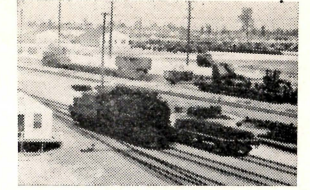




July 11, 1942



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ON THE OCCASION OF THE COMPLETION OF THE

CLAIBORNE AND POLK
MILITARY RAILWAY

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711th Engineer Railway Operating Battalion



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

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.

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.

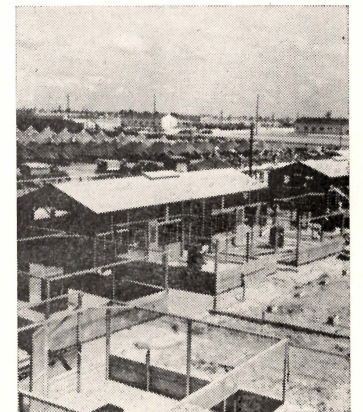
the right-of-way. This work was started on June 26th and continued to August 5th. The quartermaster engine was used in work train service, with crews furnished by the 711th.

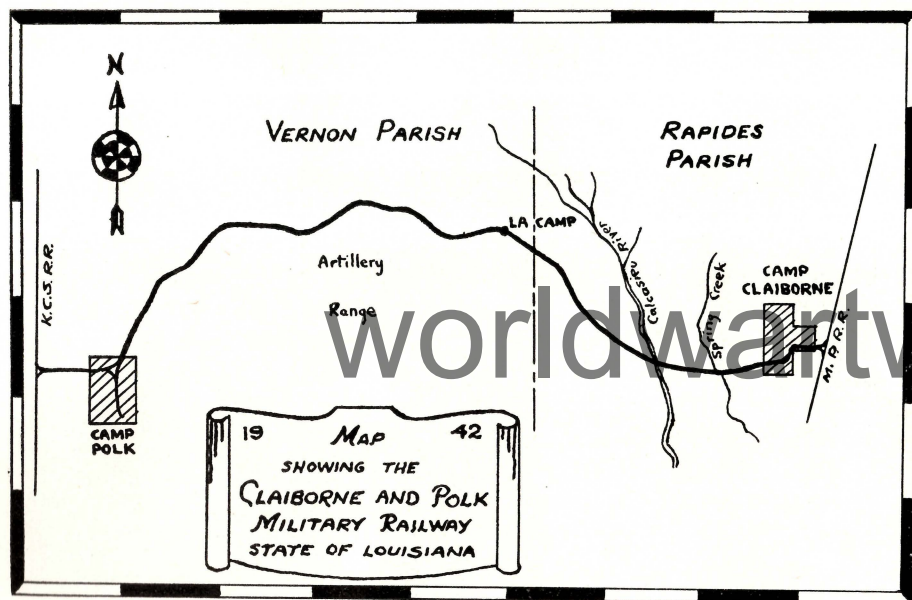
On August 8th, 1941, the battalion departed for Camp Claiborne. The camp in the woods was dismantled, equipment turned in, and at 3:30 P.M. on the afternoon of the 8th, accompanied by the 5th Engineers Band, the battalion marched to the train which was to take it to its new home.

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

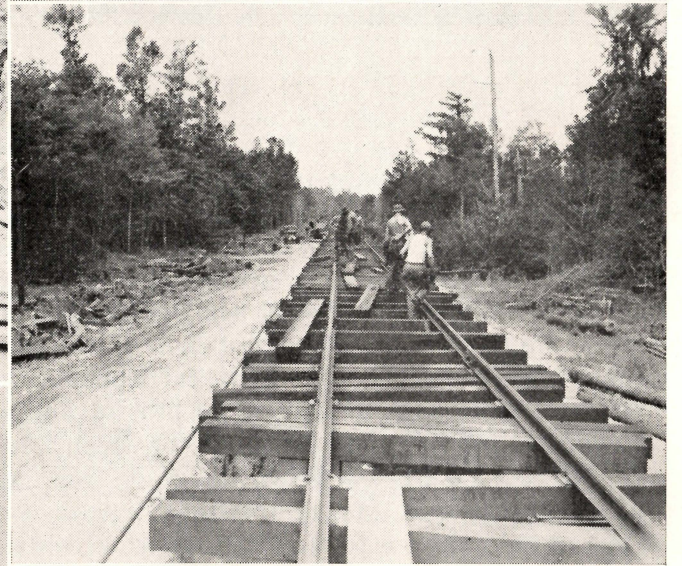
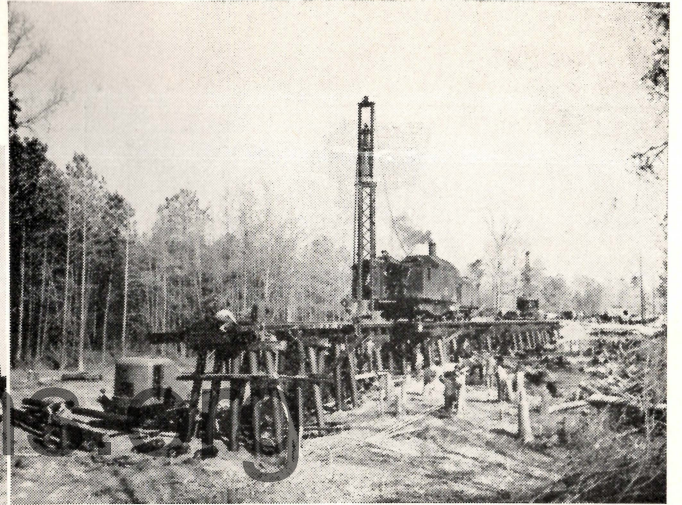
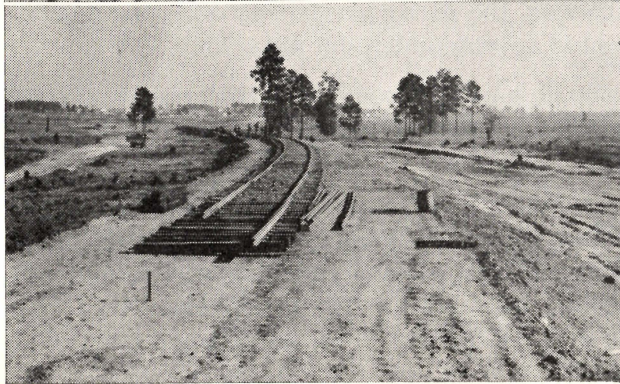
When the War Department decided early in 1941 to activate a railway operating battalion, negotiations were commenced for the purchase of a railroad to be used in training. An agreement was reached with the Red River and Gulf Railroad in Louisiana whereby this line would be purchased by the government; 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.

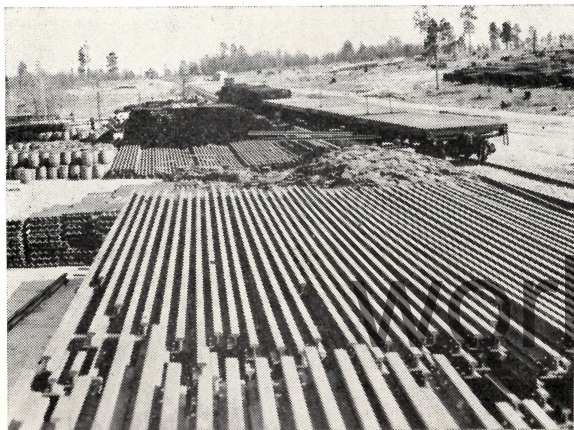
Rails, ties, and angle bars together with some tools and some box cars were available to the battalion at Camp Claiborne in August of 1941, but there were no spikes, bolts, nut locks, tie plates or turnouts, and no motive power. Most important, there was no earth moving machinery. The first fill for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

CONSTRUCTION



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.

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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.

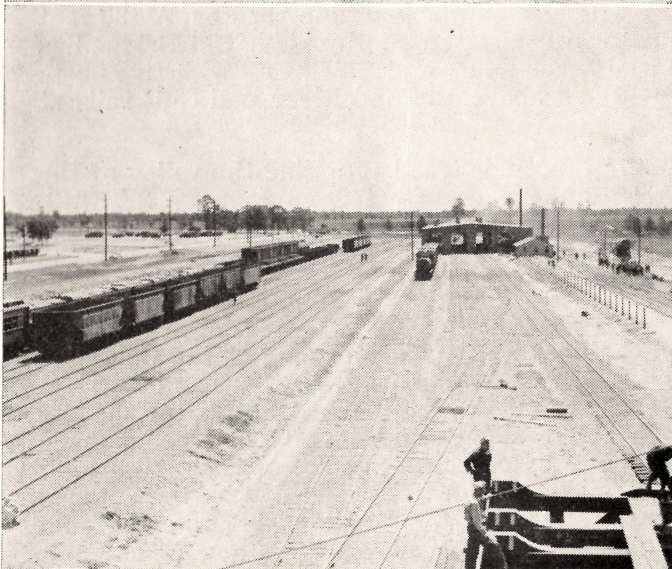
Spring Creek Bridge, a 785 foot pile trestle crossing the valley of the stream from which it takes its name, was started on January 27, 1942. After the right of way was cleared by the 98th Engineers, the 711th bridge and building platoon, using a 78 ton steam pile driver rented from the Missouri Pacific,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

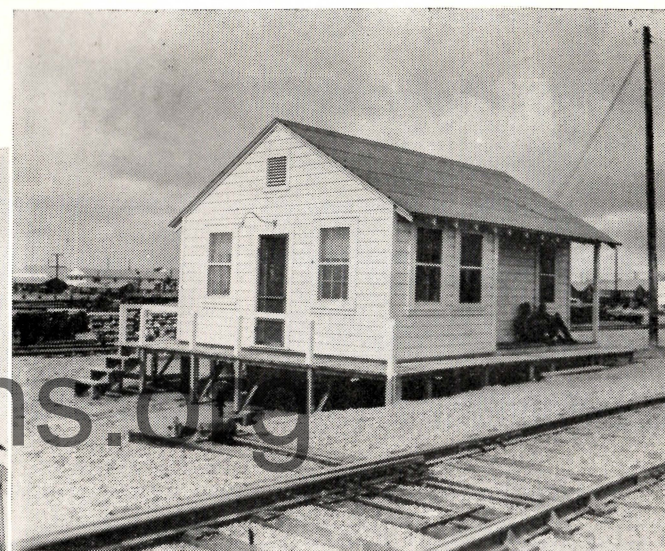


Scene Along the Right-of-Way
of the Claiborne and Polk Military
Railway

OPERATION



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, dispatcher at Claiborne, engine taking water.



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

FIRST SERGEANT

Anthony M. Alteri

STAFF SERGEANTS

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

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

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

TECHNICIANS 4TH GRADE

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

CORPORALS

Raph Downour

Paul Sprofera

TECHNICIANS 5TH GRADE

Charles H. Acres
Gordon S. Bartholomew
Marvin M. Bennett
William A. Bivins
Thomas E. Burns
Byran 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. Lons
Charles J. Ludban

PRIVATES FIRST CLASS

James F. Aiken
Marvin A. Beaver, Jr.
Leon W. Blackwell
Otis O. Cason
Anthony J. Cilencevicus
Costanzo F. D'Aiuto
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

PRIVATES

Arthur C. Adams
John E. Barbain
Jack Berry
Edward S. Bielen
Albert Blumetti
Roger P. Erritt
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 F. Grady
Elmer J. Grant
Archie 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

TECHNICAL SERGEANTS

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

SERGEANTS

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

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

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

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

Elvie H. Moss
Herman F. Nuss
Anthony J. Olenky
George Ouland, Jr.
William C. Pierre
Louis Pizzarelli
Eldon J. Poyelson
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. Sycmour
Matthew E. Simpson
Clem Skonieczski
Joseph J. Smiegoski
James J. Sullivan
John H. Strouse
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 W. Wells

CORPORALS

James Altieri
Alfred J. Barone
John N. Baugh
Oscar V. Berry

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

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 DeMallo
Frank J. DiBiagio
Eugene F. Dunkle
Fred G. Eckhard

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. Dallasto
Wallace Y. Daniels
Joseph DiMinnio
Tani Dupuy
Walter C. Dwnlit
Hyman Eisenberg
William H. Everett
Edward W. Gallagher
Ralph Garcia
Robert Gilliam
Harold R. Gorham
Montague R. Gusherg
John Guzowski

SERGEANTS

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

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

TECHNICIANS 5TH GRADE

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

PRIVATES FIRST CLASS

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
Bradie T. Lancaster

PRIVATES

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

TECHNICIANS 4TH GRADE

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

Leroy J. Hoff
John H. Mason
Thomas Mercado
Dwight Owens

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

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

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. Caporuscolo
 Arthur C. Council
 George J. Dragan, Jr.
 Page J. Goodenough
 John M. Gutkoska
 John M. Hick
 Robert D. Hough
 Everett K. Jorens
 James A. Kelly
 Louis M. Olte
 Walter E. Radde

SERGEANT

Raymond P. Rabideau

TECHNICIAN GRADE 4

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

Francis D. Conners
 Lawrence H. Dosch
 Claude E. Edmundson
 Henry J. Goedecker
 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. Goergen

TECHNICIAN GRADE 5

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

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. Woidneck

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
 Siegmund 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. DeMairouibus
 Phillip 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
 Philip G. Grauel
 Robert W. Green

Arthur E. Hamner
 Paul E. Heckman
 Howard G. Henderson
 John L. Herlevic
 Kenneth V. Hodgkinson
 Joe A. Hodgins
 James N. Hutchinson
 Melvin P. Johnson
 George Kasanic
 Valentine W. Kodolja
 Walter F. Krawcyk
 Theodore E. Kruse
 John P. Lattomus
 Zoltan 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. Prathay
 Blaine E. Pully
 Leon G. Reavis

Paul J. Resko
 George W. Reynolds
 Al V. Rhow
 Edward Riley
 Raymond L. Rogers
 Daniel Ronchak
 Louis Rozlog
 Alvin L. Rush
 George W. Ryan
 Patsy 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
 Theodore G. Taraduck
 Leo B. Temmen
 Vincent Toscan
 John M. Tweedy zz
 Frank P. Urzedowski
 Elton L. Van Pernis
 Raynal W. Westral
 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 Lspach

STAFF SERGEANTS

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

SERGEANTS

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

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

Ralph E. Reeder
 Harvey W. Reid
 Edwin G. Rowlance
 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
 Clyde 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. Poltrona
 Paul Protz
 Michael Raddick
 George H. Ramsey
 John T. Simmonds
 Charles L. Stephenson
 Evert C. West

PRIVATES FIRST CLASS

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

Ross P. Eractiano
 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

PRIVATES

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

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