



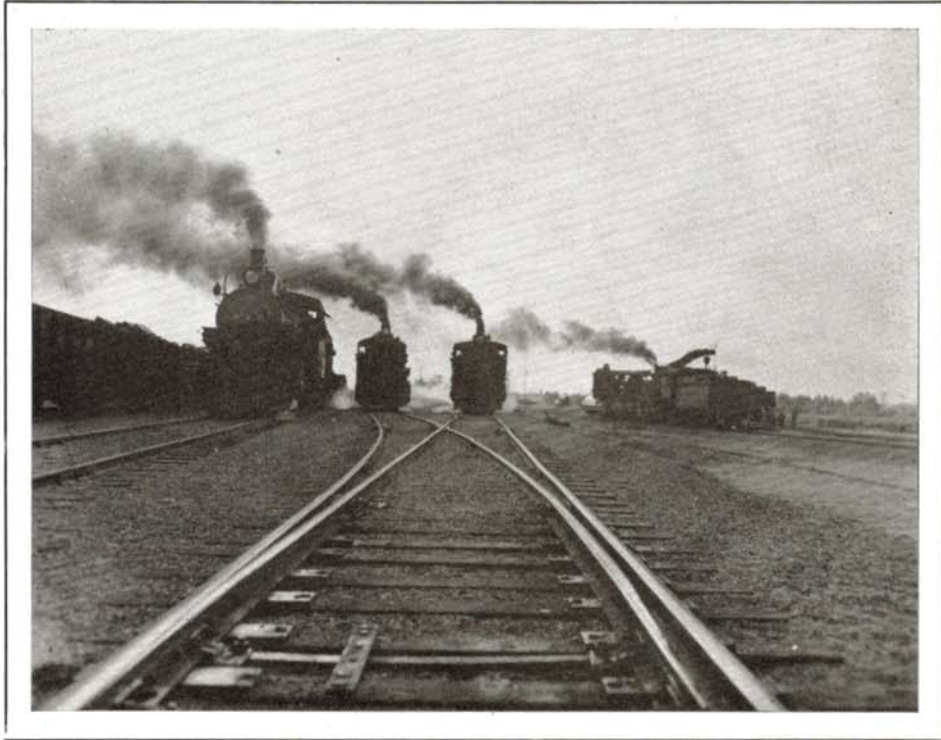
July 11, 1942



ON THE OCCASION OF THE COMPLETION OF THE

CLAIBORNE AND POLK
MILITARY RAILWAY

711th Engineer Railway Operating Battalion



To all the men who have given of their time and energy unselfishly so that the Claiborne and Polk Military Railway might become a reality, this booklet is dedicated.

**OFFICERS OF THE 711TH ENGINEER RAILWAY
OPERATING BATTALION**



MAJOR G. M. WELCH
Commanding Officer

Major G. M. Welch	-----	Commanding Officer, Superintendent
Captain H. A. Israel	-----	Executive Officer, Assistant Superintendent
Captain E. J. Lawler	-----	Storekeeper
Captain E. W. Drummond	-----	Headquarters and Service Company Commander
Captain Harold Conn	-----	Medical Officer
1st Lt. C. S. Angleton	-----	Road Foreman of Engines
1st Lt. J. D. Elgin	-----	Construction Foreman
1st Lt. Joe D. Gore	-----	Roadmaster
1st Lt. W. J. Kaiser	-----	Dental Officer
1st Lt. G. E. Lourie	-----	Adjutant
1st Lt. W. A. Lowe	-----	A Company Commander, Engineer Maintenance-of-Way
1st Lt. Earl Martin	-----	B Company Commander, Master Mechanic
1st Lt. P. W. Strong	-----	Chief Dispatcher
1st Lt. G. W. Warmack	-----	C Company Commander, Trainmaster
1st Lt. S. D. Williamson	-----	Signal Supervisor
2nd Lt. Robert Dawson	-----	Training Officer
2nd Lt. John Depp	-----	Car Foreman
2nd Lt. G. E. Dike	-----	Bridge and Building Supervisor
2nd Lt. W. J. Dixon	-----	Yardmaster
2nd Lt. D. L. Manion	-----	Asst. Engineer Maintenance-of-Way
2nd Lt. J. A. Mitchell	-----	Mechanical Engineer
2nd Lt. James McComb	-----	Asst. Storekeeper
2nd Lt. H. A. Ziegler	-----	Asst. Yardmaster

FORMER OFFICERS

Lt. Col. M. J. Noyes	Captain F. Thomas
Lt. Col. C. K. Harding	Captain P. F. Yount
Major C. S. Donnelly	1st Lt. Irving Rachlin
Captain Bertel Groundborg	2nd Lt. D. W. Ehrhardt
Captain Ward A. Jones	2nd Lt. Edmund Kelly
Captain J. D. Matheson	2nd Lt. J. W. Logan, Jr.

The 711th Engineer Battalion

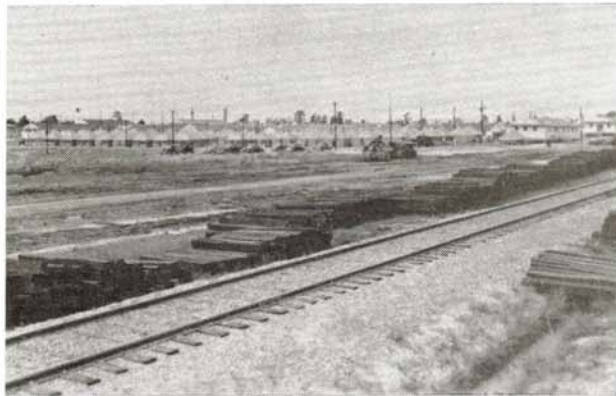
The 711th Engineer Battalion (Railway Operating), first of its kind in the United States Army, was activated on June 18th, 1942 at Fort Belvoir, Virginia. Although originally scheduled for activation at Camp Claiborne, Louisiana, the battalion was organized at Fort Belvoir because facilities for the reception of the unit were not yet ready at Camp Claiborne, and because the 711th's officers were already at Fort Belvoir, at which post there were also several hundred railroad men available for the battalion from the Engineer Replacement Training Center.

A cadre of 28 enlisted men was drawn from the Engineer School Detachment, and the 1st, 9th, 4th, and 20th Engineers as an initial step. These men arrived on June 22nd, and the next several days were spent in setting up a tent camp in the woods adjacent to the Fort Belvoir railroad, near the pistol range. Pyramidal tents were pitched, latrines dug, temporary shower facilities erected, and kitchens using wood burning field ranges were set up. Four hundred twenty-five men from the ERTC were moved into this camp on June 25th.

During the period the 711th remained at Fort Belvoir, it completely rehabilitated the Quartermaster railroad serving the post. Built in 1917, this road was badly in need of maintenance. The 711th installed over 7000 tie plates on the line, replaced over a thousand ties, rebuilt one bridge and repaired several others, installed twenty culverts, relocated several hundred feet of track, and lined and surfaced the entire four and a half miles of main line using 9000 yards of gravel ballast obtained from a pit along



CAMP AT FORT BELVOIR, VIRGINIA



TENT CAMP AT CAMP CLAIBORNE, LA.

the right-of-way. This work was started on June 26th and continued to August 5th. The quartermaster engine was used in work train service, with crews furnished by the 711th.

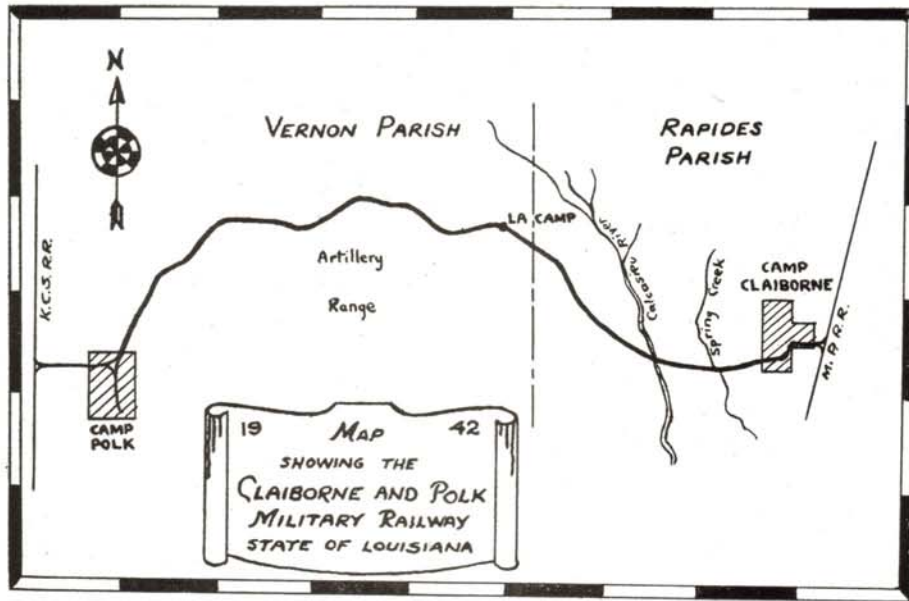
On August 8th, 1941, the battalion departed for Camp Claiborne. The camp in the woods was dismantled, equipment turned in, and at 3:30 P.M. on the afternoon of the 8th, accompanied by the 5th Engineers Band, the battalion marched to the train which was to take it to its new home.

Arriving at Camp Claiborne on the 19th, the battalion found its area all prepared by the advance detail, although certain buildings including battalion headquarters, the post exchange, three latrines, and others remained to be built. After about a week spent in improving the camp area, the battalion commenced working, to the extent that this was possible, on its principal project, the Claiborne and Polk Military Railway.

It would require considerable space to enumerate the many tasks which the 711th has been called upon to perform since its arrival at Camp Claiborne. Suffice it to say that in all of its work, both on the railroad and off, it has earned an enviable reputation of being able to get a job done well. In a year's time, too, it has had three commanding officers. It has furnished cadres to more recently formed railway units. It has exchanged its tents for hutments. What the future holds in store may not be known, but whatever it may be, the 711th will, as it has in the past, meet the challenge face to face and do its part to the utmost of its abilities.

HUTMENTS REPLACE
TENTS, JUNE, 1942





HISTORY OF THE CLAIBORNE AND POLK MILITARY RAILWAY

When the War Department decided early in 1941 to activate a railway operating battalion, negotiations were commenced for the purchase of a railroad to be used in training. An agreement was reached with the Red River and Gulf Railroad in Louisiana whereby this line would be purchased by the government; connections were to be built extending to Camp Claiborne and Camp Polk, and the Red River and Gulf was to continue its operation over the government road on the basis of trackage rights. The Red River and Gulf then insisted upon adding certain additional terms to the agreement which were not acceptable to the government, whereupon a reconnaissance was ordered by the Office of the Chief of Engineers to determine the feasibility of constructing an entirely new line between Camp Claiborne and Camp Polk. The reconnaissance, made by Capt. H. A. Israel and Capt. Paul Yount in June 1941, indicated that such a line could be constructed relatively easily, utilizing a portion of an abandoned logging railroad roadbed for part of the distance. As this project would serve several uses in addition to providing a railroad for training purposes, it was decided to construct the Claiborne and Polk Military Railway instead of purchasing the Red River and Gulf. To the 711th Engineer Battalion, later assisted by other troops, fell the task of this construction.

Location of the line was started in the middle of August by surveying parties composed entirely of men from the battalion. The parties worked from both the Camp Claiborne and Camp Polk ends, through grassy fields, swamps, woods and streams. An attempt was made in the location to minimize the amount of earthwork and the number of bridges required, thus facilitating construction and cutting down costs. For this reason the line has many curves and grades, following the ground lines as closely as it was possible to fit the limitations of a railroad location to the ridges and valleys of the terrain. Original plans called for a maximum grade of $1\frac{1}{2}$ per-cent, compensated, and a maximum curvature of 4 degrees. It was necessary in five instances, however to use 6 degree curves, and in order to speed construction after the start of the war, the ruling grade was raised to 2 per-cent. The line as finally located is approximately 50 miles long.

The Claiborne yard was also planned and laid out on the ground by the engineering forces of the battalion, many of whom were trained in the course of their work.

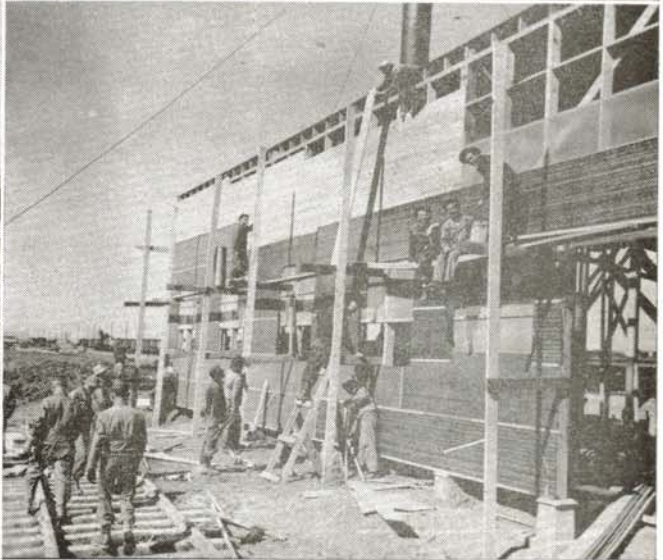
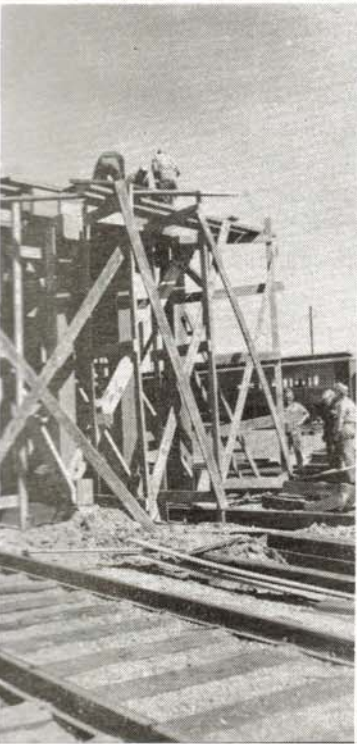
Rails, ties, and angle bars together with some tools and some box cars were available to the battalion at Camp Claiborne in August of 1941, but there were no spikes, bolts, nut locks, tie plates or turnouts, and no motive power. Most important, there was no earth moving machinery. The first fill for the railroad was made in the Claiborne yard, using borrowed Con-

CONSTR



SCENES DURING THE CONSTRUCTION OF THE CLAIBORNE AND POLK MILITARY RAILWAY: From top to bottom and left to right — Clearing the right-of-way, placing culvert, building the grade, laying track, surveyors locating the line, Burro Crane placing stringers in bridge; Big Cut Bridge, water tank in Claiborne yard, Spring Creek bridge, Calcasieu River bridge and Claiborne enginehouse, all under construction.

UCTION





Stockpile of Track Material at
Camp Polk, Louisiana

struction Quartermaster equipment. When, after several attempts, it was found impossible to obtain army earth moving equipment, two T D. 18's each with scraper, and two R. D. 7's with bulldozers were rented from the Robinson-Young Company in September to start building the fills and making the cuts on the main line location out of Camp Claiborne. Men from the 711th were used as operators. Later this rented equipment was supplemented and eventually replaced by army equipment. As time passed, it was possible to increase the amount of army equipment in use, and as additional right of way was secured (the first right of way through private land being acquired November 22, 1941), the earth moving equipment was moved about on the line so as to use it to the best advantage. This required setting up camps along the right of way, two or which were located near La Camp and one near Pine Knob. When the grade was under construction out of Camp Polk, the operators were stationed in that camp itself. The equipment in use on the line prior to May 25, 1942 when contracts were let for certain stretches, materially increasing the amount of machinery in service, included nine 9-yard scraper units, three 12-yard scraper units, four 6-yard scraper units, eight bulldozers, and two draglines, all operated by personnel of the 711th.

The first track was laid on September 4, 1941, in the Claiborne yard, by the maintenance-of-way forces of A Company. As the main line grade progressed, during the month of October, track was laid west from Camp Claiborne, using a Missouri Pacific clamshell to place rails and to pull cars out and unload them. On October 7, the 91st and 93rd Engineer Battalions (colored) were ordered to work on the railroad. The 91st established a camp on the old Hillyer - Deutches - Edwards logging railroad right-of-way near the Calcasieu River and put its men to work clearing, grading the old roadbed, laying track, and building bridges using material hauled from Camp Claiborne by truck. The 93rd set up several camps, two near Claiborne and one at Camp Polk, and engaged in work such as the 91st was doing except for the bridge construction. Other units which have assisted in

the grading and track work include the 98th Engineer Battalion which laid track out of Camp Polk and erected several bridges north of the Artillery Range, the 383rd Engineers, the 331st Engineers, and several dump truck companies.

In January, the battalion received a Burro Crane which had been ordered several months earlier, and this was put to immediate use in the track work and bridge construction.

The bridge problem occupied the attention of the battalion from the first. Of the twenty-five bridges on the line, all but three were on the old logging railroad roadbed. Many other bridges already existing on the old roadbed were replaced by culverts after the drainage areas for which they provided an opening were surveyed. Big Cut bridge, which carries the Claiborne and Polk across the Red River and Gulf, was started late in October. The trestle bents were erected during November, and on December 9, the steel girder forming the central span was placed in position. A 130 foot frame and steel structure resting on concrete footings, Big Cut Bridge has six single bents with four posts each and two double bents with five posts apiece. It is approximately 30 feet above the Red River and Gulf rails at the center.

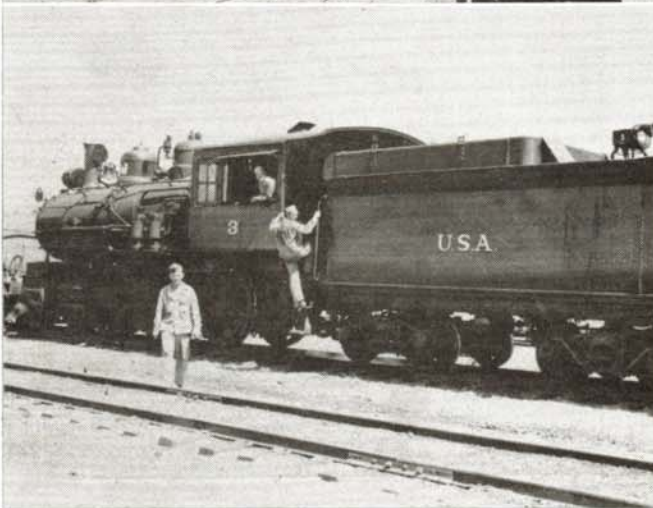
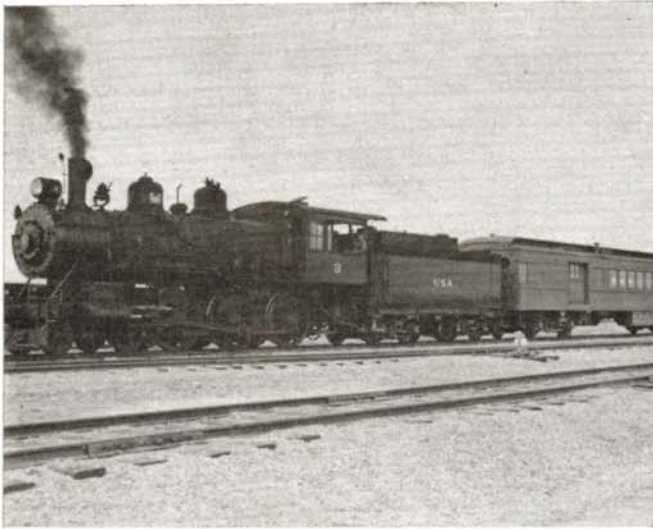
Spring Creek Bridge, a 785 foot pile trestle crossing the valley of the stream from which it takes its name, was started on January 27, 1942. After the right of way was cleared by the 98th Engineers, the 711th bridge and building platoon, using a 78 ton steam pile driver rented from the Missouri Pacific, completed the essential structure of the bridge in 17½ days.

The longest bridge on the line, a 2200 foot crossing of the Calcasieu River, was under construction off and on almost from the time of arrival of the 711th at Claiborne. The long and difficult haul of material to the site of this bridge and the frequent floods which fill the bottoms it spans, made construction a most arduous task. By utilizing solid portions of existing piling from an old bridge on the Hillyer — Deutches — Edwards line, it was possible to erect trestle bents for the support of the stringers and track. The first train passed over this bridge on May 19, 1942.



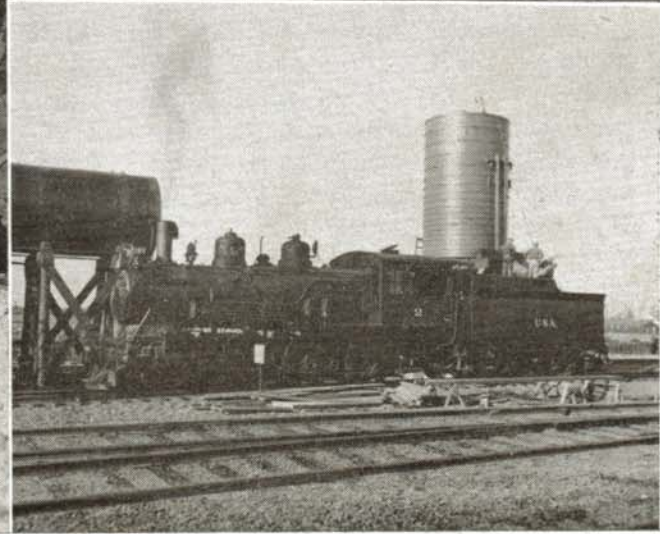
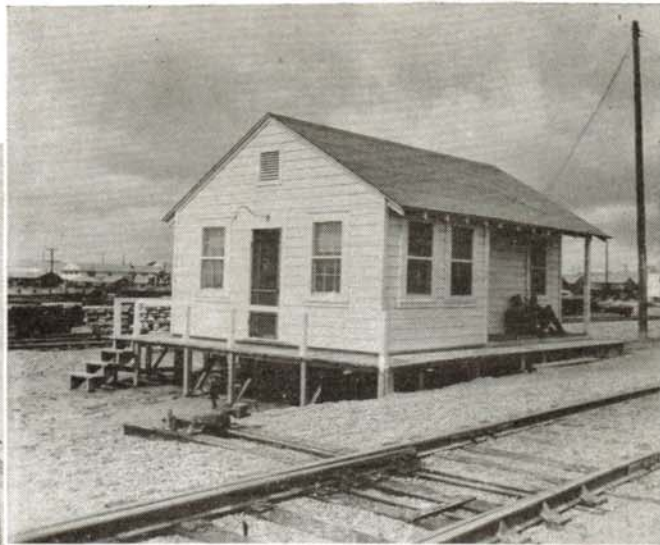
Scene Along the Right-of-Way
of the Claiborne and Polk Military
Railway

OPER



OPERATING THE RAILROAD: From left to right—and top to bottom passenger train preparing to leave Claiborne yard, Claiborne yard, three views showing switching operations in Claiborne yard, engine, men at work in enginehouse, yard office in Claiborne yard, dispatcher at Claiborne, engine taking water.

ATION





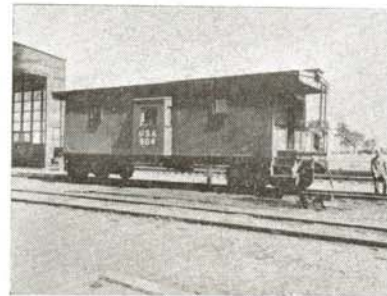
DISPATCHER'S OFFICE,
Camp Claiborne, Louisiana

The enginehouse, for which the foundation footings were located on September 16, 1941, was constructed by B Company. This structure, with three tracks and four pits, a boiler room with stationary boiler, washout and refill equipment, machine shop, and store house was completed on March 4. The enginehouse latrine, the water tank, and the oil storage tank for locomotives were not ready for service, however,, until June. The erection of these facilities, coupled with the new lead from the Missouri Pacific main line to the

Claiborne Yard were the final steps in the completion of the yard for operation. This yard has six tracks with a capacity of 150 cars, three engine house tracks, two "rip" tracks and a wye for turning engines

Operation actually commenced when the first serviceable locomotive arrived on December 8. Number 1, a ten-wheeler from the Texas and Pacific' began service almost immediately; it was used for hauling material and doing minor switching work in the 711th yard and on the line. Other locomotives arrived in January, and on February 1, the first passenger train was run, carrying men to work on the Spring Creek bridge. On February 16th, the 711th took over the switching for the Quartermaster Warehouses at Camp Claiborne and on April 28th took over the same work at Camp Polk. On February 19, the dispatchers office and yard office at Camp Claiborne were finished, and dispatching of trains over the 5 $\frac{3}{4}$ miles between Claiborne and Spring Creek bridge was begun on February 27. The telephone line over which the dispatching is accomplished was erected by the 26th Signal Construction Battalion. This line was completed late in March. The first running order, Number 2 of February 27, was made complete at 12:10 A.M. and read "Engine 2 run extra Spring Creek to Claiborne." The yard office was moved to a new building in the 711th yard late in May. As the new line was extended, new stations were added, and old ones were closed, and trains were dispatched over the additional portion of track ready for service.

Equipment available for the operation of work and other types of trains on the Claiborne and Polk includes seven 79-ton ten wheelers and two new 85-ton consolidation type locomotives (all oil burners), two coaches and two combination cars, 16 box cars, 50 flat cars, 25 gondola cars, 12 tank cars, and 4 refrigerator cars. Four box cars and two refrigerator cars have been converted into cabooses by the mechanical forces of the 711th. These cabooses, with bay windows instead of the time honored cupola, have attracted nationwide attention.



Caboose Reconstructed From
Refrigerator Car

HEADQUARTERS AND SERVICE COMPANY

OFFICERS

Capt. E. W. Drummond, Commanding Officer
 1st Lt. Paul W. Strong
 1st Lt. Samuel Williamson

MASTER SERGEANTS

Cecil B. Cutler
 Francis G. Condon
 William B. Manning

TECHNICAL SERGEANTS

Russell P. Dewey
 John T. Dunbar
 Henry Kaatz
 James W. Marr
 Roy V. Rudd

FIRST SERGEANT

Anthony M. Alteri

STAFF SERGEANTS

Milton A. Letto
 Eugene E. Luttrell
 Herbert L. Blaufuss
 Earl F. Cook

John R. Iuler
 August S. Niewenhaus
 Frank Pizza
 James U. Booker

SERGEANTS

Willard T. Cannon
 Thurman L. Crooks
 Henry Gibson
 Max Markowitz

TECHNICIANS 4TH GRADE

Edwin L. Bruns
 Hubert J. Carroll
 Nolton V. Devillier
 Gilbert E. Gallion
 Shirley L. Gwinn
 Charles D. Gray
 Oren L. Hall

Bernard J. Holzer
 Charles F. Jackson
 Walter F. Jones
 Mike Kenishak
 John E. Leiger
 John B. Martin
 James J. Murtha
 Charles Nowacki

Edwin H. Pollis
 Russell Reinhardt
 Cecil E. Truett
 Frank Vadasz, Jr.
 Joseph P. Walker
 Curtis J. Weingartner
 Gilbert E. Wiser

CORPORALS

Raph Downour

Paul Sprofera

TECHNICIANS 5TH GRADE

Charles H. Acres
 Gordon S. Bartholomew
 Marvin M. Bennett
 William A. Bivins
 Thomas E. Burns
 Byron S. Colbourn
 Dominick V. Constantino
 John P. Cusic
 Jesse A. Darby
 John De Masi

Michael H. Eggleton
 Edward F. Giardelli
 John S. Gordon
 Corlie C. Hanson
 Theo R. Hartman
 Herbert J. Krow
 Thomas J. Ivy
 Donald E. Leach
 James B. Long
 Charles J. Ludban

Herman L. McCrimmon
 Edward J. McGuane
 George W. Oeinck
 Henry D. Oros
 Bruce T. Pollard
 William J. Roberts
 Fred Silverman
 Theodore Thomas
 Leonard L. Williams
 Francis L. Cleveland

PRIVATES FIRST CLASS

James F. Aiken
 Marvin A. Beaver, Jr.
 Leon W. Blackwell
 Otis O. Cason
 Anthony J. Cilencevicus
 Costanzo F. D'Aluto
 Harold W. Davis
 Odell Dean
 Frank C. Flaherty
 Saverio V. Gerardi
 Charles O. Gibson

Norman R. Hall
 Laurence C. Houk
 Harold H. Hudgins, Jr.
 Michael F. Jacobson
 Maurice S. Johnson
 Alvin R. Lester
 William P. Loprano
 Charles W. McWilliams
 Raymond C. Moore
 Lester F. Oetlinger

Harris E. Palmquist
 John H. Rogers
 George G. Rood
 Donald M. Severston
 Harry L. Shouse
 John R. Sturman
 Michael C. Stanich
 Erle W. Sullivan
 Wayne F. Van Lieu
 Clyde L. Williams
 Ray Wyble

PRIVATES

Arthur C. Adams
 John E. Barbain
 Jack Berry
 Edward S. Bielen
 Albert Blumetti
 Roger P. Eritt
 William M. Braidich
 William E. Brogdon
 Robert Brooks
 Clarence W. Brown
 Gerald W. Bump
 James D. Byrne
 Joseph R. Calvert
 Don E. Campbell
 Joseph S. Cardwell
 Edward B. Cole, Jr.
 Joseph M. Conrad
 Venus A. Cook
 John J. Corbett
 Russell A. Coward
 William C. Cox
 Braswell D. Craven
 Allen C. Davison, Jr.
 Alton A. DuBois
 William A. Dull
 James G. Dunn
 Harold C. Dyer
 Horace H. Earnest
 Archie Erwin
 Edward Esber
 Thomas P. Fleming
 Niles V. Floyd

Harold H. Foskit
 David R. Gaston
 Anthon Georges
 Joseph Golminiak
 James P. Grady
 Elmer J. Grant
 Arlie W. Gray
 George H. Greene
 George L. Griffith
 Kenneth L. Hall
 Luther H. Hardrick
 Allan E. Heimowitz
 James B. Hicks
 Homer W. Herrin
 William J. Homer, Jr.
 Alan E. Hulse
 William L. Justice, Jr.
 George R. Kazmar
 Gerhardt O. Konitzer
 Michael Kokas, Jr.
 Joseph M. Koppes
 Richard Krajczynski
 Delma Lamb
 Lyman Lane
 Benjamin C. Leddon
 Amick H. Lilly
 Frank Majerle
 Alfred D. McMurray
 Wilson J. Mehaffey
 Elden J. Miller
 Frank J. Miller
 Fredrick A. Miller

Elvie H. Moss
 Herman F. Nuss
 Anthony J. Oiensky
 George Outland, Jr.
 William C. Pierce
 Louis Pizarelli
 Eldon J. Powelson
 Vernon L. Queen
 Andrew M. Reddington
 Nicholas Riccardo
 Elmer G. Richards
 James W. Riffle
 Frank Romeo
 Schuyler M. Rumill, Jr.
 Herbert C. Rush
 Clayton J. Scrivens
 John E. Scymour
 Matthew E. Simpson
 Clem Skonieczski
 Joseph J. Smiegoski
 James J. Sullivan
 John H. Strous
 George W. Summers
 Wallace R. Todd
 Theodore Van Horne
 Richard F. Wells
 John C. Wilson
 Thomas A. Wolinski
 William G. Zierle, Jr.
 Clarence W. Hall
 Barney G. Harper
 Clyde T. Ryan

COMPANY "A"

OFFICERS

1st Lt. W. A. Lowe, Company Commander
1st Lt. J. D. Gore
2nd Lt. G. E. Dike
2nd Lt. D. L. Manion

FIRST SERGEANT

Boyd W. Hood

TECHNICAL SERGEANT

Joseph F. DeRose

STAFF SERGEANTS

Walter E. Bjork
David H. Cornett
Charles S. Kay
Theodore H. Wells

SERGEANTS

Joseph E. Conway
Thomas J. Kelly
Raymond W. Kroah
Freeman A. Randolph
John N. Simchak
Gilbert E. Shelpan
Martin T. Vanderlan
LeRoy Williamson

TECHNICIANS 4TH GRADE

Francis J. Angerer
Jack W. Brannen
Herman Day
Charles H. Dupree
Joseph J. Fratto
Joseph Garbarini
John B. Rabecs
George Tims
Milo R. Warner

CORPORALS

Geddes A. Bridges
Chester V. Dixon
Russel V. Gemberling
John Hoch

Leroy J. Hoft
John H. Mason
Thomas Mercaldo
Dwight Owens

TECHNICIANS 5TH GRADE

John R. Baker
Keith C. Carlson
Harold Chaffin
Homer T. Chapman
Edward C. Czarkowski
Henry C. Cox
Walter W. Garlock

Truman D. Grizzle
Kermit C. Gumpert
Burley C. Harmon
James W. Kelso
Kenneth L. Larsen
George W. Lind
John W. Milliken
James A. Moxter

James B. Nix
Andrew V. O'Connor
Joseph C. Petcovic
Victor C. Richmond
Leo C. Walker
James B. Warburton, Jr.
Bruno C. Wodja

PRIVATES FIRST CLASS

Howard S. Anderson
John A. Armstrong
Lloyd A. Armstrong
Frank E. Barta
Joseph V. Beiger
Edward J. Berta
Albert J. Bonvillian
William H. Branstetter
Joseph J. Canfield
Joseph Carbone
Oscar F. Chase
Anthony J. Corrallo
James J. Cunningham
Robert C. Day
John DeMilio
Frank J. DiBiagio
Eugene F. Dunkle
Fred G. Eckhard

Joseph A. Enos
Charles E. Eutsey
Charles Ferro
Alva E. Forrest
Leo C. Galindo
Kenneth W. Gillis
William O. Goodrow
Delbert C. Gordon
Benjamin H. Hawkins
Melvin E. Hawkins
Raymond B. Heise
Leroy Johnson
Gideon Justice
Lye D. Kamm
John M. Kennedy
Virgil L. King
George L. Krug
Vernon W. Kuehn
Bradley T. Lancaster

Anthony J. Long
Mathias A. Mathews
John Mikula
Isaac Milner
Edward T. Monaghan
Baldo W. Nasoni
George A. Oliver
William H. Ramsey
George C. Rill
Jessiah C. Rummell
Philip G. Sanchez
Gerald Scott
Alphus A. Scroggs
Frank J. Simonds
Gilbert L. Slusher
Forrest Stewart
Wayne E. Williams
Robert D. Wheeler

PRIVATES

Anthony V. Abramo
Grant U. Akers
Lorain J. Arnold
Hinson Blackmon
Carl J. Bratton
Ruben W. Burnett
Clement H. Bussan
Lewie F. Carter
Carl M. Coleman
Cornelius J. Crowley
Michael J. Dailey
John J. Dallasio
Wallace Y. Daniels
Joseph DiMinico
Tani Dupuy
Walter C. Ewulit
Hyman Eisenberg
William H. Everett
Edward W. Gallagher
Ralph Garcia
Robert Gilliam
Harold R. Gorham
Montague Gusberg
John Guzowski

Albert H. Hagans
Harold M. Heath
Geronimo C. Hernandez
Raymond T. Horton
Woodrow W. Jacobs
Clyde E. Johnson
Nicholas P. Katopes
Joseph J. Keller
Berlin C. Kissinger
Clyde F. Kraus
Lavern M. Kunkle
Joseph A. Lacroix
Roland H. LaRose
Marcus R. Lauterborn
Frank S. Levano
George J. Lill
Peter J. Magin, Jr.
George J. Makinson
Clair J. Maroney
Domenico A. Maure
Joseph J. Modoc
James H. Morey
William Nagle
Lewis E. Neafus
Frank W. Neal

Daniel L. Negri
Ernest Neiderman
John H. Oden
Alfred A. Pantulliano
Harold W. Rice
Elmer E. Robinson
Charles Sanko
Troy Sansing, Jr.
Harry Schulyer
Anthony J. Scurato
Leslie N. Setterberg
Troy L. Shepherd
James H. Sholars
Olen A. Stewart
Spencer Stewart
Walter F. Swede
Owen E. Sweeney
Roland W. Turner
Claude Vanover
Clifford A. Warren
Corbin Waters
Joseph E. Whiteman
Gerlando F. Zaso
William Zydycryn

ATTACHED FROM AIR CORPS, UNASSIGNED

Pvt. 1cl Henderson R. Marriott, Jr.
Pvt. Carl C. Meyer
Pvt. John J. Morgan

COMPANY "B"

OFFICERS

1st Lt. Earl C. Martin, Company Commander
2nd Lt. Joseph A. Mitchell
2nd Lt. John M. Depp

FIRST SERGEANT

Leslie R. Brediger

TECHNICAL SERGEANT

William B. Dixon
Joseph Wadiak

STAFF SERGEANTS

Thomas K. Adametz
Clair S. Benson
Joseph J. Caporuscio
Arthur C. Council
George J. Dragan, Jr.
Page J. Goodenough
John M. Gutkoska
John M. Hick
Robert D. Hough
Everett R. Jorens
James A. Kelly
Louis M. Ollite
Walter E. Radde

SERGEANT

Raymond P. Rabideau

TECHNICIAN GRADE 4

Carlos C. Anderson
Charles A. Baker
Elmer C. Belter
Samuel E. Blair
Anthony Boccardo
Harry J. Casey
John J. Chapay
Otha C. Clower

Francis D. Conners
Lawrence H. Dosch
Claude E. Edmundson
Henry J. Goedeker
Franklin T. Hodel
Fred E. Hommelsen
Karl Jirasek
Anthony J. Kaczmarek

Thomas A. Mangan
Leonardo Ponzio
Allen W. Richardson
John G. Scharwz, Jr.
Samuel L. Turk
William J. Wainwright

CORPORAL

Robert L. Gerger

TECHNICIAN GRADE 5

Anthony Blanchard
Robert M. Boone
Clinton D. Coates
John Dzara
Edward G. Ehlers
Frederick A. Erickson
Edward J. Fleming
Raymond E. Furtney

Maurice V. Goodrid
Herbert P. Johnson
Clyde E. King
Joseph J. Kish
Carl D. Knupp
William V. Lucas
Joseph C. Luketic
Joseph G. Menta
Michael G. Sherbak, Jr.

George C. Raible
Carl F. Rudicill
Stephen S. Sokolowski
William A. Sovia
James T. Strothers
Leonard Tangi
Ivan D. Vaughan
Clarence E. Woldneck

PRIVATES FIRST CLASS

Frant Bartha
Robert R. Bull
Alton O. Dean

Daniel H. Matheny
Lige Mathews
Ernest S. Owens

Proby Smith
Abraham S. Thomashow
Joseph J. Valentine

PRIVATES

Charles H. Austin
Aubrie P. Avery
Wilson A. Baublitz
Melvin Barsema
Richard W. Bauler
Charles L. Bennett
Siegmond Bernfeld
James H. Botz, Jr.
Evo W. Bracci
Russell F. Bullock
Raymond R. Burgess
Roland C. Collins
John W. Coombs
Edmund J. Dalton
Marion R. Delimat
Victor F. DeMairoibus
Philip J. DiCiccio
John Dziedzic
Thomas A. Elder
Deed H. Eiler
Grover L. Fauscett
Julius L. Franklin
Jack H. Gilbreath
Francis C. Ginn
Vito Girolomo
James A. Gorman
Paul E. Grabitz
Phillip G. Grauel
Robert W. Green

Arthur B. Hanner
Paul E. Heckman
Howard G. Henderson
John L. Herlevic
Kenneth V. Hodgkinson
Joel A. Hudgins
James N. Hutchinson
Melvin P. Johnson
George Kasanic
Valentine W. Kodelja
Walter F. Krawcyk
Theodore E. Kruse
John P. Lattomus
Zolton Lenugyel
Harry L. Lindeman
Nicholas Matarazzo
Harold C. McKellip
Donald Miller
John J. Mullinex
Aaron E. Nelson
Julius J. Oleysyck
Daniel J. Opatka
Frank V. Pagano
Stanley P. Patryllo
Stanley E. Pickering
Louis A. Pluto
Anton E. Pocius, Jr.
Thomas A. Prather
Blaine E. Pulley
Leon G. Reavis

Paul J. Resko
George W. Reynolds
Al V. Rhew
Edward Riley
Raymond L. Rogers
Daniel Ronchak
Lois Rozlog
Alvin L. Rush
George W. Ryan
Fatsy Sandora
Edward J. Scanlon, Jr.
Charles R. Shingler
Elva Shirley
Roy H. Smedley
Lloyd L. Spaulding
Warren M. Spicknall
Charles L. Strahan
Arthur E. Straub
Teodore G. Taraduck
Leo B. Temmen
Vincent Toscan
John M. Tweedy zz
Frank P. Urzedowski
Elton L. Van Pernis
Raynal W. West'al
Myron J. Wodecki
Antony J. Yantorn
Stephen F. Zarnay
Herman D. Wasserman

COMPANY "C"

OFFICERS

1st Lt. G. W. Warmack, Commanding Officer
1st Lt. C. S. Angleton
2nd Lt. W. J. Dixon
2nd Lt. H. A. Ziegler

MASTER SERGEANTS

William L. Fox
Forrest L. Terrell

FIRST SERGEANT

Melvin Espach

STAFF SERGEANTS

George C. Becker
Roger L. Beckman
Ernest L. Blackerby
William H. Stephens

SERGEANTS

Charley M. McDermott
Frank A. Nevu
Edward W. Reed
Lee K. Allen
John L. Barber
Joseph L. Childers
Joseph J. Cooper
Robert J. Cutter
George E. Dressel Jr.
Robert L. Edwards
George J. Falot
Leonard A. Gray
Patrick M. Greenan
John Gentile

Farvey E. Harrison
Robert M. Kessler
Henry C. Lewis
Thomas B. McCorkle
Clifford W. Miller
Melvin E. Miller
Bernard E. Niebes
John F. Ogleshope
Charles H. Park
Jack W. Perkins
Ralph A. Perry
Royal R. Perry
Joseph W. Purcell
Charles H. Radaker

Ralph B. Reeder
Harvey W. Reid
Edwin G. Rowland
Harld R. Shafer
Woodrow H. Stoker
Thomas C. Speed
Earl F. Warfel
James E. Waters
John F. Williams
Vern O. Wyble
Samuel M. Yarnell
Clarence W. Haskett
Francis E. Zock

TECHNICIAN GRADE 4

Edward Sovina
Cyde C. Wilson
Harry R. Baker
Lewis G. Bolen, Jr.
Raymond B. Bunton
Douglas W. Carlson
John B. Cundiff
Wilbur R. Cusick
Eugene J. Dellai
James E. Fitzmaurice
Robert H. Gasch
Edward M. Hale

Oscar J. Hofland
William H. Hughes
Glenn Jackson
Peter W. Lee
Harold W. Legacy
William Leland
Elmer T. Madosh
Peter McCann
Carlton C. Moxley
John W. Murphy
John Offringa
Wade H. Player

Robert L. Redfearn Jr.
Otis E. Rowan
Quinton Rowell
Elmer W. Schultz
Joseph C. Simons
Glen J. Snyder
Claude E. Sowell
Delmond G. Worth

CORPORALS

John A. Dempsey.
George H. Murray

TECHNICIAN GRADE 5

Harley H. Avey
Frank L. Coulton, Jr.
George H. Foster, Jr.
Clyde E. Anderson, Jr.
George A. Ayers
Donnell F. Berry
Edward Boland
Howard D. Bowers
Curtis M. Bullock
John V. Clark
Arthur F. Cowper
Albert J. DiPietro
Francis J. Dowd

Robert J. Dunlap
John J. Ford
Leonard E. Forrester
Leon E. Galer
Carlton F. Gassman
J. W. Gregson
Robert L. Hardman
Theodore Hernandez
William F. Horton
Harold S. Hough
Albert D. Howard
William C. Hurley
Clifton W. Johnson
Elbert S. Kerstetter

Louis G. Levay, Jr.
Russell D. Long
Floyd S. Lynch
Martin J. McLaughlin
Wilbur C. Miller
Wilbert F. Patin
Louis P. Poltrono
Paul Protz
Michael Raddick
George H. Ramsey
John T. Simmonds
Charles L. Stephenson
Evert C. West

PRIVATE FIRST CLASS

John F. Carroll
Donald R. Abrell
William S. Baker
William J. Barker
John E. Bowers
Robert W. Brase
Russell Purdick
Louis A. Butterworth
William J. Chavance
Joseph E. Cherven
Robert Collins
Alexander Currie
Thomas V. Davis

Ross P. Eracitano
William E. Fawcett
George A. Fox
Frank P. Gerst
Merrill L. Holland
Ralph L. Ivins
Lewis H. Johnson, Jr.
Donald E. Keeney
Edward F. Knight
Francis T. Mahan
John P. Martin
Carl L. May
Francis D. McCall
Harry R. McLaughlin

William J. McQuinn
Earl D. Merchant
Robert R. Micka
Leon D. Mitcheltree
Thomas J. Newberger
Henry Peppler
Thomas E. Pfeifer
George G. Pio
John P. Powers
Andrew C. Shawl, Jr.
Earl P. Tocknell
Theodore Wallace
Theodore N. Yost

PRIVATE

James C. Alagood
Rusaw Lee
William R. Perkins
Walter W. Steele, Jr.
Owen E. Sparks
Chester P. Balicki
William E. Beckwith
Frank G. Beville
Chester S. Boice

George A. Brice
Glenn F. Briley
Harold W. Burdette
John W. Carroll
Charles M. Chambers
William T. Church
Joseph S. B. Colson
Howard P. Coursey
Daniel E. Coyle

Lester E. Crouse
George G. Cushing
James F. Davis
Frank Dillon
Michael E. Donahue
Robert J. Dryden
Joseph C. Dufek
John Durket, Jr.
Nathan G. English

(Turn Back to Page 15)

