

**World War II:  
Railway Operating Battalion History  
History of the 718th Railway Operating Battalion**

The 1945 official history of the 18th Railway Operating Battalion produced by the battalion's historian.

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HISTORY  
OF THE  
718th RAILWAY  
OPERATING BATTALION  
TRANSPORTATION CORPS

WITH PHOTOGRAPHS,  
ANECDOTES  
AND ROSTER  
AS OF V-E DAY.











## PREFACE

Just what to call this volume is not too clear. It originally began as a history. But from time to time men in the battalion had been asking if pictures taken by the battalion photographer would be made available in an album. Shortage of photographic materials ruled against the album, so it was decided to print as many pictures as possible with the history, not all of them relevant to things mentioned in the history. Many of the men will be able to identify themselves in the pictures, but no attempt has been made, as a rule, to call attention to individuals. It is to be regretted that pictures involving every man could not be included, and likewise that mention of every man could not be made in the history. Some men and some activities of the 718th deserving special mention have not been included, not from arbitrary choice, but because they have not been brought to the attention of the historian, who finds it difficult to be omnipresent and all-knowing. For this reason, many rich and vitally interesting experiences of the battalion must be recorded only on the pages of individual memory, where, unlike the printed book, they will either fade or become richer and more exaggerated with time. Credit for compilation of this printed record of the 718th can go to no one man. Special mention must be made of the collaboration of Captain Thomas G. Steinfield, in matters of text and factual informations, of Pfc William F. Miller, who took most of the pictures, and of M/Sgt Israel Rosenfield, whose powers of persuasion made possible the underwriting of the cost of the book.

This history had been completed and was already in the hands of the printers when it was decided to add a roster of the battalion as of V-E Day, and a supplement of anecdotes. Captain William G. Chase, commanding officer of C Company, receives the credit for this supplement.

Mainz, Germany  
18 August 1945

FLOYD R. WILLIAMS  
Chaplain (Capt), USA  
Battalion Historian



## ANCESTRY

The 718th Railway Operating Battalion, Transportation Corps, was constituted on the inactive list as the 53rd Engineer Railway Battalion, pursuant to Letter, War Department, AG 320.1 (11 October 27) dated 18 October 1927; and was redesignated the 53rd Engineer Battalion (Railway Operating), 23 September 1933.

There was a 53rd Engineer Railway Operating Battalion, which was organized in February, 1918, at Camp Dix, New Jersey. The battalion served overseas during World War I, but did not participate in combat. It was redesignated the 52nd Regiment, Transportation Corps, 7 September 1918, and, on 12 November 1918, became separate companies in the Transportation Corps. These companies returned to the United States and were demobilized in July, 1919.

In order to perpetuate the history and traditions of the 53rd Engineer Railway Operating Battalion, which served as a unit of the American Expeditionary Forces in World War I (as indicated above), it was redesignated, 24 September 1936, and consolidated with the 53rd Engineer Battalion (Railway Operating).

The 53rd Engineer Battalion (Railway Operating) was redesignated the 718th Engineer Railway Operating Battalion, 21 February 1941, and was redesignated the 718th Railway Operating Battalion, Transportation Corps, 1 December 1942. The 718th Railway Operating Battalion, Transportation Corps, is entitled to Battle Honors, to and including 11 November 1918, as follows:

WORLD WAR:  
(Without Inscription)

## ACTIVATION OF 718th

The 718th Railway Operating Battalion, Transportation Corps, (hereinafter simply called the 718th), was made active 14 December 1943, at Fort Sam Houston, Texas. Cadre for this unit was furnished by the 720th Railway Operating Battalion, TC. Upon activation the battalion was commanded by Major Lewis W. Moss, with Captain Norman P. Patterson as Executive Officer and Captain Thomas G. Steinfield as Adjutant. The New York Central was the parent railroad sponsoring the newly activated unit.

## BASIC TRAINING

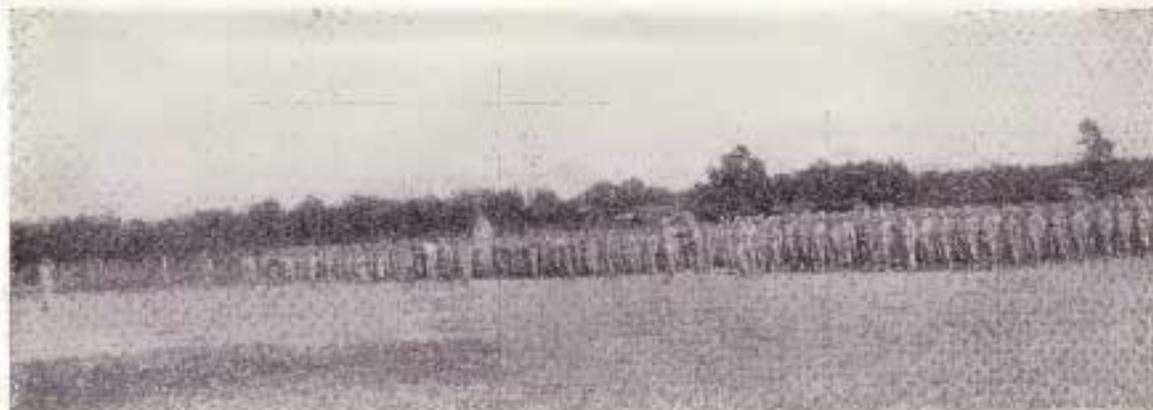
Although having the primary function of operating military railroads, the battalion learned the meaning of „You're in the Army now,“ and was given the basic training required of all soldiers. If it seemed for a time that the shrill blast of a first sergeant's whistle would permanently displace the „toot“ of a locomotive, more familiar to the ears of a railroader, the basic training nevertheless was preparing for any eventuality, since modern warfare has made any zone a potential combat zone.

Basic training was begun at Fort Sam Houston, Texas and reached its climax there on 30 January 1944, when the battalion tested its stamina in a 20-mile march to Camp Bullis, Texas. Here the training was continued under field conditions. Outstanding in the memory of those days are the training in village (fighting, night marching, infiltration, and qualification in rifle, carbine, and machine gun. Less pleasant to remember was the rain. And mud. And infiltration by ticks which produced that peculiar brand of casualty known as „Bullis fever“, Camps Bullis had its mud shaken off finally on 20 February 1944 by a return march to Fort Sam Houston. This day was featured by the introduction of the battalion to „C“ rations. Cold „C“ rations. Arrival

at Fort Sam Houston brought little of the expected rest and comfort anticipated in comparatively de luxe surroundings. Orders were immediately cut for departure, and the little time allowed for packing personal and battalion equipment left no opportunity for relaxation. The battalion entrained on 22 February 1944 in two trains for Camp Claiborne, Louisiana, arriving there on 23 February.

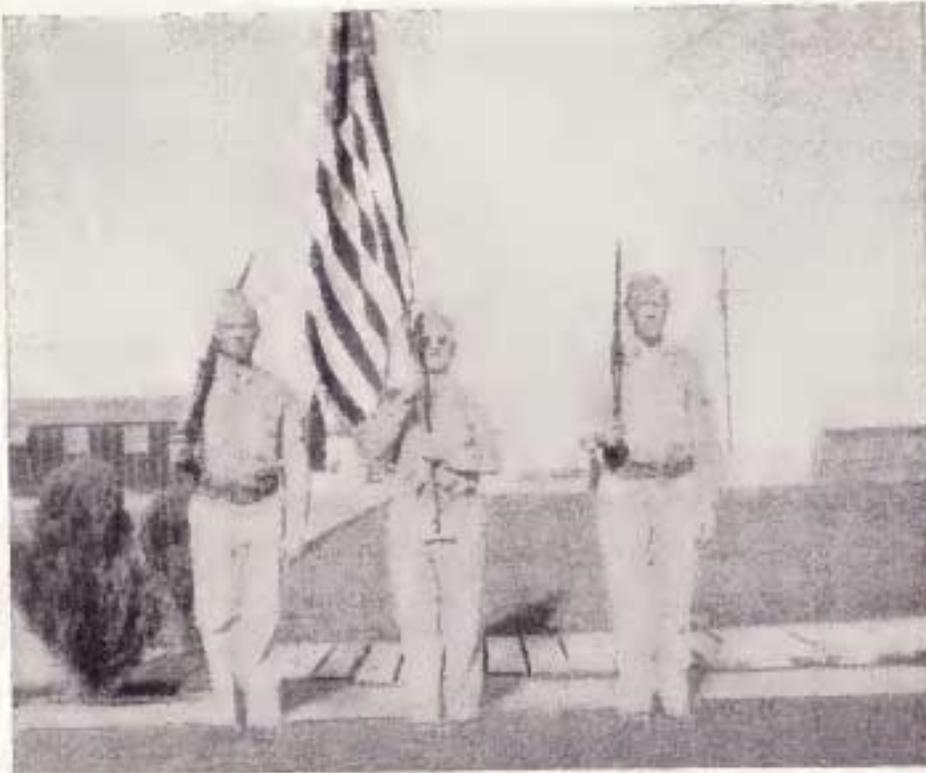
## TECHNICAL TRAINING

Technical training was undertaken at Camp Claiborne, the unit taking over the operation of the Claiborne & Polk Military Railroad on 1 March 1944. The nation-wide publicity given this railroad by an article in a January 1944 issue of the *Saturday Evening Post*, later condensed in the *Reader's Digest*, came to a climax while the battalion was operating the so-called „World's Worst Railroad“, and the 718th was featured by movie shorts and a radio program. Foreshadowing future operations in an overseas theatre, the battalion had various detachments located along the 50-mile stretch of railroad. These detachments, at Camp Gray, Camp Big Oaks, Felton, and Camp Polk, found their technical training in all phases of railroad operation richly supplemented by lighter moments with „swamp



Battalion Review, Camp Claiborne.

angels", alligators, and pet pigs. During this period at Claiborne each company vied with the others in putting on the most elaborate dance or party, and this rivalry was carried onto the baseball field with no team admitting the other was superior, even with the final score in favor of the other team. This, too, was the period of „gas mask Charlie“ Crouch's fame in Company C, and of nighttime „gossiping“ over the backfence with inhabitants of off-limits Boomtown. Those were the days when Company B's wrecking crew was going day and night, establishing some sort of record in clearing up 50 derailments and wrecks. Somewhere about then first sergeant McGilvry of Company A was giving a visiting Major the ride of his life on a bucking motor car which finally left the rails, the Major, and „Mac“ in one wild leap. But with all the lighter moments serious training was not neglected. An important example of this was the training of company clerks in battalion headquarters under the supervision of the Adjutant. The results proved the efficiency of the training, when inspections then and later commended the well-kept records. One of the interesting phases of technical training was the collaboration of the 718th in experiments conducted by the Army, Navy, and by British experts on improving techniques in the sabotage of enemy railroads.



Color guard, Camp Claiborne.

## EN ROUTE

Overseas movement was in the air toward the end of June, occasioned by the increasing number of inspections, and finally the „alert“ came. On 15 July 1944 the 718th left Camp Claiborne in two trains which left on separate routes but arrived at the same terminal, Camp Miles Standish, Massachusetts, on 18 July. The stay here was not prolonged, with a processing that clicked through like well-oiled machinery. Some men were fortunate enough to buck through long lines at the telephone booths for a last conversation with the folks at home, but the order for embarkation came quickly and deprived many men of the desired privilege. A short trip by train took the battalion to the pier in Boston Port of Embarkation on 23 July where the steamship „Mount Vernon“ was boarded.

Life aboard this big liner, which sailed without convoy because of its speed, had its interesting moments as well as its unpleasant ones.

Not all the men were satisfied with the food situation. And the cramped movements because of crowded space called for the patience of Job along with co-ordination of breathing at times, so that everybody wouldn't expand their „Mae West“ at the same time. A new sense of space judgment had to be developed, for what in ordinary times was sufficient room to squeeze through became a trap for men who forgot to allow for the added girth of the „Mae West“. Daily life boat drill, at first attended out of a sense of grim possibilities, quickly developed into a routine and became the starting line for a quick dash to the line-up for PX, in the vain hope that a Zippo lighter would be the reward.

This line-up for PX proved to be a deadly trap for one GI. The 718th was due for certain shots at the dispensary while aboard ship, and a strange GI from another unit seeing the 718th men form a line decided to get in on the PX deal. He waited patiently until almost at the dispensary door, then thought to ask, „This is the PX line, isn't it?“ A wisp of smoke marked a suddenly vacated space when the answer came, „Naw, we're lined up for typhus shots.“

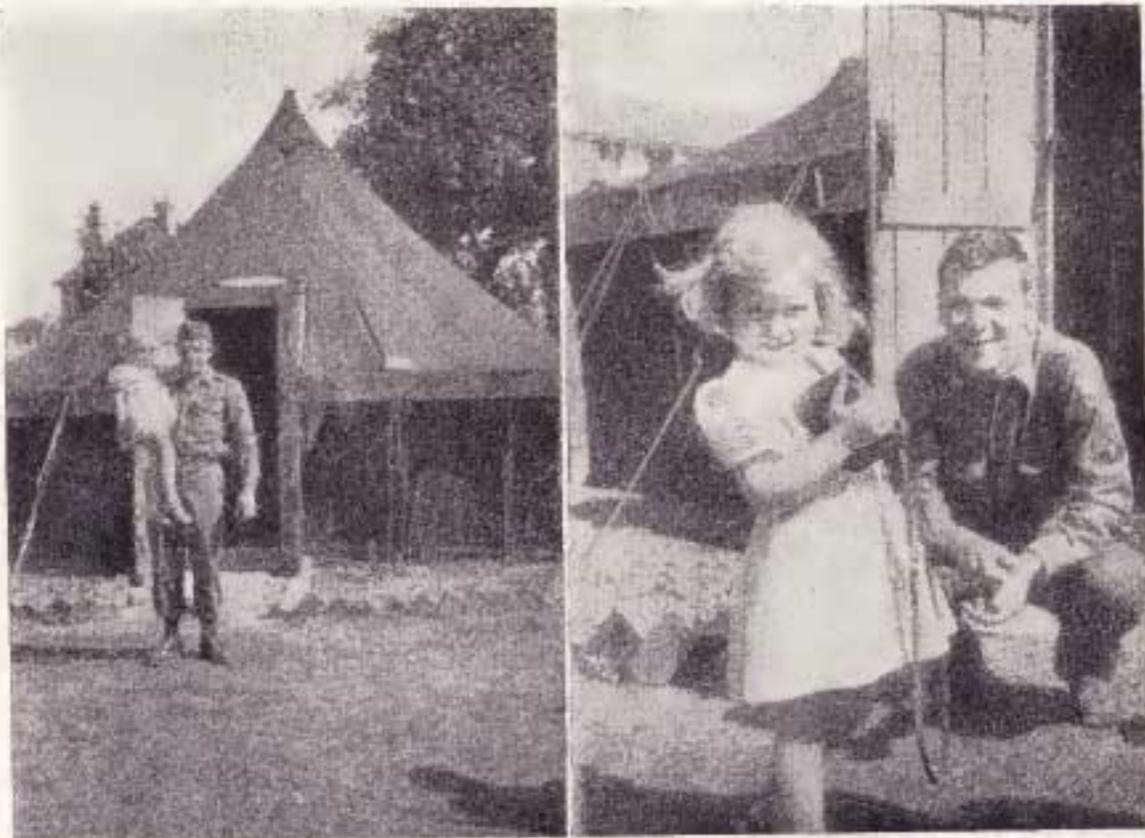
Daily entertainment was provided on the gun deck by a variety of talent gleaned from men of several units aboard ship, with the 718th providing a goodly share. Pfc Archie Mar Mar served as master of ceremonies much of the time. On one occasion entertainers at the „mike“ found tough going, with audience interest shifting to an unscheduled performer. The latter was a full colonel whose trips around the promenade deck above the audience were so precisely timed that his appearance at the rail above the audience could be predicted within five seconds. So the entertainer learned it was just as well to „take a break“ when he heard someone in the audience yell out, „Fifteen seconds“, then „ten seconds . . . five seconds!“ A burst of cheering greeted the colonel as he came into sight right on the dot. He probably still thinks with a glow of his unaccountable but pleasing popularity with the men when he crossed the Atlantic in July 1944.

After an otherwise uneventful sea crossing, the 718th arrived on 1 August at Grenock, Scotland, and debarked. Late on the same day the battalion, after a long trip by train, arrived at St. Mellons, almost

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Cottage near St. Mellons, Wales.



International concord, St. Mellons, Wales. „Any gum, chum?“ St. Mellons, Wales.

midway between Newport, England, and Cardiff, Wales, on the Welsh-English border. At St. Mellons the 718th found quarters had been provided for them by the Advance Detachment, which had preceded them from Camp Claiborne by three weeks, composed of Captain Steinfield, the Adjutant, Lieutenant Drewes, Supply Officer, and Sergeant George G. Doughty, as assistant.

After an eight day stay at St. Mellons, sampling a bit of British life from cricket field to village pub via narrow, winding lanes and left-handed highways, the 718th departed for Southampton 9 August by rail, arriving at the picturesque Nightingale Woods the same evening. Existence here was complicated chiefly by such items as learning that one does not wash but takes ablutions. A daily issue of free PX rations, accepted unquestioningly by some, led others to suspect it was a case of the condemned man being given a fine last meal. There was a tenseness in the air, with units constantly departing for the port, fresh units steadily coming in. Until the public address finally called the number eagerly awaited by the 718th. On 13 August the battalion was taken by truck to the port and embarked on LCI boats that evening. The channel crossing was not unduly rough, but many a paper bag was unwillingly filled with lunch below deck. If the crossing was not rough, the anchorage proved to be none too quiet, with wind and waves tossing the LCI's like corks. Anchors were lost right and left with snapping cables, and one boat, at least, after losing two anchors, deliberately beached itself to keep from being tossed around. Early on the morning of 15 August Headquarters and Headquarters Company disembarked on the Normandy beach of Utah, famous for D-Day landings, with other components of the battalion coming ashore at short intervals afterward, before dawn of day. After a march in from the beach to the assembling area some three or four miles distant, and a brief period of relaxing in an apple orchard behind hedgerows, trucks were boarded and the first units of the battalion arrived at Folligny, Normandy, on the evening of the same day. Here headquarters were established in another apple orchard adjacent to the ruined railroad yards.

## FOLLIGNY

First thoughts upon reaching Folligny were along the house-keeping line. Pup tents in an apple orchard sounded like a good idea, for fair weather. But rain and cold weather were approaching, and something more permanent, comfortable and weatherproof was necessary. So the GI genius for improvising quickly appeared, and many shacks sprang up throughout the orchards, built of scraps from demolished sheds and buildings. The architecture was suited to the scraps available, and accommodations were built in for a modest family of two men up to a clan of six. The Germans, upon evacuating Folligny two weeks before, had left behind a large store of small stoves and knocked down hospital beds. With this furniture as a beginning the men quickly were making themselves comfortable. However, it was thought advisable to seek better quarters as far as possible, and each company took over such houses as were available. Headquarters and C companies found houses in the original area and in the village of Folligny. Company A found a comfortable farmhouse and sheds a mile or so away, and Company B located at a house near the railroad yards. Within a few days battailon headquarters moved from a shed in an



Yard at Folligny.



Folligny yard.

orchard to the old school building in Folligny, and the chapel was set up in the new school building.

The days at Folligny were a period of great readjustments. There were seen the first evidences of battle casualties — — German bodies. It was there that the meaning of „trigger happy“ was emphasized, with guards jumpy at night. This was the real training ground for supply and ration procurement. Trucks scoured the country around for days at a time trying to locate new dumps for gasoline, rations, or ordnance, when the old ones moved out over night. Out of these first experiences gradually developed methods and techniques which stood the battalion in good stead during emergencies of the future.

The 718th was given the territory from Folligny to Mayenne and to Rennes, a substantial section of French railroad, to operate. Along with this came the responsibility of maintaining single track from Pontabault to Mayenne and from Ponterson to Fougères, and double track from Folligny to Dol, with supervision of French maintenance of double track from Dol to Rennes.

Condition of the yards at Folligny and Mayenne was especially bad, with demolished cars and torn-up track to be cleared and repaired.

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Headquarters supply personnel, Folligny.



Battalion headquarters originally,  
later guardhouse, Folligny.



Grave of German soldier, Folligny.



„My achin' back“, washday, Folligny.



Common coaling method in Normandy.

It was found that track over shell craters at various points required raising and maintenance daily. Water facilities presented a problem, through destruction of existing installations. In fact, the scene presented was one of perfect destruction, the result of a smashing American advance and demolition by withdrawing Germans. Water facilities were installed at Pontabault, St. Hilaire, Lauvigne, Fougères and Ernee. Too, there was a lack of coaling facilities at various points, and it was necessary to coal locomotives by hand shovel in many instances, or by using a crane.

Operation of the railroad was by permissive block, under blackout conditions. Flagging with fusee and lantern was permitted only in cases of emergency during blackout. Crews going out on a run never knew when they might get back. Sometimes they were sent on into other divisions if no crew from the other battalion happened to be available immediately. One crew is said to have finished its run beyond Paris, after the city was taken.

While at Folligny the battalion secured a mobile radio unit and became part of a mobile radio network for code communication.

A German radio unit would invariably blanket the night wavelength, and to avoid such interference it was necessary at times to use the daytime wavelength. Men assigned to operate the unit were Tec 3 Ralph H. Wickens, Tec 4 Marvin S. Tierney, and Tec 5 Thomas O. McCain, all of Headquarters company, and Pfc James A. Stewart of Company A. In addition to official communication, this unit provided radio news daily as a part of special services.

It may be said that at Folligny the 718th operated under the most trying and hazardous conditions, and every officer and enlisted man is to be complimented for his efforts during those strenuous days.

A change in command occurred at Folligny, when Major Lewis W. Moss was succeeded as commanding officer on 24 August by Major Robert D. McGee, former executive officer. Major McGee, in turn, was succeeded on 6 September by Captain Merle F. Savage, who was detached from the 708th Railway Grand Division, the 718th's next higher echelon. On 12 September Lieutenant-Colonel Frank B. Birthright arrived from the United States and took over command of the battalion, Captain Savage being given the position of executive officer.



First officers' quarters and mess, Folligny.



Co C kitchen, Folligny.



Typical shack in apple orchard, Folligny.

## BAR-LE-DUC

Headquarters of the 718th moved on 15 September 1944 to Bar-le-Duc, where the battalion was given the operation of the railroad from Sommesous to Commercy and from Revigny, via St. Menehould, to and including the city of Verdun, famous in World War I days. With the change in territory came a change in higher echelon, the 718th coming under the 706th Railway Grand Division.

In the new location, instead of operating entirely with GI personnel, as had been the case at Folligny, the battalion operated a Phase II railroad, which was French operation under GI supervision. This made it necessary to procure numerous interpreters in order to overcome the language difficulty and the resultant delays and misunderstandings incident thereto.

Quarters at Bar-le-Duc were established in a former cavalry barracks, which provided ample space and weather protection for the



Arriving at new headquarters, Bar-le-Duc.

whole battalion. The former stable was converted into a kitchen, and the carpenter shop under the same roof became the chapel. For the first time prisoner of war labor was used extensively and the whole compound was quickly cleared of debris and made neat.

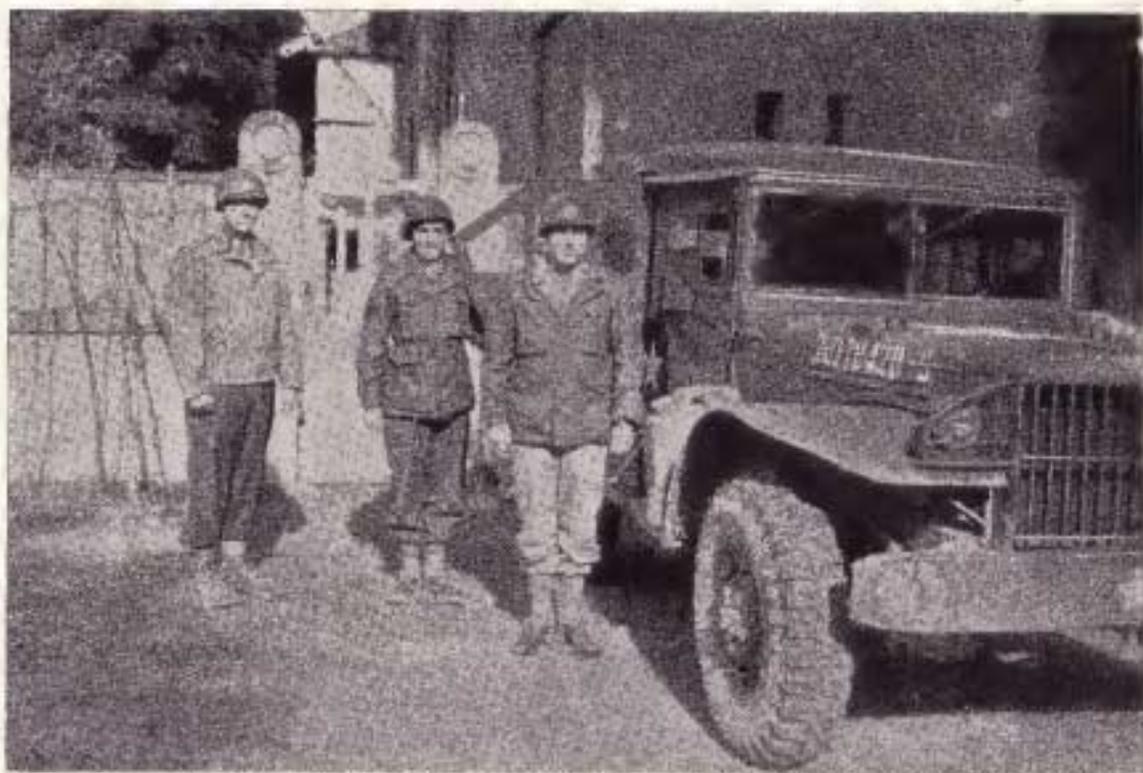
The battalion was fortunate in having a Special Service Platoon attached while at the Camp, thus assuring movies two or three nights each week. In addition a special stage show was put on by the platoon and several units stationed around the city enjoyed the entertainment provided at the 718th „theatre“, which was a huge garage with dirt floor and plank benches.

Company B found the French roundhouse in good shape, located a short distance across the River Orne from the barracks. However, by this time a well-equipped mobile shop had been assembled and was caring for all but the heaviest repairs. This shop was set up in railroad cars and included not only a heavy duty generator for power, but a complete machine shop, welding shop, blacksmith shop, and tool car.

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Before policing up, Bar-le-Duc.



Lt Col Frank B. Birthright, commanding officer from 12. September to 7 October 1944, with interpreter Alex St. Amand and driver Pete Paganucci, at Bar-le-Duc.



Lt. Col. Robert A. Wright, commanding officer, 718th R. O. B.

Another change in commanding officers occurred in October. Major Robert A. Wright, executive officer of the 706th Railway Grand Division, assumed command of the battalion on 7 October 1944, succeeding Lieutenant-Colonel Birthright, who returned to the United States because of ill health. On 9 October 1944 Second Lieutenant Arthur W. Fritton reported for duty and was assigned as assistant adjutant.

The new commanding officer, Major Wright, devised the idea of detachments, with the detachment commander to be in immediate and direct charge of his particular territory. This arrangement seemed to be very desirable in view of the large area to cover and the spreading of the forces of the battalion. At this time, instead of the fifty miles originally contemplated to be operated by a battalion, the 718th was operating about 400 miles, and the personnel was beginning to feel the strain of such stretching.

The barracks in which the battalion was quartered at Bar-le-Duc were taken over by a General Hospital on 11 October 1944, necessitating the securing of new quarters for the men almost overnight. For some time, however, the battalion had been preparing for such a contingency, and had made arrangements for living on wheels by fitting up French and German coaches and freight cars. Compartments on the coaches were arranged to accommodate two enlisted men each. Orderly rooms, kitchens, supply rooms, mess halls and necessary office accommodations were arranged by utilizing more or less damaged equipment, revising their plan to suit the occasion. Such facilities were devised with the idea in mind of being able to set up operations promptly at any point. Company C even fitted up a shower car, and many of the cars were utilized in a manner to suit best the problems confronting a railroad battalion. With approximately 400 miles of railroad to operate, this arrangement enabled the men on the line to live in reasonably comfortable quarters, which proved to be a big morale factor and contributed greatly to the success of the battalion in its operations in the European Theatre.



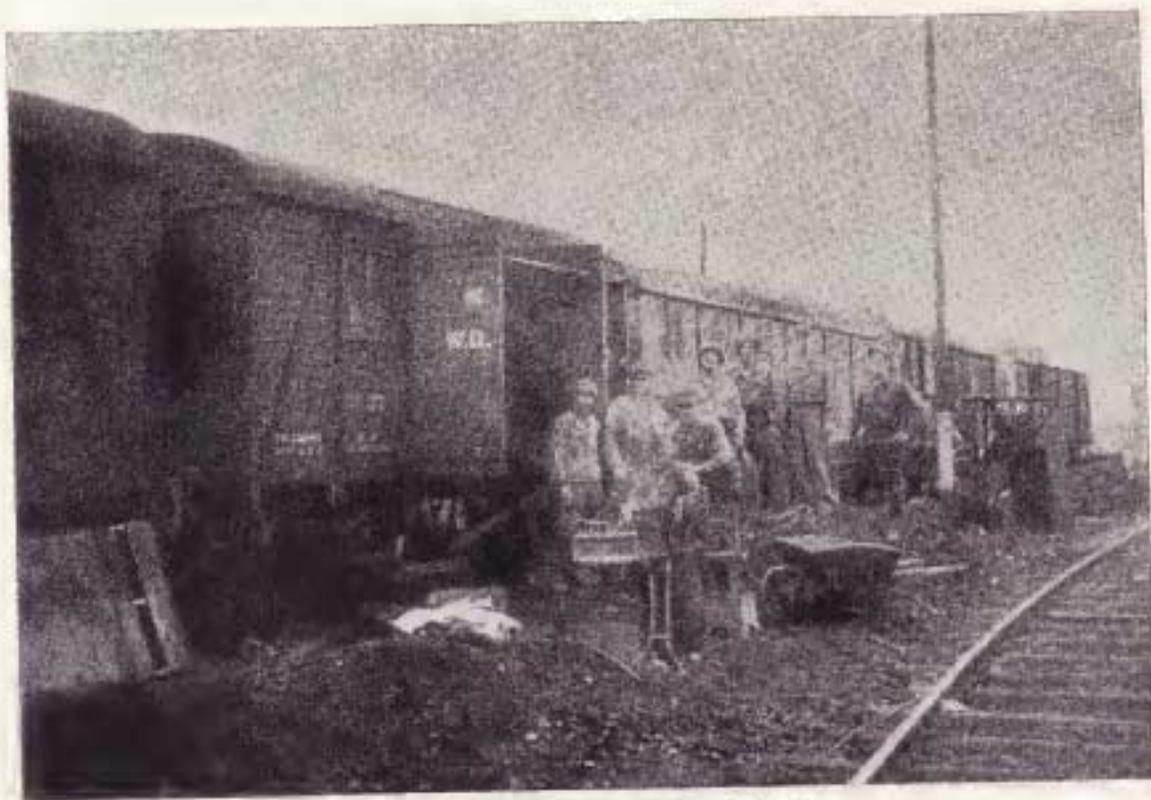
Railroad bridge two miles east of Bar-le-Duc.



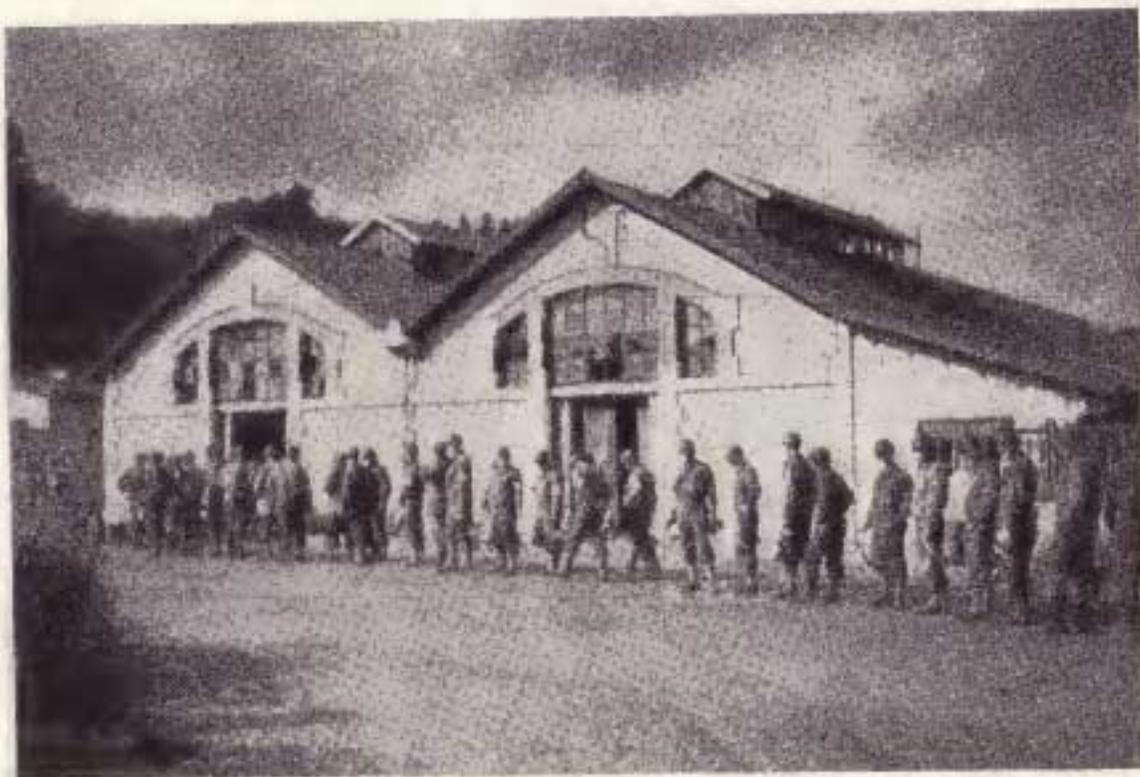
Bridge near Bar-le-Duc.



Street scene, Bar-le-Duc.



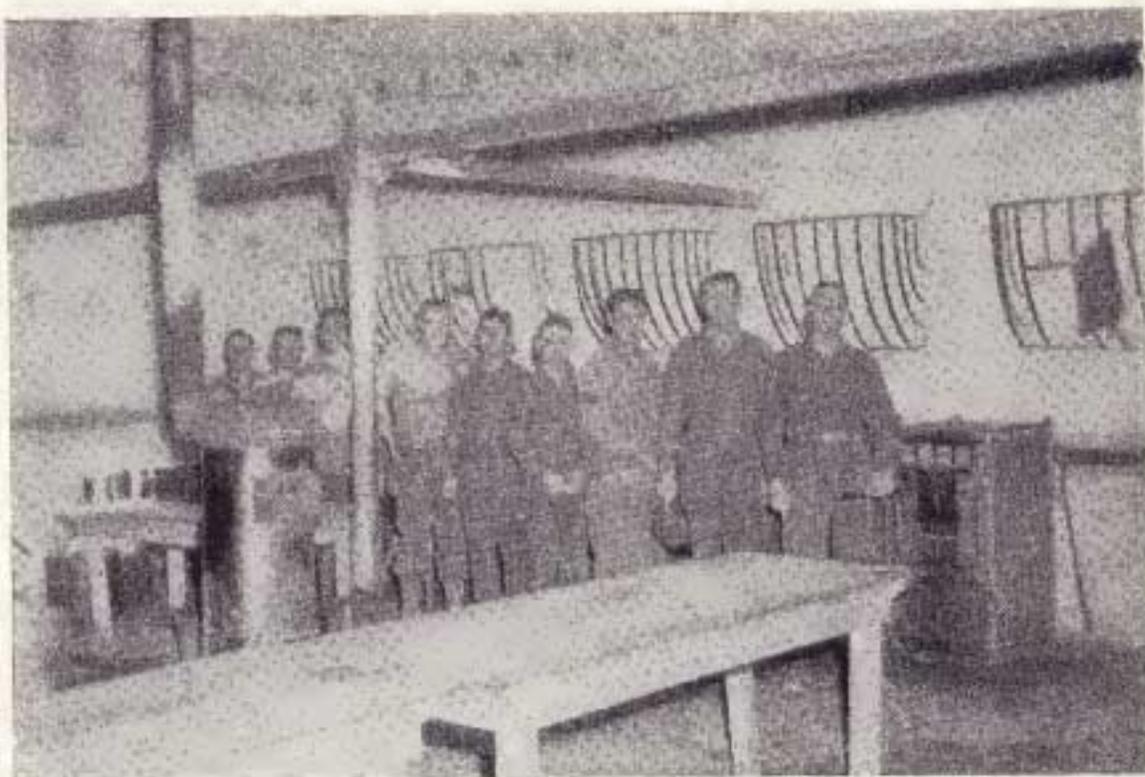
Co B roundhouse crew, Bar-le-Duc.



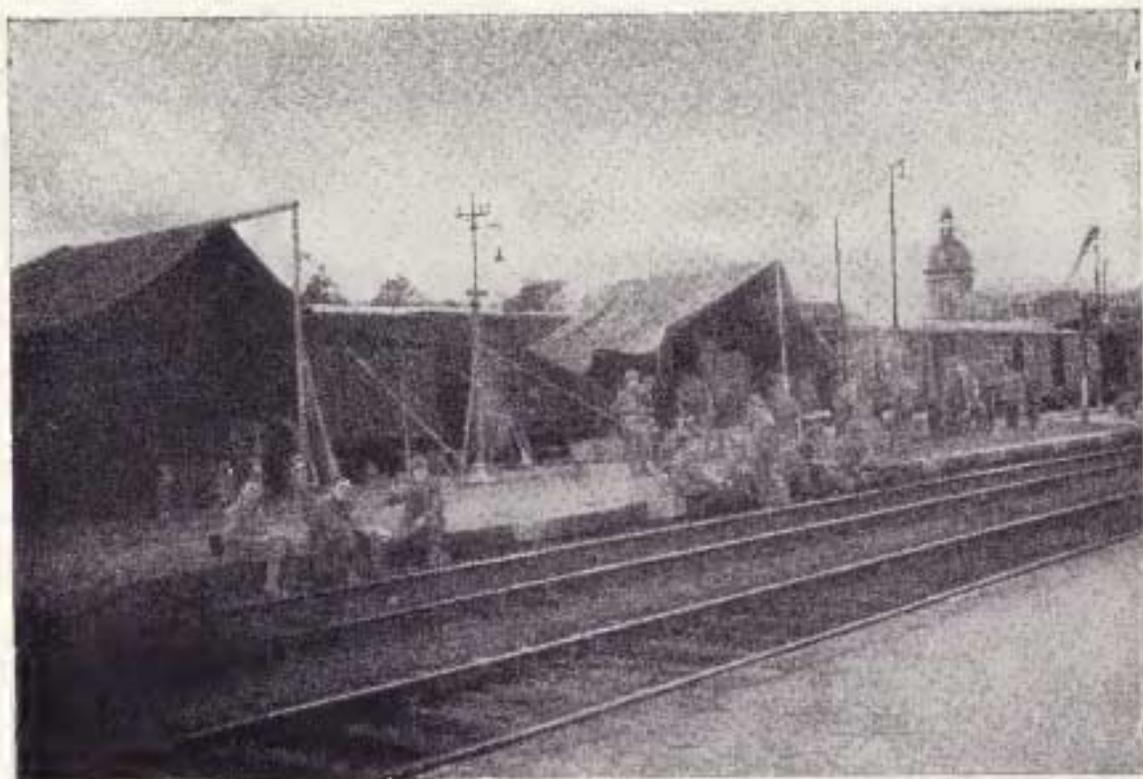
Mess line at stable-kitchen, Bar-le-Duc.



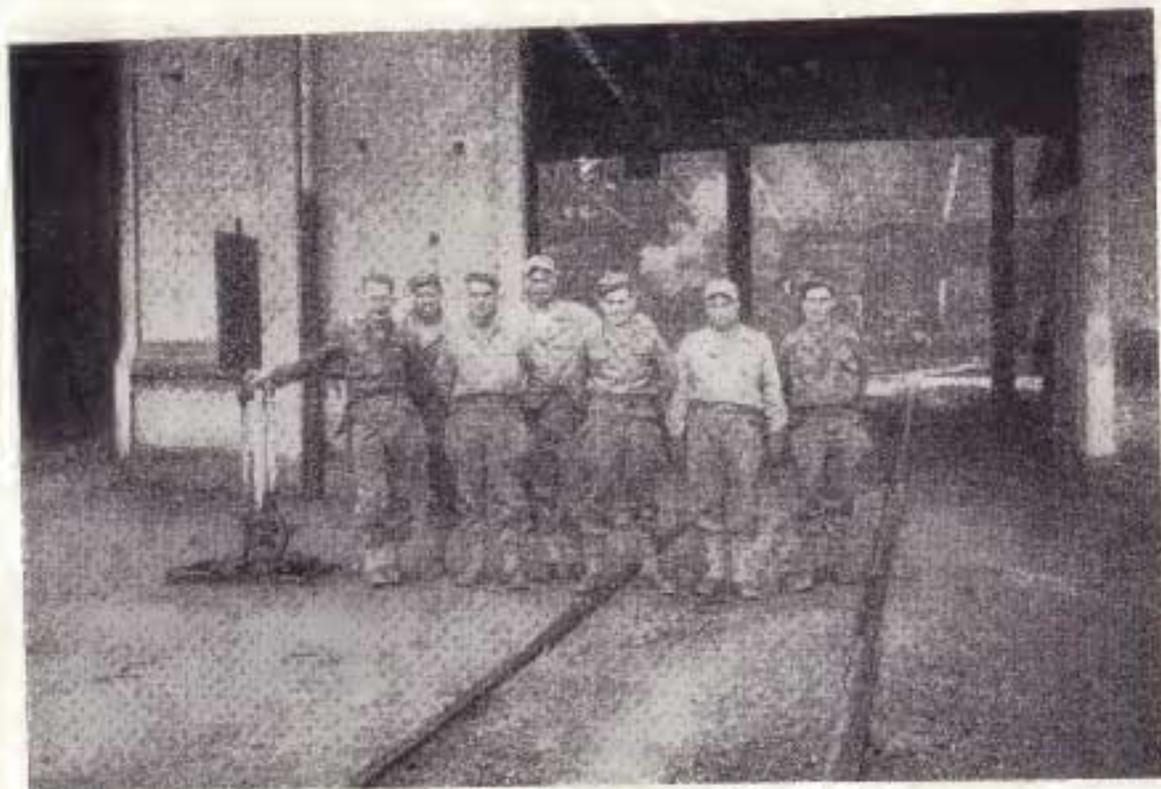
Messing in the open at Bar-le-Duc.



Kitchen personnel, Bar-le-Duc.



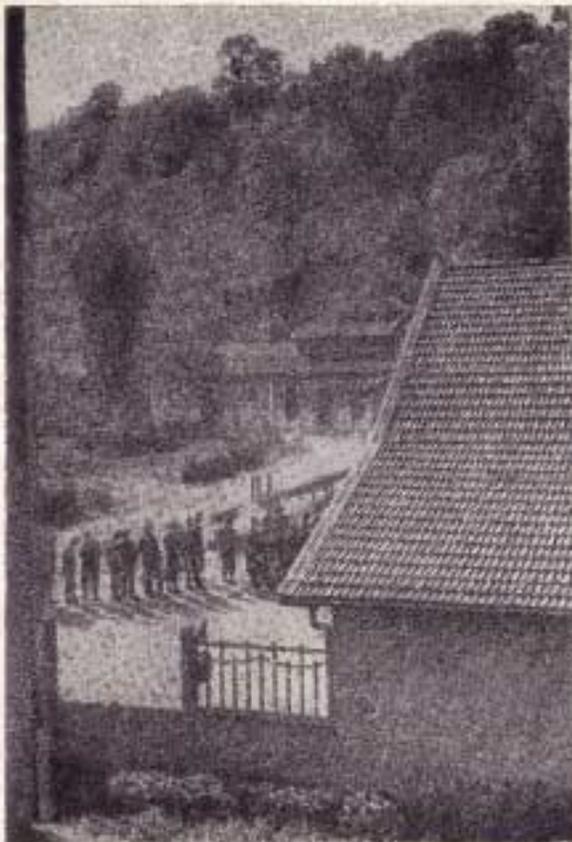
Messing at Bar-le-Duc before removal to Sezanne.



Co B locomotive repair crew, Bar-le-Duc.



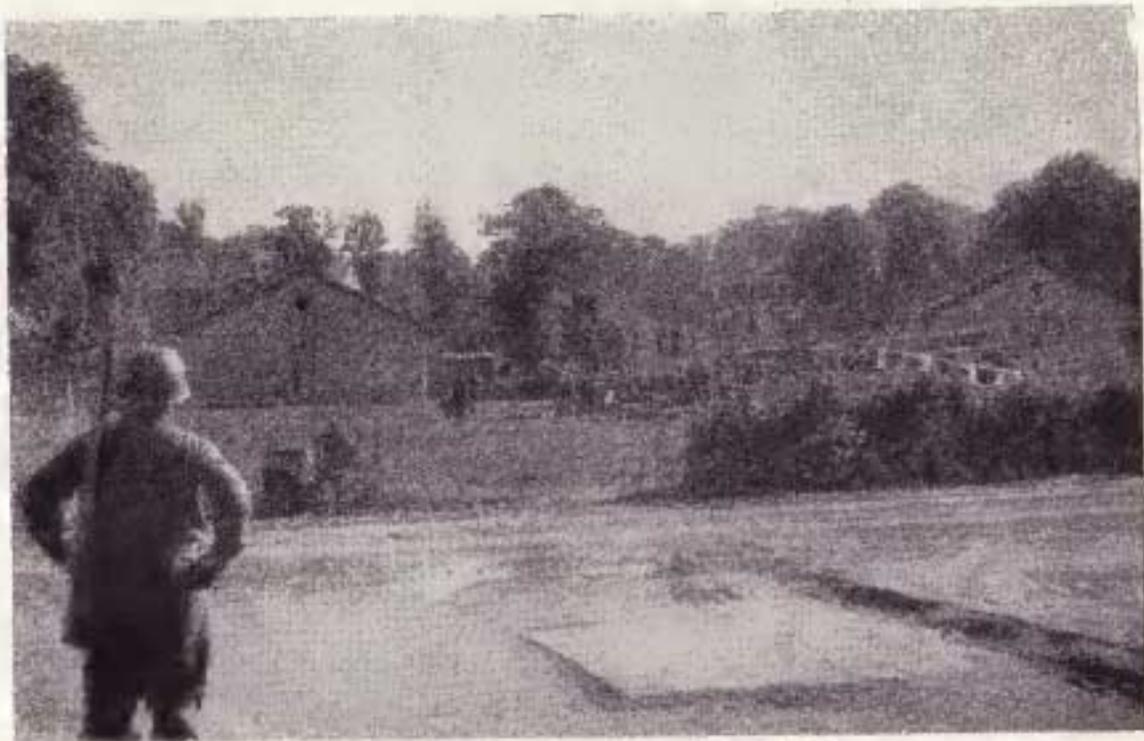
Co A wire crew.



The hill protects against Bed-check  
Charlie, Bar-le-Duc.



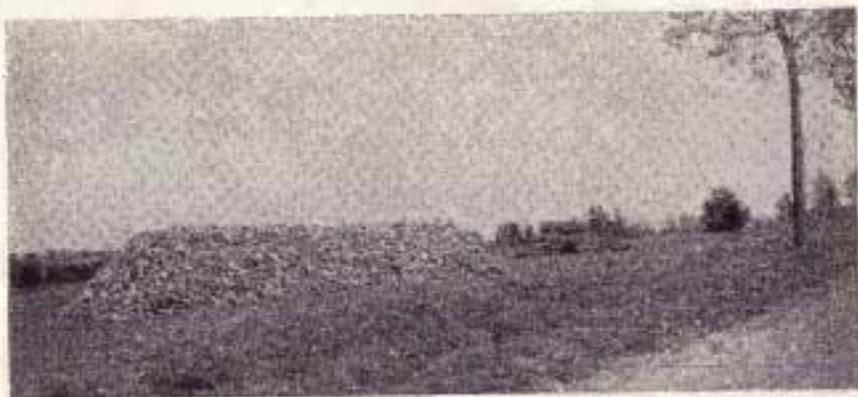
„Me the same“, cook and maids,  
Bar-le-Duc.



View toward theatre-garage, Bar-le-Duc.



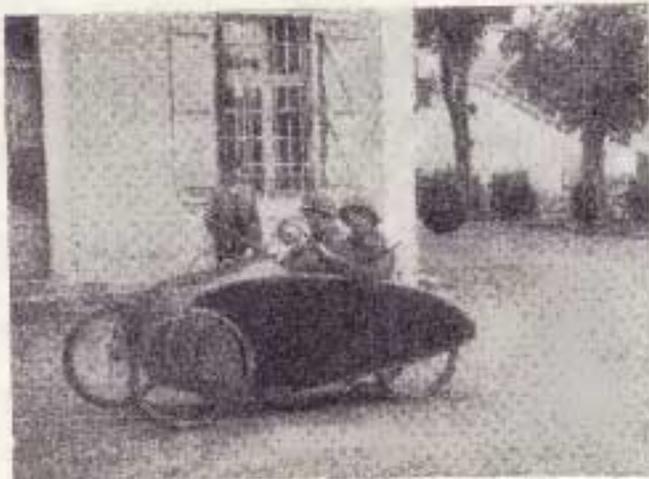
A rough deal, near Revigny.



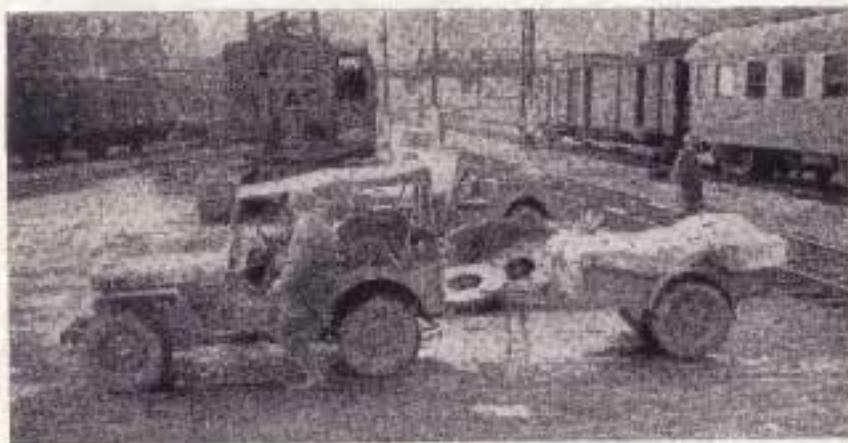
Piles of beets, later covered with dirt, near Revigny.



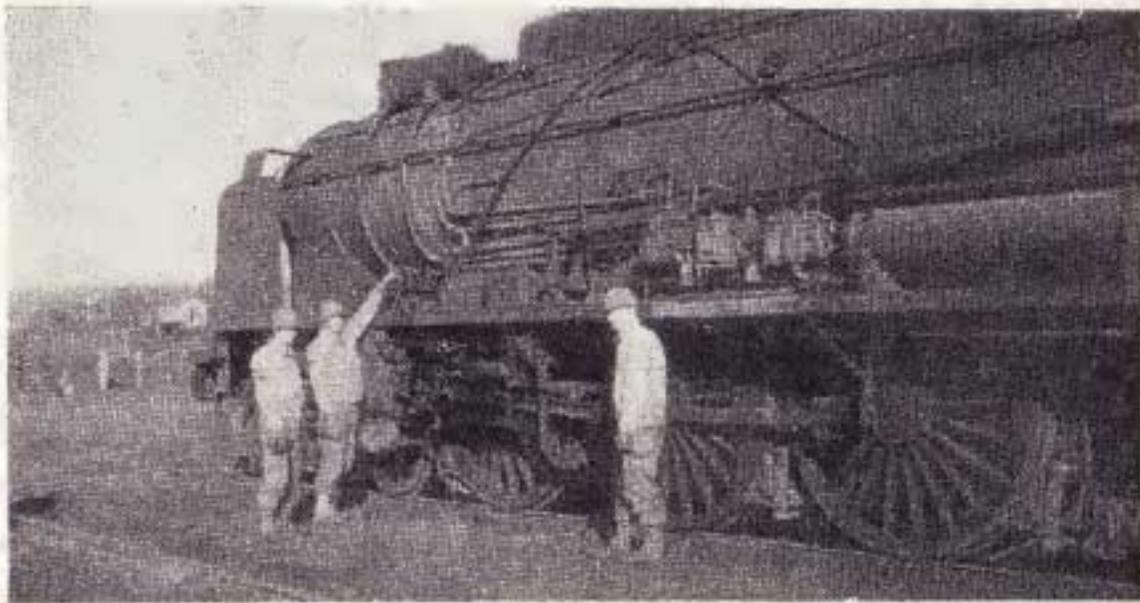
Canal locks, near Revigny.



Four feet from the ground, Bar-le-Duc.



One foot to go, Bar-le-Duc.



French engine, Toul.



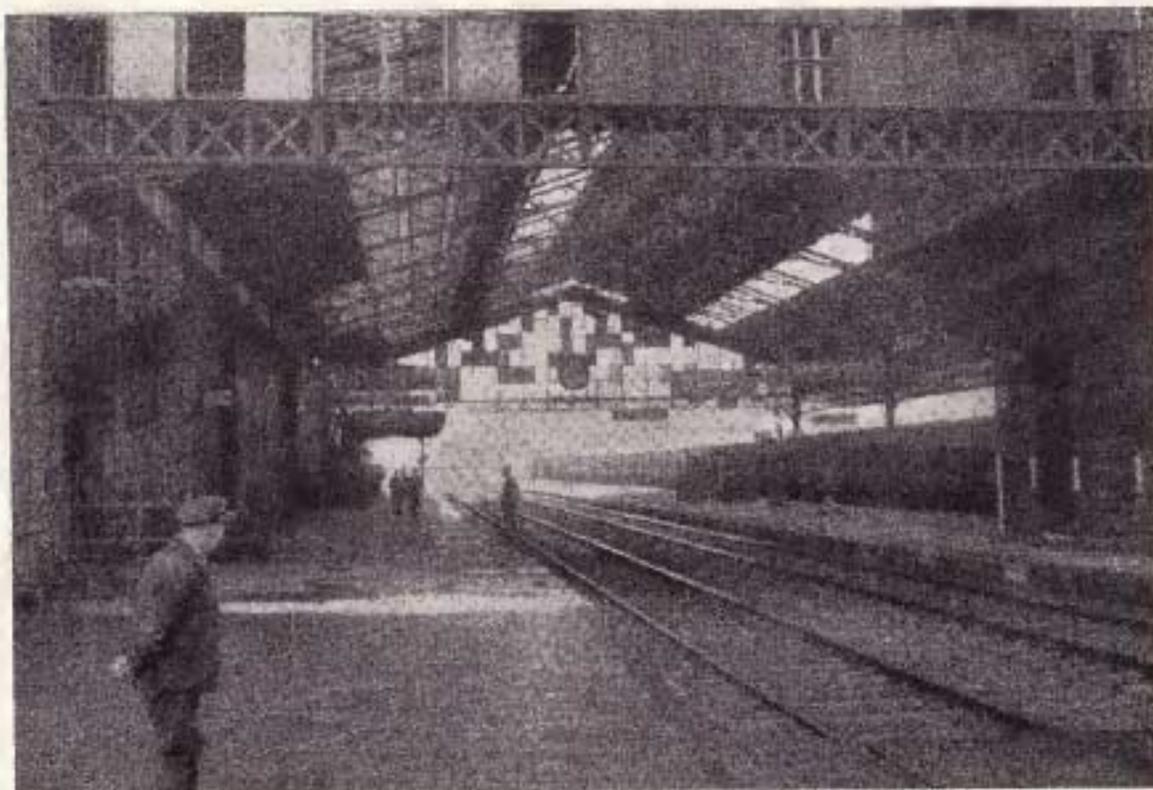
Operators at Lerouville.



River Orne, Bar-le-Duc.



Watering at Sommesous.



Station at Bar-le-Duc.



Messing at Bar-le-Duc.

## SEZANNE

Battalion headquarters closed at Bar-le-Duc and opened at Sezanne on 12 October 1944. Company „B“ retained headquarters at Bar-le-Duc, with Companies „A“ and „C“ locating at Revigny. The chief dispatcher's organization was situated at Chalons. This dispersal of the companies was planned to bring about a more efficient utilization of the available personnel.

At this time, by reason of the extended territory covered by the 718th, the supply of telegraph operators was exhausted and it was necessary to levy on Company „C“ for men to fill the position of operator. Company „C“, however, at this point began having difficulties by reason of a shortage of crews, but, under the able guidance of the officers of that company, the shortage was satisfactorily handled so that the situation did not become critical. Territory operated reached from Sezanne through Verdun up to Stockem in Belgium, outside Arlon, and from Verdun to Conflans and beyond.

Company „A“ will remember the various work trains sent out, and especially the construction of a wye at Sezanne for the better handling of locomotives. The time of engine change here was cut from an average of more than two hours, to around half an hour, thus speeding up the movement of essential military supplies to the front.

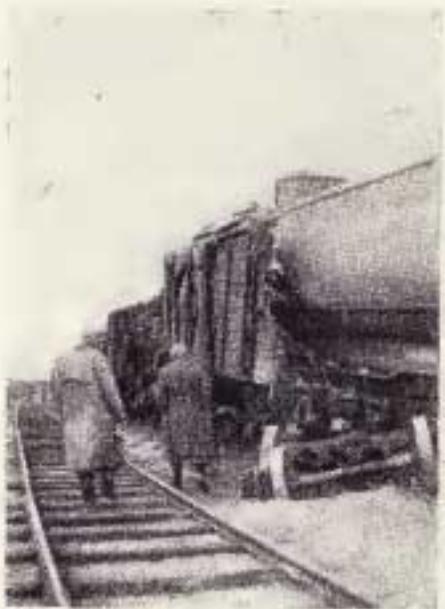
The 718th was selected to serve the railheads of the Third Army, then engaged in the drive on Metz. During the long siege of Metz, considered impregnable heretofore, the 718th consistently and diligently hurried supplies to the Third Army railheads.

Enemy action was hurled against the detachment at Conflans through an artillery bombardment on 7 October 1944, lasting seven hours. There was no damage to rail facilities, although telephone communications were interrupted. Traffic continued to be moved through this area in spite of the attack, and highest credit is due the following men: 2nd Lt Sidney T. Davis, Sgt John A. Nagel, Pfc William H. Arledge, Pfc Russell A. Christie.

Another honor coming to the battalion was the award of the Certificate of Merit to Captain Merle F. Savage, executive officer, for outstanding performance of duties.

While at Sezanne the battalion suffered its first overseas casualty in the death of Tec 5 William C. Hedin, Company „C“, who was killed, with four other men, including an officer of the 706th Railway Grand Division, in a rear end collision between two French trains near

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Wreck near Sommesous.

Somme-sous, France, on 8 November 1944. This was the second death within the battalion, the first occurring in a speeder car accident near Camp Polk, Louisiana. „Billy“ Hedin, as he was affectionately known by his comrades, was acting as brakeman on a freight train carrying supplies for the front, which was struck and telescoped by a following train. Hedin was in the caboose, which was practically demolished. He was buried in a U. S. Military Cemetery near Chalons-sur-Marne, France, in the picturesque champagne country.

One of the significant changes in the organization of the battalion was the obtaining of a medical officer and six enlisted men to fill a gap that had long been noticeable in the 718th. Several enlisted men from Company „C“ had volunteered early in the battalion's history to act as „medics“. However, so far as a medical officer was concerned, the battalion had been an orphan. A general sigh of satisfaction arose when 1st Lt Nathan Mattleman, MC, reported for duty on 11 November 1944, and took over the organization of the dispensary, which was quartered in a revamped third class passenger coach.



Hospital train in wrecked yards at Connotre, near Sezanne.

The detachment at Verdun had difficulty at first in finding satisfactory quarters, as well as adequate office space in the station for operating. In time both situations cleared up and 1st Lt Vercil V. Crouch found himself taking on the role of manager of a hotel across from the station, which provided comfortable quarters and messing facilities for his detachment. Good food and beds proved a drawing card from far around. Tim Sullivan and Harry Gaunt of Company „C“ were names to conjure with around Verdun in those days.

Another famed hotel was that quartering the detachment at Athus, Belgium. So homelike was the treatment given by „Mama“ Welschbillig that assignment to this place was considered a prize by the men in Headquarters and „C“ companies. What went into the kitchen as „C“ or „B“ rations came to the table as a feast. Even with occasional alarms over the dropping of enemy paratroopers around Athus giving the operators sleepless nights with one hand on telephone and the other on carbine, it would have been a major job to woo away from Athus Robinson or Baird, or Weir or Karczewski or McWilliams, not to mention others assigned there.



Connotre, near Sezanne.



Bombed yards at Connotre, near Sezanne.



Co A track crew.



Yard office force at Sezanne.



Dispatchers in central office at Chalons.



Detachment at Verdun.



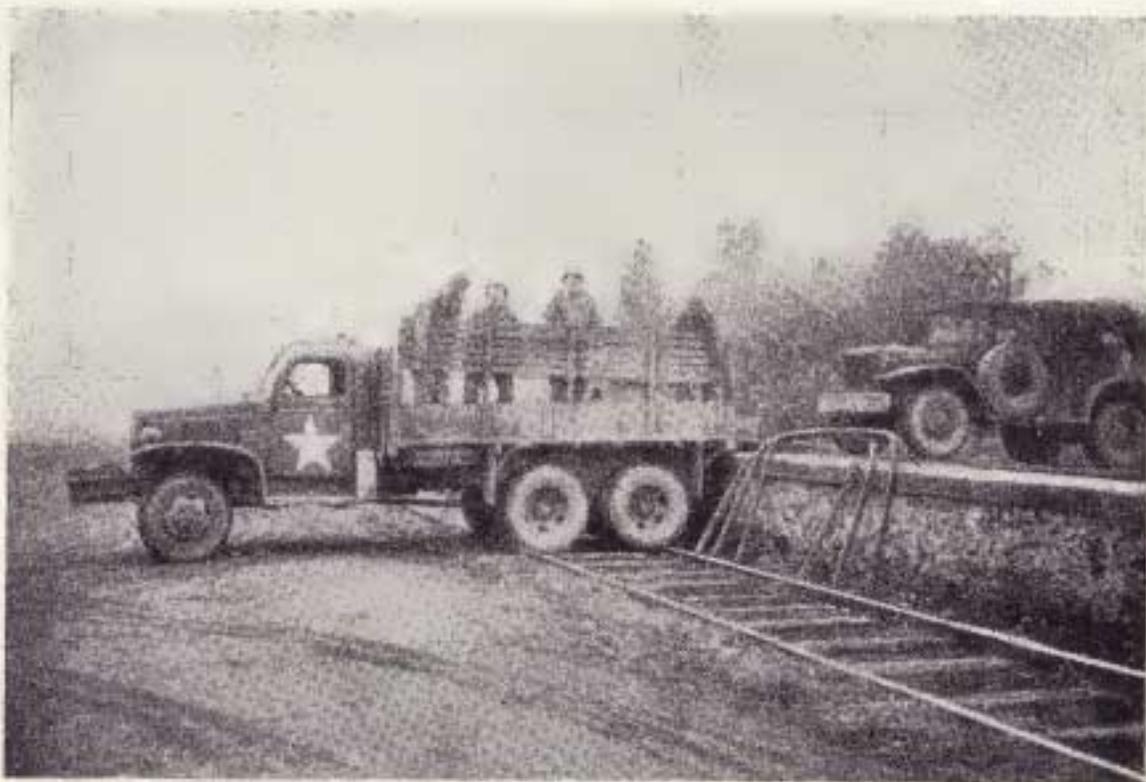
Result of bombing near Verdun.



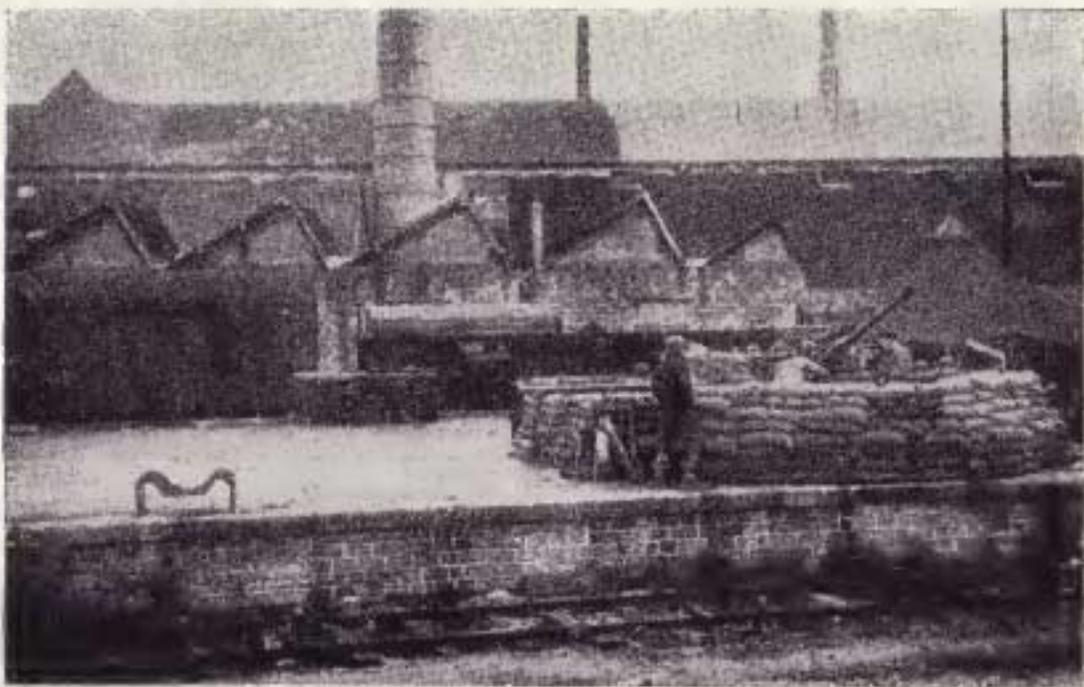
Checking a prisoner of war train, Bar-le-Duc.



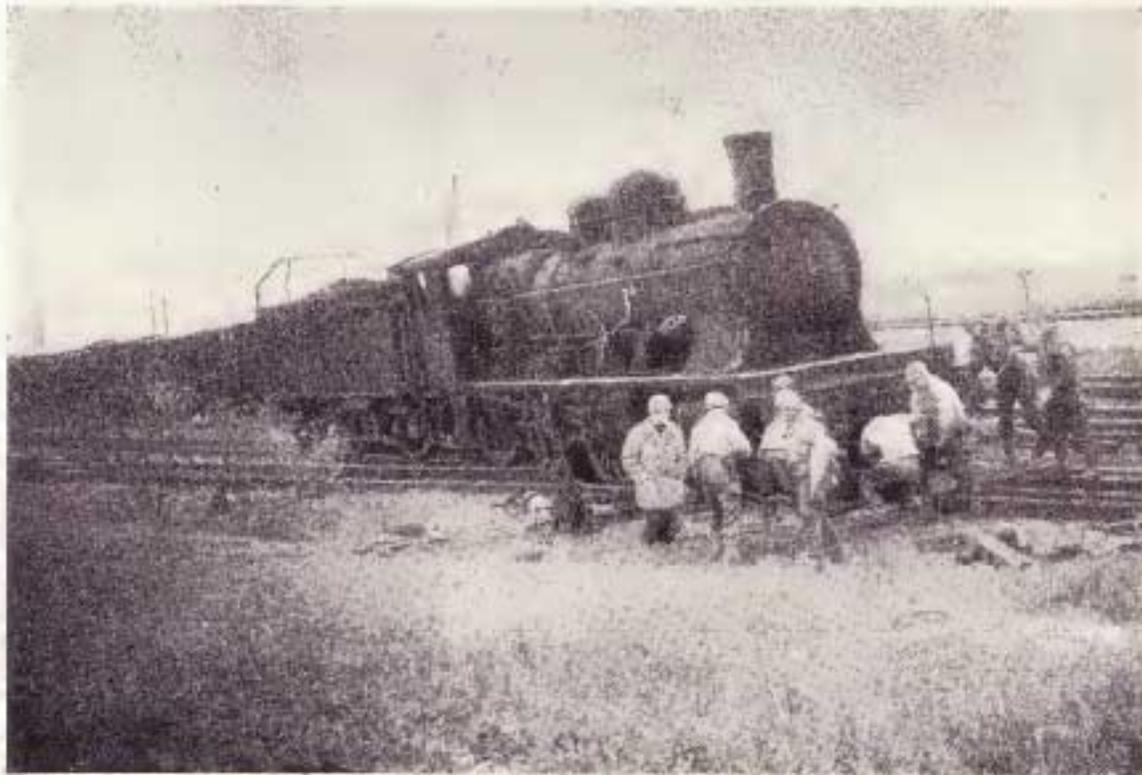
Hospital train being loaded at Toul.



Preparing to leave Sezanne.



AA unit guards station, Vitry-le-Francois.



Co B rerailling engine at Sommesous.



At Vitry le Francois.

## CONFLANS-JARNY

Headquarters were moved to Conflans-Jarny, France, on 15 November 1944, within range of the German artillery in the Metz region. On the day before, the detachment already at this place experienced another long-range shelling, one of the huge shells making a direct hit upon the room occupied by one of the men, which he had vacated but an hour before. The men receiving commendation in this shelling were Sgt David G. Blaquiere, Tec 5 Myron D. Jones, Tec 5 Henry L. Klinge, Tec 5 Vincent M. Fagella, and Pvt Charles W. Croom.

At Conflans a hotel adjacent to the station was utilized as a mess hall and recreation center, and the men were able to use dishes for „chow“. Too, there were showers, which were a welcome treat. It was possible to show movies occasionally and here the first dance by the 718th in France was held.

Territory covered by the 718th at this time extended from Athus, Belgium, on the north, to Chateau Salins, France, on the south, not far from Nancy.

Being just back of the front, our outlying detachments were subjected to shelling and bombing from time to time, enemy aerial reconnaissance possibly spotting rail activities. Nevertheless, a compilation of the chief dispatcher's tonnage figures for November indicated that 593,117 gross tons of freight were moved, not including French tonnage. The last four days of operation from Conflans showed unusually large train movements. On these four December days a total of 267 trains moved, 78 of them in one day, carrying a gross tonnage of 151,562 tons.



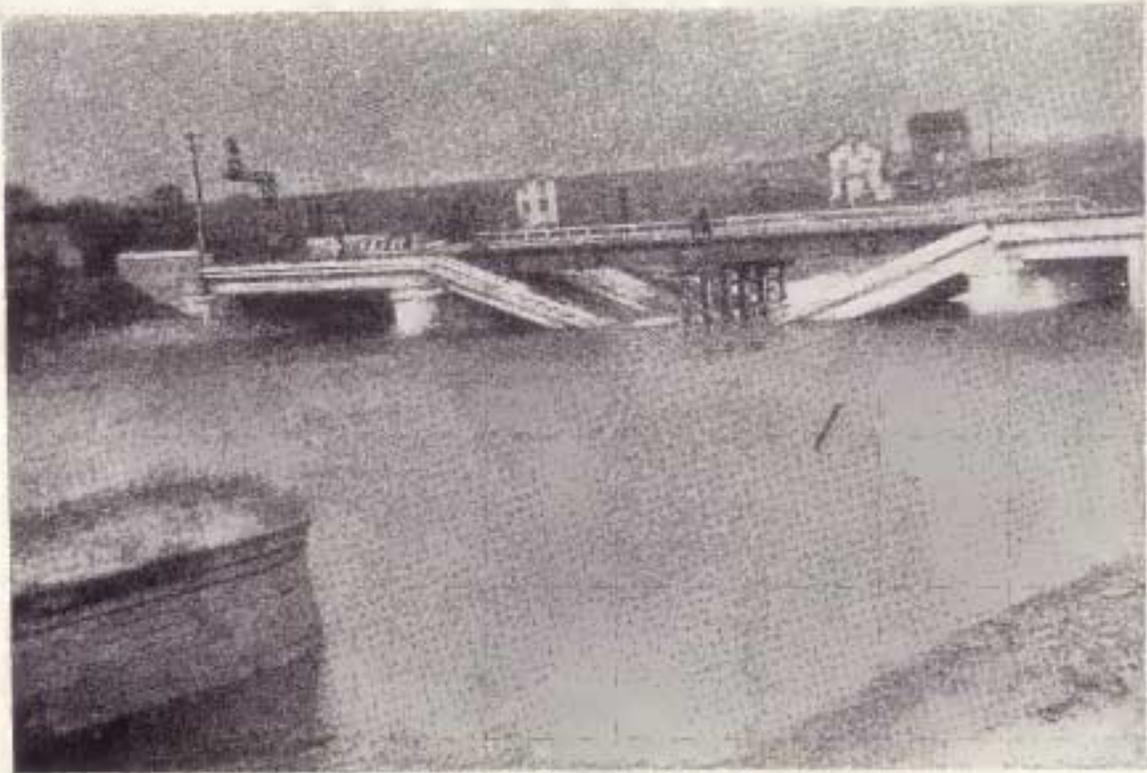
En route to Conflans, outside Vitry-le-Francois.



Debris still left from shelling, Conflans.



Co A uses German rail-bus, Conflans.



Bridge at Conflans-Jarny.



End of Mission, between Conflans and Frouard.

## FROUARD

On 4 December 1944 Headquarters opened at Frouard, France, just outside of Nancy. Company „A“ had previously gone into that area, locating at Remilly. Company „B“ moved into Nancy. Detachments were set up at Benestroff and Longwy, the first under Captain Merle F. Savage, executive officer, and the latter under Captain Ralph E. Bean, detached from Headquarters Company.

At this time this sector of the Western Front was very active. As railheads were established in Alsace beyond Benestroff, nightly aerial strafing was not unusual. The territory was largely inhabited by German speaking natives and often it was suspected that they had none too friendly an attitude. In spite of these obstacles, however, supplies rolled on to the Third Army.

Great demands were made upon Company „A“, maintenance of way unit, during this time, because of the destruction of all existing rail facilities by the Germans prior to their falling back to new lines. For a time, the „A“ companies from the 712th and 733rd Railway Operating Battalions were placed under the command of Captain Norman P. Patterson, and a highly creditable performance was the result. Much track was rehabilitated, and the officers and men of Company „A“ turned out a meritorious piece of work in a critical spot.

Company „B“ also ran into problems; in maintaining the motive power, a considerable number of diesels being assigned to the 718th while at Frouard. Largely through the efforts of this company, headed by Captain Anton J. Reider, it was possible to keep the supplies moving to the front lines.

At Frouard, First Lieutenant Francis B. Wing, acting chief dispatcher, was recalled to his old unit and was replaced by Captain Thomas G. Steinfield, adjutant, who had been designated by the Commanding Officer as detachment commander at Headquarters.

During December the Germans opened their famous counterattack through Luxembourg and Belgium, into territory operated by the 718th. The shifting of the Third Army from the Metz front to the North to meet the German threat was a noteworthy achievement in military history, and it fell upon the 718th to play an important role in moving supplies and equipment by rail from one sector to another. With pardonable pride in the achievement, the 718th moved without any interruption the Third Army's materiel and equipment from the

Benestroff area to the Longwy area, where, likewise, there was a 718th detachment. In addition there was the problem of moving in the Seventh Army, which was replacing the Third Army, and this was accomplished also without halt.

While at Frouard, several air raid alarms each night were not unusual. Although there was no noticeable disruption in train service, Company „A“ at Remilly suffered a casualty in the wounding of Lieutenant Davis when an enemy plane strafed the coach-quarters of the company on Christmas night, after a party. The wound was minor. However, the same night, in the early hours of 26 December, an aerial attack on the detachment at Benestroff resulted in the death of Sergeant Howard G. Allen, of Company „C“, and in the serious wounding of Pfc Thomas D. Dearing, also of Company „C“. Sgt Allen was buried in the U. S. Military Cemetery near Pont-a-Mousson, France.

A photographic laboratory for amateur processing was set up, after due authorization, in connection with the official battalion laboratory, under Pfc William F. Miller. Besides this aid to the morale of the battalion, two other factors are noteworthy. One was the completion of the Chapel car, constructed out of a third-class coach, with office at one end and a colorfully decorated auditorium seating some thirty men comfortably, in the major portion of the car. The second morale factor was the organization of an orchestra, which gave a splendid exhibition on several occasions both outside and within the battalion. Notable was the occasion on Christmas Eve, at a party given for the men by the officers. It will be recalled, by all who were present, that it was a typical Christmas Eve party, with candy, cigars, cake, and last but not least, the proverbial Christmas punch.

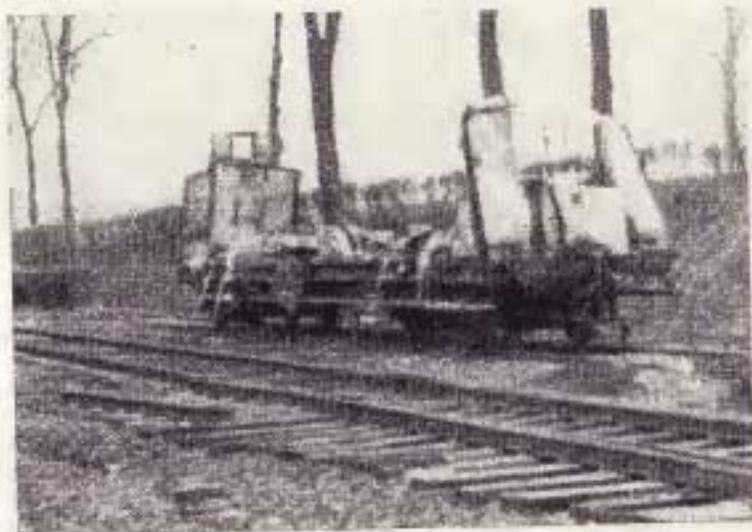
The night of 3 January 1945 will be remembered for the fire that destroyed the dispensary car. The blaze was discovered at 2230 hours by Tec 4 Joseph W. David and Corporal LeRoy Caldwell. While the former gave a general alarm, the latter aroused the medics to their danger, cut off by two doors from the dispensary section where the fire originated. What might have become a far greater tragedy than the material destruction, if the fire had spread to adjacent cars used as living quarters for Headquarters Company, was averted by the prompt and cool action of Company „C“ men who hooked on to the burning dispensary with a diesel engine and hauled the flaming torch-on-wheels to an isolated spot in the yards. The dispensary was a total loss.



Teamed together in death,  
near Benestroff.



Dispensary burning  
at Frouard.



Morning after a hot night,  
Frouard.

## LONGWY

The battalion left Frouard on 5 January 1945 and opened Headquarters at Longwy, France, on the following day. Longwy, best known as one of the fortress cities of the old Maginot Line, is situated almost at the juncture of the borders of France, Belgium, and Luxembourg.

Railheads served by the 718th reached northward from Longwy to Libramont, through Bastogne (famed for the spectacular defense of it by the 101st Airborne Division) north to St. Vith. Eastwardly, the 718th operated into Luxembourg City, which was under almost direct enemy artillery fire daily. Thus the 718th served truly as an international railroad, operating in three countries, France, Belgium, and Luxembourg, at the same time.

Death struck again at the battalion while located at Longwy. Sergeant Joseph Cushman, of Company „C“, who had proved his worth on many occasions, died in a spectacular train accident near Messancy, Belgium, early on the morning of 10 January 1945. „Joe“, as he was best known, had been air brake expert for the battalion, safety representative, an expert locomotive engineer, and of great assistance to the Adjutant since soon after the activation of the unit. He died when his train, the prize „Three Star Special“, was struck by an ammunition train which rolled down the grade near Messancy. The ammunition, exploded by the impact, devastated the countryside. Joe tried to cushion the impact by backing up his train, and died a real soldier and hero. Although warned of the approach of the runaway train, he declined to leave his post. Sgt Cushman was buried in the U. S. Military Cemetery at Grand Faily, France, near Longuyon.

For action heroic and beyond the call of duty at this unfortunate accident, the following were awarded the Bronze Star:

Captain Anton J. Reider, of Minneapolis, Minn.

Sergeant John G. Zabel, of Birmingham, Ala.

Sergeant William H. Pierce, of Terre Haute, Ind.

Tec 5 Robert E. Voss, of Cleveland, Ohio.

Pfc Oscar L. Smith, of Sylacauga, Ala.

Presentation of the Bronze Star to the above men was made by Brigadier General Ewart G. Plank at Luxemburg City, 5 March 1945.

(Cont'd on page 62)



Officers' mess, Longwy.



Enlisted men's mess, Longwy.



Fire and exploding shells from wreck at Messancy



Remains of one diesel in wreck at Messancy.



Burning remains of wreck at Messancy.



Nothing but scrap metal, wreck at Messancy.



Smashed diesel in wreck at Messancy.



Exploding shells call for protection, Messancy.



Kitchen personnel, Longwy.



Partial view of Chapel Car, in use from Conflans to Luxembourg.

During January the 718th was commended by the Commanding General, Advance Section, Communications Zone, and also by the Commanding General of the Second Military Railway Service for the rating of Superior accorded the battalion by inspectors general from the Advance Section.

On 16 January 1945 Lieutenant Raymond W. Drewes exchanged his gold bar for a silver one, and the accompanying glow went far to alleviating the coldest month yet experienced, with deep snows and near-zero temperatures, especially at the northern end of the division.

Not publicized, but indelible upon the memory of those involved, were the exciting days in early January around Libramont and Bastogne, when trains of materiel were evacuated or hauled in under artillery fire, when the yards filled with ammo or gas were subject to strafing or bombing, and sometimes engines had to be dug out of huge snowdrifts. Diesels had to be kept running constantly to keep their water systems from freezing, and in forward areas steam locomotives had to conserve their water supply carefully, going no farther than they had water to get back, for lack of watering facilities.

January proved to be the outstanding month thus far for volume of traffic. 3,624 trains, consisting of 29,217 loads and 22,336 empties, were moved, with a gross tonnage of 1,104,969 tons.

With battalion headquarters at Longwy, Company „A“ was stationed at Athus, Belgium; Company „B“ was at Stockem, Belgium, and Company „C“ located at Mont St. Martin, France, a mile north of Longwy.

During this period the 718th was called upon to contribute its quota to the combat forces, and these men were replaced by others who had served in the combat line. Also, the Bridge and Building Platoon of the 746th Railway Operating Battalion was attached to Company „A“ of the 718th, and some thirteen other members of the 746th were attached to Company „C“. The B and B Platoon was under the command of First Lieutenant Albert Rootberg.

Formal activation of the Medical Detachment took place in February, with First Lieutenant Nathan Mattleman, MC, designated as Commanding Officer, and the following medics, who were formerly attached to Headquarters Company: S/Sgt Albert R. Gunn, Tec 4 George W. Hertzog, Pfc Robert Y. Plasse, Pfc James S. Wales, Pvt Stanley Fischer, Pvt John C. Kovaschetz. Following the loss of the dispensary by fire, another car was fitted up more elaborately by Company „C“. A second car was utilized when necessary for infirmary.

## LUXEMBOURG

The next move of Headquarters took the 718th to Luxembourg City on 14 February, opening there next day. According to policy the various companies established themselves at different locations. Headquarters and „C“ Companies settled at Luxembourg City: „A“ Company at Kruchten, and „B“ Company at Bettembourg, both in the principality of Luxembourg.

Luxembourg will be remembered as one of the most attractive places yet visited by the 718th. Picturesquely situated on hills, flanked by medieval fortifications, yet modern as an American city, Luxembourg seemed more like home than any other community in Europe. The shops were reasonably modern, and while certain commodities were scarce, yet it may be said that the sojourn there afforded more than the customary degree of pleasure. There were more opportunities for relaxation and recreation, with Red Cross Clubs and movies and bowling and basketball. The orchestra gave noteworthy performances, among them being a dance in the commodious dining hall of the large railroad station, and request performances at the Red Cross Club.

Nevertheless, the volume of traffic handled by the railroad at this time was huge, and often operating problems were presented which

(Cont'd on page 66)



Orchestra relaxes at dance, Luxembourg.



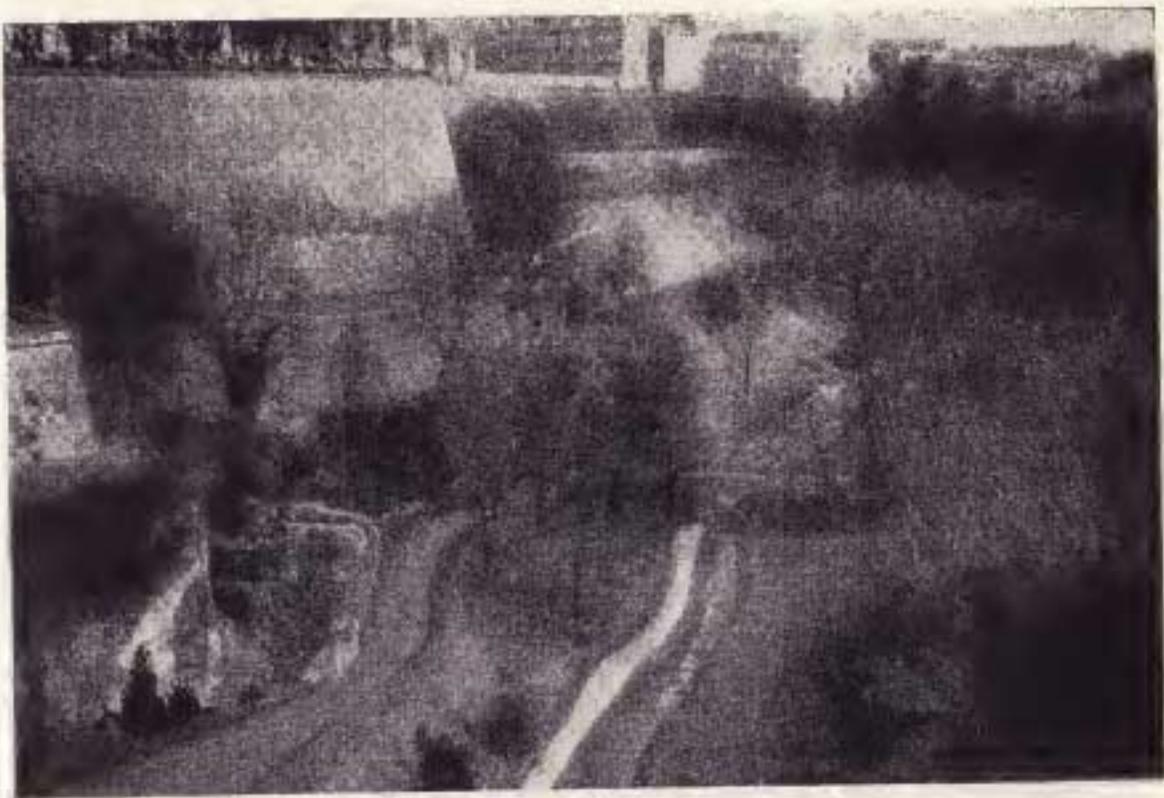
At dance in dining hall of station, Luxembourg.



Kitchen in station at Luxembourg.



Luxembourg.



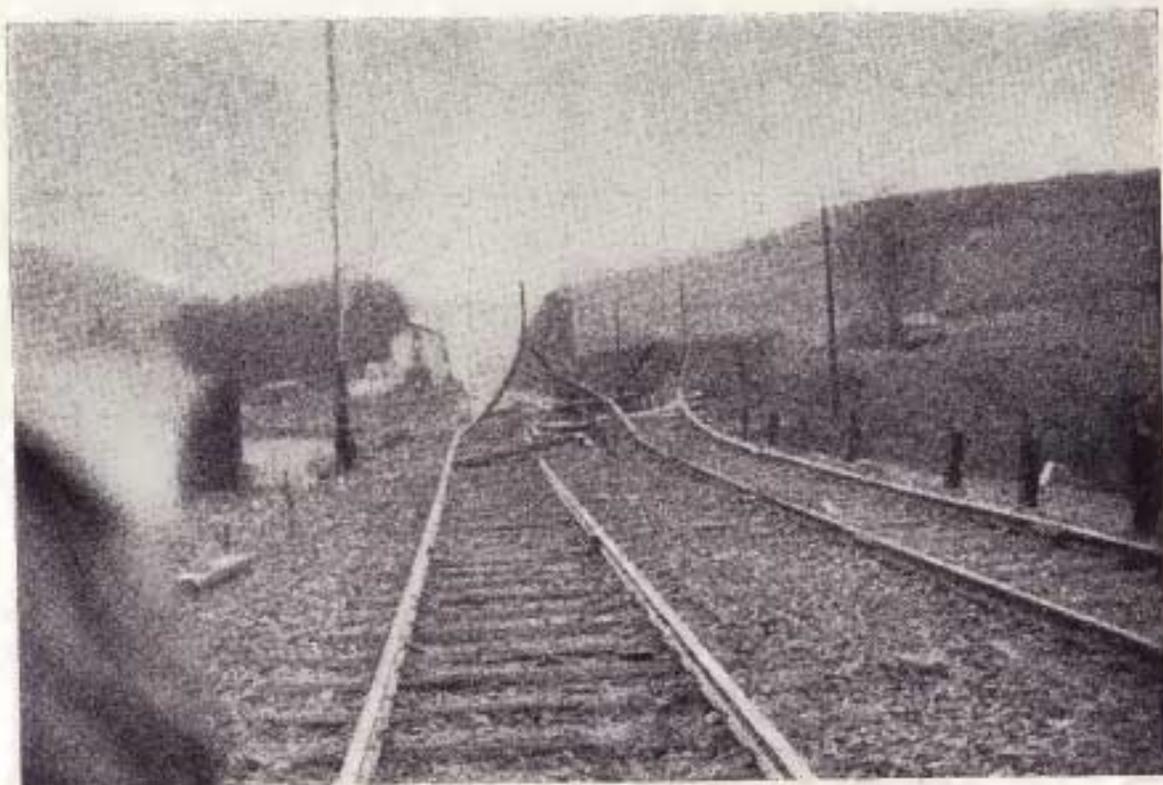
Luxembourg.

required much mature thought and collaboration, but every situation was handled in a manner befitting the reputation of the battalion, which, by now, had become known throughout the European Theatre as a top-notch among railroad units.

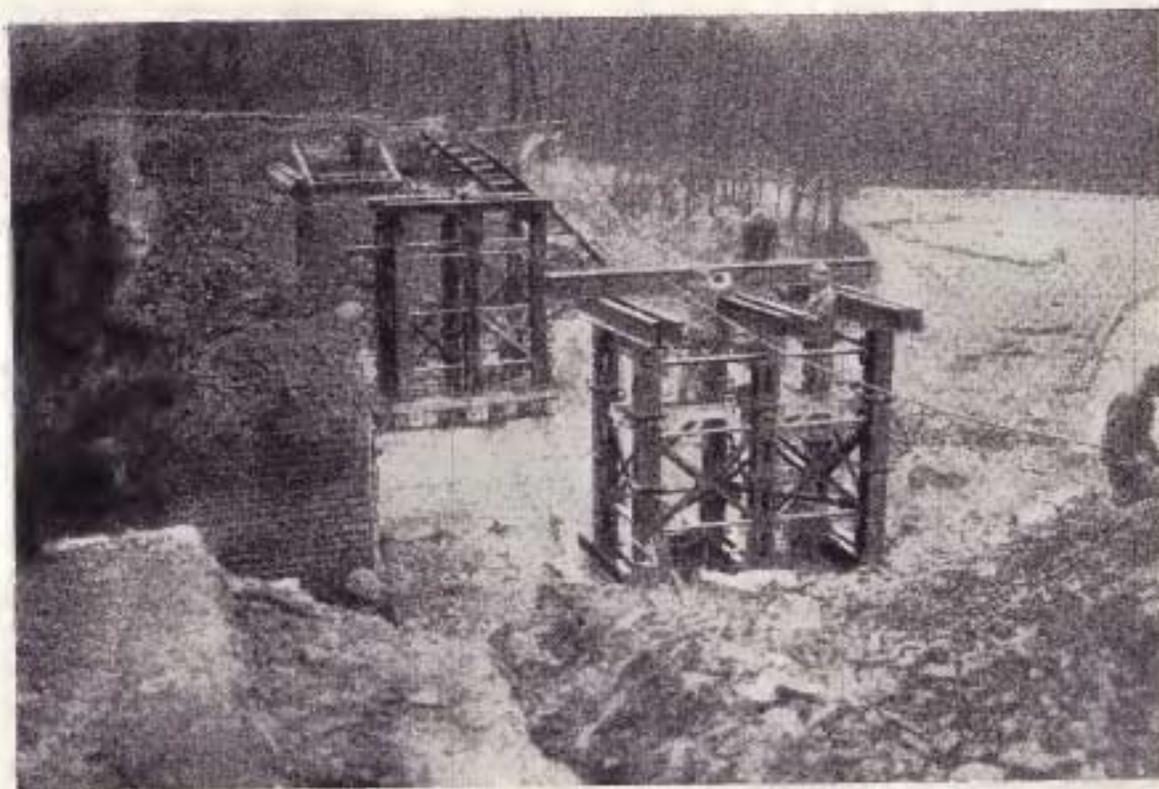
Operations went on both north to Gouvy, Belgium, and thus to Germany, and also eastward to Trier in Germany. The line to Gouvy from Ettelbruck was through territory crisscrossed with streams and cluttered with steep hills. There were 27 bridges to be replaced before the line could operate, and 18 tunnels were found. For some unknown reason the enemy demolished the bridges but left the tunnels intact. The devastation of the line from Gouvy to Bleialf, Germany, was tremendous, yet the rails were pushing on behind the immediate front. Hazards from mines, bombs, artillery became a daily diet for the detachment at Gouvy under Major Merle F. Savage and Captain Ralph E. Bean. It was this detachment that was responsible for moving the first train of the 718th into Germany, on 3 March 1945, carrying mail, rations, gas, oil, and coal. Much of the track along the route was newly laid, skirting bomb craters and shell holes. The train was derailed three times en route, a result of wavy rail and lack of ballast, bringing back memories of technical training days on „The World's Worst Railroad“. Just short of the destination there was a delay of 40 minutes while the last track was laid into the railhead. Along with Major Savage and Captain Bean were Captain William G. Chase and 1st Lt Russell L. Talley, and the following composed the two crews operating the diesels: Sgt Gilbert D. Fikes, Tec 4 Fred N. Wyatt, Tec 5 Myron D. Jones, Pfc Raymond R. Dempsey, Pfc Lewis R. Finkbeiner; and, Tec 5 William J. Brown, Tec 4 Joseph W. Thorn, Pfc Daniel C. Ray, Pfc John G. Blagg, Pvt Charles W. Croom.

A change in the tactical situation diverted the flow of traffic from the Luxembourg-Gouvy line to the Luxembourg-Trier line. Company „A“ was called upon to reconstruct two bridges between Merttert and Wasserbillig on this line, and after engineers completed a large bridge across the river forming the boundary between Luxembourg and Germany, operation into Trier and Ehrang was begun, and quickly assumed tremendous proportions. Two factors contributed to this, the overwhelming number of prisoners of war being moved back and at the same time the imperative need for gas and other supplies to be delivered to the Third Army railheads. To add to the operating difficulty, single-track operation only was available from Wasserbillig to Trier. Committals given the Third Army for huge volumes of supplies allowed not a single minute of let-down in the top-notch pace of delivery for two solid weeks, and the flood of prisoners going back required superb

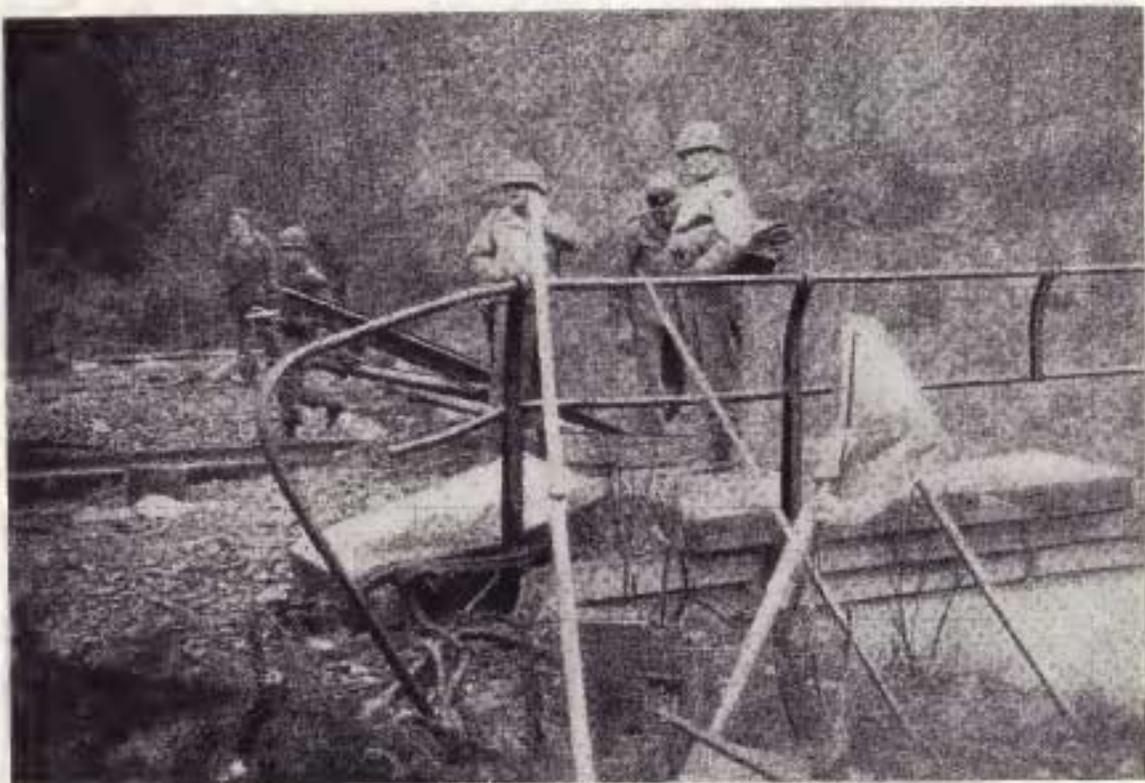
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Typical of track repairs needed, near Gouvy.



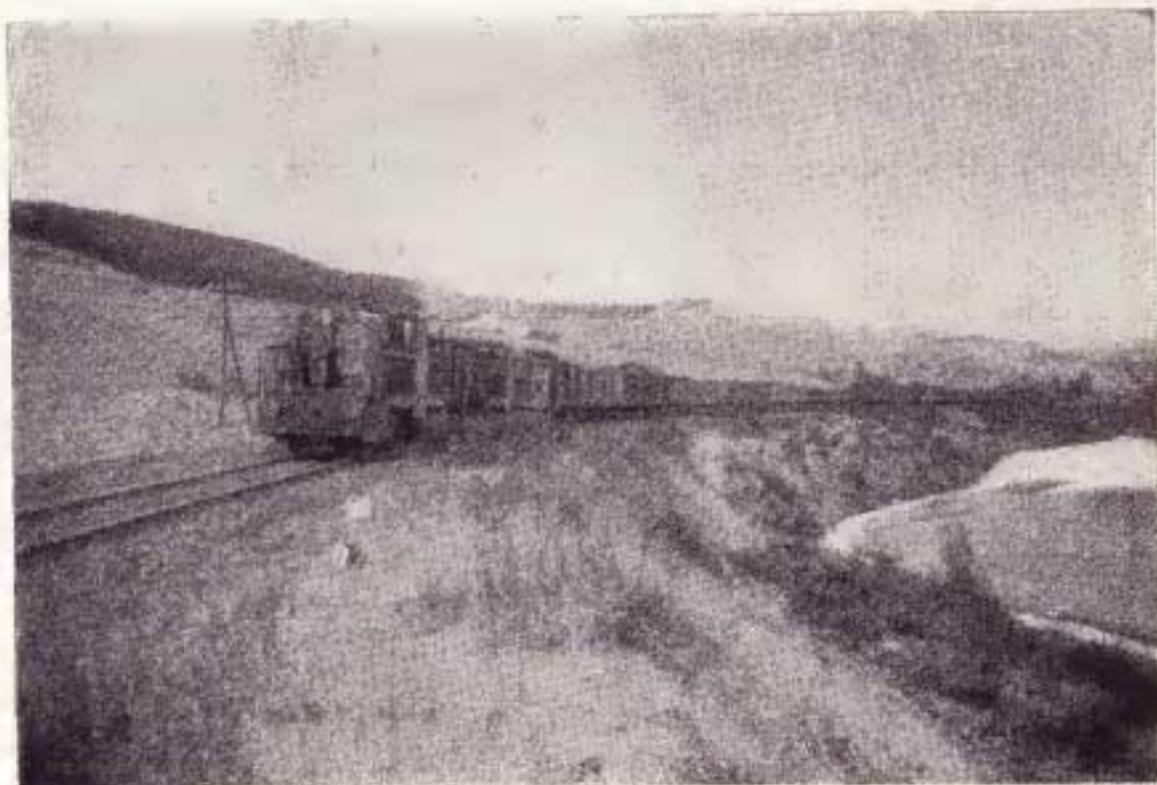
Rehabilitating line from Gouvy to Bleialf, Germany.



Rehabilitating bridge near Gouvy.



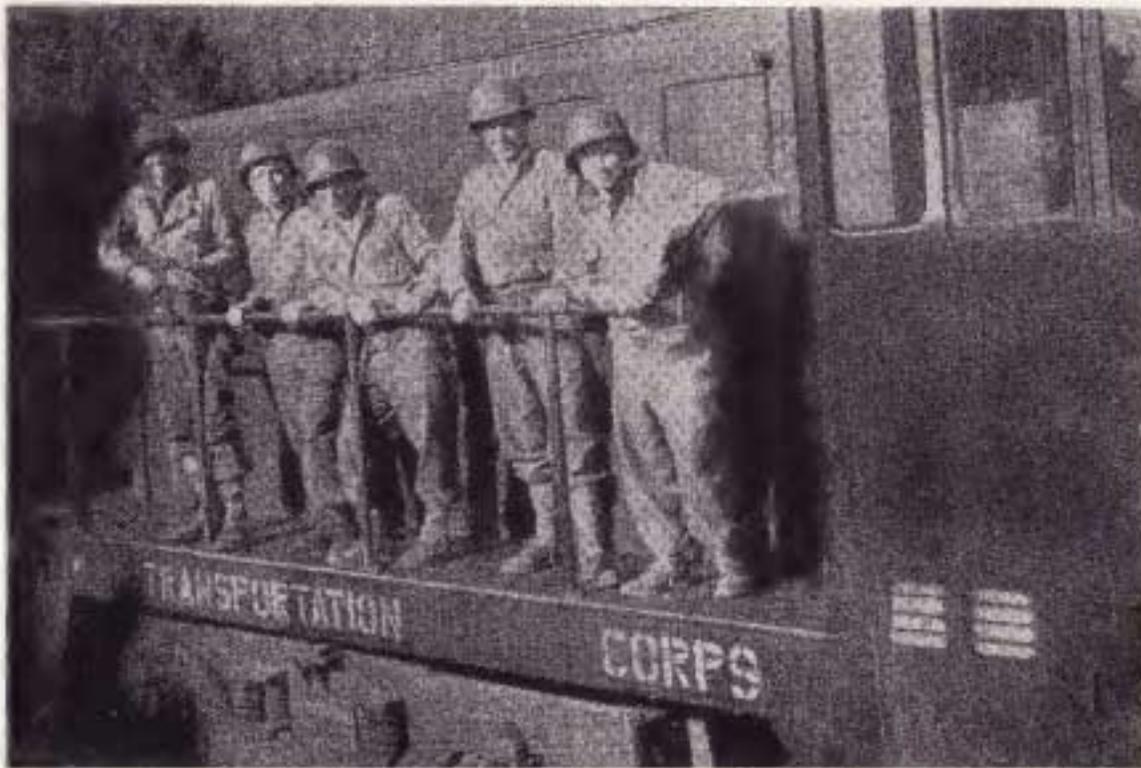
Removing bomb before continuing trip to Bleialf, Germany.



First train entering Germany, en route from Gouvy to Bleialf.



First train into Germany reaches Bleialf.



First crew entering Germany.

dispatching, operation on the minute, and many a silent prayer for handling the two-way traffic on the single line. Something of the herculean task is seen in the loading and sending back of more than 18,000 prisoners in one day, while 120,000 were moved in two weeks. During this period, the men of the Operating Company worked long hours with very little rest between work periods. However, by this time Company „C“ had gained the reputation of being „on the job“, and always worked hard to keep this reputation. It might be added that they were not backward about stating this fact.

At Luxembourg six officers received promotions, Captain Merle F. Savage, executive officer, being advanced to Major; and Second Lieutenants Harley J. Aldrich, Arthur W. Fritton, Francis Herman, Edgar Y. Perkins, and William K. Volkmann being advanced to First Lieutenants.

The Purple Heart was awarded to Second Lieutenant Sidney T. Davis as a result of injuries sustained during enemy action, previously mentioned.

The Theatre Commander's Certificate of Merit for achievement or service of outstanding merit was awarded to the following officer and enlisted men on 13 March 1945: 2nd Lt Sidney T. Davis, Sgt John A. Nagel, Tec 5 David G. Blaquiere, Tec 5 Vincent M. Fagella, Tec 5

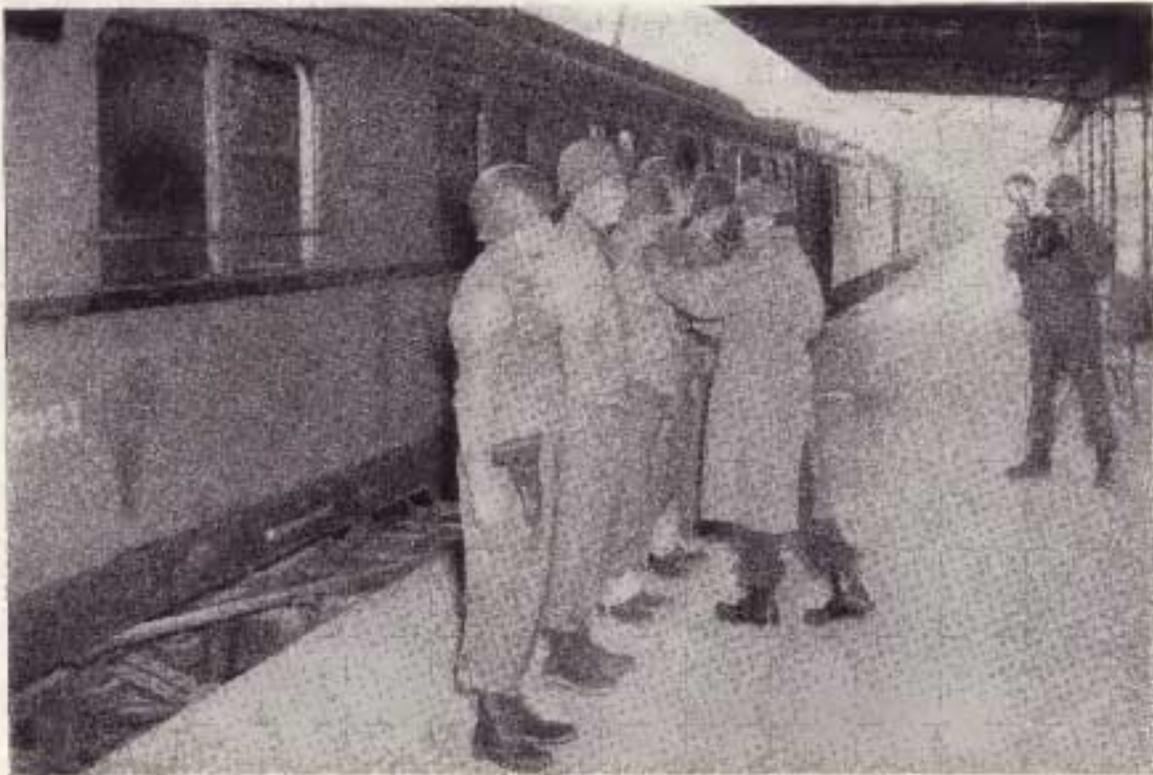
Myron D. Jones, Tec 5 Henry L. Klinge, Pfc William H. Arledge, Pfc Russell A. Christie, Pvt Charles W. Croom. This award was for meritorious service during enemy shelling of the railroad yards at Conflans, France, 14 November 1944.

Company „B“, with headquarters at Bettembourg had men on detached service at Bassie Yutz, Libramont, Luxembourg City, Stockem, Gouvy, and Metz. Seven men at the latter place formed the 706th RGD wrecking crew. No shop facilities a side from the mobile shop were available at Bettembourg, but the heavy volume of traffic handled, as mentioned above, indicates that Company „B“ met every demand adequately.

A diesel-operated autorail car, acquired while at Longwy, was put to heavy use while at Luxembourg. It poked its nose beyond the most advanced American line more than once, unintentionally, on reconnaissance trips; was used on Sundays by the chaplain for a travelling chapel, and during the week in carrying PX rations and finally all sorts of rations and supplies to outlying detachments. It is suspected that the headaches given dispatchers in clearing the line for this fleet autorail were responsible for its being commonly referred to as Hitler's „Secret Weapon“.



Bronze Star recipients: Captain Anton J. Reider, Sgt John G. Zabel, Pfc Oscar L. Smith, Sgt William H. Pierce, Tec 5 Robert E. Voss.



Brig. General Ewart G. Plank pins on Bronze Stars, Luxembourg City.



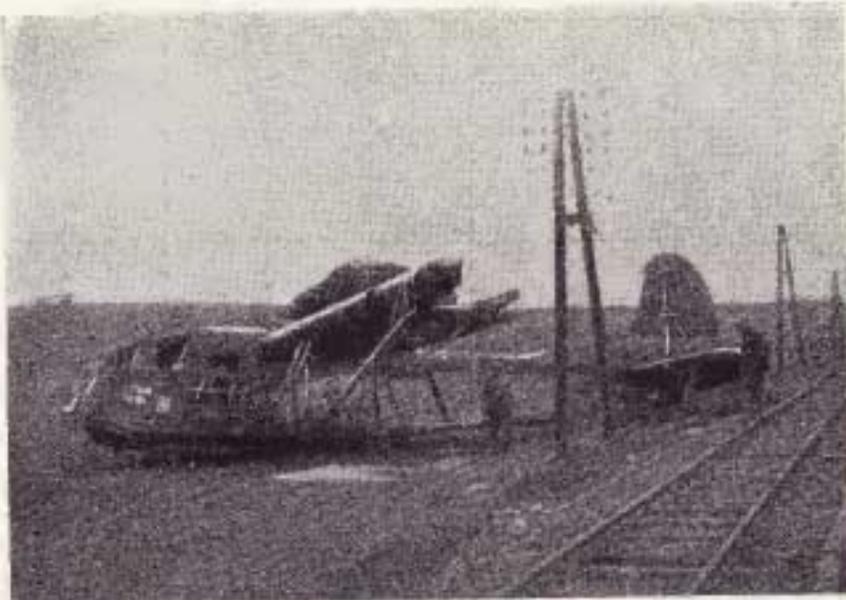
General Plank awards Bronze Star, Luxembourg.



Dance in dining hall, Luxembourg.



Conference of „brass“, Luxembourg.



Glider that brought  
aid to Bastogne.



Tank fails to  
reach Bastogne.



German blockhouse,  
knocked out day  
before, near Trier.

## MAINZ

The ever changing front again required a change in operating plans, and on 1 April 1945 our territory was relinquished to the 712th Railway Operating Battalion, and an advance detachment under Captain Ralph E. Bean moved to Mainz, Germany, and established Headquarters at that point. On 2 April the Commanding Officer and Executive Officer, with their personal staff, moved to Mainz, followed by a detachment of „C“ and „B“ Company. The Adjutant, Captain Steinfield, was left in charge of the battalion at Luxembourg, with the responsibility for arranging the movement of the remainder of the battalion at the earliest possible date. This was accomplished on 9 April. With this final move into Germany the quartering of the 718th on wheels ceased, and billets for the men were secured in buildings. Headquarters and „C“ Companies occupied the former headquarters for the German Railways in Mainz, „A“ Company established a camp in barracks at nearby Uhlerborn, and „B“ Company settled in Bischofsheim across the Rhine river.

The first period of operation covered a fine stretch of double-tracked railway from Bad Kreuznach to Mainz, approximately 30 miles. In this particular stretch of railroad were located a great number of railheads, and it soon became popularly known as the „30 mile yard“, because of the numerous switching problems which, most of the time, could be met only by using the main tracks, involving considerable movement against the current of traffic and always taxing the ingenuity of the dispatching force. At Mainz Captain Steinfield returned to his primary duties as Adjutant, and Second Lieutenant Thomas F. Dechan, recently commissioned, assumed the position of Chief Dispatcher.

During this time, our old friends the 347th Engineer G. S. Regiment, supplemented by other Advance Section units, had been assigned the tremendous task of constructing a single-track bridge over the Rhine river at Mainz, and called the Roosevelt Bridge in memory of our recently deceased President. On 14 April this bridge was formally

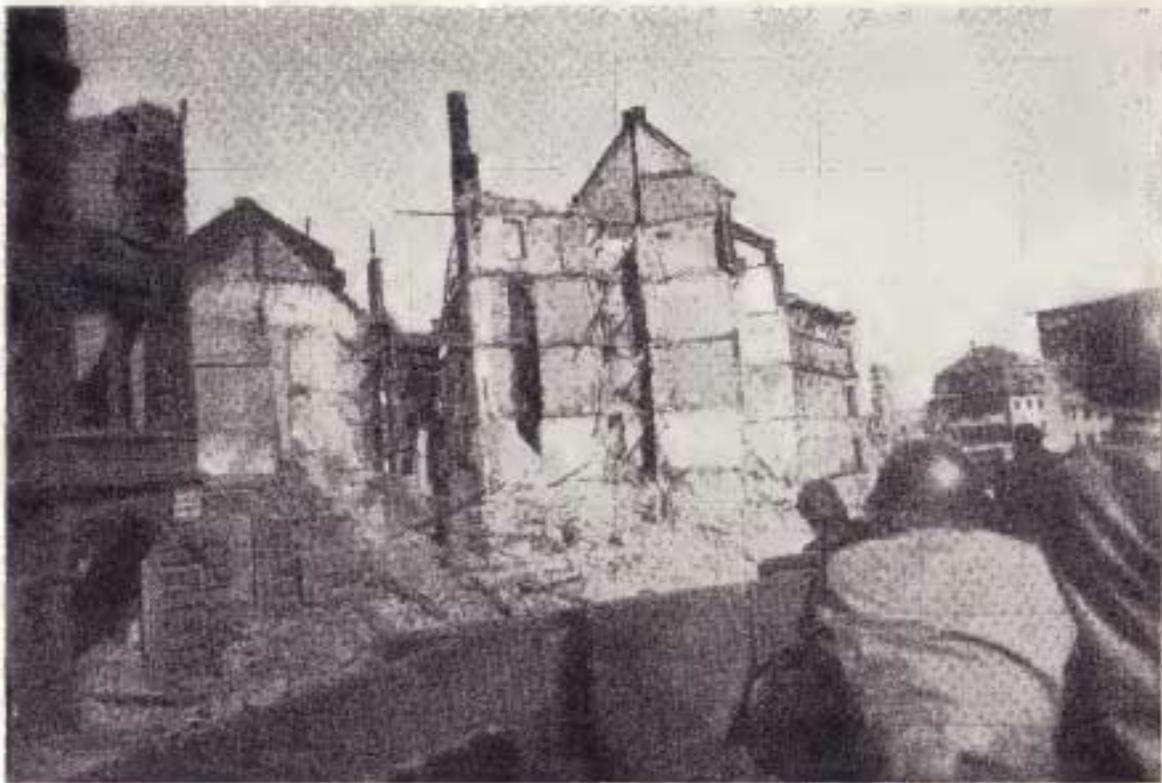
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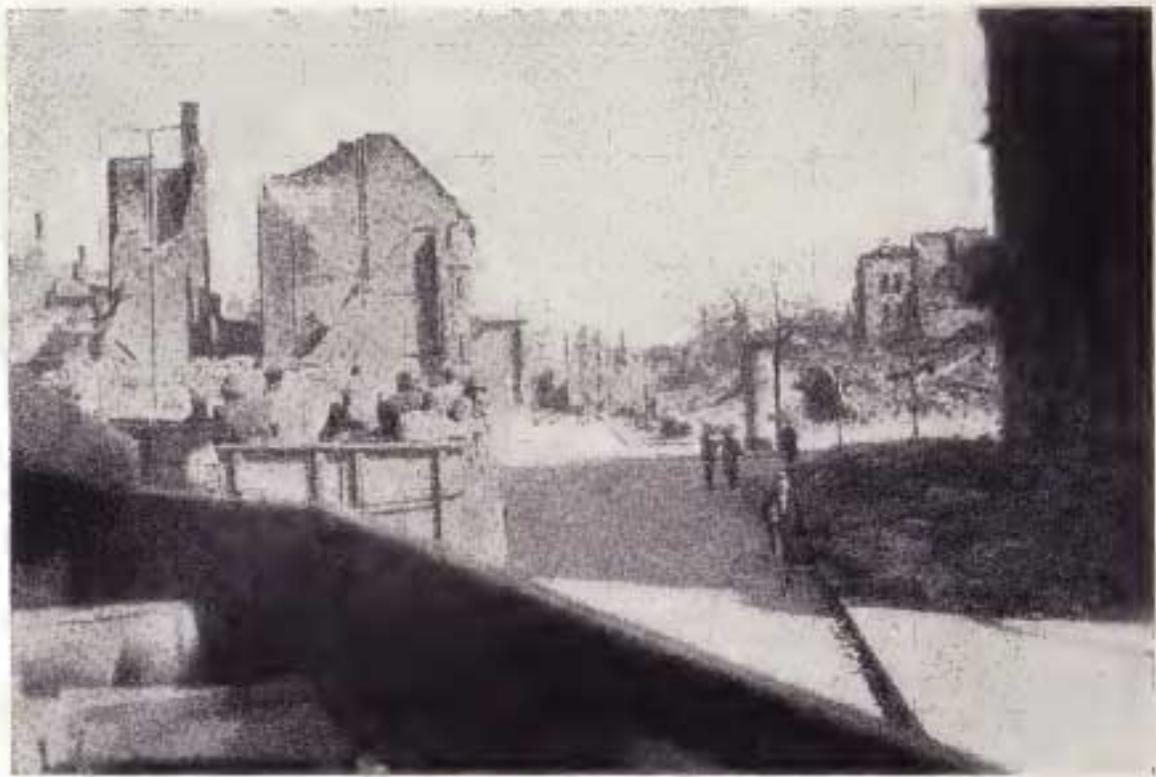
Convoy on way from Luxembourg to Mainz.



Convoy penetrates dragon's teeth, in Germany.



Convoy sees ruins of Mainz.



Convoy reaches Mainz.



Night work on Roosevelt Bridge, Mainz.



Roosevelt Bridge, from tower of wrecked R. R. bridge, Mainz.



When Roosevelt Bridge at Mainz was dedicated.



General Patton at dedication of Roosevelt Bridge, Mainz.

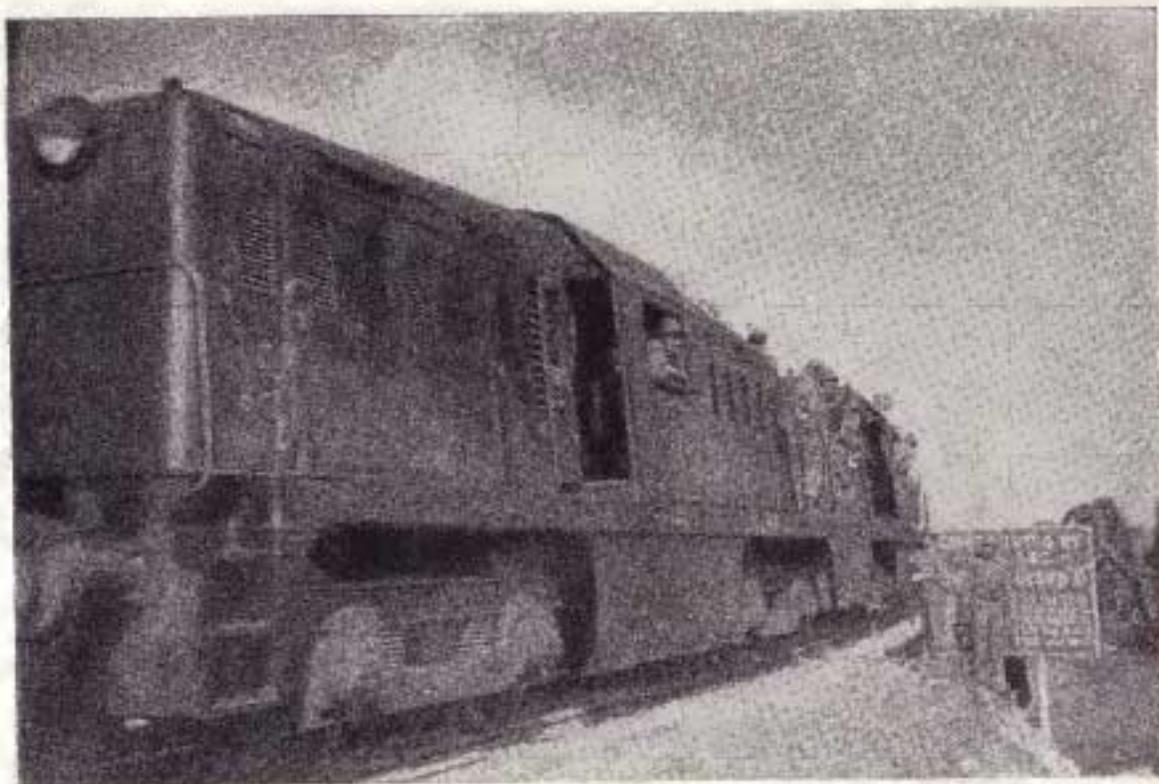


Diesel tests Roosevelt Bridge, Mainz.

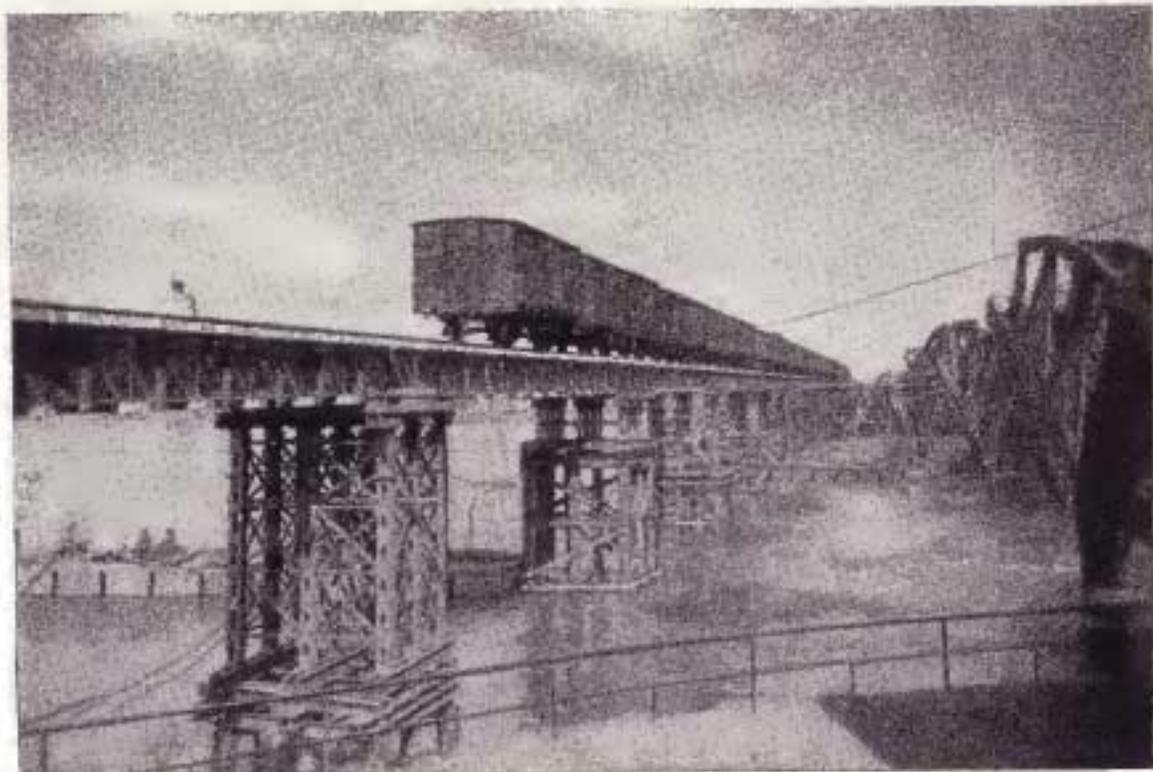
opened by Lieutenant-General George S. Patton, Jr., and the first train, a special train carrying General Patton, operated over the bridge at 1430 hours. At 1505 hours, the first regular supply train, Extra 7968-7966, double-headed, with 34 cars of Class I supplies, headed on to the bridge. The following personnel of the 718th, in addition to the Commanding Officer, were on the train: conductor, Sgt W. W. Utlely; enginemen, Tec 4 J. A. Greenwald and Tec 4 C. J. Doty; firemen, Tec 5 R. E. Morrison and Tec 5 F. E. Cowell; brakemen, Pfc. S. F. W. Johnson and Pvt R. A. Guilfoil.

An advance party under the supervision of Major Savage had been exploiting the territory between the Rhine river and Hanau, and this portion of the railways fell under the supervision of the 718th upon the opening of the Rhine River Bridge. Our territory was later extended southward to Darmstadt.

On 24 April, the volume of traffic had reached such great proportions that it was necessary to use German crews on some of the  
(Cont'd on page 82)



First supply train starts across Roosevelt Bridge, Mainz.



First supply train over the Rhine, Mainz.

trains, with GI pilots. At this time we were called upon to handle a minimum of 15,000 tons of freight daily frontward, with a resulting movement of empties to the rear. By now the 718th territory had become a very important link in the Military Railways Service in the capacity of a trunk line. All the supplies for the Third Army, as well as supplies to the First and Fifteenth Armies, and Adsec and Conad, passed over our rails. At Hanau the 718th delivered traffic to four forward battalions, and it was our specific job to keep these battalions supplied with as many trains as they could handle. Since the move to Mainz involved giving up our position as a spearhead battalion, all the men settled down to move as much freight as humanly possible, in order to shorten the span of the war.

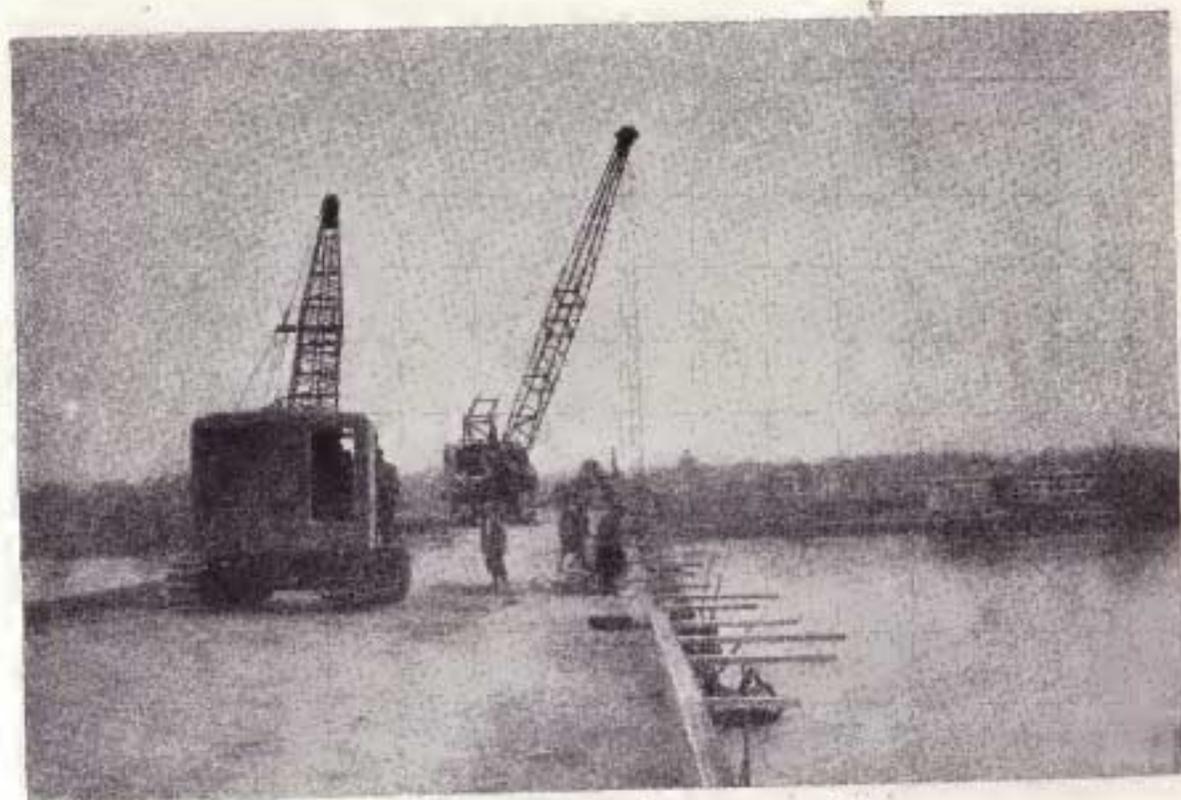
Soon after reaching Mainz an unofficial Company „D“ was set up under the supervision of Sgts Raymond A. Hanson, George A. Kalligeros, and Sigmund P. Helmick. This was a company of refugees, Russians, Poles, Italians, chiefly, who were employed to repair and maintain headquarters and surrounding grounds. The neatness of building and grounds testified eloquently to the efficient supervision.

Company „E“, likewise, was unofficially organized in order to relieve a desperate strain on Company „C“ crews, who were being overworked by the traffic demands. The new organization was composed of German crews, who at first had two GI's supervising each crew. After some normal confusion at first, the operation with Germans began to function smoothly, until on 11 June 1945, little more than a month after V-E Day, the Germans were allowed to take over operation of the railroad entirely, under American supervision. The former German railroad employees proved eager to get back to work, and soon there were thousands employed in every capacity along the division. The great number of civilian employees was secured largely through the diligent and efficient work of M/Sgt Israel Rosenfield, Sergeant Major of the battalion, who was appointed in full charge of all civilian labor, and whose liaison with civilians proved to be of great material benefit to the battalion.

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Highway bridge, Mainz, under construction.



Highway bridge, Mainz, nears completion.

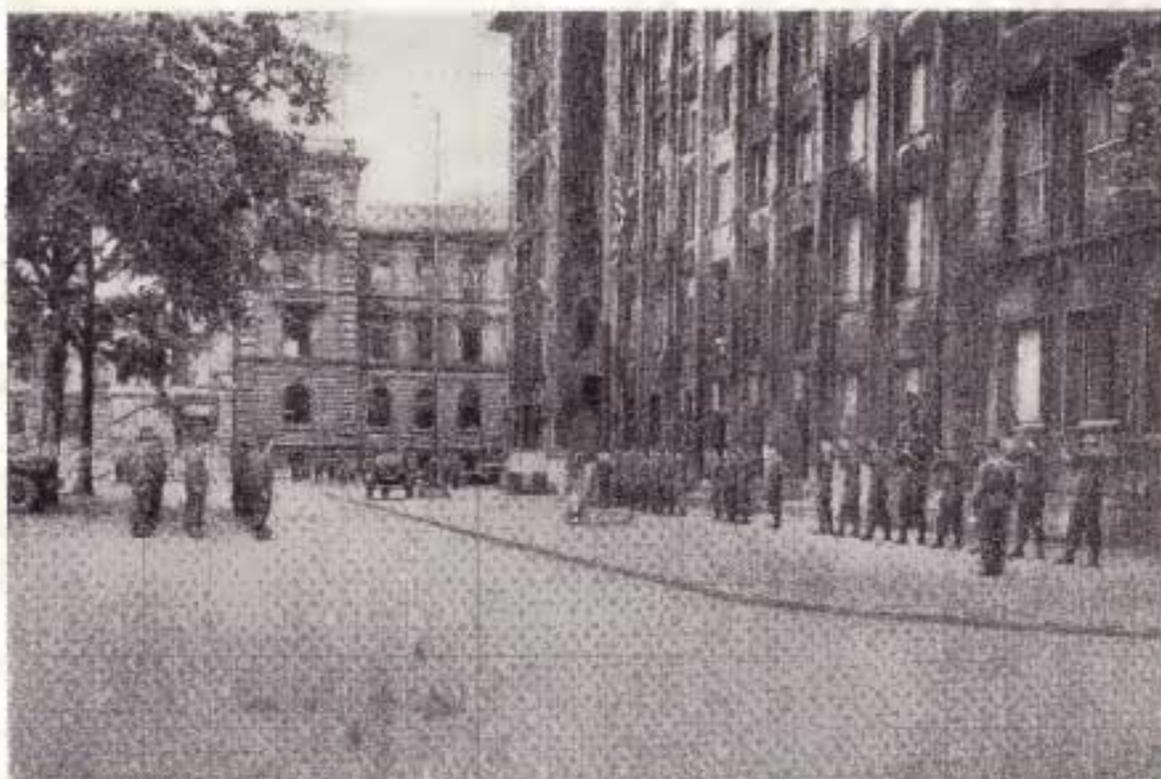
An example of the 718th ingenuity for getting things done is seen in the ferry which was put into operation across the Main river when the pontoon bridge to Bischofsheim was removed. The 60-mile round trip by way of Oppenheim was too great a handicap in time and efficiency for communicating by vehicle with Bischofsheim, so Company „A“ found a boat somewhere, an outboard motor somewhere else, and shortly the 718th was operating on water as well as on rails.

The relatively long stay at Mainz produced a number of noteworthy incidents. Lieutenant-Colonel Robert A. Wright, commanding officer, received his promotion from the rank of Major on 1 June 1945, and as this history is going to press there comes the news of his being awarded the Bronze Star for outstanding railroad performance, on 18 August 1945. Previous to this the Bronze Star was also awarded on the spot to S/Sgt William H. Frobes by Lieutenant-General John H. C. Lee, commanding general of Communications Zone, who, in an inspection of the battalion on 28 May, was particularly impressed with the general neatness and efficient handling of the supply room of Headquarters Company, in charge of Sgt Frobes.

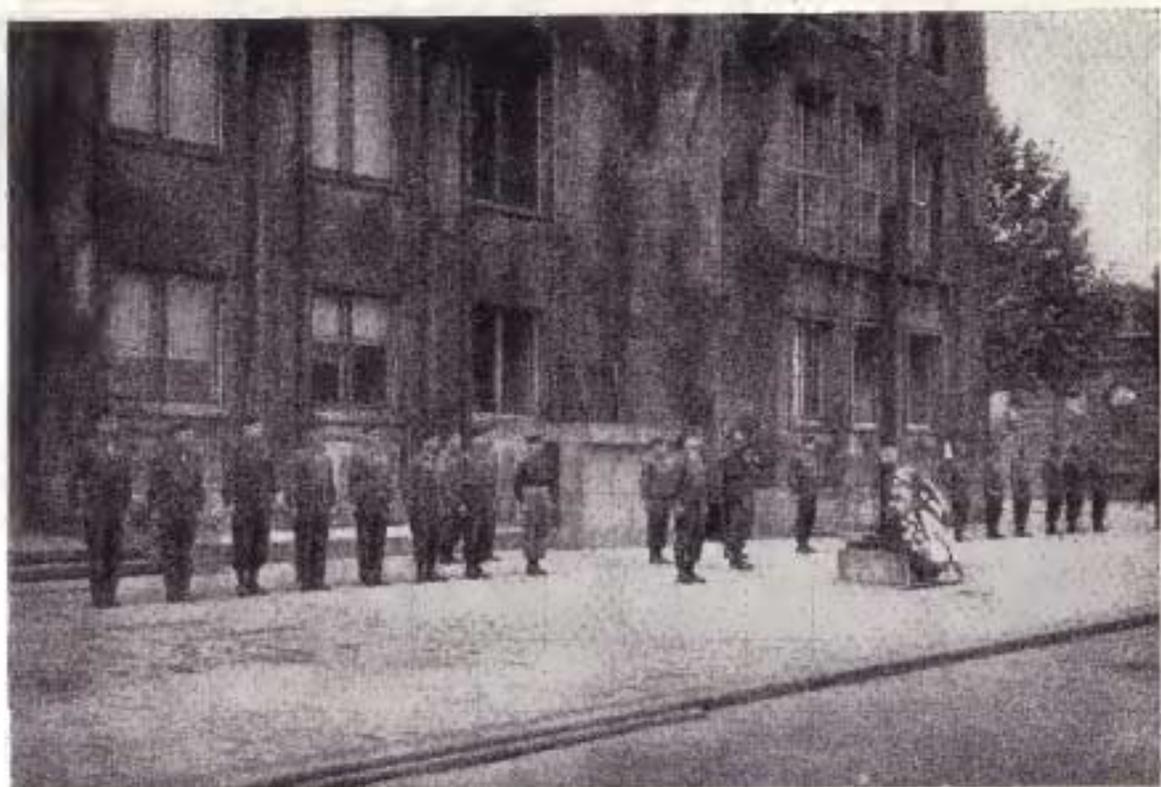
Memorial Day was observed by a special ceremony at Mainz, in which tribute was paid to the four men of the 718th who had lost their lives in Europe: Sgt Howard G. Allen, T/4 Joseph M. Cushman, T/5 William C. Hedin, and T/5 Luke O'Brien. The latter lost his life in a train accident on the day Company „B“ moved to Mainz from Luxembourg, and was buried in the U. S. Military Cemetery at Hamm, Luxembourg.

Another long-felt need was supplied in the person of a Dental Officer, Lieutenant Sydney S. Kramer, who arrived on 21 April and was assigned to the Medical Detachment. The Commanding Officer of the latter, Lieutenant Nathan Mattleman, became Captain on 1 June. On the same day the gold of the bars of Lieutenants Sidney T. Davis and Maurice H. McDonald became silver.

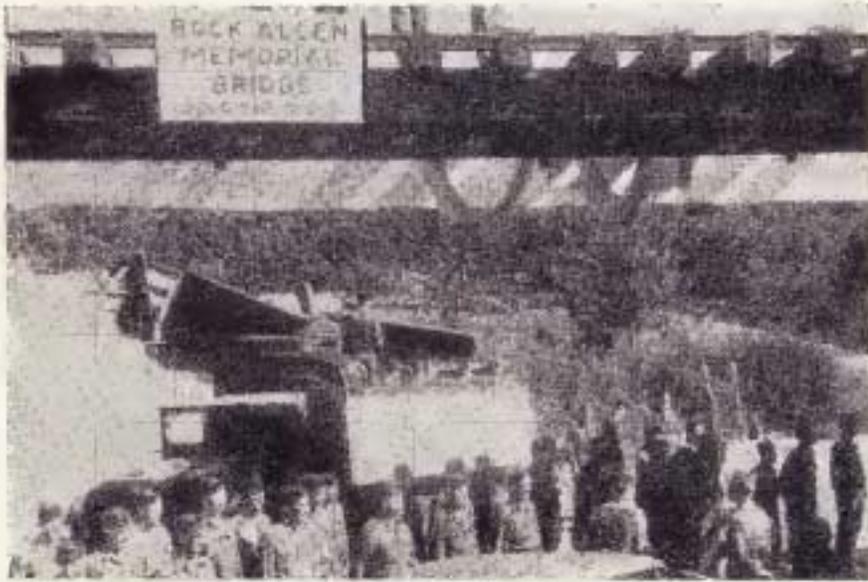
T/4 George I. Allen, for exceptionally fine handling of PX supplies for  
(Cont'd on page 87)



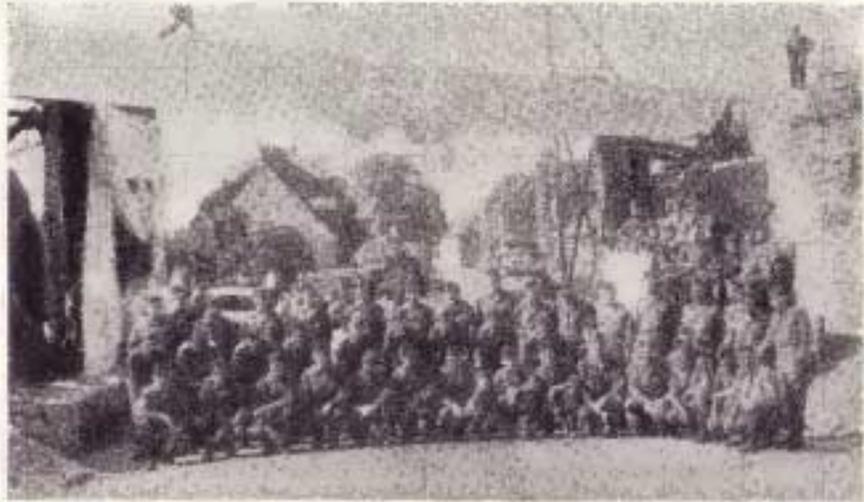
Salute by firing squad, Memorial Day 1945, Mainz.



Flag going to half mast, Memorial Day 1945, Mainz.



Band and formation at dedication of Rock Allen Memorial Bridge.



Co C officers and 1st Sgt at dedication of Rock Allen Bridge.



Co C group at Rock Allen Bridge, near Klein Winternheim

the battalion, also has been commended, and M/Sgt Antonio Sartori has found no peer in handling of personnel records.

Other commendations went to the following for extinguishing a blazing tank car in Bad Kreuznach Yard on the night of 23 July: S/Sgt John J. Karczewski, Tec 4 Victor F. Belmonte, Tec 5 Max Belgrade, Tec 5 Arthur J. Lynch, Tec 5 Frank W. Swierczek, all of Company „C“, and Tec 5 Darwin F. Hall, Headquarters Company.

Special commendation came to the battalion from Brigadier General Walter J. Muller, Assistant Chief of Staff, G-4, Third Army, for magnificent operation prior and subsequent to the Bastogne Bulge. And Brigadier General Ewart G. Plank, commanding general of Communications Zone, commended the 718th for its share in „an extraordinary achievement involving the prompt and efficient utilization of newly constructed rail lines (having) no precedent in any action supporting 12th Army Group since D Day.“

The Purple Heart was awarded to Sgt Joseph W. Hartley of Company „C“ for injuries suffered through enemy action near Gouvy.

Company „C“ honored the memory of Sgt Allen by dedicating a rail-highway bridge to him on 18 July at Klein Winternheim, near Mainz. And Sgt Cushman was awarded the Legion of Merit (posthumous) for his heroic action in the wreck at Messancy.

Facilities for recreation at Mainz, limited at first, became varied and abundant under the guidance of the Special Services section, in charge of Lieutenant Arthur S. Fritton and T/4 Joseph W. David. The „Capitol“, a bombed out theatre, was rehabilitated in a remarkable degree and became the site of many movies and GI shows. The latter were provided by the *Main Liners*, who turned out not only superior musical entertainment but also drama and comedy of all shades. The talented group who composed the *Main Liners* at one time or another are as follows: Pfc Archie MarMar, master of ceremonies; soloists, T/5 George D. Tole and T/4 Joseph J. Marshall; sax players, Pfc William H. Arledge, Sgt Phillip A. Stamm, T/4 Robert F. Smith, and T/5 Ed Howe; guitarist, T/5 Raymond Anderson; trum-

pets, Pfc Jack F. Surridge and Pfc William F. Sieges; drums, Sgt Frank C. Oliver; bass fiddle, Sgt David G. Blaquiere; banjo, Pfc Walter Becker (530 AAA); piano, T/5 Robert M. Vicander; skit players, Pfc Joseph T. Shannon, T/5 James H. Oakley, Jr., T/5 Wesley A. Hearon, and Pfc Guy Gauthier. In July a Yacht Club, with a variety of boats, swimming place, dance floor, etc., was taken over and quickly became a popular place for off-duty hours. In addition to this regular entertainment, occasional U. S. O. shows were booked, and also tours up the Rhine for sightseeing enthusiasts. Sgt David has received a letter of commendation from the Commanding Officer for his work in Special Services.

An outstanding award to the battalion was the Meritorious Service Unit Plaque, announcement of which came on 6 July, for „noteworthy devotion to duty in the operation of military railways in a combat zone under dangerous conditions“. This referred particularly to the service of the battalion in the Ardennes campaign. Each man in the battalion has been presented with a certificate embodying the Meritorious Service Unit Plaque Citation.

15 August 1945 will remain long in the memory of the 718th. At 0001 hours the battalion ceased operations in Germany and turned over its territory east of the Rhine to the 752nd; and west of the Rhine the operation went over to the French. An hour or so later the radio announced Japan had surrendered (it was still 14 August in the United States). And this day was the anniversary of the landing in Normandy and beginning operations in the ETO by the 718th. With a full year's honorable and outstanding overseas operation, with the end of war in the Pacific, with the memories of four campaigns symbolized by the four stars on the ETO ribbon (Northern France, Ardennes, Rhineland, and Central Europe), the eyes and hopes of the battalion eagerly turned homeward and found partial satisfaction with the announcement of orders to move back to France. Return by plane was possible, return by ship was probable, return by any means was desirable.

1ST MILITARY RAILWAY SERVICE  
Headquarters, 718th Railway Operating Battalion  
Office of Commanding Officer

## CERTIFICATE

This is to Certify that *1st Lt. Fred A. Fritton* was a member of the 718th Railway Operating Battalion, APO 350, US Army, which unit was awarded the Meritorious Service Unit Plaque for superior performance of duty in the performance of exceptionally difficult tasks, and for the maintenance of a high standard of discipline, in the European Theater of Operations, pursuant to authority contained in paragraph 12, General Orders 117, Hq. Communications Zone, European Theater of Operations, USA, dated 28 June 1945.

### MERITORIOUS SERVICE UNIT PLAQUE CITATION

The 718th Railway Operating Battalion

"Demonstrated noteworthy devotion to duty in the operation of military railways in a combat zone under dangerous conditions, and overcame numerous obstacles to assure the delivery of needed supplies. The perseverance, unending efforts and ingenuity of the members of the 718th Railway Operating Battalion were in keeping with the highest traditions of the armed forces of the United States."

OFFICIAL:

*Arthur W. Fritton*  
ARTHUR W. FRITTON  
1st Lt, TC  
Adjutant

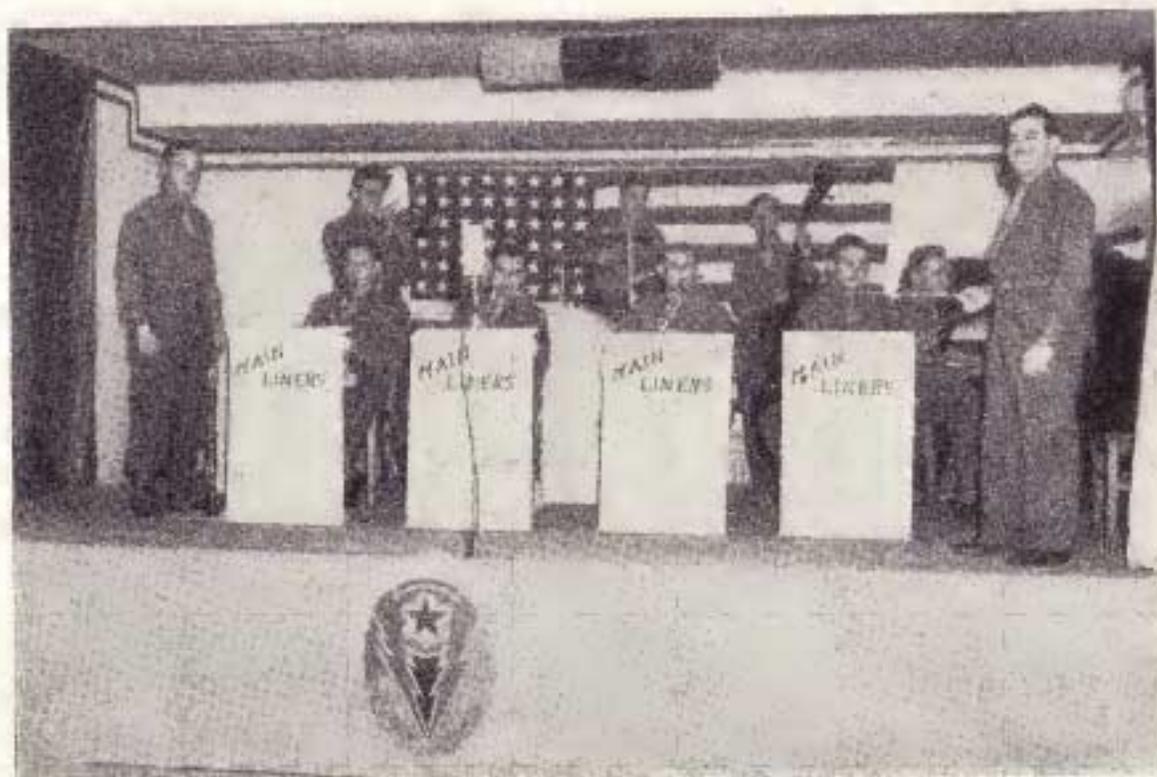
*Robert A. Wright*  
ROBERT A. WRIGHT  
Lt Colonel, TC  
Commanding



Theatre rehabilitated by 718th Special Services, Mainz.



Skit players with Main Liners, Mainz.



Band performs in recreation room, Hqs building, Mainz.



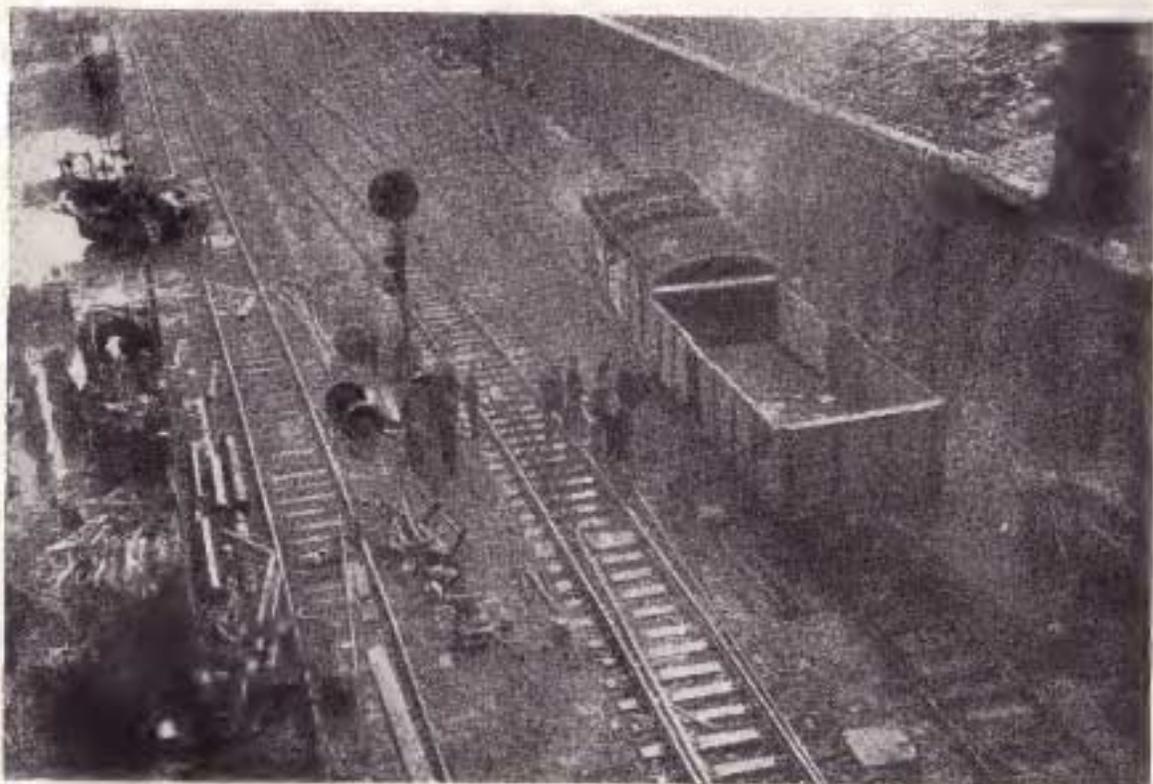
View to rear of headquarters on Kaiserstrasse, Mainz.



View of station from headquarters, Mainz.



View of Mainz from roof of headquarters building.



Cars pulled out of tunnel wreck, Mainz.



Clearing burned car from tracks in tunnel wreck, Mainz.



Tobacco line-up near Co C mess, Mainz.



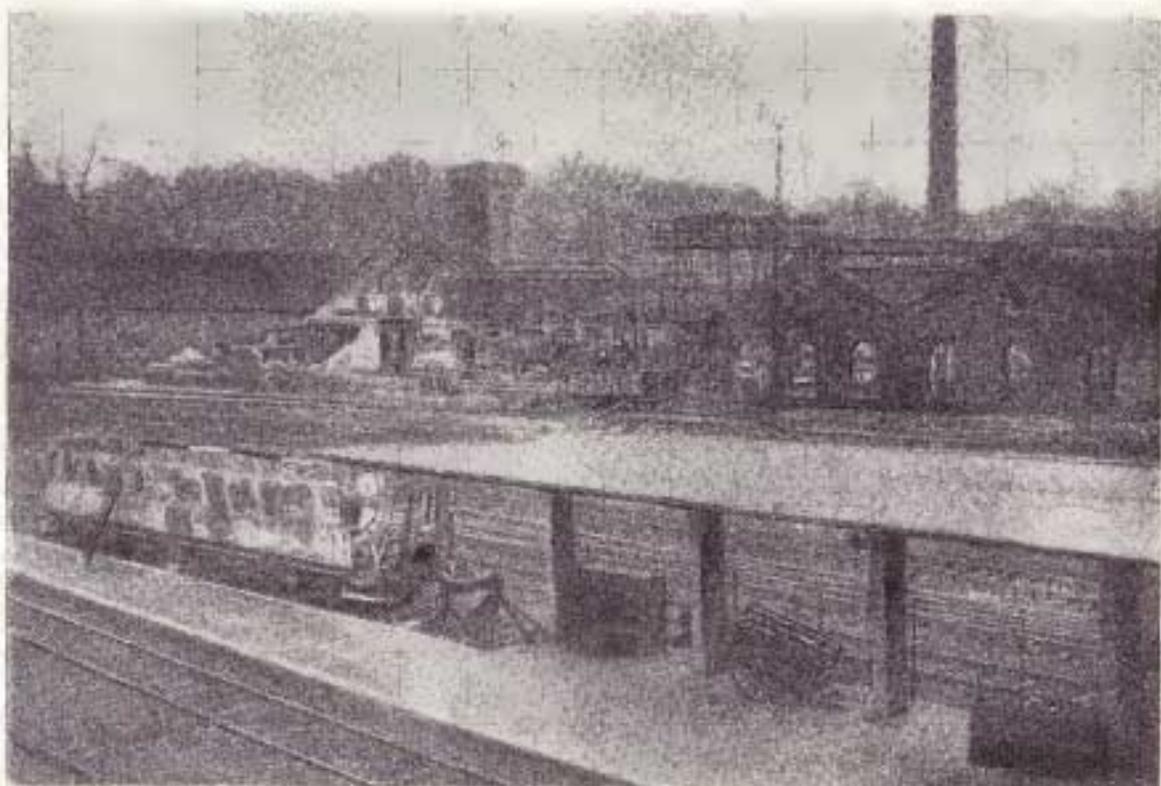
Bread line, Mainz.



Typical view of Mainz streets.



Ruins everywhere, Mainz.



Bombed out engine shop, Mainz.



Bombed out railway station, Mainz.

SUPPLEMENTARY  
ANECDOTES



T/4 Levison and Sgt Pugh, back in the good old Folligny days, were rambling along over the French country-side with a trainload of rations, looking for a cross-over in the dead of night under black-out conditions. Somehow they missed it, and after about 15 minutes Levison decided that they had run by, so he set the air and when his train came to a stop, he noticed something peculiar ahead of his engine. Investigation proved it to be a bomb crater with all the track out. Another thirty feet and that bomb crater would have been filled with rations.

One night the dispatcher was crying for forty empties to be moved from Arlon to Longwy. He called Gauntt at Stockem and asked if he had a crew to move them, and back came a positive reply. One hour later when the empties rolled into Longwy, Freeman, our dispatcher, asked for the crew. Came the answer. Crew: T/Sgt Gauntt, that is all

While Lt Crouch and Jim Karczewski were holding the fort at Florenville, during the battle of the Bulge, they had 69 Glider pilots, who had landed supplies at Bastogne, descend on them for transportation. They put them up over night, and the next morning took the Arlon Work Train, and made up a nice comfortable

troop train for them, and sent them on their way.

On the night of December 26th, here comes Lt Talley and George La Barge with a train load of ammo for the Third Army into Benestroff. At the same time here comes a Jerry plane, which had been following the train all the way from Lening. T/4 Belmonte hopped right up on the engine, the train never stopped, and as Jerry zoomed over the train, could be heard the voice of Belmonte asking for his train orders, and the answer of Major Savage as he headed for the nearest air-raid shelter, „To Hell with the train orders; take off“. Belmonte and the ammo arrived safely at Frouard, and Jerry was still on his tail to the Moselle river.

On September 19th, with the Third Army crying for rations and gas at Conflans, the French refused to take the train, so Paul Kaczowski, I. C. Turner and Gauntt took off into the night and delivered the first train into Conflans with the Germans still shelling the town.

In the middle of January the Third Army called up Captain Bean and told him that they must have 250 cars of ammo into Bastogne by 0700 the next morning. It was a bitterly cold night, the snow was deep. But with a couple of good diesels and with Rogers, Rowell, Baker,

Gregg and H. D. Moore taking over, in twelve hours on five trips the Third Army got their 250 cars spotted and placed at Bastogne.

On March 25th the whole battalion put forth their greatest effort, and over the Luxembourg line, with 10 miles of single track Wasserbillig to Ehrang, handled 42 trains, which included four hospital trains, and enough trains to handle 20,000 POW's, all with GI personnel.

Around January 27th an Engineer Bn had left a lot of supplies lying in the yards of Libramont, and as the Jerries approached a hue and cry went up to get the supplies out of the Yard. The whole Florenville detachment turned out to a man, and in one day those 169 cars were moved out, while the German patrols were within four kilometers of the town, and the 88's were falling into the city, and Jerry planes were strafing the yards.

About the biggest amount of cars handled by one crew in one day took place when Lt Barchert, with Sgt Gauntt, Doughty, Dan Holman, Oscar Smith, and T/4 Levison, went out to clear off the railroad between Bischofsheim and Hanau for the first train to cross the Rhine. They handled that day 475 loaded cars. At one time, with no air on the train, they shoved

98 cars into Offenbach yard, and later found that they had fifty cars of fused German ammo. However, they are still here.

One night, when crews were pretty low over at Bischofsheim, Johnny Weir had an important Main train to run, and only Hendrix and Wood on deck to take her out. After a little thought, he asked the troop commander of the train if perhaps he might have some railroad men among his troops. Sure enough, three were found, so off they took with three infantrymen and two C Co men for the crew.

Lt Aldrich and Capt Chase were awakened one night at Sommesous by some excited French who claimed that a west-bound was completely destroyed. So, into a Diesel they got and toured the railroad for two hours, before they found out that a GI had left some torpedoes on the track, and a French engineer had hit same and thought it was a mine.

On a Spring night in the middle of May, mother nature in the guise of the stork caught up with Brown and Hughes who were riding a DP train back from Hanau, and they had to assist in the birth of nine babies. That was our record.

On New Years Eve just at mid-night the Jerries gave Longwy a buzzing, and Captain

Bean, when he heard the commotion, rushed to the roof of the hotel, and when he had surveyed the situation, yelled, „Paratroopers“, and the Longwy detachment turned out with a vengeance, and enthusiasm. The next morning the situation was well in hand. The paratroopers had vanished as they had come, into thin air.

On December 26th a German flyer got a reception that he probably has not forgotten. Flying in over the war-torn town of Benestroff, he figured that he would give it the same going over that it had received the night before. But the Benestroff Detachment were not taken by surprise on December 26th, as they had vengeance in their hearts. As the plane swooped in to make his strafing run, everything from a German Burp gun, a fifty calibre machine gun, to M-1's, and carbines let go with all they had, and the German plane took off and left Benestroff alone after that.

If anybody would like to know how to get a cheap thrill,

they ought to talk to Dave Blaquiére and ask him about that night in March when he rode an ammo train from Luxembourg down hill towards Wasserbillig with 51 cars and five brakes. He made it in fast time, and when he got stopped he found that somebody had turned an angle cock five cars behind the engine.

Lou Bettilyon, G. I. Allen and John Monroe, on the 19th of December 1944, were on their way to Namur on special duty. Quite unconcerned with the war, they were driving along headed for Bastogne, and about three miles outside of the town, the truck right ahead of them suddenly disintegrated into a puff of smoke, and some MP's jumped them and wanted to know if they were some reinforcements coming up. Without even bothering to answer, they turned around and started out of the Bulge, only to run into a road block at Neufchateau and find the Germans and the Yanks going to it hammer and tongs 300 yards down the road.



ROSTER AS OF V-E DAY  
MAY 9, 1945



## OFFICERS

NAME	A.S.N.	RANK
Wright, Robert A.	0274876	Lt. Col.
Savage, Merle F.	0503845	Major
Bean, Ralph E.	0301431	Captain
Chase, William G.	0354409	Captain
Patterson, Norman P.	0351119	Captain
Reider, Anton J.	0470116	Captain
Steinfeld, Thomas G.	0320760	Captain
Williams, Floyd R.	0535285	Captain
Aldrich, Harley J. Jr.	01181610	1st Lt.
Bachert, George H.	0445326	1st Lt.
Benner, Le H.	0425619	1st Lt.
Chambers, Gerald E.	0445231	1st Lt.
Cranston, Robert S.	0492548	1st Lt.
Crouch, Vercil V.	0519082	1st Lt.
Drewes, Raymond W.	0549333	1st Lt.
Fox, Harry H.	0474789	1st Lt.
Fritton, Arthur W.	0534178	1st Lt.
Kramer, Sidney S.	01716912	1st Lt.
Mattleman, Nathan	0470298	1st Lt.
Maust, Arthur A.	0261258	1st Lt.
Perkins, Edgar Y.	0165761	1st Lt.
Ragsdale, John R.	0466516	1st Lt.
Suttle, John F.	0485162	1st Lt.
Talley, Russell L.	0491170	1st Lt.
Volkman, William K.	01037389	1st Lt.
Davis, Sidney T.	01947187	2d Lt.
Dechan, Thomas F.	02009378	2d Lt.
McDonald, Maurice H.	01062859	2d Lt.
Herman, Francis	01061974	2d Lt.
Schneider, William M. W	2131009	WOJG

# HEADQUARTERS COMPANY

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Baird, Clifford H.	R-41491	M/Sgt	Kassing, Charles	36671941	Tec 4
Rosenfield, Israel	38435191	M/Sgt	Laurentius, John A.	36179342	Tec 4
Sartori, Antonio	32851628	M/Sgt	Loeffler, Chester C.	32899707	Tec 4
Schooler, Frank W. Jr.	38522006	M/Sgt	McDonald, Forrest K.	35334098	Tec 4
Hammerschmidt, Harold H.	36019977	1/Sgt	Penney, Charles F.	35534110	Tec 4
Thomas, Arthur S.	33695838	1/Sgt	Rajewich, Edward F.	37473906	Tec 4
Bly, Walter D.	39215742	T/Sgt	Robinson, William H.	34829769	Tec 4
Casey, James H.	35809272	T/Sgt	Saam, Cletus J.	36749898	Tec 4
Donlan, Thomas J.	32889565	T/Sgt	Sargent, Milton W.	31178971	Tec 4
Freeman, Lemuel H.	36888446	T/Sgt	Simmonds, Leo O.	37728054	Tec 4
Hamilton, Lon L.	37668951	T/Sgt	Sokolich, Joseph J.	39215076	Tec 4
Upchurch, Roy L.	37726041	T/Sgt	Tierney, Marvin S.	39216115	Tec 4
Akins, William L.	34008561	S/Sgt	Wahlberg, Carl G.	39922283	Tec 4
Anderson, Leroy W.	42018086	S/Sgt	Weiskopf, Seymour	42043142	Tec 4
Flick, Charles J.	33759410	S/Sgt	Williams, Cyril O.	36894804	Tec 4
Freedland, Thomas E.	6549090	S/Sgt	Wood, Hart P.	38641254	Tec 4
Probes, William H.	39717757	S/Sgt	Arongheñi, Solomon	42044350	Tec 5
Hughes, Keith C.	32285824	S/Sgt	Arthur, Rolio M.	36666206	Tec 5
Hvatt, William W.	14006663	S/Sgt	Ashworth, James C.	34854264	Tec 5
Wassell, Stanley C.	36858627	S/Sgt	Baudisch, Emil K.	42056499	Tec 5
Winans, Benjamin F.	39611645	S/Sgt	Berry, Russell	34819376	Tec 5
Kovack, Andrew S.	35920086	Sgt	Bersani, Harry P.	33425801	Tec 5
Lachman, John J.	37683699	Sgt	Bernardi, Louis J.	42055127	Tec 5
Page, Warren P.	17067745	Sgt	Bond, Ashley	39614582	Tec 5
Yackley, Edward R.	36382359	Sgt	Bull, Newton E. Jr.	34885997	Tec 5
Aldrich, Robert R.	35476970	Cpl	Burke, William J.	42100201	Tec 5
Keith, Morgan	37679454	Cpl	Burns, Ernest R.	11131402	Tec 5
Allen, George I.	39216177	Tec 3	Carney, Thomas F.	31307526	Tec 5
Badgley, Merrill D.	35294370	Tec 3	Cooney, Joseph G.	36725755	Tec 5
Hawk, John E. Jr.	33833732	Tec 3	Cox, Hayward C. Jr.	34829727	Tec 5
Johnson, Carl E.	39333716	Tec 3	Cravey, Howard M.	38473391	Tec 5
Redstone, Charles W.	31352133	Tec 3	Frederick, Thad C. Jr.	31223681	Tec 5
Smith, Calvin D.	33828943	Tec 3	Fries, Raymond A.	36770393	Tec 5
Wickens, Ralph H.	31428413	Tec 3	Gawronski, Stanley J.	36589716	Tec 5
Adams, Walter W.	37310059	Tec 4	Gray, Donald R.	39610312	Tec 5
Armstrong, William B.	34819536	Tec 4	Hall, Darwin F.	32942149	Tec 5
Brubaker, Theodore E.	32890797	Tec 4	Hitchcock, Mattis Z.	34833813	Tec 5
Bullock, Coleman M.	33802454	Tec 4	Krenza, William	32907560	Tec 5
Caldwell, Leroy	34572768	Tec 4	Lambert, Charles M.	36630266	Tec 5
Cordrey, Edward F.	35570904	Tec 4	Malin, Charles H.	37373776	Tec 5
Cornwall, Forrest E.	31237705	Tec 4	McCain, Thomas O.	36830997	Tec 5
Cranflone, Joseph P.	31415002	Tec 4	Monroe, John H.	31277695	Tec 5
David, Joseph W.	39717647	Tec 4	Padilla, Roman G.	39913169	Tec 5
Davis, Vernon E.	37244160	Tec 4	Paganucci, Peter L.	36361754	Tec 5
Eldridge, Archie L.	39621232	Tec 4	Pecore, Frederick P.	39143134	Tec 5
Gelder, Gerrit G.	37653944	Tec 4	Phllbrick, Arthur L.	31220030	Tec 5
Hanft, Oscar W.	39833883	Tec 4	Pierce, Thomas S.	39297000	Tec 5
Hager, William T.	36697514	Tec 4	Renfroe, William D.	34794505	Tec 5
			Ricketson, William J.	34760572	Tec 5

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Riley, Cleveland T.	35293630	Tec 5	Onorato, Ernest J.	32994308	Pfc
Royer, Charles W.	37617958	Tec 5	Quigley, John J.	31246434	Pfc
Smith, Weldon C.	38583397	Tec 5	Radar, Joseph J.	33826972	Pfc
Souier, Robert J.	17109825	Tec 5	Richmeier, Ralph J.	37702960	Pfc
Stoddard, James A.	34389565	Tec 5	Sabella, Dominic J.	35399150	Pfc
Ward, Albert E.	32488516	Tec 5	Swabski, Anthony S.	31461120	Pfc
Winfrey, Charlie V.	35637887	Tec 5	Tabellion, Dale J.	35397174	Pfc
Wyatt, Grant F.	35744079	Tec 5	Texeira, John	31426630	Pfc
Arlidge, William H.	34653046	Pfc	Torre, Anthony J.	42045008	Pfc
Ballew, Mark	34438821	Pfc	Vona, John V.	32671673	Pfc
Barton, William T.	39141245	Pfc	Wegrzyn, Stanley C	42124477	Pfc
Burdick, Clifford M.	35894751	Pfc	Weir, William T.	39719146	Pfc
Corcoine, Anthony	12174090	Pfc	Baird, Thomas W.	31447368	Pvt
Corsaut, William H.	39710300	Pfc	Conte, John F.	42115758	Pvt
Cutolo, Alfonso J.	42065186	Pfc	Edwards, Oscar W.	33638002	Pvt
Dayan, Nathan	33738441	Pfc	Harris, Radford	39614530	Pvt
Hassevoort, Henry A.	36406048	Pfc	Humpa, Edward J	36326311	Pvt
Jeffcoat, Earl D.	34209005	Pfc	Kelly, John B.	36147594	Pvt
Lady, William G.	34737049	Pfc	Loring, Arthur E.	12184253	Pvt
Lembo, Anthony J.	32807823	Pfc	Ong, Plummer Z.	39342096	Pvt
Levy, Charles	35517767	Pfc	Overbaugh, John C.	12158563	Pvt
McCain, Loyd B.	39923001	Pfc	Sokolowski, William F.	36769097	Pvt
Miller, William F.	32945995	Pfc			

## A COMPANY

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Jackson, Benjamin J.	39566102	1st Sgt	Roper, Herman T.	18070634	Cpl
Cox, Dealouss	39902336	T/Sgt	Sharp, Roy F.	37440237	Cpl
Dickman, Gerald J.	20506088	T/Sgt	Sinclair, William A.	32254510	Cpl
Harkins, Earl E.	35012761	T/Sgt	Strode, Emerson L.	20461734	Cpl
Ticer, Clyde W.	6921965	T/Sgt	Wilhoit, Andrew M.	35878412	Cpt
Adams, George L.	33153284	S/Sgt	Barbrey, Clarence W.	34652312	Tec 5
DeJarnett, Joseph J.	35671881	S/Sgt	Blacklaw, William L.	37061102	Tec 5
Law, Donald E.	37299192	S/Sgt	Branzetti, Lawrence	39135606	Tec 5
Mulligan, Richard J.	38544361	S/Sgt	Bryant, Ralph E.	35611247	Tec 5
Naber, Warren H.	36419865	S/Sgt	Bullard, James P.	34821004	Tec 5
Pickard, Duard W.	38286923	S/Sgt	Buller, Theodore N.	39216042	Tec 5
Spann, Joseph E.	34575195	S/Sgt	Daniel, John O.	34828573	Tec 5
Vance, Donald P.	6274631	S/Sgt	Dugger, Benjamin C.	38626042	Tec 5
Clark, Lewis G.	35096753	Sgt	Garcia, Margarito	37355116	Tec 5
Cress, William M.	20513916	Sgt	Gillen, Orval D.	39922013	Tec 5
Graves, Billy B.	35678124	Sgt	Goodman, Frank J.	31426571	Tec 5
Matney, Ermine	35449022	Sgt	Greenlaw, Gordon M.	31352613	Tec 5
McKinney, Charles A.	37210761	Sgt	Haught, Verl G.	35590838	Tec 5
Nelson, Edgar L.	37339842	Sgt	Hofst, Leroy C.	38541328	Tec 5
Rayburn, Enoch F.	35639845	Sgt	Huestis, Harvey J.	32387761	Tec 5
Rydin, Carl N.	36025082	Sgt	Hutchins, Odean K.	38517616	Tec 5
Sunderland, Walter V.	37218947	Sgt	Jones, Otto	20828133	Tec 5
Adams, Walter G.	39716071	Tec 4	Joseph, Francis M.	42048443	Tec 5
Atkins, Troy B.	20741836	Tec 4	Klingensmith, Roy W.	37485712	Tec 5
Breaux, Lester J.	38497214	Tec 4	Lovell, Eldon F.	39923135	Tec 5
Bruno, Richard F.	38500385	Tec 4	Lyman, Lynn B.	39923130	Tec 5
Byrd, Elmer A.	39921552	Tec 4	Overvig, Harold J.	37557306	Tec 5
Edington, Homer L.	35292534	Tec 4	Plummer, Max	35711553	Tec 5
Fenner, Jack	39923572	Tec 4	Ramsey, Harold F.	35570463	Tec 5
Fox, Glenn H.	39934499	Tec 4	Rhea, John D.	35565215	Tec 5
Gartman, Leroy R.	14046349	Tec 4	Seymour, Carl T.	36780744	Tec 5
Hatch, Robert O.	35284071	Tec 4	Shaw, Laverne R.	37692640	Tec 5
Hilton, Kenneth B.	31399451	Tec 4	Sherman, Seymour H.	39144279	Tec 5
Hutchins, Maurice L.	31399441	Tec 4	Sing'eton, Harlon E.	36781098	Tec 5
Jensen, Carroll L.	37566411	Tec 4	Sleicher, Arthur N.	32914656	Tec 5
Kemme, Edward W. Jr.	37682585	Tec 4	Smith, Charles F.	36781905	Tec 5
Lindsey, James D.	34795551	Tec 4	Spencer, Willie	35705608	Tec 5
Lubbocky, Raymond L.	39078198	Tec 4	Spondova, James O.	38920538	Tec 5
Morgan, Richard L.	35664769	Tec 4	Suddath, William E.	37061140	Tec 5
Turpenning, Grant	37483180	Tec 4	Swindle, Alvin W.	34817098	Tec 5
Freeman, William R.	32929146	Cpl	Takoeh, John J.	35174539	Tec 5
Gnauden, Howard C.	37467402	Cpl	Thompson, Charles P.	39718901	Tec 5
Herrera, Alfonso	38072321	Cpl	Valetich, Charles D.	39216057	Tec 5
Johnson, Wade C.	35397065	Cpl	Weber, Kenneth E.	39852903	Tec 5
Mouarez, Salvador	37245212	Cpl	Wiley, Willard	36311343	Tec 5
Ramirez, Aseneion	37458813	Cpl	Albrecht, Emil	39466830	Pfc

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Ansotegui, Robert	39923068	Pfc	Martin, Raymond C.	38150191	Pfc
Aplin, George Jr.	35714859	Pfc	Martinez, Juan E.	39268207	Pfc
Bailey, Joseph G.	38500334	Pfc	Mariscal, Elias G.	39267754	Pfc
Beene, John L.	34984545	Pfc	Masters, Homer W.	35746348	Pfc
Biley, Ralph A.	17175379	Pfc	McCord, Van B.	34441755	Pfc
Bolt, Willie R.	34816573	Pfc	Merida, General L.	15334821	Pfc
Bridges, Jonathan E.	34829409	Pfc	Mitrak, Andrew E.	36176255	Pfc
Cancino, Saturnino	37458706	Pfc	Moore, William S.	35897270	Pfc
Caldéron, Porfirio G.	39270974	Pfc	Mora, Juan U.	39546650	Pfc
Christensen, William	39189811	Pfc	Paco, Emiliano R.	39036487	Pfc
Clark, James L.	34518376	Pfc	Parson, Odes O.	34829450	Pfc
Cougot, Arthur B.	38541474	Pfc	Patterson, Jesse M.	35593198	Pfc
Crooker, Frank W.	35410078	Pfc	Pellicer, Francis A.	34538111	Pfc
Crowley, Larry G.	37582547	Pfc	Pelligrin, Fay P.	38500492	Pfc
Davidson, David T.	34848247	Pfc	Pelayo, Exiquio S.	39268261	Pfc
Davis, Clayton E.	34819306	Pfc	Perkins, Phillip S.	38325774	Pfc
Dillon, Thomas A.	31420953	Pfc	Peterson, John B.	42016101	Pfc
Dinkel, Charles E.	37607233	Pfc	Porter, Wilbur L.	37223504	Pfc
Doud, Michael V.	39238961	Pfc	Reid, Crittington	35671190	Pfc
Dresdow, Walter T.	36220107	Pfc	Rice, Gilbert L.	31256652	Pfc
Dubus, Matt A.	33291365	Pfc	Riley, Adrian E.	37383091	Pfc
Eaton, Max L.	35096335	Pfc	Rishel, Harold W.	39313467	Pfc
Esposito, Michael	32990308	Pfc	Robison, Earl G.	39835269	Pfc
Euzarraga, Luis	39854615	Pfc	Rockwell, Kenneth E.	32946247	Pfc
Ewing, Kenneth D.	39898377	Pfc	Rodriguez, Trinidad	39688825	Pfc
Ferguson, John T.	34927850	Pfc	Rosenacker, Clarence M.	35121707	Pfc
Fisette, Joseph W. A.	31322996	Pfc	Roy, Walter T.	39285665	Pfc
Ford, Van B.	34916626	Pfc	Samudio, Carlos A.	39550450	Pfc
Frank, Alfred F.	37128687	Pfc	Santillo, Louis E.	31406229	Pfc
Gandoli, Angelo	32658968	Pfc	Schmidt, Stephen	36602647	Pfc
Gartman, James C.	34815848	Pfc	Sherman, Leonard	33606249	Pfc
Gibson, Paul K.	35705658	Pfc	Sieges, William F.	37403025	Pfc
Guter, Charles B.	39469033	Pfc	Simpson, Ervin J.	37486618	Pfc
Hendrickson, Clarence H.	36805846	Pfc	Sims, Ora L.	37492195	Pfc
Herrera, Adolfo L.	37355340	Pfc	Skoem, Floyd V.	39829547	Pfc
Hernandez, Luis N.	39404838	Pfc	Sluder, Arthur J.	36441249	Pfc
Holman, Thomas W.	36441279	Pfc	Smith, Orton E.	32582917	Pfc
Hoffman, Dale W.	37491547	Pfc	Snow, John M.	34904373	Pfc
Hunt, Barney	32484842	Pfc	Soliz, Senovio V.	39689820	Pfc
Jones, Jesus	39550190	Pfc	Strange, William B.	34801122	Pfc
Klahn, George H.	39193457	Pfc	Stewart, James A.	34916795	Pfc
Kotlarz, Roman L.	36288742	Pfc	Stride, Gilbert F.	37355853	Pfc
Kratz, Calvin D.	39216058	Pfc	Striegel, Earl J.	37629384	Pfc
Lopez, Juan L.	39852086	Pfc	Sweeten, Theodore T.	38021268	Pfc
Lowe, John W.	36758340	Pfc	Thomason, Chester R.	171709493	Pfc
Maddix, Lowell F.	35769013	Pfc	Trisler, Fred M.	37468504	Pfc
Malagara, Sam V.	33601550	Pfc	Trujillo, Nicomedes	37458636	Pfc
Mann, George E.	35590340	Pfc	Turner, Charles M.	35897618	Pfc

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Turney, John M.	39460502	Pfc	Huerta, Antonio	42044212	Pvt
Tutter, John J.	36062374	Pfc	Murrieta, Ray V.	39116077	Pvt
Varner, Lester D.	35743370	Pfc	Pennington, Russell	35639290	Pvt
Warner, Ennis	35562088	Pfc	Rangel, Martin J.	37491839	Pvt
Watterson, John D.	37724827	Pfc	Rodriguez, Joseph E.	32643656	Pvt
Weeks, Joseph W.	42024446	Pfc	Rowland, James C.	34525299	Pvt
Whisenant, Robert G.	34437389	Pfc	Russell, James D.	39923186	Pvt
Williams, LeRoy P.	33608156	Pfc	Sterner, Jarold L.	42029621	Pvt
Will, Marshall E.	37523516	Pfc	Vialpando, Ray	39828962	Pvt

## B COMPANY

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Reedy, Woodrow W.	6381929	1st Sgt	Chandler, Billy E.	38522205	Tec 5
Krause, Alfred W.	6847846	T/Sgt	Clay, Talmadge W.	34875676	Tec 5
McDonald, Angus A.	42035861	T/Sgt	Cottle, Carl	39923173	Tec 5
Check, Leo F.	39250160	S/Sgt	Curigliano, Paul A.	33708741	Tec 5
Eyford, Walter G.	37571814	S/Sgt	Davis, Leslie A.	37358494	Tec 5
Funk, Peter T.	37532470	S/Sgt	Deavult, Van L.	36779976	Tec 5
Roberts, John A.	34875453	S/Sgt	Diehl, Ralph E.	33783724	Tec 5
Rynax, Malcolm R.	31222373	S/Sgt	Dittrich, Louis J.	6542293	Tec 5
Wilt, Robert E.	33179594	S/Sgt	Earlywine, William W.	36699160	Tec 5
Smith, Fred T.	38626201	Sgt	Frizzell, James C.	36780394	Tec 5
Kovack, Andrew S.	35920036	Sgt	Hall, Cecil E.	33543808	Tec 5
Goldsmith, Marshall C.	35153905	Tec 3	Hawkins, William E.	35763266	Tec 5
Benjamin, Lorn N.	36698596	Tec 4	Hieronymus, William R.	37629445	Tec 5
Bertrand, Leon J.	39468344	Tec 4	Klinge, Henry L.	35808079	Tec 5
Brinthaupt, Gordon E. Jr.	32839416	Tec 4	Mansi, John A.	33802596	Tec 5
Burgar, Frank	35000697	Tec 4	Marquis, Elvan L.	35897653	Tec 5
Carter, Frank	37724033	Tec 4	Manney, Ivey R.	34609947	Tec 5
Coffin, Charles W.	37681412	Tec 4	Mitchell, Walter R.	35798105	Tec 5
Davis, Gordon W.	42027103	Tec 4	Moore, Clyde D.	33765677	Tec 5
Forsythe, Myron J.	37582417	Tec 4	Roty, Harry A.	37582967	Tec 5
Getman, Laverne W.	13172830	Tec 4	Ruiz, Santos M.	37724794	Tec 5
Granger, James R.	39718061	Tec 4	Strain, Amos O.	38522149	Tec 5
Gregson, Roy E. Sr.	39341947	Tec 4	Taylor, Gene E.	36679660	Tec 5
Kelnhofner, Sylvius G.	36819448	Tec 4	Thompson, Howard R.	39341927	Tec 5
Mantz, James A.	35757637	Tec 4	Tobin, Frank J.	31415738	Tec 5
Marshall, Joseph J.	39144015	Tec 4	Toth, Gilbert B.	36099534	Tec 5
Mill, Herbert A.	33612545	Tec 4	Tracy, Samuel A. Jr.	39919572	Tec 5
Moore, Drew L.	39341942	Tec 4	Vincent, Edward W.	35897351	Tec 5
Pressley, Neil R.	34893571	Tec 4	Vogel, Henry E.	42043997	Tec 5
Roark, Harry F.	35768560	Tec 4	Wallace, Allen L.	38636289	Tec 5
Sather, Oswald	36839106	Tec 4	Webb, Roland W.	39340420	Tec 5
Sursa, James L.	36698625	Tec 4	Weich, Nathaniel	34876327	Tec 5
Schwartzkopf, Adam	6542580	Tec 4	Whitaker, William J.	42017488	Tec 5
Temperino, Fred	32683552	Tec 4	White, Johnie B.	34814882	Tec 5
Widman, William G.	34876331	Tec 4	Wilson, Josiah E.	37728060	Tec 5
Wiseman, James F.	31202737	Tec 4	Woodard, William L.	39215991	Tec 5
Bateman, Hugh E.	36147500	Cpl	Youngless, Arthur R.	35058177	Tec 5
Heckman, Donald E.	33832073	Cpl	Adams, Norman N.	42027257	Pfc
McKenna, Donald F.	33070041	Cpl	Allen, Bernard K.	42027892	Pfc
Murray, John M.	42025729	Cpl	Allrich, Otto W.	37582351	Pfc
Aimetti, Peter	32897005	Tec 5	Basso, Carlo L.	32946502	Pfc
Aldridge, Wilmer T.	34816325	Tec 5	Belouskas, Daniel G.	31390573	Pfc
Anderson, Harry W.	39717902	Tec 5	Brandt, Harold W.	33829196	Pfc
Baker, Joseph I.	34887520	Tec 5	Bruce, Scott J.	32945911	Pfc
Bereschak, George	35385180	Tec 5	Campbell, Roy E.	34875430	Pfc
Blanton, Arthur E.	34815808	Tec 5	Collins, R. T.	35808433	Pfc
Borden, Robert I.	33786506	Tec 5	Crohn, George L.	35897073	Pfc
Bunner, Arthur A.	35747109	Tec 5	Delgais, John V.	42032329	Pfc
			Dowie, John A.	42048126	Pfc

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Driscoll, John E.	31446228	Pfc	Ramundo, Vincent J.	32695615	Pfc
Dusing, Norman F.	35542595	Pfc	Rhodes, Earl P.	33766118	Pfc
East, Lennox P.	7002194	Pfc	Ruggiero, Louis J.	33784824	Pfc
Fecske, Frank S.	36607369	Pfc	Seymour, John B.	15121754	Pfc
Fiduccia, Fred	42028054	Pfc	Snow, Roy C.	38641228	Pfc
Forrest, Thomas H.	39216010	Pfc	Stephens, Michael E.	34817491	Pfc
Hayman, Emory W.	34823402	Pfc	Sylvis, John A.	33765912	Pfc
Hixon, John S.	6819311	Pfc	Tanner, Harvey L.	34845012	Pfc
Hoagland, Roy J.	39413723	Pfc	Troutner, Calvin A.	37344168	Pfc
Kocik, Leonard	36950155	Pfc	Waldron, Glenwood M.	31399512	Pfc
Leskovsek, Alfred J.	36299815	Pfc	Wiest, Kenneth M.	33835072	Pfc
Lindstrom, Woodrow F.	42029972	Pfc	Williams, Harry H.	34768426	Pfc
McConnell, Raymond J.	33749602	Pfc	Wright, George D.	38563952	Pfc
Miller, Jesse E.	35807678	Pfc	Wright, John	20933323	Pfc
Moskop, Leo R. C.	36696763	Pfc	Zettergren, Laverne F.	36766138	Pfc
Murphy, Robert G.	31121173	Pfc	Bucnis, Michael	36781320	Pvt
Papa, Ciro C.	32759996	Pfc	De Rosa, Ester J.	32687346	Pvt
Petersen, Andreas	39093802	Pfc	Garfield, Perley R.	31339841	Pvt
Peterson, Albert R.	34854137	Pfc	Hall, John L.	38478730	Pvt
Perrault, Leon E.	31416589	Pfc	Losquadro, Frank J.	32993289	Pvt
Rohrbaugh, Raymond H.	35301612	Pfc	Trafka, Joseph J.	33470474	Pvt
Rakotci, Paul R.	35061335	Pfc			

# C COMPANY

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Jones, Everest E.	15329236	1/Sgt	O'Rourke, Francis J.	31424380	Sgt
Gauntt, Harry B.	33791366	T/Sgt	Pacitti, Nicholas A.	37723936	Sgt
Jones, Robert T.	38212463	T/Sgt	Pennington, Jack J.	20745990	Sgt
Shuster, Charles E.	35045490	T/Sgt	Pierce, William H.	35808537	Sgt
Furlow, Lester W.	33001317	S/Sgt	Riggs, Iverson	38517532	Sgt
Jones, James E.	37341559	S/Sgt	Rimicci, Frank J.	36664670	Sgt
Kalligeros, George A.	32197565	S/Sgt	Rosquist, Roy O.	39833788	Sgt
Karczewski, John J.	32766108	S/Sgt	Rowell, Hugh M.	34794569	Sgt
O'Neal, Harold L.	34830064	S/Sgt	Sanders, John M.	31384286	Sgt
Pugh, David S.	20409201	S/Sgt	Stamm, Phillip A.	36697974	Sgt
Sullivan, Timothy F. Jr.	17111164	S/Sgt	Stevenson, Austin F.	32481947	Sgt
Weir, John C.	32214398	S/Sgt	Tekale, Emil J.	36232511	Sgt
Allen, Elton J.	31426314	Sgt	Utley, Woodrow W.	38517934	Sgt
Anthony, Herbert A.	36303239	Sgt	Zabel, John C.	34817178	Sgt
Bettilyon, Bernard L.	39022142	Sgt	Barnhardt, Samuel L.	33899077	Tec 4
Blaquiere, David G.	39630723	Sgt	Becham, Roswell V.	34331207	Tec 4
Burk, Arthur E.	37680528	Sgt	Belmonte, Victor P.	36766348	Tec 4
Crain, Howard W.	35869027	Sgt	Bohag, Charles C.	39142074	Tec 4
Crowley, William S.	39713116	Sgt	Caldwell, Aubrey A.	35777170	Tec 4
Doughty, George G.	31375225	Sgt	Conrad, George E.	39316588	Tec 4
Dunford, John E.	42048730	Sgt	Cooley, Warren H.	34887073	Tec 4
Eckles, William M. A.	35293572	Sgt	Cothran, William H.	35808153	Tec 4
Fawcett, Laurence D.	42044024	Sgt	Cowell, Floyd E.	37425964	Tec 4
Fikes, Gilbert D.	34875507	Sgt	Darcy, John E.	32929249	Tec 4
Foster, John D.	35807499	Sgt	Diaz, Franklin J.	39709007	Tec 4
Gerhart, Wilmer H.	33833408	Sgt	Doty, Charles J.	38212759	Tec 4
Giblin, Charles C.	35147615	Sgt	Downey, Joseph G.	34894831	Tec 4
Hartley, John H.	32703105	Sgt	Fowler, Thomas A.	37724228	Tec 4
Hartley, Joseph H.	37724533	Sgt	Fraser, George A.	31425731	Tec 4
Haley, Frank L.	35293357	Sgt	Gregg, Clark W., Jr.	35294326	Tec 4
Hansen, Raymond L.	39923404	Sgt	Greenwald, James A.	36768538	Tec 4
Hornack, Michael	33036814	Sgt	Harris, Donald R.	39214864	Tec 4
Holman, Edward W. Jr.	34845452	Sgt	Hedden, Raymond A.	42029652	Tec 4
Hughes, Everett	35432245	Sgt	Helmick, Sigmund P.	36387575	Tec 4
Johnson, Claude H.	99420534	Sgt	Hess, Jake	32558177	Tec 4
Judd, Charles A. Jr.	39420138	Sgt	Hoerig, Edward E.	42046266	Tec 4
Kaczowski, Paul F.	32130683	Sgt	Hollifield, Harold W.	34894267	Tec 4
Kelly, William J.	35918846	Sgt	Hopkins, William B.	35763353	Tec 4
Koontz, Robert H.	33704179	Sgt	Hubbard, Arthur C.	39468628	Tec 4
Lally, John J.	36680708	Sgt	Jeffries, John M.	34851288	Tec 4
Leaver, Bertram H.	31445603	Sgt	Johnson, Gilbert	38557179	Tec 4
Lougway, Charles D.	31375318	Sgt	LaBarge, George	37724514	Tec 4
Matthews, George A.	39155558	Sgt	Levison, Thorvald	36771482	Tec 4
May, Francis A.	36766909	Sgt	McWilliams, John H.	34818258	Tec 4
Murphy, Richard T.	37506154	Sgt	Moore, Albert L.	38347537	Tec 4
Mouring, Paul E.	35763236	Sgt	Newton, Kada C.	35294461	Tec 4
Nagel, John A.	37679772	Sgt	Ostafi, Joseph W., Sr.	35933879	Tec 4
Nyberg, Leonhard R.	37317576	Sgt	Pavolko, George E.	33364108	Tec 4
Oliver, Frank C.	36385703	Sgt	Payne, Relman J.	35878300	Tec 4

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Paul, Anthony B.	35919824	Tec 4	Miller, Norman W.	35632888	Tec 5
Peters, Donard F.	35919708	Tec 4	Moore, Harvey D.	35294435	Tec 5
Petty, Eugene S.	37628206	Tec 4	Morrow, Lex H.	34899019	Tec 5
Reasoner, Grover M.	38346363	Tec 4	Morrison, Robert E.	38535638	Tec 5
Roberts, Jack W.	38535567	Tec 4	Nast, Edward H. Jr.	33140874	Tec 5
Schaffner, Walter F.	17077640	Tec 4	Nelsen, Melvin C.	39216023	Tec 5
Shear, Clarence J.	39767130	Tec 4	Newman, Carman J.	42012098	Tec 5
Sims, Howard M.	33590438	Tec 4	Oakley, James H., Jr.	34900709	Tec 5
Smith, Robert F.	36766420	Tec 4	Perdun, David H.	38512300	Tec 5
Tate, James A.	34829933	Tec 4	Prichard, Grover F.	34829496	Tec 5
Thorn, Joseph W.	36626249	Tec 4	Priest, Gail L.	35595837	Tec 5
Turner, Irving C.	36522203	Tec 4	Rhodes, Deward	38481323	Tec 5
Wetzel, Erwin S., Jr.	34617077	Tec 4	Risinger, George P.	37670746	Tec 5
White, Floyd W.	37623049	Tec 4	Saieby, Eddie D.	34894726	Tec 5
White, Sherrod M.	34845957	Tec 4	Sanders, Norris W.	38626378	Tec 5
Wyatt, Fred N.	34886831	Tec 4	Schwarz, Herman N.	37142199	Tec 5
Godsoy, Woodrow W.	33544236	Cpl	Sorgmann, Leo J.	36697173	Tec 5
Pfingstl, Leslie H.	34806657	Cpl	Stewart, Abner L.	34887442	Tec 5
Vaughn, Robert E., Jr.	6256781	Cpl	St. Amand Alexander J.	38487123	Tec 5
Anderson, Raymond	36885117	Tec 5	Swierczek, Frank W.	37471669	Tec 5
Ball, Earl W.	33923419	Tec 5	Tole, George D.	31415743	Tec 5
Bandalos, Andrew S.	32497616	Tec 5	Varenhorst, Richard W.	37728148	Tec 5
Bell, Harold E.	34886886	Tec 5	Vicander, Robert M.	33683867	Tec 5
Belgrade, Max	33894769	Tec 5	Voss, Robert E.	35919723	Tec 5
Bowles, Hoyet M.	38626017	Tec 5	Watson, Lawrence F.	32953994	Tec 5
Brown, William J.	39144369	Tec 5	Welsh, Wendell G.	37680999	Tec 5
Chadderdon, Howard I.	42027812	Tec 5	Ackerman, Philip B.	32978007	Pfc
Champlin, Edward C.	32845999	Tec 5	Alberty, Russel J.	38591579	Pfc
Champion, Archer G.	35921450	Tec 5	Barry, Richard H., Jr.	34893825	Pfc
Cooper, Clyde B.	37680470	Tec 5	Baker, Reed M.	35933070	Pfc
Crew, Norman D.	36699482	Tec 5	Bdashor, Joss L.	38511729	Pfc
Deputy, James R.	32956538	Tec 5	Bell, James F., Sr.	34887039	Pfc
Foley, Thomas M.	33707298	Tec 5	Blagg, John G.	36697387	Pfc
Gifford, Robert H.	37679239	Tec 5	Boldon, Gerald D.	37582631	Pfc
Gillespie, James A.	34817286	Tec 5	Bondank, Andrew B.	37724090	Pfc
Gray, George W.	35919190	Tec 5	Burden, Robert T., Jr.	34829490	Pfc
Handley, Henry H.	34829527	Tec 5	Burnette, Thomas N.	20492966	Pfc
Harper, Curtis J.	34817068	Tec 5	Burstein, David	39717617	Pfc
Harrison, Benjamin T.	34817587	Tec 5	Christie, Russell A.	37729584	Pfc
Hearon, Wesley A.	35808222	Tec 5	Combs, John C.	33903490	Pfc
Hendrix, James N.	37626186	Tec 5	Collins, Joseph G.	34833914	Pfc
Hill, Harry J., Jr.	12012774	Tec 5	Croom, Charles W.	34900743	Pfc
Hoffman, Vincent N.	36690279	Tec 5	Dattolo, Frank	42039791	Pfc
Holman, Daniel H.	35547701	Tec 5	Dempsey, Raymond R.	20210372	Pfc
Johnson, Martin W.	37582555	Tec 5	Driessen, Melvin A.	37581920	Pfc
Jones, Myron D.	36767493	Tec 5	Estes, Duano E.	42028619	Pfc
Kelly, Francis J.	33612661	Tec 5	Evans, Richard C.	33406612	Pfc
Lóng, Archie J.	37613725	Tec 5	Finkbeiner, Lewis R.	32945639	Pfc
Lynch, Arthur J.	31375387	Tec 5	Gerwick, James J.	35878254	Pfc
MacDonough, Charles V.	31426490	Tec 5	Greenough, Mager R.	31423986	Pfc
Messinger, Frederick D., Sr.	39419459	Tec 5	Greenfield, James H.	36697187	Pfc
			Grisham, Harry T.	34874981	Pfc

NAME	A.S.N.	RANK	NAME	A.S.N.	RANK
Hays, John R.	37724467	Pfc	Spoonamore, Everett W.	35876250	Pfc
Hartman, Robert A.	42029124	Pfc	Stoh, Robert O.	36766461	Pfc
Himstedt, Hilbert H.	36696710	Pfc	Stanford, William L.	38508053	Pfc
Holliday, George E.	35216949	Pfc	Sturm, Paul H.	35762389	Pfc
Howell, Freddie J.	34874757	Pfc	Surrige, Jack F.	19016717	Pfc
Johnson, Sverre F. W.	36095009	Pfc	Tutolo, Wesley F.	33803877	Pfc
Kesler, Robert	35897145	Pfc	Vigars, Lewis A.	32945743	Pfc
Kilmartin, Francis E.	42018104	Pfc	Wade, James D.	34829873	Pfc
Lainhart, Donald C.	39216000	Pfc	Waggoner, Arthur P.	35226751	Pfc
Lawrence, Robert J.	34817805	Pfc	Wheeler, Ward J.	37723642	Pfc
Marmar, Archie	35229687	Pfc	Wiggins, Roy A.	37722449	Pfc
Marsh, Robert B.	31420860	Pfc	Williams, Morris O.	33833620	Pfc
McClernon, Patrick J.	39339336	Pfc	Wood, Billy B.	37680325	Pfc
McLaughlin, Woodrow W.	31352273	Pfc	Wyley, Oliver A.	37702806	Pfc
McPeck, John W.	35762039	Pfc	Yurkovitch, Martin F.	42011778	Pfc
Mitchell, Mof D.	34317509	Pfc	Zinkovich, John J.	31391142	Pfc
Molinari, Carl P.	42018499	Pfc	Amrine, John J.	35220436	Pvt
Monroe, Ernest L.	37725132	Pfc	Cain, Clarence W.	34353436	Pvt
Montague, Cecil I.	39922617	Pfc	Cantor, Nate	39717610	Pvt
Moore, Filbert B.	39340570	Pfc	Chigas, Michael A.	32928681	Pvt
Morgan, Cecil R.	38864522	Pfc	Crain, George W.	37725051	Pvt
Moritz, Leonard M.	42029225	Pfc	Douglas, Garnet J.	37531994	Pvt
Newman, John C.	38641186	Pfc	Faneuff, Lorin W.	35294384	Pvt
Null, James A.	34871613	Pfc	Felson, Phillip	32874082	Pvt
Nye, Addison N.	31340863	Pfc	Hann, Godfrey L.	34733069	Pvt
Passaro, Ellsworth C.	32957751	Pfc	Hernandez, Albert G.	32644700	Pvt
Pellegrino, Dominic L.	42028838	Pfc	Kelley, James D.	42045869	Pvt
Perry, Lee J., Jr.	35897428	Pfc	Leggett, Wilferd E., Jr.	39417334	Pvt
Phillips, Ernest C., Jr.	38516948	Pfc	Lord, William	36048526	Pvt
Polke, Lucius E.	34817188	Pfc	Martin, Conrad A.	32536031	Pvt
Priest, Clarence N.	32959245	Pfc	Morningwake, George S.	33871665	Pvt
Price, Ned A.	33765855	Pfc	Nolan, Walter M.	31433283	Pvt
Prior, George W.	36484079	Pfc	Pearce, William H.	35921658	Pvt
Ray, Daniel C.	37626341	Pfc	Roberts, Otto C., Jr.	38373984	Pvt
Regini, Carl J.	31378668	Pfc	Rowland, Earl A.	32943812	Pvt
Rider, George C.	37444077	Pfc	Rushing, Paul H.	6399958	Pvt
Rusin, Andrew J.	42012149	Pfc	Stewart, Charles K.	31365283	Pvt
Shannon, Joseph T.	31424328	Pfc	Teter, Robert K.	35762412	Pvt
Shumake, John H., Jr.	34830314	Pfc	Watts, Jacob M., Sr.	33771986	Pvt
Smith, Oscar L.	34817344	Pfc	Weblon, Phillip	31158748	Pvt
			Welk, August	37567250	Pvt
			Williams, Earl E.	38537720	Pvt

## MEDICAL DETACHMENT

NAME	A.S.N.	RANK
Gunn, Albert R.	36036444	S/Sgt
Hertzog, George W.	13005622	Tec 4
Royeck, Michael A.	33024469	Tec 4
Mayer, Charles T.	35460704	Tec 5
Plasse, Robert Y.	32660431	Tec 5
Farmer, Thomas H.	34357223	Pfc
Fischer, Stanley	33722276	Pfc
Martin, Richard C. Jr.	35870663	Pfc



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