake Charles, La.	New Orleans, La., assistant.
Galioto, Miss Sally.	Pittsburgh, Pa.	Washington, D. C., assistant.
Garbison, Miss Nancy E. ...	Chicago, Ill. (Regional Office)	Akron, Ohio, assistant.
Garnire, Mrs. Charlotte. H.	Condon, Oreg.	Burns, Oreg., assistant.
Garner, Miss Margaret. ...	Sioux City, Iowa.	Coffeyville, Kans., assistant.
Garner, Miss Margaret M. ...	Coffeyville, Kans.	Kansas City, Mo. (Airport), assistant.

Name	From—	To—
Gardner, Robert M.....	Ypsilanti, Mich.....	Detroit, Mich. (Airport), assistant.
Gault, Miss Helen L....	Atlanta, Ga. (Regional Office)	Chattanooga, Tenn. (Airport), assistant.
Gee, Ivin L.....	Cheyenne, Wyo.....	Denver, Colo. (Airport), assistant.
Gentry, Miss M. Eugena.	Fort Worth Tex..... (Regional Office)	Little Rock, Ark., assistant.
Gerson, Nathaniel C....	San Juan, P. R., W.I...	Washington, D. C., assistant.
Giallombardo, Miss....	Kansas City, Mo..... Regional Office)	Topeka, Kans., assistant.
Mary	Topeka, Kans.....	Columbia, Mo., assistant.
Giallombardo, Miss Mary.	Flushing, N. Y..... (Regional Office)	Pittsburgh, Pa. (Airport), assistant.
Gianni, Miss Julia M....	Jackson, Miss.....	Memphis, Tenn. (Airport), assistant.
Gibson, Thomas L.....	Memphis, Tenn..... (Airport)	Fort Worth, Tex. (Regional Office), assistant.
Gilbert, Leon M.....	Burbank, Calif..... (Airport.)	San Francisco, Calif., assistant.
Giles, Miss Jane.....	Kansas City, Mo..... (Regional Office)	Washington, D. C., assistant.
Gillen, Patrick C.....	Seattle, Wash..... (Regional Office)	Stampede Pass Wash., assistant.
Ginnett, James F.....	Fort Worth, Tex..... (Regional Office)	Little Rock, Ark., assistant.
Glassner, Miss Edith....	Fargo, N. Dak.....	Grand Rapids, Mich., assistant.
M.		
Glaze, Mrs. Sarah B....	Atlanta, Ga..... (Regional Office)	Memphis, Tenn. (Airport), assistant.
Godwin, Miss Francille A.	Fort Worth, Tex..... (Regional Office)	Port Arthur, Tex., assistant.
Goldberg, Betty J.....	New York, N. Y..... (Regional Office)	Portland, Maine, assistant.
Gonzales, Miss Pearl M.	Los Angeles, Calif..... (Regional Office)	Oakland, Calif. (Airport), assistant.
Goodell, Mrs. Pauline... W.	Grand Junction, Colo...	Denver, Colo. (Airport), assistant.
Goodman, Miss Edith...	New York, N. Y..... (Regional Office)	Boston, Mass. (Airport), assistant.
Goodspeed, Mrs.....	Cincinnati, Ohio.....	Youngstown, Ohio, assistant.
Catherine M.		
Gordon, Rufus E.....	Jackson, Miss.....	Northway, Alaska, assistant.
Gottesman, Miss.....	Atlanta, Ga..... (Regional Office)	Lakeland, Fla., assistant.
Harriette		
Grace, Marshall F.....	Los Angeles, Calif..... (Regional Office)	Salt Lake City, Utah, assistant.
Grafton, Gilbert F.....	Bethel, Alaska.....	Fairbanks, Alaska, assistant.
Graham, Miss Vera M...	Kansas City, Mo.....	Chanute, Kans., assistant.
Gray, Miss Marjorie G...	Centerville, Ind.....	Huntington, W. Va., assistant.
Gregg, George.....	San Bruno, Calif.....	San Francisco, Calif., assistant.
Greene, Miss Dorothy R.	Atlanta, Ga..... (Regional Office)	Raleigh, N. C. (Airport), assistant.
Greenwood, Newton C...	Flushing, N. Y..... (Regional Office)	Caribou, Me., assistant.
Grimm, Samuel O.....	New York, N. Y..... (Regional Office)	Pittsburgh, Pa. (Airport), assistant.
Griset, Miss Alma L....	Los Angeles, Calif..... (Regional Office)	Burbank, Calif. (Airport), assistant.
Grunert, Miss Annetta..	Butte, Mont.....	Spokane, Wash., assistant.
Guern, Cecil R.....	Oklahoma City, Okla...	Great Falls, Mont., in charge.

Name	From—	To—
Guthrie, Leon J.....	Savannah, Ga..... (Regional Office)	Roswell, N. Mex., in charge.
Hadsock, James R., Jr..	Columbia, S. C.....	Augusta, Ga., assistant.
Hall, Miss Annette M...	Gilchrist, Oreg.....	Crescent, Oreg., assistant.
Hall, Clifford D.....	Nashville, Tenn..... (Airport.)	Memphis, Tenn. (Airport), as- sistant.
Hall, Walter, R.....	Greensboro, N. C.....	Florence, S. C., assistant.
Hamilton Ray E.....	Evansville, Ind.....	Springfield, Ill. (Airport), in charge.
Hammond, Mrs. Lorene. H,	Atlanta, Ga..... (Regional Office)	Jacksonville, Fla., assistant.
Hanna, Ralph T.....	Seattle, Wash..... (Regional Office)	San Francisco, Calif., assist- ant.
Hanson, Donald M.....	New York, N. Y..... (Regional Office)	Kansas City, Mo. (Airport), as- sistant.
Harman, Paul K.....	Spartanburg, S. C.....	Elizabeth City, N. C., assist- ant.
Harkins, Miss Annie L..	Fort Worth, Tex..... (Regional Office)	Clayton, N. Mex., assistant.
Harned, Miss Mary P...	Atlanta, Ga.....	Nashville, Tenn. (Airport).
Harned, Miss Mary P...	Nashville, Tenn..... (Airport.)	Apalachicola, Fla., assistant.
Harrington, Miss Mary.. E.	Jacksonville, Fla..... (Airport.)	Fort Myers, Fla., assistant.
Harris, Miss Jewell L....	Atlanta, Ga..... (Regional Office)	Macon, Ga., assistant.
Harris, John R.....	Boise, Idaho.....	Portland, Oreg. (Airport), as- sistant.
Harris, Ross J.....	New York, N. Y..... (N. Y. U')	Washington, D. C., assistant.
Harrison, Mrs. Ann H..	Atlanta, Ga..... (Regional Office)	Anchorage, Alaska, assistant.
Harrison, Mrs. Cali P...	Los Angeles, Calif..... (Regional Office)	Mount Laguna, Calif., assist- ant.
Harrison, Miss F. Lucille.	Washington D. C..... (Airport.)	LaGuardia Field, New York, N. Y., assistant.
Harrison, Miss Flo M...	Fort Worth, Tex..... (Regional Office)	Tulsa, Okla., assistant.
Hartgen, Frances C.....	Philadelphia, Pa.....	Baltimore, Md., assistant.
Harvey, Miss Helen C...	Kansas City, Mo.....	Omaha, Nebr., assistant.
Hatch, Sterling R.....	Springfield, Mo.....	Lincoln, Nebr., assistant.
Hatfield, Adrien D.....	Pendleton, Oreg.....	Port Townsend, Wash., in charge.
Haugan, Miss Norma J..	Green Bay, Wis.....	Cleveland, Ohio, assistant.
Hawke, Miss Evelyn E...	Spokane, Wash.....	Pendleton, Oreg., assistant.
Hawley, James R.....	Dodge City, Kans.....	Ely, Nev., assistant.
Heil, Miss Betty J.....	Louisville, Ky..... (Airport.)	Fort Wayne, Ind., assistant.
Hellemann, Miss..... Dorothy L.	Kansas City, Mo..... (Regional Office)	Las Vegas, N. Mex., assistant.
Hembree, G. Daniel....	Houston, Tex..... (Airport)	Galveston, Tex., assistant.
Hempstead, Miss..... Marian M.	Richmond, Va.....	New York, N. Y. (Airport), assistant.
Hendrick, Miss..... Margaret A.....	Muskegon, Mich.....	Grand Rapids, Mich., assist- ant.
Henkelman, Venice T...	Seattle, Wash.....	Butte, Mont., assistant.
Herzog, Mrs. Vaughana. C.	Chicago, Ill..... (Regional Office)	Columbus, Ohio (Airport), as- sistant.
Hester, Ralph W.....	Pendleton, Oreg.....	Seattle, Wash., assistant.
Hickman, Robert S.....	Chicago, Ill..... (Regional Office)	Terre Haute, Ind., assistant.
Hickman, Miss Virginia.	Athens, Ga.....	Cross City, Fla., assistant.

Name	From—	To—
High, Miss Virginia G.	Kansas City, Mo. (Regional Office)	Wichita, Kans., assistant.
Hill, Miss Imogene R.	Fort Worth, Tex. (Regional Office)	Shreveport, La., assistant.
Hill, Robert G.	Ketchikan, Alaska.	Redding, Calif., assistant.
Hippe, Miss Dorris E.	Seattle, Wash. (Regional Office)	Los Angeles, Calif., assistant.
Hirsch, Arthur E.	Washington, D. C. (Airport.)	Boston, Mass. (Airport), as- sistant.
Hobbs, Theo.	Savannah, Ga.	Birmingham, Ala., assistant.
Hobson, Robert M.	Adairsville, Ga.	Warrenton, N. C., assistant.
Hodge, Miss Mary W.	Washington, D. C.	Chicago, Ill., assistant.
Hoff, Miss Edythe O.	Mercer, Pa.	Pittsburgh, Pa. (Airport), as- sistant.
Hoffman, Harry M.	Sheridan, Wyo.	Iowa City, Iowa, assistant.
Holland, Miss Einna A.	Los Angeles, Calif. (Regional Office)	Reno, Nev. (Airport), assist- ant.
Holland, John E.	Detroit, Mich.	Daggett, Calif., assistant.
Hollifield, Miss Nina A.	Atlanta, Ga. (Regional Office)	Charlotte, N. C. (Airport), as- sistant.
Holloman, Sam W.	Augusta, Ga.	Jacksonville, Fla., assistant.
Holsinger, Miss Erna G.	Flagstaff, Ariz.	Bentley, Nev., in charge.
Hopman, Miss Ione E.	Chicago, Ill. (Regional Office)	Detroit, Mich., assistant.
Hord, Miss Betty J.	Kansas City, Mo. (Regional Office)	Columbia, Mo., assistant.
Horner, Miss Edith L.	Fort Worth, Tex. (Regional Office)	Waynoka, Okla., assistant.
Horning, Forrest E.	Rapid City, S. Dak.	Denver, Colo., assistant.
Howe, Richard.	Santa Maria, Calif.	Boston, Mass. (Airport), as- sistant.
Howell, Miss Doris M.	Fort Worth, Tex. (Regional Office)	Waynoka, Okla., assistant.
Howell, Miss Doris M.	Waynoka, Oka.	Oklahoma City, Okla., assist- ant.
Howell, Henry H.	Chicago, Ill. (Regional Office)	Moline, Ill. (Airport). assist- ant.
Huber, Henry S.	Valentine, Nebr.	Kansas City, Mo. (Regional Office), assistant
Huddleston, Harold F.	Washington, D. C.	Burbank, Calif., assistant.
Hudnall, Jack L.	Sault Ste. Marie, Mich.	Cleveland, Ohio, assistant.
Hudson, Dwight.	Indianapolis, Ind. (Airport)	Boston, Mass. (Airport), as- sistant.
Huff, James H.	Tallahassee, Fla.	Jacksonville, Fla., assistant.
Hug, Floyd E.	Los Angeles, Calif. (Airport.)	Sacramento, Calif. (Airport), in charge.
Humphreys, Miss Mary Ann	Bismarck, N. Dak.	Youngstown, Ohio, assistant.
Hunn, Oliver W.	Cincinnati, Ohio.	Fort Worth, Tex., assistant.
Hunt, Kenneth.	Ypsilanti, Mich.	Cleveland, Ohio, assistant.
Hunt, Miss Nellie S.	Los Angeles, Calif. (Regional Office)	Tucson, Ariz., assistant.
Hunter, Eileen Miss.	Atlanta, Ga. (Regional Office)	Memphis, Tenn., assistant.
Hurd, Miss Dorothy A.	Kansas City, Mo. (Regional Office)	Denver, Colo. (Airport), as- sistant.
Hurst, Henry.	Dodge City, Kans. (Regional Office)	Kansas City, Mo., assistant. assistant.
Hutchins, Miss M. Frances	Atlanta, Ga. (Regional Office)	Butler, Ga., assistant.
Hutchins, Miss M. Frances.	Butler, Ga.	Athens, Ga., assistant.

Name	From—	To—
Hutson, Miss Ruby.....	Atlanta, Ga..... (Regional Office)	Tallahassee, Fla., assistant.
Hutto, Miss Virginia M.	Chicago, Ill..... (Regional Office)	Indianapolis, Ind. (Airport), assistant.
Hyde, Robert T.....	Knoxville, Tenn.....	Nantucket, Mass., assistant.
Inskeep, Miss Vera S....	Centerville, Ind.....	Smiths Grove, Ky., assistant.
Isherwood, Miss..... Lorraine E.	Pittsburgh, Pa.....	Washington, D. C., assistant.
Iverson, Miss Margaret..	Chicago, Ill..... (Regional Office)	Washington, D. C. (Airport), assistant.
Jackson, Dewitt T.....	Fort Plain, N. Y.....	Flushing, N. Y. (Regional Office), assistant.
Jenkins, Miss Mary J...	Louisville, Ky..... (Airport.)	Chicago, Ill., assistant.
Jespersion, Charles F....	Chicago, Ill..... (Regional Office)	Evansville, Ind., assistant.
Johansen, Miss Virginia L	Pittsburgh, Pa.....	Washington, D. C., assistant.
Johnson, Miss Betty..... Lou	Seattle, Wash.....	Pendleton, Oreg., assistant.
Johnson, Miss Bonnie L..	Spartanburg, S C.....	Dayton Beach Fla., assistant.,
Johnson, B. Elmer.....	St. Louis, Mo..... (Airport)	Springfield, Mo., assistant.
Johnson, Miss Eva May..	Flushing, N. Y..... (Regional Office)	Niagara Falls, N. Y., assist- ant.
Johnson, Milton G.....	Gambell, Alaska.....	Nome, Alaska, assistant.
Johnson, Milton G.....	Nome, Alaska.....	Anchorage, Alaska, assistant.
Johnson, Miss Molly H..	Chicago, Ill..... (Regional Office)	Evansville, Ind., assistant.
Johnston, Miss Leila B..	Atlanta, Ga..... (Regional Office)	Mobile, Ala. (Airport), assist- ant.
Jones, Miss Gloria L....	Flushing N. Y..... (Regional Office)	Boston, Mass. (Airport), assist- ant.
Jones, John U.....	Denver, Colo..... (Airport.)	Boston, Mass. (Airport), as- sistant.
Julien, Harold L.....	La Crosse, Wis..... (Airport.)	Minneapolis, Minn., (Airport), assistant.
Jurwitz, Louis R.....	Portland, Oreg.....	Los Angeles, Calif. (Regional Office), assistant.
Kalstrom, George W. ...	Chicago, Ill..... (University)	Burbank, Calif. (Airport), as- sistant.
Keeling, Miss Mary F...	Tulsa, Okla.....	El Paso, Tex., assistant.
Kellum, Cecil N.....	Wichita, Kans.....	Denver, Colo., assistant.
Kendrick, Mrs. Katie... B.	Fort Worth, Texas..... (Regional Office)	Big Springs, Tex., assistant.
Kendrick, Mrs. Katie B.	Big Spring, Tex.....	Dallas, Tex., assistant.
Kennedy, Cecil W.....	Corpus Christi, Tex....	Boston, Mass. (Airport), as- sistant.
Kennedy, Miss Margaret. C.	Atlanta, Ga..... (Regional Office)	Monteagle, Tenn., assistant.
Kennedy, Miss Ruth M..	Centerville, Ind.....	Washington, D. C. (Airport), assistant.
Kenny, Miss Frances M.	Flushing, N. Y..... (Regional Office)	Pittsburgh, Pa. (Airport), as- sistant.
Kerins, Helen F.....	San Bruno, Calif.....	San Francisco, Calif., assist- ant.
Kerner, Myron H.....	Santa Maria, Calif.....	Los Angeles Calif. (Regional Office), assistant.
Kerner, Myron H.....	Los Angeles, Calif..... (Regional Office)	Boston, Mass. (Airport), as- sistant.
Kerstine, Caesar.....	Atlanta, Ga..... (Regional Office)	Crestview, Fla., assistant.
Kerstine, Caesar.....	Crestview, Fla.....	Mobile, Ala., assistant.

Name	From—	To—
Kibby, Miss Elva M.	Kansas, City, Mo. (Regional Office)	Goodland, Kans., assistant.
Kincannon, Miss Charlotte B.	Atlanta, Ga. (Regional Office)	Memphis, Tenn. (Airport), assistant.
Kinert, Miss Earline E.	Chicago, Ill. (Regional Office)	Terre Haute, Ind., assistant.
King, Miss Jerry	Fort Worth, Tex. (Regional Office)	Shreveport, La., assistant.
King, Miss Mary J.	Atlanta, Ga. (Regional Office)	Miami, Fla., assistant.
King, Milford F.	Washington, D. C.	Muskegon, Mich., assistant.
Kirby, Miss Zionzell	Fort Worth, Tex. (Airport.)	Laredo, Tex., assistant.
Kirkpatrick, Robert Jr.	Redding, Calif.	Burbank, Calif. (Airport). assistant.
Kirkpatrick, Robert Jr.	Burbank, Calif. (Airport.)	Boise, Idaho, assistant.
Klein, Donald E.	Chicago, Ill. (Regional Office)	Bismarck, N. Dak., assistant.
Klein, Miss Gloria S.	Flushing, N. Y. (Regional Office)	Baltimore, Md. (Airport), assistant.
Klein, Miss M. Eleanor	Atlanta, Ga. (Regional Office)	Miami, Fla. (Airport), assistant.
Kline, William	Atlanta, Ga. (Regional Office)	Charleston, S. C. (Airport), assistant.
Kline, William	Charleston, S. C.	Jackson, Miss., assistant.
Klinsing, Miss Betty L.	Harrisburg, Pa. (Airport)	Mercer, Pa., assistant.
Knapp, Miss Olga A.	Kansas, City, Mo. (Regional Office)	Topeka, Kans., assistant.
Knarr, Aurel J.	Kansas City, Mo. (Airport.)	Atlanta, Ga. (Regional Office), assistant.
Knarr, Elmore D.	Omaha, Nebr.	Devils Lake, N. Dak., in charge.
Knoph, William C.	Ypsilanti, Mich.	Detroit, Mich. (Airport), assistant.
Knoph, William C.	Detroit, Mich. (Airport)	Petersburg, Va. (Airport), in charge.
Knott, Miss Eloise M.	Atlanta, Ga. (Regional Office)	Charleston, S. C. (Airport), assistant.
Koch, Miss Delcie M.	Kansas City, Mo. (Airport)	Vichy, Mo., assistant.
Kodalon, Miss Shirley	Seattle, Wash. (Regional Office)	Great Falls, Mont., assistant.
Kolb, Eugene E.	Washington, D. C.	San Francisco, Calif., assistant.
Korb, Miss Norma J.	Pittsburgh, Pa.	Washington, D. C., assistant.
Koss, Miss Elnora L.	Chicago, Ill. (Regional Office)	Fargo, N. Dak., assistant.
Krank, Joseph P.	Anchorage, Alaska	Juneau, Alaska, assistant.
Kruse, Miss Evelyn R.	Chicago, Ill. (Regional Office)	Indianapolis, Ind., assistant.
Kurtzweil, John P.	Albuquerque, N. Mex.	Wichita Falls, Tex., assistant.
Kusman, Abraham S.	Washington, D. C.	New York, N. Y., assistant.
Lager, Ervin J.	Ogden, Utah	Salt Lake City, Utah, assistant.
Landry, Miss Charlotte J.	New York, N. Y.	Syracuse, N. Y., assistant.
Lane, Arthur A.	Flushing, N. Y. (Regional Office)	Louisville, Ky. (Airport), assistant.
Langer, Warren O.	Portland, Ore.	Seattle, Wash., assistant.
Lamberth, Roy L.	Laredo, Tex.	Clayton, N. Mex., assistant.
Larch, Phillip	Ypsilanti, Mich.	Toledo, Ohio (Airport), assistant.

Name	From—	To—
Larch, Philip.....	Toledo, Ohio..... (Airport.)	Boston, Mass. (Airport), as- sistant.
Lavy, Mrs. Catherine F.	Fort Worth, Tex..... (Regional Office)	Corpus Christi, Tex., assistant.
Law, Archer F.....	Mercer, Pa.....	Mt. Pocono, Pa., assistant.
Lawton, William R.....	New Orleans, La.....	Washington, D. C., assistant.
Leatherwood, R. Keith..	Fort Worth, Tex..... (Regional Office)	Albuquerque, N. Mex., assist- ant.
Leaver, Miss Eleanor J..	Pittsburgh, Pa.....	Washington, D. C. (Airport), assistant.
Leaver, Miss Eleanor J..	Washington, D. C..... (Airport.)	Allentown, Pa., assistant.
Leeds, Miss Laura L....	Los Angeles, Calif..... (Regional Office)	San Francisco, Calif., assist- ant.
Leeth, Joyce M.....	Flushing, N. Y..... (Regional Office)	Newark, N. J. (Airport), as- sistant.
Legg, Edwin M.....	Dayton, Ohio.....	Pomona, Calif., assistant.
Lennahan, Charles M....	Boston, Mass..... (Airport)	Washington, D. C., assistant.
Lesley, Mrs. Emma K....	Chicago, Ill..... (Regional Office)	Cleveland, Ohio, assistant.
Lester, Juanita W.....	Atlanta, Ga..... (Regional Office)	Charlotte, N. C. (Airport), assistant.
Lindberg, Mrs. Cora I..	Chicago, Ill..... (Regional Office)	Sault Ste. Marie, Mich., as- sistant.
Lindgren, Miss Judth B.	Chicago, Ill..... (Regional Office)	Indianapolis, Ind., (Airport), assistant.
Listrom, Miss Joy M....	Kansas City, Mo..... (Regional Office)	Wichita, Kans., assistant.
Littlefield, Miss Alyeen J.	Fort Worth, Tex..... (Regional Office)	Brownsville, Tex., assistant.
Lloyd, Joseph R.....	Washington, D. C.....	Kansas City, Mo., assistant.
Loiselle, Miss Laurel A..	New York, N. Y.....	Richmond, Va., assistant.
Long, Arthur R.....	Atlanta, Ga..... (Regional Office)	Albuquerque, N. Mex., in charge.
Long, Miss Wenona.....	Atlanta, Ga..... (Regional Office)	Winston-Salem, N. C., assist- ant.
Lucas, Edwin C.....	Mount Pocono, Pa.....	Flushing, N. Y. (Regional Office), assistant.
Lund, Miss Dagmar C...	Los Angeles, Calif..... (Regional Office)	Salt Lake City, Utah, assist- ant.
Luppert, Mrs. Sarah S..	Spokane, Wash..... (Airport)	Salem, Oreg., assistant.
Luterancik, Miss..... Agnes E.	Pittsburgh, Pa.....	Washingtoun, D. C., assistant.
McAferly, Miss..... Kathleen M.	Kansas City, Mo..... (Regional Office)	Sioux City, Iowa, assistant.
McBride, Miss Nancy D.	San Bruno, Calif..... (Airport)	Austin, Nev., assistant.
McCary, Miss Mason L..	Washington, D. C.....	Atlanta, Ga. (Regional Office), assistant.
McCary, Miss Mason L..	Atlanta, Ga..... (Regional Office)	Tampa, Fla., assistant.
McComb, Harold C.....	Buffalo, N. Y.....	Columbia, Mo., in charge.
McConnell, Miss..... Gertrude	Chicago, Ill..... (Regional Office)	Indianapolis, Ind. (Airport), assistant.
McDaniel, Wayne A....	Cheyenne, Wyo.....	Kansas City, Mo. (Airport), assistant.
McDonough, Max R....	San Bruno, Calif..... (Airport)	Oakland, Calif. (Airport), as- sistant.
McGahen, Gardner A....	Little Rock, Ark.....	Boston, Mass. (Airport), as- sistant.
McIntire, Mrs. Mary R.	Washington, D. C.....	New York, N. Y., assistant.

Name	Station	Remarks
McKinsey, Miss Thelma M.	Fort Worth, Tex. (Regional Office)	Lake Charles, La., assistant.
McLaney, Miss Julia A.	Atlanta, Ga. (Regional Office)	Greensboro, N. C., assistant.
McMillan, Miss Waleen.	Ely, Nev.	Salt Lake City, Utah, assistant.
McMurray, William M.	New York, N. Y. (Regional Office)	LaGuardia Field, N. Y. (Airport), assistant.
McNulty, Miss Ann C.	Butte, Mont.	Havre, Mont., assistant.
McNutt, Mrs. Sylvia F.	Atlanta, Ga.	Lakeland, Fla., assistant.
McNutt, Mrs. Sylvia F.	Lakeland, Fla.	Daytona Beach, Fla., assistant.
McQuade, Miss Ruth V.	Fort Worth, Tex. (Regional Office)	Texarkana, Ark., assistant.
McReynolds, Miss Geraldine	Texarkana, Ark.	Clayton, N. Mex., assistant.
Mack, Miss Winnifred M.	Butte, Mont.	Billings, Mont., assistant.
Mahler, Lawrence L.	Las Vegas, Nev.	San Francisco, Calif., assistant.
Malone, Miss Barbara J.	Corpus Christi, Tex. (Airport)	Galveston, Tex., assistant.
Maltry, Jacob P.	Vandalia, Ohio.	Romulus, Mich., assistant.
Mann, Miss Margarete. E.	Portland, Oreg.	Seattle, Wash., assistant.
Mansfield, Miss Doris E.	Jacksonville, Fla.	Augusta, Ga., assistant.
Marcum, Mrs. Fonda W.	Tampa, Fla.	Lakeland Fla., assistant.
Markley, Miss Mary F.	Kansas City, Mo. (Regional Office)	Rock Springs, Wyo., assistant.
Marks, Miss Marian M.	Glasgow, Mont.	Sexton Summit, Oreg., assistant.
Marling, Miss Mildred G.	Pueblo, Colo.	Laramie, Wyo., assistant.
Marling, Miss Mildred G.	Laramie, Wyo.	Hutchinson, Kans., assistant.
Marshal, John A.	Santa Maria, Calif.	Burbank, Calif. (Airport), assistant.
Mathews, Miss Eva L.	Atlanta, Ga. (Regional Office)	Knoxville, Tenn., assistant.
Martin, George C.	Apalachicola, Fla.	Swan Island, W. I., in charge.
Martin, Mrs. Pauline S.	New York, N. Y.	Cleveland, Ohio, assistant.
Martz, Marvin.	Huron, S. Dak. (Airport.)	Rapid City, S. Dak. (Airport), assistant.
Marx, Edward H.	San Antonio, Tex.	San Juan, P. R., acting, in charge.
Mattison, Mrs. Beverly. J.	Chicago, Ill. (Regional Office)	Marquette, Mich., assistant.
Melaven, Miss Mary G.	Columbiaville, N. Y.	Burlington, Vt., assistant.
Mellen, Miss Marion J.	International Falls, Minn.	Washington, D. C. (Airport), assistant.
Mercer, Miss Erba E.	Fort Worth, Tex. (Regional Office)	Austin, Tex., assistant.
Merrill, Donald C.	Los Angeles, Calif. (Regional Office)	San Francisco, Calif. (Airport), assistant.
Merrell, Leland B.	Atlanta, Ga. (Regional Office)	Adairsville, Ga. (Airport), assistant.
Meyer, Carl R.	Atlanta, Ga. (Regional Office)	Jacksonville, Fla. (Airport), assistant.
Meyer, John J.	Huron, S. Dak.	Omaha, Nebr., assistant.
Meyer, Raymond J.	Kansas City, Mo. (Regional Office)	Dodge City, Kans., assistant.

Name	From—	To—
Michalski, Thaddeus... T., Jr.	Flushing, N. Y..... (Regional Office)	Pittsfield, Mass., assistant.
Michel, Miss Ilene E...	Los Angeles, Calif..... (Regional Office)	Fresno, Calif., assistant.
Michels, Miss Jean A...	Pasadena, Calif.....	Washington, D. C., assistant.
Mickelson, Mrs. Jane A.	Chicago, Ill..... (Regional Office)	Goshen, Ind., assistant.
Mikina, John A.....	Willow Run (Airport), Ypsilanti, Mich.	Toledo, Ohio (Airport), assist- ant.
Miller, Harry A.....	Huntington, W. Va....	St. Paul, Minn., assistant.
Miller, Miss Mary V...	Fort Worth, Tex..... (Regional Office)	Fort Smith, Ark., assistant.
Miller, Roy F.....	Denver, Colo.....	Elko, Nev., in charge.
Miller, Sanford R.....	New York, N. Y..... (N. Y. U.)	Seattle, Wash. (Airport), as- sistant.
Miller, Miss Violet S...	Minneapolis, Minn.... (Airport)	Lansing, Mich., assistant.
Mims, Miss Edna O.....	Seattle, Wash..... (Airport)	Portland, Oreg., assistant.
Mitchell, Miss Ruth L...	Kansas City, Mo..... (Regional Office)	Grand Island, Nebr., assist- ant.
Mlsna, Miss Margaret E.	Alpena, Mich.....	Chicago, Ill. (Airport), assistant.
Mook, Conrad P.....	New York, N. Y..... (Airport.)	Washington, D. C., assistant.
Moore, Edgar A.....	Abilene, Tex.....	Albuquerque, N. Mex., assist- ant.
Moore, Miss Evelyn A...	Los Angeles, Calif..... (Regional Office)	Bakersfield, Calif., assistant.
Morey, Mrs. Margaret E.	Chicago, Ill..... (Regional Office)	Fargo, N. Dak., assistant.
Morgan, Jacob W.....	New York, N. Y.....	Washington D. C. (Airport), assistant.
Moscove, Miss Sylvia...	Kansas City, Mo..... (Regional Office)	Dodge City, Kans., assistant.
Moxon, LeRoy B.....	Mercer, Pa.....	Fort Plain, N. Y., assistant.
Muerdter, Kurt M.....	Washington, D. C..... (Airport)	Salt Lake City, Utah, assist- ant.
Munn, Miss Julia O.....	Lakeland, Fla.....	Tallahassee, Fla., assistant.
Munsen, Miss Mildred..	Chicago, Ill..... (Regional Office)	International Falls, Minn., as- sistant.
Murray, Robert S.....	Denver, Colo.....	Albuquerque, N. Mex., assist- ant.
Murray, Omer E.....	Philipsburg, Pa.....	Boston, Mass. (Airport), as- sistant.
Myers, Harry V.....	Springfield, Ill..... (Airport.)	Detroit, Mich., assistant.
Myers, Miss Madeline...	Flushing, N. Y..... (Regional Office)	Philadelphia, Pa. (Airport), assistant.
Myers, Richard E.....	Washington, D. C.....	Denver, Colo., assistant.
Myers, Vance A.....	Washington, D. C.....	Boston, Mass., assistant.
Nance, Delores E.....	Seattle, Wash.....	Seattle, Wash. (Airport), as- sistant.
Nelson, Charles L.....	Vicksburg, Miss.....	Atlanta, Ga. (Regional Of- fice), assistant.
Nelson, Charles L.....	Atlanta, Ga.....	Warrenton, N. C., assistant.
Nelson, Miss Dorothy H.	Chicago, Ill.....	Duluth, Minn., assistant.
Nelson, Mrs. Dorothy J.	Los Angeles, Calif..... (Regional Office)	Salt Lake City, Utah (Airport). assistant.
Neves, Miss Romona W.	South Bend, Ind.....	Dubuque, Iowa, assistant.
Newell, Miss Ann M....	Kansas, City, Mo..... (Regional Office)	Burlington, Iowa, assistant.

Name	From—	To—
Newton, Charles H.....	Big Spring, Tex.....	Texarkana, Ark., in charge.
Newton, Dix E.....	Louisville, Ky..... (Airport.)	Cleveland, Ohio, assistant.
Nicholas, Earl E.....	Wichita, Kans.....	Valentine, Nebr., assistant.
Nicholson, Kenneth A...	Reno, Nev.....	Salt Lake City, Utah, assist- ant.
Nicholson, Mrs. Virginia. R.	Washington, D. C..... (Airport.)	Miami, Fla. (Airport), assist- ant.
Nolen, Miss Dorothy G..	Fort Worth, Tex..... (Regional Office)	Houston, Tex., assistant.
Norquest, Clinton E.....	Houston, Tex.....	San Francisco, Calif., in charge.
Null, Delbert S.....	Frederick, Md.....	Boston, Mass. (Airport), as- sistant.
O'Dell, Miss Margaret M.	Kansas City, Mo..... (Regional Office)	Burlington, Iowa, assistant.
O'Dell, Miss Nell W....	Miami, Fla.....	Meridian, Miss., assistant.
O'Hern, Miss Marilyn T.	Miami, Fla.....	Orlando, Fla., assistant.
Oksendahl, Earl J.....	International Falls,.... Minn.	Northway, Alaska, assistant.
Oksner, Robert M.....	Kansas City, Mo..... (Regional Office)	Washington, D. C. (Airport), assistant.
Oliver, Arthur S.....	Hatteras, N. C.....	Savannah, Ga., assistant.
Oliver, Lawrence O.....	Billings, Mont.....	Great Falls, Mont., assistant.
Oliver, Miss Mary F....	Casper, Wyo.....	Sioux City, Iowa, assistant.
Olsen, Miss Mabel M....	Duluth, Minn.....	Youngstown, Ohio, assistant.
O'Neal, Miss C. Evalde..	Brinkley, Ark.....	Little Rock, Ark., assistant.
O'Neal, Miss C. Evalde..	Little Rock, Ark.....	Galveston, Tex., assistant.
Openorth, Miss Marie E..	Concord, N. H.....	Columbiaville, N. Y., assist- ant.
Owsley, Miss Mabel M..	Atlanta, Ga..... (Regional Office)	Montgomery, Ala. (Airport), assistant.
Paine, Miss Patricia A..	San Bruno, Calif.....	San Francisco, Calif., assist- ant.
Palmer, Miss Marjorie M.	Fort Worth, Tex..... (Regional Office)	Brownsville, Tex., assistant,
Palmer, Miss Phillis M..	Fort Worth, Tex..... (Regional Office)	Albuquerque, N. Mex., assist- ant.
Palmer, Miss Wilma....	Kansas City, Mo..... (Regional Office)	North Platte, Nebr., assistant.
Palmer, Miss Wilma J..	North Platte, Nebr.....	Chanute, Kans., assistant.
Parks, Miss Neoma R...	Fort Worth, Tex..... (Regional Office)	Texarkana, Ark., assistant.
Paulhus, Joseph L. H...	Angeles, Calif.....	Washington, D. C. assistant.
Payne, Miss Kathryn D.	Atlanta, Ga..... (Regional Office)	Monteagle, Tenn., assistant.
Pearl, Miss Jane J.....	Fort Worth, Tex..... (Regional Office)	Laredo, Tex., assistant.
Pearson, Miss Marion J.	Missoula, Mont.....	Roseburg, Oreg., assistant.
Penfield, Charles F....	Burns, Oreg.....	Ellensburg, Wash., assistant.
Pennell, Richard L.....	Atlanta, Ga..... (Regional Office)	Alma, Ga., assistant.
Pepper, Miss Lorena....	Atlanta, Ga.....	Jackson, Miss., assistant.
Pepper, Miss Lorena....	Jackson, Miss.....	Key West, Fla., assistant
Perkins, Miss Elizabeth. A.	Boston, Mass.....	Washington, D. C., assistant.
Peterson, Carl G.....	Minneapolis, Minn..... (Airport)	St. Paul, Minn. (Airport), as- sistant.
Pickup, Helen R.....	San Diego, Calif.....	Burbank, Calif. (Airport), as- sistant.
Polos, Anthony J.....	San Francisco, Calif....	Atlanta, Ga. (Regional Of- fice), assistant.

Name	From—	To—
Porter, Miss Eura Dee...	Fort Worth, Tex. (Regional Office)	Dallas, Tex., assistant.
Post, Donald S.	Fort Wayne, Ind.	Cincinnati, Ohio, assistant.
Pounds, Robert S.	Atlanta, Ga. (Regional Office)	Hatteras, N. C., assistant.
Powell, Valti W.	Abilene, Tex.	Wichita, Kans., assistant.
Presnell, Guy V.	Atlanta Ga. (Regional Office)	Raleigh, N. C., assistant.
Prochnow, Carl T.	Chicago, Ill. (University)	Memphis, Tenn. (Airport), assistant.
Pryor, Norma E.	Cleveland, Ohio.	Washington, D. C., assistant.
Pullen, Miss H. Kathryn.	Chattanooga, Tenn.	Atlanta, Ga. (Regional Office), assistant.
Pulokas, Miss Jean C.	New York, N. Y. (Regional Office)	Baltimore, Md. (Airport), as- sistant.
Purvis, John C.	Washington, D. C. (Airport)	Boston, Mass. (Airport), as- sistant.
Pye, Mrs. Gertrude M.	Sandberg, Calif.	Bishop, Calif., acting in charge.
Raetz, Rolland L.	Rapid City, S. Dak.	Boston, Mass. (Airport), as- sistant.
Rahn, Miss Marjorie.	Kansas City, Mo. (Regional Office)	Pueblo, Colo., assistant.
Rainey, Miss Velva P.	Chattanooga, Tenn.	Macon, Ga., assistant.
Rasey, Lyle B.	San Bruno, Calif.	San Francisco, Calif., assist- ant.
Raush, Sam R.	Medford, Oreg.	Santa Maria, Calif., assistant.
Rea, Miss Murguerite J.	Kansas City, Mo. (Airport)	Ogden, Utah, assistant.
Reber, Carl M.	Springfield, Mo.	Kansas City, Mo. (Airport), assistant.
Regan, Miss Virginia M.	Washington, D. C.	Burbank, Calif., assistant.
Reid, Mrs. Berniece M.	Atlanta, Ga. (Regional Office)	Crestview, Fla., assistant.
Renneke, Murl V.	Bismarck, N. D.	Minneapolis, Minn., assistant.
Rennels, Ivory P.	Sioux City, Iowa.	St. Louis, Mo. (Airport), as- sistant.
Renton, Miss Geraldine C.	Pittsburgh, Pa.	Washington, D. C., assistant.
Replogle, Miss. Katherine J.	New York, N. Y. (Regional Office)	Binghamton, N. Y. (Airport), assistant.
Richardson, Miss. Margarette	San Francisco, Calif.	Los Angeles, Calif., assistant.
Richter, Joseph H.	Norfolk, Va. (Airport.)	New York, N. Y. (Regional Office), assistant.
Rinehart, Mrs. Jean S.	Fort Worth, Tex. (Regional Office)	Raton, New Mex., assistant.
Rink, James F.	Fairbanks, Alaska.	Ogden, Utah, in charge.
Ritter, Mrs. Helen F.	Washington, D. C.	Chicago, Ill. (Airport), assist- ant.
Robbins, Miss Mable.	Los Angeles, Calif. (Regional Office)	Bakersfield, Calif. (Airport), assistant.
Robinson, Miss Shirley M.	Kansas City, Mo. (Regional Office)	Washington, D. C., assistant.
Rogers, Miss Constance. M.	Kansas City, Mo. (Regional Office)	Columbia, Mo., assistant.
Rogers, Miss Constance M.	Columbia, Mo.	Omaha, Nebr., assistant.
Rogers, Miss Evelyn.	Atlanta, Ga. (Regional Office)	Winston-Salem, N. C., assist- aut.
Rogers, Miss Mary J.	Atlanta, Ga. (Regional Office)	Monteagle, Tenn., assistant.
Romano, Miss Ella R.	Atlanta, Ga. (Regional Office)	Miami, Fla., assistant.

Name	From—	To—
Romano, Miss Ella R....	Miami, Fla.....	Daytona Beach, Fla., assistant.
Root, Halbert E.....	Northway, Alaska.....	Anchorage, Alaska (Regional Office), assistant.
Roseberry, Miss Harriet.	Newark, N. J.....	Burbank, Calif., assistant.
Routhier, Miss Ruth F..	Atlanta, Ga.....	Ft. Myers, Fla., assistant.
Rowe, William M.....	Washington, D. C.....	Memphis, Tenn. (Airport), assistant.
Rudder, Oscar R.....	Las Vegas, Nev.....	Buffalo Springs, Calif., assistant.
Rule, Thomas W.....	Flushing, N. Y..... (Regional Office)	Los Angeles, Calif., assistant.
Russell Leslie E.....	Jacksonville, Fla..... (Airport)	Orlando, Fla., assistant.
Sabine, William L.....	Ogden, Utah.....	Ely, Nev., in charge.
Saethre, Miss Eleanor L.	Chicago, Ill..... (Regional Office)	Grand Marais, Minn., assistant.
Sakowsky, Miss Geraldine C.	Kansas City, Mo..... (Regional Office)	Malden, Mo., assistant.
Sanders, Ralph.....	Miami, Fla.....	New Orleans, La., assistant.
Sarach, Miss Ruth L....	Rochester, N. Y.....	Buffalo, N. Y., assistant.
Scaife, Miss Elizabeth... J.	Chicago, Ill..... (Airport)	Springfield, Ill., assistant.
Schaad, Vernon W.....	Northway, Alaska,....	Big Spring, Tex., in charge.
Schaefer, Miss Elizabeth M.	Laredo, Tex.....	Galveston, Tex., assistant.
Schmalz, William M....	Los Angeles, Calif.....	Salt Lake City, Utah (Airport), assistant.
Schmidt, Robert L.....	Washington, D. C.....	Denver, Colo., assistant.
Schmidtke, Miss..... Charlotte J.	Sexton Summit, Oreg...	Seattle, Wash. (Regional Office), assistant.
Schnittgrund, Irvine F..	La Crosse, Wis..... (Airport)	Boston, Mass. (Airport), assistant.
Schoenhof, Joseph E...	Kansas City, Mo..... (Regional Office)	Rapid City, S. Dak., assistant.
Schoessler, Miss Mary L.	Kansas City, Mo..... (Regional Office)	Sioux City, Iowa, assistant.
Schrader, Miss Anna....	Los Angeles, Calif..... (Regional Office)	San Diego, Calif., assistant.
Schroeter, Walter A....	Anchorage, Alaska....	Nome, Alaska, assistant.
Schultz, Miss Ethel....	Chicago, Ill..... (Regional Office)	Fargo, N. Dak., assistant.
Schultz, Miss Vivian K..	Atlanta, Ga..... (Regional Office)	Nashville, Tenn. (Airport), assistant.
Schwartz, Harry N.....	Washington, D. C.....	New York, N. Y. (Regional Office), assistant.
Scott, Miss Lillie E.....	Fort Worth, Tex..... (Regional Office)	Clayton, N. Mex., assistant.
Scul, Miss Marguerite...	Atlanta, Ga..... (Regional Office)	Columbia, S. C., assistant
Scul, Miss Marguerite...	Columbia, S. C.....	Key West, Fla., assistant.
Scully, Miss Dorothy M.	Boston, Mass.....	Washington, D. C., assistant.
Sears, Marjorie W.....	Kansas City, Mo..... (Regional Office)	Goodland, Kans., assistant.
Selfridge, William F....	Anchorage, Alaska....	Bethel, Alaska, assistant.
Semelmacher, Miss..... Elaine	Flushing, N. Y..... (Regional Office)	Burbank, Calif. (Airport), assistant.
Sergius, Leo A.....	Los Angeles, Calif..... (Regional Office)	Burbank, Calif. (Airport), assistant.
Sharp, Neil H.....	Fort Worth, Tex..... (Regional Office)	Little Rock, Ark., assistant.

Name	From—	To—
Shold, Miss Bernice A...	St. Paul, Minn. (Airport)	Grand Marais, Minn., assist- ant.
Sichler, Clarence R.	Chicago, Ill. (Regional Office)	La Crosse, Wis. (Airport), as- sistant.
Sides, Miss Mary E.	Atlanta, Ga. (Regional Office)	Birmingham, Ala. (Airport), assistant.
Simmons, Miss. Katherine	Fort Worth, Tex. (Regional Office)	Pampa, Tex., assistant.
Simmons, Mrs. Virginia W.	Atlanta, Ga. (Regional Office)	Ft. Myers, Fla., assistant.
Simmons, Miss Wanda. L.	Chicago, Ill. (Regional Office)	Madison, Wis. (Airport), as- sistant.
Sims, Wiley K.	Greensboro, N. C.	Winston-Salem, N. C., in charge.
Sitchler, Clynt E.	Brownsville, Tex.	Abilene, Tex., assistant.
Skolnik, Edward.	Huntington, W. Va.	Goshen, Ind., assistant.
Skvaro, Miss Helen J.	Malden, Mo.	Advance, Mo., assistant.
Slaton, Miss S. Rebekah.	Atlanta, Ga. (Regional Office)	Savannah, Ga., assistant.
Smalley, Clarence L.	San Bruno, Calif.	San Francisco, Calif., assist- ant.
Smith, Miss Hazel R.	Fort Worth, Tex. (Regional Office)	Amarillo, Tex., assistant.
Smith, Mrs. Marian S.	Atlanta, Ga. (Regional Office)	Florence, S. C., assistant.
Smith, Raymond H.	Park Place, Pa.	Washington, D. C., assistant.
Smith, Richard J.	Columbiaville, N. Y.	Trenton, N. J., assistant.
Smith, Robert B.	Los Angeles, Calif. (Regional Office)	Las Vegas, Nev., assistant.
Smith, Roy A.	Charleston, S. C.	Savannah, Ga., assistant.
Snyder, Henry C.	Roswell, N. Mex.	Tulsa, Okla., assistant.
Snyder, Raymond B.	Burbank, Calif. (Airport.)	Los Angeles, Calif., assistant.
Spafford, William W.	Pasadena, Calif. (C. I. T.)	Washington, D. C., assistant.
Spears, Jack F.	Texarkana, Ark.	Tucumcari, N. Mex. assistant.
Spence, Miss Sarah A.	Mobile, Ala. (Airport)	Atlanta, Ga. (Airport), assist- ant.
Spencer, Miss Regina L.	Chicago, Ill. (Regional Office)	Rochester, Minn., assistant.
Spicer, Lucius P.	Adairsville, Ga.	Montgomery, Ala. (Airport), in charge.
Splaine, Richard.	Flushing, N. Y. (Regional Office)	Melbourne, Fla., assistant.
Sproge Victor M.	Oakland, Calif. (Airport.)	San Francisco, Calif., assist- ant.
Stafford, Miss Mary R.	Oakland, Calif. (Airport)	Sacramento, Calif., assistant.
Stallard, Glenn.	Ypsilanti, Mich.	Detroit, Mich., assistant.
Stapleton, Miss Edith L.	Atlanta, Ga. (Regional Office)	Mobile, Ala., assistant.
Stebbins, Miss Jean H.	Ypsilanti, Mich.	Toledo, Ohio (Airport), assist- ant.
Stedry, Allen D.	Buffalo, N. Y.	Boston, Mass. (Airport), as- sistant.
Steinberg, Miss Selma I.	Rochester, Minn.	Fargo, N. Dak., assistant.
Stepzinski, Miss Corrine. M.	Kansas City, Mo. (Regional Office)	Grand Junction, Colo., assist- ant.
Stepzinski, Miss Corinne. M.	Grand Junction, Colo.	Rock Springs, Wyo., assist- ant.
Stewart, Ernest M.	Lake Charles, La.	Texarkana, Ark., assistant.

Name	From—	To—
Stewart, Philbert G.	Indianapolis, Ind.	Boston, Mass. (Airport), assistant.
Stickel, Alma M.	Pittsburgh, Pa.	Washington, D. C., assistant.
Stoltz, Frank D.	Seattle, Wash. (Regional Office)	Billings, Mont., assistant.
Stommel, Herman G.	Chicago, Ill. (University)	Washington, D. C., assistant.
Stone, John W.	Kansas City, Mo. (Regional Office)	Washington, D. C. (Airport), assistant.
Stoner, Miss Geraldine V.	Des Moines, Iowa.	Lebo, Kans., assistant.
Strader, Zell E.	El Paso, Tex.	Fort Worth, Tex. (Regional Office), assistant.
Street, Thomas E.	Mobile, Ala.	Bristol, Tenn., assistant.
Susol, Walda.	Flushing, N. Y. (Regional Office)	New Haven, Conn., assistant.
Swoboda, Marian E.	Kansas City, Mo. (Regional Office)	Malden, Mo., assistant.
Tallman, Miss Anna F. .	New York, N. Y. (Regional Office)	Albany, N. Y., (Airport) assistant.
Tanner, J. Sherman.	Anchorage, Alaska. (Regional Office)	Juneau, Alaska, assistant.
Tatum, Donald E.	Atlanta, Ga. (Regional Office)	Daytona Beach, Fla., assistant.
Taylor, Miss Dorothy L. .	Kansas City, Mo. (Regional Office)	Casper, Wyo., assistant.
Taylor, Harvey C.	Swan Island, W. I.	Tampa, Fla., assistant.
Taylor, Herbert J.	Kansas City, Mo. (Regional Office)	Rapid City, S. Dak., assistant.
Taylor, James R.	Boston, Mass. (Airport.)	Putnam, Conn., assistant.
Teal, Shannon A.	Tyler, Tex.	Waco, Tex., assistant.
Tehle, Alvin N.	Joliet, Ill.	Boston, Mass. (Airport), assistant.
Templeton, George S., Jr.	Los Angeles, Calif. (Regional Office)	San Francisco, Calif., assistant.
Templeton, George S., Jr.	San Francisco, Calif.	Honolulu, T. H., assistant.
Theus, Mrs. Lillie L.	Atlanta, Ga. (Regional Office)	Adairsville, Ga., assistant.
Thomas, Miss Mary A. . .	Tampa, Fla.	Orlando, Fla., assistant.
Thomas, Miss Mary A. . .	Orlando, Fla.	Tampa, Fla., assistant.
Thompson, Miss Earline D.	Fort Worth, Tex.	Fort Smith, Ark., assistant.
Thompson, Henry F.	Austin, Tex.	Shreveport, La., assistant.
Thompson, Jack C.	Santa, Paula, Calif.	Burbank, Calif. (Airport), assistant.
Tighe, Miss Patricia A. .	New York, N. Y. (Regional Office)	Richmond, Va., assistant.
Timrick, Miss Shirley G.	Chicago, Ill. (Regional Office)	Alpena, Mich., assistant.
Tingle, Mrs. Evelyn N. .	Atlanta, Ga. (Regional Office)	Ft. Myers, Fla. (Airport), assistant.
Tisdale, Miss Idabel.	Atlanta, Ga. (Regional Office)	Melbourne, Fla., assistant.
Tisdale, Miss Ophelia. . .	Atlanta, Ga. (Regional Office)	Melbourne, Fla., assistant.
Tisdale, Miss Ophelia. . .	Melbourne, Fla.	Dunnellon, Fla., assistant.
Tonkin, Mrs. Lois C.	Washington, D. C.	Detroit, Mich. (Airport), assistant.
Townsend, James E.	Florence, S. C.	Meridian, Miss., assistant.
Traban, Vivian L.	San Bruno, Calif.	San Francisco, Calif., assistant.

Name	From—	To—
Trilety, Fred P.....	Duluth, Minn..... (Airport.)	Cincinnati, Ohio, assistant.
Turbyfill, Miss Hazel... H.	Atlanta, Ga..... (Regional Office)	Greensboro, N. C., assistant.
Turbyfill, Miss Hazel H.	Greensboro, N. C.....	Daytona Beach, Fla., assist- ant.
Turner, Miss Bettie J...	Spokane, Wash.....	Portland, Oreg. (Airport), as- sistant.
Twomey, Miss Dorothy M.	Detroit, Mich..... (Airport)	Juneau, Alaska, assistant.
Tydeman, Miss Helen...	Chicago, Ill..... (Regional Office)	Washington, D. C. (Airport), assistant.
Uhlig, Raymond A.....	Washington, D. C.....	Spokane, Wash., assistant.
Ulrich, Mrs. Mabel E...	Chicago, Ill..... (Regional Office)	Centerville, Ind., assistant.
Ulrickson, Miss Miriam. A.	Fort Worth, Tex..... (Regional Office)	Albuquerque, N. Mex., assist- ant.
Useldinger, Miss Cleona. S.	Meacham, Oreg.....	Seattle, Wash., (Airport), as- sistant.
Van Hyning, Miss..... Dorothy D.	Atlanta, Ga..... (Regional Office)	Washington, D. C. (Airport), assistant.
Van Hynin, Miss..... Dorothy D.....	Washington, D. C..... (Airport.)	Tampa, Fla., assistant.
Van Pelt, Miss Thelma.. M.	Spokane, Wash.....	Portland, Oreg. (Airport), as- sistant.
Van Leuven, Sanfor B...	Los Angeles, Calif..... (Regional Office)	Newhall, Calif., assistant.
Vernon, Edward M.,....	San Bruno, Calif.....	San Francisco, Calif., assist- ant.
Vestal, Claude K.....	New York, N. Y.....	Washington, D. C., assistant.
Vinyard, Miss Avis J....	Fort Worth, Tex. (Regional Office)	Wichita Falls, Tex., assistant.
Wade, Walter O.....	Elizabeth City, N. C...	Miami, Fla. (Airport), assist- ant.
Wagner, Mrs. Alma M...	Chicago, Ill..... (Regional Office)	Dayton, Ohio, assistant.
Wagner, Arthur C.....	Washington, D. C.....	New Orleans, La., assistant.
Wakefield, James D....	Los Angeles, Calif..... (Regional Office)	Seattle, Wash. (Regional Of- fice), assistant.
Walker, Mrs. Grace E...	Fort Worth, Tex..... (Regional Office)	Savannah, Ga., assistant.
Walker, Harry E.....	Texarkana, Ark.....	San Antonio, Tex., assistant.
Wallace, Vernon W.....	Eugene, Oreg.....	Boise, Idaho, assistant.
Ward, John O.....	St. Louis, Mo.....	Kansas City, Mo., assistant.
Wardell, Edward J.....	Bakersfield, Calif.....	Santa Maria, Calif., assistant.
Warren, Mrs. Dorothy.. G.	Monteagle, Tenn..... (Airport)	Rochester, N. Y., assistant.
Warren, Robert R.....	Atlanta, Ga..... (Regional Office)	Apalachicola, Fla., assistant.
Warshauer, Miss Ella L.	Kansas City, Mo..... (Regional Office)	Denver, Colo. (Airport), as- sistant.
Watson, John D.....	Birmingham, Ala..... (Airport.)	Jacksonville, Fla., assistant.
Weaver, Robert L.....	Los Angeles, Calif..... (Regional Office)	San Francisco, Calif., assist- ant.
Webb, William H.....	Atlanta, Ga..... (Regional Office)	Hatteras, N. C., assistant.
Weber, Miss E. Joyce...	Atlantic City, N. J.....	Putnam, Conn., assistant.
Weber, Miss Verna I....	Washington, D. C.....	Anchorage, Alaska, assistant.
Webster, Leland S.....	Paso Robles, Calif.....	Santa Maria, Calif., assistant.
Weiderholt, Miss Alicia M.	Kansas City, Mo..... (Regional Office)	Malden, Mo., assistant.

Name	From—	To—
Williams, Mrs. Mary.... Ellen	Chicago, Ill. (Regional Office)	Vandalia, Ohio (Airport), as- sistant.
Williams, Philip, Jr.	Los Angeles, Calif. (Regional Office)	Washington, D. C., assistant.
Wills, James H.	Chicago, Ill. (Regional Office)	St. Paul, Minn., assistant.
Wilms, Miss Geraldine..	San Bruno, Calif.	San Francisco, Calif., assist- ant.
Wilson Miss Anna B.	Atlanta, Ga. (Regional Office)	Charlotte, N. C. (Airport), as- sistant.
Wilson, Mrs. Mary O.	Anchorage, Alaska. (Regional Office)	McGrath, Alaska, assistant.
Wilson, Miss Maxine.	Kansas City, Mo. (Regional Office)	Burlington, Iowa, assistant.
Wilson, Roy E.	Anchorage, Alaska. (Airport.)	McGrath, Alaska, assistant.
Winders, Miss. Marguerite I.	Kansas City, Mo.	Des Moines, Iowa, assistant.
Wood, Miss Ruby M.	Fort Worth, Tex. (Regional Office)	El Paso, Tex., assistant.
Wood, Willis A.	Ely, Nev.	Washington, D. C. (Airport), assistant.
Woods, Miss Edith J.	Cheyenne, Wyo.	Des Moines, Iowas, assistant.
Woodward, Miss Phyllis.. P.	Flushing, N. Y. (Regional Office)	Buffalo, N. Y. (Airport), as- sistant.
Worrell, Joe D.	Memphis, Tenn.	Jacks Creek, Tenn., assistant.
Wotten, Miss Nancy N.	Atlanta, Ga. (Regional Office)	Charlotte, N. C., assistant.
Wright, Charles M.	Seattle, Wash. (Regional Office)	Tatoosh Island, Wash., as- sistant.
Wright, Herbert A.	San Francisco, Calif.	Los Angeles, Calif. (Regional Office), assistant.
Wright, Samuel F.	Anchorage, Alaska. (Regional Office)	Boston, Mass. (Airport), as- sistant.
Wyatt, Samuel V.	Washington, D. C. (Airport)	Memphis, Tenn., assistant.
Yaggy, Miss Mary L.	Kansas City, Mo. (Regional Office)	Burlington, Iowa, assistant.
Yarger, Miss Bette J.	Fort Worth, Tex. (Regional Office)	Oklahoma City, Okla., assist- ant.
Yelineck, Donald J.	Moline, Ill.	Rochester, Minn., assistant.
Young, Byron A.	Wichita, Kans. (Airport.)	Denver, Colo. (Airport), as- sistant.
Young, Miss Evelyn W.	Atlanta, Ga. (Regional Office)	Washington, D. C. (Airport), assistant.
Young, Miss Evelyn W.	Washington, D. C.	Tampa, Fla. (Airport), assist- ant.
Young, Mrs. Myrtle R.	Fort Worth, Tex. (Regional Office)	San Antonio, Tex., assistant.
Zazza, Miss Clara.	Flushing, N. Y. (Regional Office)	Trenton, N. J., assistant.
Zikoros, Miss Frances A.	Concord, N. H.	Boston, Mass. (Airport), as- sistant.
Zimmerman, John. W., Jr.	El Paso, Tex.	Albuquerque, N. Mex., assist- ant.

Name	From—	To—
Weisel, Miss Donna M..	Minneapolis, Minn. (Airport)	Centerville, Ind., assistant.
Weisel, Miss Donna M..	Centerville, Ind.	Washington, D. C. (Airport), assistant.
Weldon, John B.	Hatteras, N. C.	San Juan, P. R., assistant.
Welker, Anthony J., Jr.	New York, N. Y. (Regional Office)	Chicago, Ill. (Airport), assist- ant.
Welles, Miss Kathryn L.	Chicago, Ill. (Regional Office)	Cincinnati, Ohio, assistant.
Wellman, Miss Geraldine. L.	Kansas City, Mo. (Regional Office)	Malden, Mo., assistant.
Wells, Miss Mary E.	Athens, Ga.	Chattanooga, Tenn. (Airport). assistant.
Wells, Miss Marjorie K..	Fort Worth, Tex. (Regional Office)	Big Spring, Tex., assistant.
Wendt, Miss Pearl.	Marquette, Mich.	Willmar, Minn., assistant.
Wenglowski, Eugene J..	East Liverpool, Ohio. . .	Joliet, Ill., assistant.
Wenglowski, Eugene J..	Joliet, Ill.	Chicago, Ill. (Airport) assist- ant.
Wessinger, Harry W.	Atlanta, Ga. (Regional Office)	Apalachicola, Fla., assistant.
Wetzstoen, Robert.	Seattle, Wash. (Regional Office)	Pendleton, Oreg, assistant.
Whaley, Robert D.	Oakland, Calif. (Airport)	San Francisco, Calif., assist- ant.
Wheeler, Mrs. Corajean. J.	Los Angeles, Calif. (Regional Office)	Fresno, Calif., assistant.
Wheeler, Miss Ida G.	Fort Worth, Tex. (Regional Office)	Crestview, Fla., assistant.
White, Clarence A.	Evansville, Ind.	Boston, Mass. (Airport), as- sistant.
White, Miss Helen B. . .	Fort Worth, Tex. (Regional Office)	Del Rio, Tex., assistant.
White, James A.	Atlanta, Ga. (Regional Office)	Macon, Ga. (Airport), assist- ant.
White, Miss Jane M.	Flushing, N. Y. (Regional Office)	Washington, D. C., assistant.
White, Mrs. Lucy D.	Jacksonville, Fla.	Savannah, Ga., assistant.
White, Miss Virginia R.	Kansas City, Mo. (Regional Office)	Sioux City, Iowa, assistant.
Wichita, Miss Marie C. .	Kansas City, Mo. (Regional Office)	Omaha, Nebr., assistant.
Wickham, George D.	Tronton, N. J.	Erie, Pa., in charge.
Wigent, Miss Frances E.	Bismarck, N. Dak.	Joliet, Ill., assistant.
Wilcox, Charles F., Jr.	Brownsville, Tex.	Baltimore, Md., assistant.
Wilder, Miss Juanita S. .	Greensboro, N. C.	Jackson, Miss., assistant.
Wilder, Miss Juanita S. .	Jackson, Miss.	Greensboro, N. C., assistant.
Wiley, Miss Shila M.	Little Rock, Ark.	Washington, D. C. (Airport), assistant.
Wiley, Miss Shila M.	Washington, D. C. (Airport)	Albuquerque, N. Mex., assist- ant.
Williams, Miss Betty. . .	Sault Ste. Marie, Mich.	Milwaukee, Wis., assistant.
Jean Williams, Ernest B.	Tampa, Fla.	Jacksonville, Fla., assistant.
Williams, James T.	Elko, Nev.	Winslow, Ariz., assistant.
Williams, John M.	Ypsilanti, Mich.	Detroit, Mich. (Airport), as- sistant.
Williams, John M.	Detroit, Mich. (Airport)	Lynchburg, Va., in charge.
Williams, Miss M.	Atlanta, Ga.	Greenville, S. C., assistant.
Dorothy Williams, Miss Marilyn. .	New York, N. Y. (Regional Office)	Newark, N. J., assistant.
J.		

WEATHER BUREAU TOPICS AND PERSONNEL

SEPTEMBER 1944

INFORMATION

REVIEW OF PROPOSALS TO USE GREENWICH CIVIL TIME ON TELETYPE CIRCUITS

In several instances during the past four or five years the use of Greenwich Civil Time as the standard of time for all teletype transmissions has been proposed. Soon after the establishment of Schedule C, the matter was brought up and it was agreed to use Greenwich Time for certain of the purely meteorological transmissions such as raobs and pibals. This is still being done and is found to be a useful arrangement since the collection of these data covers a large number of time zones.

Recently a proposal was made by the CAA to use Greenwich Time for all transmissions on Schedules A and C. This proposal was referred to most of the agencies and interests concerned, including the Air Transport Association, Air Line Pilots Association, individual airlines, Canadian Meteorological Service and other Canadian aviation interests, the Army and the Navy. There was wide difference of opinion and some strong objections were raised, particularly by the operating personnel of the airlines.

Because of the great importance of military operations at this time, the opinions of military representatives were given considerable weight. They favored continuance of the present system until such a time as the change-over would be less disturbing to the operations of military aircraft, and it was agreed to defer action on the proposal.

EQUITY OF ANNUITANT IN RETIREMENT FUND

Articles explaining new provisions contained in the amended Civil Service Retirement Law, approved January 24, 1942, Public Law 411, 77th Congress, appeared in issues of TOPICS AND PERSONNEL for the Months of March, May, June, September and October, 1942. In the issues of April, June, July and August 1943, there appeared notices and circulars emanating from the Retirement Division of the Civil Service Commission. Within the last few days there was mailed to Regional Offices for distribution to all regular stations a pamphlet entitled "Your Retirement System" issued by the Civil Service Commission consisting of questions and answers.

The article in June 1942 issue was on the subject of retirement fund contributions, and dealt primarily with the provision contained in Section 4 of the Amended Act of August 4, 1939, which provides for voluntary contributions to the retirement fund for the purchase of annuity in addition to that provided by the monthly payroll deductions taken from the salary of each employee and deposited to his account in the retirement fund, less \$1.00 monthly (called tontine) which is deposited to the account of the Government.

Incident to the recent voluntary retirement of several employees of the Bureau, the question has arisen as to how long a retired employee retains an equity in his retirement fund. This question is indirectly answered in the illustration on page 36 of the recent pamphlet issued by the Commission. The purpose of this article is to answer that question in such a way that each annuitant can compute the length of time he continues to have an equity in the fund, and the amount of his equity each year during the period.

Only those annuitants who elect to take nonforfeiture annuity at the time of retirement retain an equity in the fund after retirement. This being the

case, those that elect to benefit by the joint annuity provision (see item page 111, October 1942 TOPICS) retain no equity in the fund as joint and survivorship annuity is based on forfeiture, or no return of unexpended principal.

The computation of equity is rather simple. It is based on how long and by what amount you use up your contributions in terms of what your fund purchases in annuity. The factors used are those tabulated on page 63 of June 1942 TOPICS and page 56 of the C. S. C. pamphlet. For example, a male employee at age 55 purchases .0690799 in annuity for each \$1.00 in his fund at time of retirement, including interest compounded as of June of each year at 4 percent annually on payroll deductions and at 3 percent on voluntary contributions. Likewise a man of age 60 purchases .0762253, and a man of age 70 purchases .0974849 for each \$1.00 in his fund. Therefore:

Male of age 55 = \$1.00 + .0690799 = 14 + years of equity.
 Male of age 60 = \$1.00 + .0762253 = 13 + years of equity.
 Male of age 70 = \$1.00 + .0974849 = 10 + years of equity.

In order to determine at any time the amount of equity one has remaining in the fund during retirement it is only necessary to multiply the total number of dollars credited to the fund at the time of retirement (including any amounts of additional voluntary contributions) by the factor set opposite the age at which retirement occurs, and subtract the product from the total amount for each succeeding year of retirement.

Example:

Male retires at age of 60 years.
 At time of retirement has \$2000 in fund.
 Each dollar in the fund purchases .0762253 in annuity per annum.

Computing:

\$2,000 x .0762253 = \$152.45 annuity per annum.
 \$2,000 - \$152.45 = \$1,847.55 equity 2nd year.
 \$1,847.55 - \$152.45 = \$1,695.10 equity 3rd year.
 * * * * *
 \$170.60 - \$152.45 = \$18.15 equity 14th year.

It should be clearly understood that the annuity purchased with voluntary contributions is in addition to that to which the annuitant is entitled by the computation based on age, length of service, highest average basic pay for any five consecutive years of allowable service at the option of the employee, and other factors.

NEW REGIONAL DIRECTOR NAMED FOR REGION 2

Mr. Thomas R. Reed, who for several years has had charge of the Weather Bureau activities at Honolulu, has been selected as Regional Director for Region 2. Mr. Reed has been on detail to the Central Office for preliminary discussions regarding regional administration. He will assume his new duties in Atlanta about October 1.

NEW RAOB STATIONS

The raob station at Tapachula, Chiapas, Mexico, has been moved to Merida, Yucatan, Mexico. This is one of the three raob stations in Mexico operated in cooperation with the Mexican Government.

Under a similar cooperative program with the Cuban Government, a raob station is being established at Havana.

Both of these stations are scheduled to make one raob daily at 2300 E.S.T. Occasionally, during particular types of weather conditions, additional daytime raobs may be made.

These reports will be transmitted over the teletype circuits.

Daily raobs (1100 E.S.T.) were begun at Havana, Cuba, on September 9, 1944. This station is operated similarly to the three Mexican stations under the program of cooperation with the American Republics. The reports are transmitted over the teletype circuits and copies of the records furnished the Weather Bureau.

The raob work at Grand Junction, Colo., is being transferred from the Army to the Weather Bureau. Twice daily scheduled observations by the Weather Bureau are expected to begin about October 1, 1944.

CAA STATIONS AT WHICH WEATHER BUREAU EMPLOYEES ARE BEING ASSIGNED

Plans for the assignment of Weather Bureau personnel to relieve CAA personnel of a portion of weather observing duties at Chanute and Lebo, Kans., have been changed. In lieu of these stations, Weather Bureau personnel have been assigned to St. Joseph, Mo., (Airport), effective August 16, 1944. Further details relative to this project may be found in the January and April 1944 issues of TOPICS AND PERSONNEL.

ESTABLISHMENT OF FIRST-ORDER STATION

Effective July 20, 1944, a first-order station was established at Lexington, Ky., in lieu of the airway and special meteorological station at that point. The observational program consists of hourly surface reports (during daylight hours) with 3- and 6-hourly additive data.

CLOSING OF FIRST-ORDER STATION

The first-order hourly reporting station at Lakeview, Oreg., was closed at the termination of August 16, 1944. In lieu thereof a 3- and 6-hourly synoptic reporting station was established at the same location.

MOVING OF FIRST-ORDER STATION

Effective August 9, 1944, the first-order station at Redding, Calif., was moved to Red Bluff, Calif. The observational program consists of hourly surface reports with 3- and 6-hourly additive data, and pilot-balloon observations.

ANALYSIS CODE REVISED

On June 1, 1944, the Weather Bureau began use of Combined Meteorological Committee Universal Specifications for certain code tables in WB No. 1345. Subsequent to that time agreement was reached on an analysis code form for use of Allied Nations.

This Combined Analysis Code (C.A.C.) will be used, beginning September 1, 1944, by the Meteorological Service of Canada, the British Air Ministry, the U. S. Weather Bureau, and the Army Air Forces.

WB No. 1345 has been revised to conform to C.A.C. with supplementary sections to provide additional analysis forms required by the Weather Bureau.

Supplies of WB No. 1345 (Revised effective September 1, 1944) and a new card have been furnished to all stations through Regional Offices. Stations not receiving their copies should request them from their Regional Office.

CHARTS SHOWING SCHEDULE "A" AIRWAY REPORTS ON CIRCUIT 4

A set of 11 charts showing the sequence arrangements of hourly airway reports over Circuit 4 has been printed and distributed by the Central Office. The smaller charts are to be mounted in the appropriate frames of the standard 4- and 6-section sequence display cases, while the large map showing Circuit 4 and its relays from Circuits 2, 3, 5, 6, 7, and 8 is suitable for framing and wall display.

The connecting lines on the charts should be colored by hand, and, for the sake of uniformity, the following Dixon's "Best" colored pencils have been selected:

Circuit 2 - Dark Chrome, No. 351½
Circuit 3 - Paris Blue, No. 328
Circuit 4 - May Green, No. 356
Circuit 5 - Light Violet, No. 322½
Circuit 6 - Rose Madder, No. 332½
Circuit 7 - Raw Umber, No. 342
Circuit 8 - Slate Gray, No. 331½

Similar charts for Circuits 5, 7, and 9 are now ready for printing and will be issued during August.

NOTICE TO CEASE FROST WARNINGS

Station officials are reminded that notification should immediately be sent to the appropriate forecast center when, in the fall, frost warnings are no longer needed in the vicinity of their stations. Notification to cease warnings should be by letter if delivery can be effected within 24 hours; otherwise, by telegraph. Card forms should not be used for this purpose. Stations in the Washington forecast district should send notification direct to the forecast center at the Washington National Airport instead of to the Central Office.

FASTENING NECKS OF PILOT BALLOONS

Several observers have suggested that a small band be cut from the end of the neck of pilot balloons and this band be used to fasten the neck after inflation.

It is suggested that this method be adopted at other pibal station whenever balloons with large necks are used.

AVOIDING DUPLICATION OF RAWIN AND RABAL OBSERVATIONS

In the event a RAWIN station is now in operation or one is established in the vicinity of a Weather Bureau mob station, the latter will not be required to make RABALS except on its own initiative at infrequent intervals for comparative purposes.

RENTAL, REPAIR, AND MAINTENANCE OF OFFICE MACHINES

A copy of Procurement Division General Schedule of Supplies covering rental, repair, and maintenance of typewriters and other office machines (Class 54, Supplement No. 1) for the period July 1, 1944 to June 30, 1945, was mailed to each Regional Office August 22, 1944.

Before authorizing expenditures in the open market, stations should consult their respective Regional Office and ascertain whether or not these contracts are applicable.

CORRECTION

The following correction should be made in station copies of Instructions for Computing and Coding Weekly and Monthly Mean Temperatures, etc.:

Page 5, V(a) sss, for "tens," "units," and "tenths" read "hundreds", "tens," and "units";
iii: "half-units" instead of "tenths".

RETIREMENTS

Mrs. Rose I. Cullen, clerk in the Fiscal Section of the Central Office, retired because of physical disability at the termination of August 31, 1944. She was born in Baltimore, Md., on August 22, 1884 and entered the Weather Bureau on September 2, 1926, by transfer from the Veterans Bureau.

Mr. John H. Edge, clerk in the Materiel Section of the Central Office, was voluntarily retired at the termination of September 30, 1944. He was born in Staffordshire, England, on December 15, 1874 and entered the Weather Bureau at Washington on August 1, 1912, as watchman. In 1916 he was promoted to clerk. Prior to his appointment in the Weather Bureau, Mr. Edge served in the U. S. Army during the Spanish-American war.

Mr. Richard W. Gray, senior meteorologist in charge of the San Juan station, retired at the termination of August 31, 1944 after more than 49 years of service. He was born in Charlotte, N. C., on August 26, 1874 and entered the Weather Bureau at Charlotte on July 1, 1895, as messenger. He subsequently served as assistant at Wilmington and Atlantic City. In April 1911 he was placed in charge of the Miami station, where he served until July 1935, when he was transferred to San Juan.

Mr. William H. Green, junior meteorologist in charge of the Abilene station, was voluntarily retired at the termination of September 30, 1944. He was born in Madge Coleman County, Tex., on March 2, 1879 and entered the Weather Bureau at Key West on July 1, 1903, as assistant observer. He subsequently served at Mobile, Havana, Montgomery, Knoxville, and Fort Worth. In December 1909 he was transferred to Abilene where he remained continuously, being placed in charge in December 1912.

Mr. Robert E. Kearney, junior meteorologist in charge of the Devils Lake station, retired because of physical disability at the termination of August 31, 1944. He was born in Shaldon, Iowa, on February 8, 1889 and entered the Weather Bureau at Lincoln on May 12, 1922, as assistant observer. In April 1928 he was placed in charge of the Concordia station, and in April 1930 was transferred in charge at Devils Lake.

Mr. Joseph B. Kincer, Chief of the Division of Climate and Crop Weather at the Central Office, was voluntarily retired at the termination of August 31, 1944. He was born in Wythe County, Va., on November 15, 1874 and entered the Weather Bureau at San Francisco on February 11, 1905, as assistant observer, being at that office during the disastrous earthquake and fire. He served subsequently as assistant at El Paso and Augusta and was later transferred to the Climatological Division at the Central Office in July 1908. After the formation of the Division of Agricultural Meteorology in 1916, his attention was drawn to this field with the result he was appointed assistant chief in 1918. It was during his service in this Division in collaboration with Prof. J. Warren Smith, the then chief of that Division, that his first studies on the relation between the weather elements and crop yields were published. These pioneers studies served as a model for later development in this field in this country and abroad. In 1923 he was made chief of the Division of Agricultural Meteorology and, when that Division and the Climatological Division were merged in 1932, with the designation "Division of Climate and Crop Weather", Mr. Kincer was placed in charge. He was responsible for the development of the climatic sections of the Atlas of American Agriculture and was editor of the section on Climatology in the Year Book of the Department of Agriculture, entitled "Climate and Man". He is also the author of numerous other articles dealing with climatology, including studies of climatic trends. His long experience in the preparation of Weather and Crop Bulletins has permitted him to intersperse its more or less routine features with interesting comments, charts and diagrams comparing our rent with past weather. The development and expansion of the fruit-frost work took place under his direction. He served as a member of many important Weather Bureau and Departmental Committees, as well as member of Commissions of the International Meteorological Organization. He is a past president of the American Meteorological Society.

Mr. Eric R. Miller, associate meteorologist in charge of the Madison station, was voluntarily retired at the termination of August 31, 1944. He was

born at Mount Pleasant, Mich., on June 19, 1878 and entered the Weather Bureau at Galveston on September 2, 1901, as observer. He subsequently served at Tampa, New York, Central Office and Mt. Weather, as assistant. At Mt. Weather he was a member of the group that conducted pioneer research by kite soundings of the free air. In December 1908 he was placed in charge at Madison, where he remained until his retirement, and in this assignment he conducted courses in meteorology and climatology at the University of Wisconsin.

Mr. Orlin R. Rogers, junior meteorologist in charge of the Columbia, Mo., station, was voluntarily retired at the termination of September 30, 1944. He was born in Towanda, Ill., on October 3, 1881 and entered the Weather Bureau at San Francisco on June 15, 1910, as assistant observer. He subsequently served at Birmingham and Davenport. In May 1915 he was transferred to Columbia where he served continuously, being placed in charge in July 1932.

DEATHS

Ensign Earnest A. Cole, Jr., who entered on active duty in the Naval Air Reserve on September 8, 1942, was killed in an airplane crash near Norfolk, Va., on September 21, 1944. Mr. Cole was born in Florence, S. C., on May 16, 1921. He was appointed on September 3, 1941 as messenger at the Central Office and promoted to junior clerk on June 3, 1942, with assignment to the Materiel Section.

Dr. Herbert H. Kimball, who was retired at the termination of June 30, 1932, died at Manassas, Va., on July 15, 1944. A notice of his retirement and outline of his service in the Bureau will be found in TOPICS AND PERSONNEL for June 1932.

Mr. Howard H. Martin, assistant meteorologist at the Kansas City station, died at Columbus, Ohio, on July 31, 1944. Mr. Martin was born at Fort Worth, Tex., on December 5, 1889 and entered the Weather Bureau at Galveston on May 29, 1909, as assistant observer. He later served at Houston, Fort Worth, Dallas, Washington and Columbus, resigning from the latter station in May 1920. In September 1936, he was reinstated at Kansas City.

Miss Daisy Mae Nelson, clerk in the Central Office, died on August 7, 1944. Miss Nelson was born on October 16, 1909, at Manassas, Va., and was appointed in the Weather Bureau on December 1, 1942.

SERVICE COMMENDATIONS

The Central Office receives numerous letters or copies of letters expressing appreciation for the high quality of service rendered by Weather Bureau Offices. Many of these communications reveal the ready and unfailing cooperation of Weather Bureau personnel in providing service beyond ordinary or routine requirements. The following is quoted from a recent letter received at a Weather Bureau Airport Station from an operating manager of Transcontinental and Western Air, Inc.:

As you are no doubt aware, the unusually large amount of low stratus condition which we have experienced the past few months has considerably aggravated our operating problems.

It has been brought to my attention that, during this period your personnel have been extremely cooperative and I take this opportunity to thank you for this extra assistance which has been extended.

Even slight changes in weather conditions are sometimes very important from an operating standpoint, and it is gratifying to note your appreciation of our needs in this respect and the cheerful willingness of your personnel in meeting them.

Thank you very much.

This letter reflects a standard of performance that is exemplified in many parts of our field service. The maintenance of such standard under present conditions is an outstanding accomplishment.

WHODUNIT?

With apologies to Mr. Hiawatha —

Up around the Arctic Circle
Weathermen are strong and silent
Snugly wrapped in beards and beaver
Watching raobs, watching pibals
Lighted by the moon's pale flicker
Slanting through the crystal glitter,
Or the endless sun in summer.
Charting data of the Northland,
Of the lonely, brooding Northland,
Mighty king of weather makers.

Ray Obb

From BOREALIS BRIEFS issued by the
Anchorage Regional Office June 30,
1944.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



10



745



SERVICE ROLL OF HONOR

Died in Service

LUTHER H. BRADY*

LESTER S. FODOR*

CHARLES F. JONES*

GEORGE F. KUBACH*

EDWARD WEBER*

WESLEY J. MORRIS

DOUGLAS M. PATRICK

WILLIAM E. STODGHILL

JOHN V. KLOBOFSKI

EARNEST A. COLE, JR.

*Weather Bureau civilian casualties as result of enemy action.



WEATHER BUREAU TOPICS AND PERSONNEL

OCTOBER 1944

INFORMATION

PRESIDENT'S LETTER ON RECONVERSION

The following letter dated September 18, 1944, from the President to the Director of the Budget is quoted for information of Weather Bureau personnel on the plans of the Government for reconversion from war to peacetime basis. The Central Office is preparing the information requested. It is believed that in many respects the Bureau's peacetime functions will call for an increase in facilities in order to meet national requirements in post-war air commerce and other new developments in business and industry:

MY DEAR MR. SMITH:

Total war has required a great expansion of Government activities, agencies, and personnel. Our success on the battle fronts all over the world bear witness to the effectiveness of our efforts.

Upon the termination of hostilities, we must proceed with equal vigor to liquidate war agencies and reconvert the Government to peace. Some steps along these lines may be taken when the fighting ends in Europe. The transition from war to peace should be carried forward rapidly, but with a minimum of disorder and disruption. Only careful planning can achieve this goal.

This is the time to do the planning, although the war—even in Europe—is not over. Most of the planning will probably have to wait for execution until the Japs have surrendered, and there is no way of telling when that will happen. But the plans should be ready.

In order that I may most effectively fulfill my responsibilities as Chief Executive in the demobilization period and may present appropriate recommendations to the Congress on the reconversion of the Government agencies, I am asking you to reexamine the programs, organization, and staffing of Government agencies and submit to me at the earliest possible date recommendations for adjusting the Executive Branch of the Government from the needs of war to the needs of peace.

Such recommendations should include plans for (1) the liquidation of war agencies and the reassignment of such permanent or continuing functions as they possess, (2) the reduction of Government personnel to a peace footing, and (3) the simplification and adaptation of the administrative structure to peacetime requirements.

In general, recommendations should include the methods for effecting the proposed changes and the appropriate timing of these changes. Immediate attention should be focussed on the adjustments needed upon the termination of the war in Europe.

Very sincerely yours,

(Signed) FRANKLIN D. ROOSEVELT

Honorable HAROLD D. SMITH,
Director,
Bureau of the Budget,
Washington, D. C.

SCIENCE SERVICE CLUB PROJECT

The Office of Hydrologic Director of the Central Office is cooperating with the Station Operations Division in organizing and preparing explanatory material for the Science Clubs of America. This affiliation of young people's science clubs is administered by Science Service, which also sponsors the annual Science Talent Search.

The Weather Bureau has agreed to sponsor a science club project which will benefit the young people who take part in the project and will also be of great value to the Bureau. This project will entail the observation of unusual rainfalls by Junior and Senior High School members of science clubs throughout the United States. The increase in valuable observations which can result from this activity, if the project is successful, will be very useful, particularly in the work of the Hydro-meteorological section. There are about 5,000 science clubs, with an average of 20 members each.

The working program will be made a responsibility of the Regional Hydrologic Engineers who will direct the initial use of any important information collected on excessive rainfall to the cooperative storm studies with the Corps of Engineers and to appropriate forecast centers. The original observations will be collected by the club sponsor and forwarded to the Official in Charge of the appropriate Weather Bureau Section Center who will make a cursory analysis of the material and decide whether or not any of the observations should be forwarded to the Regional Hydrologic Engineer. The collected observations will be stored by the section center for at least 6 months or until the Regional Hydrologic Engineer requests them.

WARNINGS FOR SCHOOL BUS DRIVERS

The Denver office in cooperation with the State Superintendent of Public Instruction in Colorado has recently worked out a plan for sending storm warnings to school bus drivers by radio. Under this plan copies of weather broadcasts schedules will be furnished all schools in Colorado and all school bus drivers will be required to obtain a weather forecast before starting on their routes. The radio schedules will be sent to schools twice each year so that listings will be kept up-to-date.

This plan seems the best solution to the problem of providing warnings for the 1100 school bus drivers in Colorado, a large majority of whom operate in rural communities where there are no other means of obtaining weather forecasts promptly. Experience with the system during the coming winter and spring is expected to demonstrate its value and indicate any modifications that may be necessary to increase its usefulness. It was brought to the attention of Regional Directors early this fall for possible use in other sections where similar hazards prevail.

EARTHQUAKE REPORTS

The following letter from the Director of the U. S. Coast and Geodetic Survey, concerning the importance of earthquake reports rendered on WB Forms 5000 by the Weather Bureau, is quoted to bring to the attention of Weather Bureau Officials the importance of accuracy in these reports.

Reports received through your office in the Cornwall (Ontario)—Massena (New York) earthquake of September 5, 1944 are very much appreciated. They emphasize the value of the routine monthly earthquake reports which have been furnished by Weather Bureau observers for many years.

In this instance the cooperation is especially appreciated as the detailed information received could have been obtained in no other way unless a special observer had been sent into the field. The reports and newspaper clippings furnished by your Canton, N. Y., observer, Mr. Robert E. Heyer, are unusually comprehensive. Mr. Heyer was near the area where the maximum damage occurred and took full advantage of the opportunity.

CLOSING OF FIRST-ORDER STATION

The Navy assumed responsibility for hourly surface observations at Klamath Falls, Oreg., effective September 1, 1944, and the Weather Bureau first-order station was closed at the same time.

CONSOLIDATION AT ELKINS, W. VA.

Effective September 1, 1944, all Weather Bureau activities formerly conducted at the Elkins City Office were transferred to the airport station. The observational program consists of hourly surface reports with 3- and 6-hourly additive data. Pilot-balloon observations are also taken.

ESTABLISHMENT OF FIRST-ORDER STATION

Effective August 1, 1944, a first-order station was established at Eastport, Maine, in lieu of the airway station at that point. The observational program consists of 6-hourly surface reports.

INSTRUCTIONS

LETTERHEADS FOR SPECIAL METEOROLOGICAL SERVICE

Records disclose that the small quantity of these 8x10 $\frac{1}{2}$ -inch letterheads used by cooperative observers in reporting special meteorological conditions, does not warrant their continuance as a stock item.

Therefore, Item 53-L-1997-75 is hereby cancelled and should be deleted from page 14 of the Stock Catalog. Section Centers are directed to issue blank letter sheets to any cooperative observers requesting stationary.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



10



746



SERVICE ROLL OF HONOR

Died in Service

LUTHER H. BRADY*

WESLEY J. MORRIS

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EARNEST A. COLE, JR.

*Weather Bureau civilian casualties as result of enemy action.



PERSONAL

CITATIONS

Lt. James P. Madden, of the Fiscal section, Central Office, recently received two decorations; the "Silver Star" for gallantry in action in the Marshall Islands and the "Purple Heart" in connection with an injury received at Saipan. The notice as to the "Silver Star" citation was received by Lt. Madden in temporary form signed by Admiral Nimitz. The permanent citation will be given by the Secretary of the Navy.

AMERICAN GEOGRAPHICAL SOCIETY

Mr. Joseph McAuliffe, Official in Charge of the Corpus Christi station, has been elected a Fellow in the American Geographical Society.

FIELD SERVICE TOPICS

HURRICANE EDITORIALS

Editorial comment concerning the Weather Bureau's hurricane warning service during the Atlantic hurricane of September 8 to 16 has been voluminous and uniformly commendatory. Quoted below, as an example for information of Weather Bureau personnel, is an editorial from the Philadelphia Record:

THE REAL HERO OF A HURRICANE IS THE WEATHERMAN

Entirely too long the Weatherman, like the umpire in baseball, has been the object of bum jokes and recriminations, with seldom a kind word.

When his forecasts are right—as they are nearly 85 percent of the time—nobody even notices.

Let him call a few wrong and what does he get?

The meteorological equivalent of pop bottles from the bleachers.

We hope Thursday's destructive hurricane whipped up a little more respect and appreciation for the Weather Bureau.

The Nation's weather forecasters performed a highly important service for the public. Dramatized this time. But it's the same service given day in and day out.

The warnings of the bureau, as early as five days in advance, that a hurricane was on the way North, were the difference between being caught flatfooted and vulnerable and being prepared.

While some lives were lost along the 1000-mile coastal belt plowed up by the storm, many lives were saved. Forewarned, they were not exposed.

While property damage, particularly heavy in the Jersey resort area, reached into the millions, it was held down because there was time to take precautions.

Of course there were many who pooh-pooed the storm warnings. They are the kind who prefer their own opinions to the pronouncements of experts, rely more on an aching corn than on scientific methods. Among them are perhaps the severest critics of the Weather Bureau.

This startling thought occurs: Suppose there had been no Weather Bureau, no warnings!

Checked and double checked along its coastal route, watched like a pet laboratory experiment by Army and Navy personnel, this was probably the best-plotted, most thoroughly announced hurricane in history.

It is to be hoped that this valuable job so proficiently performed will encourage a public regard for the Weather Bureau that is—fair and warmer.

GLOWBAL

(A digest of Cpl. Alan Harrington's article which appeared in the June 1944, issue of the Army Air Forces' Weather Service Bulletin.)

As Pfc. George Smith was holding the pilot balloon in the raw north-west wind which dominated Newfoundland on that day, he glanced toward Sgt. Stanley Mingewski who was glaring at the sky with more than a trace of chagrin, for on the northwest horizon a solid sheet of stratus had appeared. Smith saw it too and said, "That stuff is going to be on top of us pretty soon; maybe we ought to inflate a red balloon—just in case?"

"Not if we hurry!" his partner replied, somewhat nettled at having his choice of a white balloon questioned. He oriented the theodolite and said, "O.K., let's go!" Smith released the balloon and watched it

spin and whip upward. After jotting down several readings Smith remarked, "It's almost in the clouds already. I told you we should have used a red balloon; this won't last another 2 minutes!"

Mingewski twisted the horizontal tangent screw to the right, then to the left, but the thin stratus was already on the balloon and he could catch only glimpses of its bobbing form.

"Can you see anything?" asked Smith, "I've lost it already!"

"So have I; no, Wait——"

"Personally, I think this run is a dead pigeon," said the recorder, "but anyway, warning!——Read!" Smith laughed as he wrote down the figures. "You know you're kidding yourself. Let's call it a day——'low clouds'——and go home!"

The run had reached that eye-straining stage where the shape of the balloon melts into the cloud contours, emerges again to tantalize the observer, and continues bobbing through the veil of clouds until the observer seems to see twenty different balloon shapes. Mingewski had a puzzled look on his face: "hold it; I think I see something!"

"Are you crazy? I don't see anything, but——well, there's a sun-spot showing through the breaks?" What Smith saw was a small, very bright disc burning through the sheet of stratus to the southeast.

"That's not the sun," Mingewski cried, "It's our balloon! No sun ever jumped around like that, and besides, what would the sun be doing way off there? The balloon is above the overcast and the sun is shining on the white balloon to give off that glow!"

"What about it?" Smith looked bewildered.

"Listen, so long as the overcast doesn't get too heavy, I'm going to follow that balloon up ten or fifteen thousand feet just by the reflection!"

Smith stared at the shining, undeniably moving spot of light. "Alright," he said, "I see it, but I don't exactly believe it. Anyway, warning!!——"

That day Mingewski followed the balloon through a 2,000-foot overcast to a height of 14,000 feet. Three days later he tracked another white balloon for 10,000 feet through a thin, broken stratus deck. Thereafter whenever the opportunity presented itself—when a thin to moderate broken or overcast sky condition existed—he deliberately sent aloft a white balloon and, with few exceptions, stayed with the pibal until it travelled far above the cloud layers. The occasional failures of his 'glowbal' runs he attributes to deceptively thick cloud layers misjudged from the ground.

F. W. Reichelderfer
F. W. REICHELDERFER

Chief of Bureau.

WEATHER BUREAU TOPICS AND PERSONNEL

NOVEMBER 1944

INFORMATION

LATIN-AMERICAN STUDENTS

Forty Latin-American students who graduated from the Inter-American Meteorological School at Medellin, Colombia, in the summer of 1943, were awarded meteorological scholarships to American universities. Their courses began in September and lasted for the most part until the early part of June 1944. The universities to which the students were assigned were: C. I. T., Chicago University, M. I. T., New York University and U. C. L. A. Each university provided three or more tuition-free scholarships. The directors of the meteorological departments at all five universities commented favorably on the preparation received at Medellin. It should be stated that the students were deeply appreciative for the courtesies shown them by Weather Bureau officials and at the universities.

After completing their courses, seven of the students were selected to attend the school of Tropical Meteorology in Puerto Rico. The remainder were assigned to the Weather Bureau stations at Denver, Fort Worth, Kansas City, New Orleans, Atlanta, Chicago, and Boston in order to apply the principles learned in the universities and to gain a first-hand acquaintance with our service work to the public. Students assigned to these stations were outspoken in their praise of the instruction received. The final 2 weeks of their stay in the United States were spent at the Central Office where they had an opportunity of receiving some supplemental instruction in the 5-day forecast and the central analysis units and by visits to the raob units in the Instrument Division and at the Airport. Probably the outstanding point of interest was the Pan American Union where they were received personally by Dr. L. S. Rowe, the Director-General of the Union. The students have for the most part returned to their homes, where about half of them have very definite prospects of employment in the meteorological services of their countries or else with the airway companies. The balance no doubt will be absorbed by some of our domestic airway companies which are now seeking franchises in Latin America.

Six other students, selected from the Medellin group, attended Iowa State College at Ames, Ia., for a special course in climatology, statistics, etc. These students were on a somewhat different basis than those to whom full scholarships were awarded. They paid their own transportation, but received free tuition and were provided living expenses by the

State Department. After completion of training at Ames they were detailed to the Des Moines office for a period of two weeks, with subsequent assignment, with one exception, to one of the following stations: Kansas City, Springfield, Ill., and Missoula.

DESIGN OF WB FORM 1109 AND WB FORM 1114

To answer questions received at the Central Office regarding the design of WB Form 1109, "Radiosonde Data," and WB Form 1114, "Coded Pilot Balloon Data," a brief explanation follows:

The Weather Bureau now uses punch card tabulating machines for adding, multiplying, classifying, and sorting much of the information used in making summaries of various types. This is a fast, accurate and automatic procedure. Because of war needs, the use of these machines for regular Weather Bureau functions has been limited so far, but it is expected that after the war they will be put into more general use.

All data originally entered on WB Form 1109 and WB Form 1114 are transcribed therefrom to tabulating machine cards in the form of punched holes in predetermined positions on the card, and an average operator punches about 1,000 cards a day. The automatic compilation of these punch card records is accomplished electrically by the passage of the perforated card under brush contacts which complete electrical circuits through the card at the position of the punched hole. The closing of these circuits at definite times and from fixed positions on the card is the basis upon which these machines function.

The punch cards used by the Weather Bureau contain 80 columns corresponding to the columns on WB Form 1109 and WB Form 1114. Each digit is assigned one column on the punch card. The punch card operator punches the columns from left to right beginning at column 1—each observation being placed on a separate card, and it is absolutely necessary that the data be properly arranged and that each entry from surface to maximum altitude of the observation contain the number of digits indicated by the small numbers at the head of the levels so that the operator need not stop to question the data. Frequently it is necessary for an observer to place a zero preceding a value in order to have the correct number of digits for a level. On some forms, the same type of punch card is used for the lower and upper levels and, consequently, some levels provide for more digits than are ever required. In such cases zeros are generally printed in the appropriate columns.

The following is cited as an example of the efficiency of tabulating machines. When the Weather Bureau published the present WB Form 1048 and WB Form 1043A, "Tables for Computing Horizontal Distances of Pilot Balloons," several months were spent in compiling and checking the data, typing and proofreading the copy for the printer, and printing the tables. Recently a request was received for a set of horizontal distance tables based on an ascensional rate different from those regularly used by the Bureau. With the aid of tabulating machines it was

possible to make and check all computations, tabulate the data, and have the finished printed copies available in a period of 5 days.

DISCONTINUANCE OF PIBALS AT POINT SUR, CALIF.

Owing to the unfavorable weather conditions at Point Sur as a result of fog, low clouds, and strong surface winds, which cause the balloons to be lost in downdrafts, pibals are being discontinued there. This station is operated by Coast Guard Personnel, the Weather Bureau furnishing the equipment and supplies.

ESTABLISHMENT OF FIRST-ORDER STATION

Effective September 1, 1944, a first-order station was established at Siskiyou Summit, Oreg., in lieu of the airway station at that point. The observational program consists of hourly surface reports with 3- and 6-hourly additive data.

INSTRUCTIONS

SAFEGUARDING MILITARY OPERATIONS AND SECRET WEAPONS AND EQUIPMENT

The following notice dated October 10, 1944, from the Administrative Assistant to the Secretary, is given for the information and guidance of all Weather Bureau personnel:

Under date of March 11, 1944, I quoted to you, at the direction of Secretary Jones, three statements contained in a letter from the President to the Secretary regarding secrecy with respect to projected military operations, and requested that you be governed accordingly. One of these statements was:

Will you please see that your particular department and its various bureaus and divisions issue instructions to their personnel to refrain from any speculation or discussion, either privately or for publication, regarding secret weapons or equipment, current and future military operations or plans and the movements of troops and ships, prior to announcement by the proper military or naval or higher authority; and, in cases of high level conferences, prior to authorization being secured from the Executive Office of the President.

Notwithstanding the instruction of the President, which it is understood became available to all Government officers and employees, comments and statements have been made which have been greatly detrimental to our war objectives, and may have been the direct result of the loss of many precious American lives. As a result, Admiral R. P. McCullough, Chairman, Security Advisory Board, has appealed to the Department asking that officers and employees refrain from expression of personal beliefs, opinions, or conjectures concerning future military operations prior to announcement from a proper military or naval source or higher authority. In other words, if you know, believe, or conjecture that we have secret weapons, or plan or probably plan certain military ventures or operations, etc., you should not disclose nor repeat such information.

It is now especially timely, when the tendency of relaxation of security safeguards seems to stand out prominently in the minds of many of us, to call attention to the fact that the need of security yet exists, and to urge that you be governed accordingly.

REVISIONS OF OBSERVATIONS MANUALS

The following changes should be made in Circular Letter No. 73-44, dated October 11, 1944, in order to bring it up-to-date.

PAGE 5

Instructions	Date	Distribution	Subject
(Add) MAL	August 25, 1942	All raob stations	Damage to Radiosondes During Shipment

PAGE 6

(Delete) MAL	May 19, 1944	All raob stations	Disposition of Defective Radiosonde Batteries
(Add) MAL	August 25, 1944	All raob stations	Disposition of Defective Batteries
(Add) MAL	September 22, 1944	Selected raob stations	350,000 Series Radiosondes
(Add) MAL	September 23, 1944	All raob stations	Mailing Raob Forms
(Add) MAL	September 28, 1944	All raob stations	Geodynamic Height of Raob Stations
(Add) MAL	October 5, 1944	All raob stations	Checking Raob Forms Before Mailing

FIELD SERVICE TOPICS

LETTER OF COMMENDATION

The following letter from Mayor LaGuardia of New York is just one example of commendations from prominent people and important interests regarding Weather Bureau service during the September hurricane.

September 23, 1944

MR. BENJAMIN PARRY, *Meteorologist,*
New York City Division,
United States Weather Bureau,
17 Battery Place,
New York 4, New York.

DEAR MR. PARRY:

I would like to express a few words of appreciation for the fine service rendered by the New York City Division of the United States Weather Bureau, on September 14, 1944, in keeping the officials and the people of the City of New York advised of the approach of the hurricane which struck our City that evening.

I am sure that the accurate information concerning the progress and ferocity of this storm which was available and made public through your office did much to minimize loss of life and damage to property in this area.

Sincerely yours,

(Signed) F. LA GUARDIA
Mayor.

A LEGEND FROM THE PAST

Recently a 3 x 5 card, somewhat yellowed with age, and carrying no identification other than the union label of the Allied Printing Trades Council, Dallas, Tex., appeared on the desk of the Chief of Bureau. It carried the following text:

LOOK—READ

The science of meteorology is not perfect, but is about as perfect as the science of medicine, and other closely related sciences. Errors in medicine are buried, while an imperfect forecast is advertised; as a result, one failure in forecasting is noticed more than a dozen perfect and successful predictions. There are many who comment on warnings, as not being verified, when they do not know whereof they speak. It is useless to argue with people who believe and follow fakers, or those who listen to street rumors and misrepresentations, and do not take the trouble or time to obtain correct information. Since the science of meteorology is not perfect, one should not even expect all reliable forecasts to be verified, however, warnings are often verified when people, who go by their feelings or by imperfect instruments, do not think so. Remember you are not full of mercury, therefore you cannot be a walking barometer or thermometer.

F. W. Reichelderfer

F. W. REICHELDERFER

Chief of Bureau.

(WB-11-0-44-750)



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



10



746



SERVICE ROLL OF HONOR

Died in Service

LUTHER H. BRADY*

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EARNEST A. COLE, JR.

*Weather Bureau civilian casualties as result of enemy action.



WEATHER BUREAU TOPICS AND PERSONNEL

DECEMBER 1944

Christmas and New Years
Greetings
from the
Chief of Bureau and the Central Office



INFORMATION

RECOMMENDATIONS FOR MERITORIOUS PROMOTIONS

In January each year the Central Office will review the records of all personnel and will recommend for meritorious promotions in-grade those employees whose work has been most outstanding during the year. Three general categories of activity will be reviewed for this purpose. These are:

- (a) Research reports or papers in any field that contribute markedly to the advancement of meteorology, but especially those which constitute definite progress in applied meteorology and weather forecasting.
- (b) Unusually noteworthy improvements in the service aspects of Weather Bureau work which merit recognition in accordance with the provisions pertaining to meritorious promotions in-grade. This category applies particularly to outstanding contributions in Weather Bureau service by professional and sub-professional, but all employees will be considered in the review of meritorious cases.
- (c) Unusually noteworthy improvements in administrative and clerical practices or procedures of the Weather Bureau. This category applies primarily to contributions by personnel in grades other than professional and sub-professional, but the latter will not be excluded in the review.

The aim will be to select not less than ten employees who would be recommended for meritorious promotions in-grade in each category. In all cases, it will be necessary to meet the requirements of the Ramspeck Act with reference to meritorious promotions. For the purposes of select-

tion, a board of five will be appointed each year, constituted essentially as follows: one representative from the Promotions Board, one research representative, one administrative representative, one district forecaster, and a representative from one regional office. The selections will be published.

AMERICAN METEOROLOGICAL SOCIETY REORGANIZATION

Weather Bureau members of the American Meteorological Society will be interested in knowing that the proposed reorganization of the Society was discussed at the recent meeting of Regional Directors of the Bureau in New York City. The reorganization plan proposed by the Council of the Society was described by the Chief of the Bureau. The purpose of the plan is to enable the Society to expand its activities and provide for recognition of professional membership. The plan will be voted on at the annual meeting of the Society in Kansas City in January. It is one of the most important steps proposed by the Society since its organization. There are many meteorologists who desire to promote and support professional meteorology in a more energetic manner and this reorganization would provide a channel for their support, both in a financial way and in form of professional papers and other activities. Professional meteorologists who so desire can join as professional members; those who prefer to remain in their present status as general members, can do so without change. In this way the two groups can support and supplement each other in pulling together for the common good in meteorology rather than having the profession divided within itself and weakened as it would be if there were two or more independent societies. All members are urged to give this important subject their careful attention and support.

FAWS CONFERENCE HELD IN WASHINGTON OCTOBER 20 TO 28

A conference was held in Washington October 20 to 28 with Mr. Louis R. Jurwitz and Mr. Verne D. Steves and interested project leaders in the Central Office for the purpose of preparing standard instructions for the Flight Advisory Weather Service. Inasmuch as the FAWS has been operating for nearly a year with only limited coordinating instructions, it was considered appropriate that minimum standards of operation be agreed upon and officially established. Representatives of the CAA Air Traffic Control and Communications Divisions, and of the AAF Flight Service attended certain sessions of the conference during which traffic control procedures and their relation to FAWS operation were discussed.

The conference produced a FAWS operations manual which is being presented in draft form to Regional Directors for discussion with FAWS supervisors and airway forecasters. The results of the comments and suggestions received will be incorporated into a provisional FAWS operations manual which will, for the present, be issued only to forecast centers, Regional Offices, and FAWS units. General distribution in the Bureau will be made of the final manual after trial of these provisional instructions. It is expected that the instructions contained in this manual will be put into effect about January 15, 1945.

COMPUTATION OF INTEREST ON RETIREMENT DEDUCTIONS

In the October 1942 issue of TOPICS AND PERSONNEL on pages 110 and 111, information was given for computing the amount to the credit of an individual in the retirement fund, which is based on varying percentages of base salary.

This article is to provide a simple means of computing the interest earned on the deductions over the years, compounded at 4 percent annually, so that one may know at all times the amount to his credit in the retirement fund or that would be immediately available to his beneficiary in case of death occurring before retirement.

While the method for computing interest outlined below is quite simple, especially when a machine that automatically carries subtotals is used, it is nevertheless reasonably close to the amount that would be obtained by the more laborious multiplication and addition method.

Example:

Fiscal year	Basic salary at 3½ percent	Net retirement deductions	Amount including interest compounded at 4 percent
1929	\$2,000	\$70.00	\$71.40
1930	2,100	73.50	149.20
1931	2,100	61.50*	217.88
1932	2,600	79.00	307.18

Method of computing interest:

\$70.00	\$73.50	\$61.50*	xxx
.70 } 2%	.73 } 2%	.61 } 2%	
.70 } 2%	.73 } 2%	.61 } 2%	
\$71.40 S. T.	\$149.20 S. T.	\$217.88 S. T.	\$307.18 S. T.
.71	1.49	xxx	xxx
.71 } 4%	1.49 } 4%		
.71 } 4%	1.49 } 4%		
.71 } 4%	1.49 } 4%		

*Tontine deductions of \$1.00 a month began.

As the amount for each current year is deducted monthly the interest is approximately 2 percent on the total for that year and thereafter it is at the rate of 4 percent. This being the case each time we add a new year to the preceding year's total we add approximately 1 percent twice and then 1 percent four times to the "subtotal" amount that is in the fund for the next full year.

In the example the fiscal years 1929 to 1932 were chosen to illustrate the effect of the tontine deductions. In case of death before retirement the tontine deductions are also paid to the beneficiary.

As indicated in Topics for October 1942, retirement deductions were at the rate of 2½ percent from August 1, 1920 to June 30, 1926, 3½ percent from July 1, 1926 to June 30, 1942, all dates inclusive, and from July 1, 1942, 5 percent. Deductions are made from basic salary only (including Q. F. and L. deductions) and not from overtime.

The old and new salary tables provide a convenient means of calculating retirement deductions, especially when the basic salary has been changed at some time during a fiscal year.

TRANSFER OF RIVER FORECASTING RESPONSIBILITIES

Effective November 1, 1944, the river district work assigned to the Weather Bureau Office, Dubuque, Iowa, was transferred to the Weather Bureau Offices at La Crosse, Wis., and Davenport, Iowa. The districts comprise the following drainage areas:

La Crosse, Wis.—Mississippi River and tributaries from and including Dam No. 2, to and including Dam No. 10; Lake Superior Drainage from, but not including St. Louis River eastward to Wisconsin-Michigan State line (including Montreal River), and Lake Michigan drainage from and including Menominee River southward to Wisconsin-Illinois State line.

Davenport, Iowa.—Mississippi River and tributaries from, but not including Dam No. 10 to, but not including Dam No. 18.

The Dubuque, Iowa, Office will serve as a local river forecast interpretation and dissemination center.

CORRECTION IN DESCRIPTION OF TOPEKA RIVER DISTRICT

See TOPICS AND PERSONNEL for August 1944. The limits of the Topeka, Kans., river district should be—Kansas River and tributaries at and above Lawrence, Kans.; Osage River and tributaries in Kansas.

CAA STATIONS TO WHICH WEATHER BUREAU EMPLOYEES ARE BEING ASSIGNED

Effective October 31, 1944, Weather Bureau personnel were assigned to West Palm Beach, Fla., to relieve CAA personnel of a portion of weather observing duties. Further details relative to this project may be found in the January and April 1944 issues of TOPICS AND PERSONNEL.

NOTICE

Circular Letter No. 80-44 dated November 9, 1944, subject: Selective Transmission of Raobs on Schedule "C" was furnished only to Regional Offices, except Anchorage, and to all Weather Bureau Forecast Centers, except Alaska.

CORRECTION

In TOPICS AND PERSONNEL for August 1944, page 344, the status of Mr. Earl E. Nicholas at the Valentine station should be "in charge" instead of "assistant."

INSTRUCTIONS

CONSERVATION OF PAPER

The Inter-Agency Publications Committee of the Office of War Information, from surveys made by the War Labor Board, the Government Printing Office, and other agencies of the Government, has warned of paper shortages in the near future and requests that conservation of paper be emphasized in every direction.

It was shown that while there was still in warehouses and elsewhere some stocks of "news" and other "ground wood" types and grades of paper, that the basic pulp, chloride, other chemicals and materials required for the better grade of book and correspondence papers are not to be had. The needed chemicals are used in explosives and other war materials, and the wood from which the pulp for these papers are made has not been harvested for the last several years due to labor shortages. The papers used since the beginning of the war have been drawn from stocks on hand rather than from stocks manufactured currently. These stocks, according to the statements made, are being depleted rapidly.

The Publications Committee of the Office of the Secretary of Commerce recommends that there be put into operation in order to conserve paper as much as practicable, the following conservation practices:

1. Automatic use of scrap papers for all processing unless fresh stock can be had and is justified in each instance. This comprehends wherever practicable the printing of new work forms on the backs of old forms, maps, etc., that have become obsolete.
2. That each bureau and agency institute a thorough survey of methods, materials and paper used in correspondence with special emphasis on the requirement of the use of half instead of full sheets of letter paper, the making of excessive carbon copies, and the weight, substance, and number of envelopes used.
3. Conservation of letterheads through replying on the reverse side of incoming letters requesting publications. This has been done successfully in the Patent Office for many years and in this connection, the Bureau of the Census makes no reply at all, but merely forwards the publications concerned.

A subcommittee of the Department's Publications Committee was named to study the rules and regulations for correspondence of the respective bureaus and establishments in the Department. If, as a result of this study, it is deemed advisable to prepare a Departmental manual for correspondence, this will be given consideration by the full committee.

The Bureau personnel are requested to carry out the foregoing recommendations concerning the conservation of paper insofar as they are consistent with efficient operation of the Bureau's service to the public.

DISTRIBUTION OF EMERGENCY WARNINGS THROUGH POLICE AND HIGHWAY DEPARTMENTS

State Highway and State Police radio and teletype networks are being used for distribution of warnings with excellent results in a number of States. This method has proved especially valuable in distributing emergency warnings of hurricanes, floods, and other severe or dangerous conditions. In New England the State police networks are inter-related so that distribution over the entire area can be initiated from Boston.

Undoubtedly, many lives were saved during the September hurricane through emergency warnings distributed by the police, especially to those in isolated communities or traveling on the highways.

It is considered highly desirable that we make whatever arrangements necessary to utilize these channels and to obtain the cooperation of police and highway officials in every State in disseminating emergency warnings for the protection of life and property. This service should include warnings to motorists and school bus drivers of hazardous highway conditions as well as warnings of a more serious nature involving, as in the case of hurricanes and floods, the evacuation of exposed areas and other emergency measures.

In order to place the system in operation, it is requested that contacts be made and appropriate arrangements worked out for every State. These arrangements should be coordinated by the forecast centers and regional offices to avoid overlapping distribution. Also, it should be noted that many local Weather Bureau Offices as well as forecast centers now have arrangements for furnishing police and highway patrols with warnings and these should be incorporated.

When plans are completed, charts showing the networks and diagramming communication layouts should be prepared and reproduced for the information of forecast centers, the Regional Offices, the Central Office, and local offices involved in the arrangements. The diagrams submitted in connection with the storm networks may serve in a general way as an example of the type of illustration desired.

ERRATA AND CHANGES IN INSTRUCTIONS

The following are errata and changes in instructions for computing and coding weekly and monthly mean temperatures, total precipitation, degree days, and snow and ice data, effective September 1, 1944:

Page 1. Paragraph III. Computation of Weekly Means.

(a) *Weekly Mean Temperatures.*

In computing weekly mean temperatures, the maximum and minimum temperatures for the period Tuesday through Monday (See Form 1062 and III (f), page 2) will be for the 24 hours ending at midnight, or 0130 EST if a station takes only the four 6-hourly observations. The minimum temperature for the final Tuesday will be for the 6 hours ending at 0730 EST. Add the maxima (Tuesday through Monday) and the minima (Wednesday through Tuesday)—add these sums together and divide by 14 to obtain the weekly mean temperature. The Weather Bureau rule will be followed in reducing the mean temperature to whole numbers for coding.

Page 3. Paragraph V. Coding the Data for Transmission.

sss—Total dept of snow on the ground at the 1930 EST (2030 EWT) observation on Monday in "hundreds," "tens," and "units" of an inch.

iii—Thickness of ice in "tens," "units," and "half units" of an inch.

Page 8, VI. Collection Centers.

Washington, D. C.

add Huntington, W. Va.⁴

Pikeville, Ky.⁴

Reference ⁴ to Roseau, Minn.

Chicago, Ill.

add North Platte, Nebr.

Revise note (DM). These stations telegraph to Des Moines, Iowa, then to Chicago, Ill., by composite message.

DELAYED SHIPMENT OF HOUSEHOLD GOODS

Section 12 of Executive Order No. 8588, dated November 7, 1940, given in the Fiscal Manual, Paragraph 2416, states that "All shipments allowable under these regulations shall begin within 6 months of the effective date of the transfer of the employee unless an extension is specifically granted by the head of the department or establishment." Employees being permanently transferred and who have household goods to ship should notify the Central Office prior to the expiration of the 6-month period, if it is desired to postpone the shipment, giving the reason therefor. Action will then be taken to obtain the Secretary's approval to extend the time limit to not to exceed 2 years from the effective date of the transfer. A note on the Form 118 that the traveler wishes to delay the shipment of his goods is not sufficient. Reasons for postponing the shipment must be given. An article similar to this appeared in the April 1943 issue of TOPICS AND PERSONNEL, page 172. The reappearance of the article is due to the fact that many requests for authority to postpone the shipment of goods are being received after the 6 months from the effective date of transfer has expired.

STOCK FORM 118, REQUEST FOR TRAVEL AUTHORITY

Attention is called to the article, bearing the above title, in the March 1944 issue of TOPICS AND PERSONNEL, page 280. Forms continue to be received not fully filled in—one omission being the complete name of the employee's headquarters, that is, whether Regional Office, City Office, or Airport and, also, in the case of female employees the title "Miss" and "Mrs." is often omitted as well as whether the employee will be in charge of or an assistant at the station to which he or she is being assigned. These are little things, but their inclusion on the Forms 118 would be helpful in the preparation of Travel Orders. In the future Form 118 should be forwarded to the Central Office in duplicate.

WITHHOLDING MAIL PRECEDING CHRISTMAS HOLIDAYS

The Bureau has been requested by the Postmaster, U. S. Post Office, Washington, D. C., through the Chief Clerk, to observe the following:

All Government Departments and field offices are requested to withhold from the mails during the period December 1 to 26, 1944, inclusive, all bulk mailings of pamphlets, books, forms, and other printed material, since matter of this character seriously interferes with the expeditious handling of holiday mails.

Those in charge of furnishing supplies to field stations should do so sufficiently early to complete delivery before December 1. This request in no way affects the handling of ordinary official correspondence.

SUBMISSION OF REQUESTED DATA

Whenever forms or tabulated data are sent to the Central Office in answer to a specific request, they should be accompanied by a letter of transmittal referring to the original request. This is necessary in order to insure prompt receipt of the material by the proper persons.

This does not apply to regular submission of forms as required by circular instructions.

PERSONAL

DEATHS

Mr. Henry C. Briscoe, who was retired at the termination of October 31, 1941, died at Washington, D. C., on November 5, 1944. A notice of his retirement and outline of his service in the Bureau will be found in TOPICS AND PERSONNEL for December 1941.

Lt. De Armas L. Smith, who entered on active duty with the Navy on November 15, 1942, was killed in an airplane crash near Plaster City, Calif., on August 28, 1944. Lt. Smith was born in Tecumseh, Okla., on February 3, 1921. He was appointed in the Weather Bureau on May 30, 1942, as assistant observer at the Greensboro station.



UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU



11



747



SERVICE ROLL OF HONOR

Died in Service

LUTHER H. BRADY*

WESLEY J. MORRIS

LESTER S. FODOR*

DOUGLAS M. PATRICK

CHARLES F. JONES*

WILLIAM E. STODGHILL

GEORGE F. KUBACH*

JOHN V. KLOBOFSKI

EDWARD WEBER*

EARNEST A. COLE, JR.

DE ARMAS L. SMITH

*Weather Bureau civilian casualties as result of enemy action.



FIELD SERVICE TOPICS

FOR SALE: ONE RADIOSONDE

Weather Bureau (Airport) Station,
Brownsville, Tex.

Please be advised that I have bought an apparatus that the aviators use. I thought it was a radio like everybody else uses here in Mexico. I bought it in Ramires, Tamps., having given 75 pesos for it, and when I returned to Monterrey, I went to a radio shop and they told me that it is used by aviators for various things. The box is 20 cm. long and 11 cm. wide, containing many things inside the box. Also, I am sending you one of the labels to identify this apparatus. It bears two of these labels.

Send me the 75 pesos, and I will send it to you immediately.

Notify me if you are going to send it.

Very affectionately yours, etc.,

(Signed)

F. W. Reichelderfer
F. W. REICHELDERFER

Chief of Bureau.

(WB-12-1-44-750)