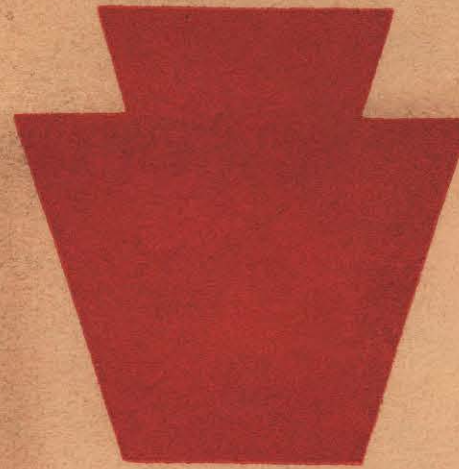


WO - F.L. CULLINAN  
HQ - 154 TRAN. TRK. BN.  
HUNTINGDON PA.



# HISTORY

**28th Quartermaster Company**

of the

**28th Infantry Division**







**Killed In Action**

T/5 Irving C. Hughes  
Pvt. Jack H. Brannon

**Died of Wounds**

Sgt. Frank R. Rounsaville  
T/5 Charles E. Bowser

**Wounded In Action**

1st. Lt. Homer S. Sanders, Jr.  
T/4 Wilbur C. Manges  
Cpl. Charles W. Wesner  
T/5 Wilbur C. Hoover  
T/5 Alfred T. Irvin  
T/5 Anton Novlan  
T/5 Andrew J. Dangelo  
Pfc Frank X. Reisinger  
Pfc. George L. Wohlford

**Prisoners of War**

S/Sgt. Walter H. Heinbach  
S/Sgt. Robert P. Weaverling  
Sgt. Earl McFoster  
Cpl. Charles R. Waggett  
T/5 James D. Baker  
T/5 Leo G. Bissonnette  
T/5 Joseph C. Cottrell  
T/5 Anthony C. DeCrosta  
T/5 Dwight I. Strait  
Pfc. Angus F. Jaocbs, Jr.  
Pfc. Donald M. Anderson  
Pfc James A. Clark  
Pfc. Andrew Gutheridge  
Pfc. Roy M. Harris  
Pfc. Merrill R. Nordon  
Pfc. John A. Serowka  
Pvt. Albert J. Freisem, Jr.



**Purple Heart Medal**

1st. Lt. Homer S. Sanders, Jr.  
T/4 Wilbur C. Manges  
Cpl. Charles W. Wesner  
T/5 Wilbur C. Hoover  
T/5 Alfred T. Irvin  
T/5 Anton Novlan  
PFC. Frank X. Reisinger  
PFC. George W. Wohlford

**Oak Leaf Cluster to the  
Purple Heart Medal**

1st. Lt. Homer S. Sanders, Jr.

**Bronze Star Medal**

Lt. Col. William P. Simmons, Jr.  
Major Edmund A. Belanger  
Capt. John C. Sees  
Capt. John D. Armstrong, Jr.  
Capt. Mike Dudukovich  
1st. Lt. Richard M. Newcomb  
1st. Lt. Edgar J. Miles  
1st. Lt. John F. Dahlberg  
1st. Lt. James R. St. Clair  
1st. Lt. Homer S. Sanders, Jr.  
M/Sgt. Frederick L. Cullinan  
1st. Sgt. Robert M. Eckert  
T/Sgt. William G. Simpson  
S/Sgt. Russell J. Brumbaugh  
S/Sgt. Matthew E. Helon  
S/Sgt. Robert P. Weaverling  
Sgt. Frank R. Rounsaville  
Sgt. Francis P. Kelleher  
Cpl. Edward M. Ruhl  
T/5 Paul R. Humbird

**Oak Leaf Cluster to the  
Bronze Star Medal**

Lt. Col. William P. Simmons, Jr.

**PART I**

**Record of Events**

**ORGANIZATION**

The 28th Quartermaster Company was the successor to the 103rd QM Battalion. The Battalion was ordered reorganized as a company on 11 November 1942, but the personnel changes required several weeks to complete. Many old timers became surplus and were transferred from the unit. Most of the men remaining had come into Federal Service with the Division during February 1941, or were selectees from Pennsylvania who joined shortly thereafter.

The officer situation was different. The original National Guard Officers left the unit during various reorganizations. The Division QM, Lt. Col. John D. Heilman of Carlisle, Pa., was succeeded on 14 December 1942 by Major William P. Simmons, Jr., of Tallahassee, Fla., who had been Assistant QM, IV Corps. Major Vern Hertzler of Mechanicburg, Pa., Assistant Division QM, was succeeded on the same date by Captain Harry S. Manry of Atlanta, who came from the 179th FA Bn. Company Commander, 1st Lt. Allen E. Schollenberger of Hamburg, Pa., was succeeded at the same time by 1st Lt. John D. Armstrong of Washington, D. C., who came from the QM Section, IV Corps.

The new Table of Organization for the Company called for three truck platoons each with sixteen 2-1/2 ton trucks, a service platoon, a company headquarters and the Office of the Division QM. Total strength was 10 officers and 196 enlisted men. The Table of Organization remained the same throughout the period except that the number of men was eventually reduced to 176.

**TRAINING IN THE U. S.**

The company was reorganized 11 November 1942 at Camp Livingston, La., immediately after returning from extensive field maneuvers. Garrison

training was resumed while reorganization was going on. New equipment was received including thirteen .50 calibre machine guns and five rocket launchers. These greatly increased the fire power of the company and their value in combat was proven later.

The company moved with the Division to Camp Gordon Johnson, Florida, in January 1943 and in addition to normal supply duties participated in an extensive amphibious training program. The technique of loading vehicles, personnel and supplies on landing craft was mastered. Practice landings were made on the sandy beaches of the Florida Gulf Coast. Physical hardening was stressed with long marches and instruction in "Judo" methods of unarmed combat. Classes and special instruction in swimming were held. Everyone went through a tough and realistic infiltration course.

While at Camp Gordon Johnson reorganization was completed. Major Manry was transferred to Division Headquarters as Assistant G-4 and Capt. Hubert C. Dougherty, at that time Division Transportation Officer, was named Assistant Division Quartermaster. 1st Lt. William A. Twitty, succeeded Capt. Dougherty. Lt. Edmund A. Belanger was named Division QM Supply Officer, succeeding Capt. Robert Myers.

Staff Sgt. Martin "Mike" Ketner, company motor sergeant, was made a warrant officer and assigned to the G-4 section of Division Headquarters. Joseph Salonic took over the company motor sergeant's job and rating. Other key non-coms in the company assumed positions which they were to hold until combat casualties cut into their ranks. These included First Sgt. Robert M. Eckert, Supply Sgt. William Horton, Mess Sgt. Nelson H. Itinger and Platoon Sergeants Matthew Helon, Robert P. Weaverling, Fisher A. Feltenberger and Russell J. Brumbaugh.

The division moved to Camp Pickett, Va., early in June, 1943, and after a period of normal training activities the company sent out two groups for specialized training. One of these went to Norfolk for amphibious training under the Amphibious Force, Atlantic Fleet. Several officers and men attended the Transport Quartermaster School and studied the principles of loading ships for an amphibious assault. A large group participated in a landing exercise on Solomon's Island in Chesapeake Bay, assisting in the actual combat loading of large navy transports and their unloading into landing craft for a simulated assault on a hostile shore. The other group participated in mountain training in the mountains of West Virginia.

### MOVEMENT OVERSEAS

Orders for movement to the Boston Port of Embarkation were received in September. The last days at Camp Pickett were filled with inspections, "showdowns," physical exams, turning in of property, issuing of new equipment, last minute instructions on what to do and say and what not to do and say. The division advance party left on 17 September and a few days later sailed on the Queen Mary, the QM being represented by Major Dougherty and Master Sgt. Frederick L (Ted) Cullinan. The balance of the organization moved to the staging area, Camp Myles Standish, Mass., by rail, closing on 30 September.

The division sailed from Boston on 8 October. The 28th QM Company was on the USS Santa Paula, a transport operated by the Merchant Marine. Only individual equipment and weapons were carried. The Santa Paula was in a convoy of 27 transports carrying some 40,000 troops, the largest number to be carried in a single convoy up to that time. The crossing was a rough one and many became seasick. The men were "doubled-bunked," each man sharing his bunk with another and having to spend 12 hours a day on the deck. However everyone came through in good shape and spirits were high when, on 18 October, the ship docked at Cardiff, Wales. An overnight train ride brought the company the next morn-

ing to the picturesque town of Tenby which was to be "home" for the next six months.

### TRAINING IN BRITAIN

Division HQ and all special troop units were billeted in and around Tenby and the winter spent there remains a pleasant memory for everyone. Tenby, built on high cliffs overlooking the Bristol Channel, is the most popular of the resort towns on the south coast of Wales. The company was billeted in hotels along the shore. Softball and touch football were played on the wide beaches at low tide. The local citizens were kind and many lasting friendships were made. The inevitable romances flourished, and Cpl. Forrest R. Craig was married to a Saunders Foot (a nearby village) girl. Cpl. Craig became a father while in Germany.

Pfc. Michael E. (Abie) Narabet, the company's popular and versatile baker, made a name for himself among both soldiers and citizens for the delicious pastries prepared at the civilian bakery turned over to him.

Seven day leaves and furloughs made possible visits to London and other places of interest as far away as Scotland. Three day passes were available for those who wanted to take in the sights of South Wales, including the large cities of Cardiff and Swansea.

In January, following a policy set up by higher headquarters, an officer and three enlisted men of the company went to the 15th Scottish Division on special duty and a like number from that command reported to the 28th QM Company. For a two week period in the area of Liege, England, the 28th men trained with our British allies—on their ranges, in their shops, breaking down rations, issuing gasoline, and taking part in their recreational activities. The men became better acquainted with our allies and the exchange of personnel was so successful that during the following month twelve more men were exchanged for a similar period.

The division had turned in all its organic transportation before leaving the states and upon arrival in Tenby the company was issued new equipment. Thirteen of the fifty-one 2-1/2

ton trucks were provided with ring mounts for the .50 calibre machine guns. In addition there were four ground mounts. Several periods of training in the firing of these weapons were provided in special camps located at St. Agnes in Cornwall and at Aberguine, Wales. Company personnel fired at both stationary and moving targets from the ring and ground mounts. These guns later proved valuable protection for convoys and were also used as part of the all-round plan for defense of the bivouac and dump sites against enemy air strafing and interference by hostile patrols.

The division was spread out in South Wales to an extent that created a troublesome Quartermaster supply problem. The Western Base Section depot serving the division, Depot G-40 at Barry, was nearly 90 miles from Pembroke Dock, Wales, at the western extremity of the division area. It was necessary to set up three "railheads." They were located at Pembroke Dock, Carmarthen, and near Bridgend, and through them the company served the units of the division. Those at Carmarthen and Bridgend were operated by separate detachments, comprising an officer, a small group of men, and several trucks. Each detachment handled all classes of QM supplies (except petroleum products which were supplied by the British) and became a complete little Quartermaster unit taking care of its portion of the division. This training was valuable as it developed initiative and the ability to act independently of headquarters when necessary, attributes that became of great value in combat.

Several personnel changes occurred while in Britain. Major Dougherty was transferred because of illness and Capt. Belanger was named Assistant Division Quartermaster. Capt. Armstrong became Division QM Supply Officer and 1st Lt. John C. Sees, who had been company motor officer became Company Commander. Three 2nd Lieutenants joined the organization: Saul Feldman, Standley Y. Felker and Floyd S. Miller. Felker and Miller, however, were transferred to the 2nd QM Company of the 2nd Div., prior to the invasion. Company clerk T/4 Joseph Bos-

lett of Huntington, Pa. was transferred to the G-4 section of Division HQ where he served throughout the campaign. He was succeeded by Cpl. Samuel Manes.

The division left South Wales on 17 April 1944 and moved to the vicinity of Swindon and Tidworth in Southern England. The company together with Division HQ was stationed at Camp Chisledon. The move was accomplished with organic transportation, the truck platoons making the 160 mile trip three times to shuttle troops. The units were not so spread out in this area and the company operated one large truckhead at Camp Chisledon to supply all elements. Here final preparations were completed for movement to the Continent, "showdowns" were held, and everyone and everything were given final inspections for "combat serviceability."

Movement to a Marshalling Area near the port of Southampton was made on 18 July and the company was there for 3 days. While in this area the enlisted strength was reduced from 183 to 176 men and seven men were dropped. On the morning of 21 July the company moved to a pier and boarded the Liberty Ship, USS Hubert K. Ackerman, loading all vehicles and supplies as well as personnel. The next morning at 0600 the trip to the invasion beaches of France began.

### NORMANDY

The Channel crossing was completed the same day, and the ship stood offshore until 26 July when the company debarked near St. Laurent, Normandy, on Omaha Beach and proceeded to the division assembly area near Colombiers, Normandy. The debarkation had been accomplished without mishap, although enemy aircraft had been active over the beaches.

On 30 July the company moved into a bivouac area two miles southeast of St. Lo, and began operations in support of the elements of the division already committed to action in support of the drive that had been preceded by an aerial bombardment which was observed by the officers

and men of the company while anchored off the coast. In this first area (as in subsequent areas) full advantage was taken of all available cover and concealment. The vehicles were dispersed along the hedgerows with camouflage nets used to conceal vehicles or installations that were in exposed areas. All personnel dug individual sleeping trenches. The first night the company spent in this new area there was enemy air activity, punctuated at 0030 the morning of 31 July by flares that revealed several company vehicles entering the area. Enemy planes dropped bombs in the area, wounding one officer and seven enlisted men, and causing the loss of three 2-1/2 ton trucks. Despite these losses of equipment and personnel the move scheduled for several hours later was completed on time and the work of the organization was carried on as usual.

On 3 August the company moved to a new area one mile west of Villebaudon, and again on 5 August to a point one mile east of Margurey. In this area the company suffered its first casualty, when on the morning of 6 August T/5 Charles E. Bowser was found dead in his slit trench. On 9 August there was another move to an area west of St. Sever Calvados, completing five moves in ten days. Here the company was visited for the first time by a Red Cross Clubmobile Unit, which served hot coffee and doughnuts to all the men in the area. Several days later a XIX Corps movie team gave the company its first movie, using a barn as a theater. This form of entertainment was popular with all officers and men, and whenever it was possible for Mail Orderly T/5 Ed Hoerner to obtain the services of one of these teams they were secured.

It had been apparent prior to moving into the combat zone that there would be a need for additional men to serve as guards for the various supply installations. The vehicles were on the road day and night and drivers had little time for maintenance. Eleven men from the Division Band were attached to the company on 10 August to relieve drivers of guard duty.

## THE RACE ACROSS FRANCE

On 14 August the installations at St. Sever Calvados were closed and the company moved 8 miles to Gathemo. Two days later another move was made, to Ger, a distance of eighteen miles. By this time the expansion of the breakthrough at St. Lo late in July was resulting in a route of the German Armies, and on 20 August the company moved from Ger to Franbeisere, 109 miles, the first location on the continent not in the difficult bocage country of Normandy, but in the more open areas of the Seine Valley. More long moves were soon to follow; on 23 August from Franbeisere to Damville, 25 miles; on the twenty-fifth from Damville to Claville, 18 miles; and on the twenty-seventh a night move of 86 miles brought the company to the historic palace grounds at Versailles, a few miles outside of Paris. For three days the unit operated at Versailles. Most of the personnel found time to visit the palace, conducted by English-speaking guides on a tour that included the famous Hall of Mirrors, where the Treaty of Versailles was signed in 1920.

The company left Versailles on 30 August and proceeded to St. Denis, travelling 20 miles through the city of Paris, giving most of the men and officers their first look at the famous city. At St. Denis the installations were set up in what resembled a ball park, and the next morning they were moved to Chataney-en-France where the thirteenth CP in 32 days was established for an average stay in one place of two and a half days.

## UP TO THE SIEGFRIED LINE

On 3 September the company left Chateny-en-France and in the next nine days moved seven times, traveling 256 miles. CP's were set up at Apilly, Lor, Signy L'Abbaye, Etrepigny, Sachy, Habay-la-Viella, and Ulflingen. The bivouac area set up at Ulflingen, or Trois Vierges, on the Luxembourg border, was not closed until October fifth, the longest period the company had remained in one area during continental operations. The race across France was over, and on the German border the enemy prepared for a bit-

ter defensive fight. From this area the supply run for rations and gasoline was a 250 mile round trip, and entailed many problems of maintenance and driver fatigue.

On October fifth the company moved to Camp Elsenborn, a military encampment in Belgium, which had only recently housed a German garrison. Here the company set up headquarters and found existing billets and adequate shelter for supply installations for the first time on the continent. Facilities, such as showers and the theater were utilized to the fullest extent. While this camp is situated within a few miles of the pre-war German-Belgium frontier, it was not until 26 October that the company moved into German territory at the border town of Rotgen, a few miles south of Aachen, which was then undergoing a historic artillery and aerial bombardment. The billets and dumps of the 9th QM Company were taken over as the 9th Infantry Division withdrew from the Hurtgen Forest. After the unqualified greeting that had been extended all along the road from Normandy there was some apprehension on entering Rotgen, but the few remaining civilians passively received the edicts of the military government, and gave the members of the company no trouble.

The problems that arose in this area in connection with supplying front line troops were unusual in the history of the division's activities in the war. The tactical situation was such that the ordinary methods of supply could not be effectively utilized. To expedite the delivery of food, essential clothing and ammunition to the troops, then fighting in the costly Hurtgen Forest, three platoons of weasels were attached to the company. The weasel (swamp buggy) is a tracked vehicle, and was able to operate in the quagmire of the Hurtgen Forest where no wheeled vehicle could go. The operation of these vehicles was under the control of Infantry Lieutenants Emmett Wilson and Raymond Katz.

Several changes in officer personnel had taken place by this time. 2nd Lt. Saul Feldman left the company in October because of illness. Captain Twitty was transferred to the First Army

Quartermaster organization about the same time, and his job as Division Transportation and P&C Officer was taken over later by Capt. (then 1st Lt.) Mike Dudukovich. Lieutenants James R. St. Clair and John F. Dahlberg joined the company from VII Corps on 18 November.

On 18 November the division was relieved of its assignment in the Hurtgen Forest after heavy losses and moved to Wiltz, Luxemburg, 70 miles distant, where the company took over the location of the 8th QM Company of the 8th Infantry Division, setting up the CP and platoon billets in a ball-bearing factory. The Class II and IV location was in an adjoining factory, where the warehousemen enjoyed for the first time the advantages of a concrete floor, adequate storage space and such modern conveniences as push carts. Since the division was being supplied with winter equipment this section was receiving and issuing as much as twenty-three truckloads of equipment in a week. Class I supplies were issued at a point several miles from the CP, near the Bastogne-Ettelbruck highway, where the roadnet was capable of bearing the traffic. Rations were drawn from a railhead 34 miles away, and the II and IV supplies continued to be drawn at Herbesthal, near Eupen, 75 miles distant.

Wiltz was a comfortable location. A civilian theater was utilized by troops, and it became possible for the men to see as many as two movies each week, as well as occasional USO stage shows. Some of these movies were old American releases with subtitles in French, others were products of the French cinema industry. Thanksgiving was celebrated with turkey and all the trimmings, and plans for a Christmas Party were well under way by 16 December when the the enemy offensive across the Our River was begun. No one realized it then, but the 28th Infantry Division was directly in the path of the last and greatest of the German Offensives of the war.

## "BREAKTHRU"

Operations continued uninterrupted for the first day, but on the 17th of December Lt. Sanders left the area and

took up a defensive position outside of town with the 48-man defense platoon. This organization was under the direction of the Commanding Officer of Special Troops, who had set up the system for the protection of the Wiltz area if the tactical situation made it necessary. It was necessary now. The defense platoons came from Rear Echelon and Forward Echelon of Division Headquarters, and Quartermaster and Signal Companies. At 0945 on the seventeenth Lt. Sanders was ordered to assume a position 3-½ miles from Wiltz. There were three rocket launchers and one .50 calibre machine gun, plus the men's carbines and rifles. A new position was taken up the first night which proved to be easier to hold.

The move from Wiltz, the first made by the company under pressure from the enemy, was to Givroulle, Belgium, a small village about eight miles from Bastogne off the road to Marche. The first vehicles reached this location at dark, and quarters were found in the school building. Despite the short notice, all but a few items of equipment had been loaded on the trucks, and these were picked up the next morning while the defense of Wiltz still held. Shortly after the company was assembled in Givroulle (around midnight) an order came for twenty trucks, and to make them available for dispatch twenty loads of supplies were dumped in the town.

The twenty trucks proceeded to Bastogne and received orders from the Division G-4 to return to Wiltz to evacuate personnel. On arrival in Wiltz these trucks were deployed in the woods in the vicinity of the ration breakdown area. The company was now separated into three main groups; the defense platoon under Lt. Sanders in front of Wiltz directly helping to stem the enemy advance, the twenty trucks under Lt. Dahlberg at Wiltz for tactical reasons (i. e. to make an evacuation possible) and the remainder of the company at Givroulle with Capt. Sees. During the time that the Wiltz area was being surrounded advance elements of the German thrusts had reached the vicinity of Givroulle, and by the middle of the afternoon of the 19th of De-

ember the position could no longer be held, and the company made a move without sufficient transportation to carry all the supplies to Libramont, southwest of Bastogne. By evening of the same day the German attempt to encircle Wiltz was almost complete, and the platoon under Lt. Sanders attempted to reach the crossroads outside of town where the trucks were waiting to move them back. This area was reached about a half hour after the position had been taken by the enemy, and the trucks had retreated to Bastogne. There was a small skirmish, during which the platoon was split up, and Lt. Sanders began a night march through German-held territory with only a part of the original platoon. Meanwhile, the trucks, having been run out of the area at the crossroads, attempted to get back to the old company area at Givroulle, not knowing that the town had been taken by the Germans that afternoon. At a point about a mile from Givroulle the convoy ran into a German road block consisting of armored vehicles, which opened fire with machine guns and an anti-aircraft gun on all of the trucks but four, which were protected by the terrain. The two machine guns mounted on the trucks went into action at once, and with two belts of ammunition the gun manned by Cpl. Edward M. Ruhl succeeded in blowing up one of the enemy vehicles, probably by a hit on the mines carried on the side of the enemy half-track. This did not take place however, before several of the trucks were burning, and with the area lit up it was impossible to stay with the vehicles. The personnel returned to Bastogne in several groups, some walking, the rest riding on the four trucks that had not been caught in the enemy fire. Bastogne was almost surrounded that night, and the men stood guard on the road approaches to the town. The morning of the twentieth the four remaining trucks with all available personnel left Bastogne for Neufchateau and rejoined the company at Libramont. The defense platoon, after its all night march, also succeeded in reaching the American lines on the morning of the twentieth at Sibret, between Bastogne and

Neufchateau, and that afternoon the company was reassembled in Libramont, with twenty-four enlisted men missing in action. Lt. Miles had been sent to Division Headquarters at Sibret as Liaison Officer, and was placed in charge of a 105 mm artillery piece on the line, and did not return to the company until 24 December.

As soon as the fate of the trucks was made known, Lt. St. Clair returned to the area, which had been cleared of the enemy by units of the 101st Airborne Division, and brought back two of the trucks that had been abandoned the night before. Any further salvaging attempts were made impossible that night, when the German advance retook the area.

On the 21st of December the company moved from Libramont to St. Cecile, a distance of 39 miles, where security was at once established under the direction of Lt. Miles Cullen of the 109th Infantry Regiment. (Later killed in action at Colmar, France, and posthumously awarded the Silver Star.) Lt. Cullen had been in charge of the security guard since 11 December, and directed the defense of the company areas in Wiltz, Givroulle, and Libramont.

## REORGANIZATION

The job of re-equipping the Division began at once. Vital supplies were drawn from Communication Zone depots at Reims and from Third Army Railheads at Longwy, Arlon and Metz. Immediate supply of troops still on the line was insured by the establishment of an advance supply point at Neufchateau. This town was the target of intense German air attacks, but the personnel of the QM supply point suffered no casualties.

The plans that had been made in Wiltz for some kind of celebration of Christmas were not completely done away with. Despite the fact that many of the men and officers had lost all of their personal belongings in the previous days' activities, the morale of the organization was high, and by arranging for the use of the dining room of a hotel it was possible to have songs and a certain amount of holiday cheer. The kitchen prepared turkey in a man-

ner to satisfy even the most delicate stomach, and the general opinion was that despite the break-through, everyone had a "good Christmas."

The first move of the new year came on 3 January, and was to Signy L'Abbay, in France again, for the first time since September. In this area the task of re-equipping the Division was continued without letup. Since the area at Givroulle had been reached by American troops reducing the breakthrough area, a detail was sent there to see if any of the supplies that had been left behind were still there and in condition to be salvaged. This detail reported that none of the supplies was there. Through arrangements made by the Commanding General, an issue of wine was made to all units of the Division, and the Quartermaster Company held a party at Signy L'Abbay to which the Mayor and officials of the town invited enough girls to make the few hours of dancing a big success.

Combat losses of non-commissioned officers resulted in the promotion to Staff Sgt. of Eugene L. Hall and Earl H. (Hooker) Kyle.

The big job of re-equipping and reorganizing the division continued as regiments and battalions that had been separated from the division during the German attack reassembled and thousands of reinforcements were received. The division became a part of the newly formed 15th Army and for the first time in over five months was not in contact with the enemy.

This reserve status lasted little over two weeks. Even before all reinforcements had arrived and before all lost equipment had been replaced the division was called on to help the First French Army wipe out the German held "Colmar Pocket" in Alsace.

## THE "COLMAR" CAMPAIGN

On 17 January 1945 the company began its longest tactical move since operations on the continent began, to the village of Ban-de-Laveline, in the Vosges Mountains, eleven kilometers from St. Die. Leaving Signy L'Abbay at 0930, the 232 miles to the new area was covered in 16 hours, in weather that was turning very cold. Ban-de-

Laveline, a very small town, did not have sufficient space to offer ready billets to the company, and it was not for several days that enough room was found to adequately house all installations. The location of the town was such that ration and gasoline convoys did not have to pass over the very steep mountain roads, but it was impossible for the trucks bringing in special winter equipment to avoid the mountain ridge between the area and the supply points at Epinal and Dijon.

It was in this area that the first heavy snowfall of the winter season complicated, but by no means impeded quartermaster operations. Special equipment such as reversable parkas and snow shoes were received and issued to the regiments as well as about 8,000 yards of white cloth for camouflage purposes. Supply lines were long and over poor roads. Procedures were unusual. The division was now operating in the zone of the 6th Army Group that had invaded Southern France; it was attached to the French Army for operations, to the U. S. Seventh Army for normal resupply, while the 15th Army continued to be responsible for completing the re-equipping occasioned by the heavy combat losses in December. Trucks had to be sent to many distant depots.

Since the breakthrough in 17 December the company had been short of vehicles, and the continued heavy demands on the trucks made it difficult to carry out necessary maintenance. Seventh Army attached a QM Truck Company to the Division and it operated under the 28th QM Company, helping to relieve the transportation problem until vehicle replacements were received. Personnel were also received in this area, to bring the company up to a strength of 176 EM.

On 7 February 1945 the company moved 35 miles to Kayserberg, on the Colmar plain. On the thirteenth of the month the first man from the company left for the United States on furlough, and since many of the replacements who had just joined the company had been overseas for more than 30 months, this coveted selection went to Pvt. Willis Casey.

With the elimination of enemy op-

position in the Colmar area, the division was withdrawn from action for a short period and on 14 February the company moved to Royoumeix, near Toul. On 17 February, the company was visited by the Division Commander, Major General Norman D. Cota, who, in appropriate ceremony, delivered to Captain Sees the Meritorious Service Plaque, which cited the company for its excellent record during operations.

The next move, on the 19th of February, was to Presseux, south of Liege, in Belgium. Facilities for the billeting of the company were few, and men had to live in small groups in the houses of the village. The trip had been a long one, 192 miles, which meant that in the past 33 days the company had moved 544 miles, although only four different CPs had been established.

#### THE FINAL PUSH

On 22 February the company returned to Camp Elsenborn. The move was made at night, and the 78 miles included some of the roughest roads that had been encountered so far in any operations. A period of wet weather, abetted by the melting snow caused many of the roads to break up so completely that it was necessary to surface with logs, producing a cordoroy over which the trucks had to proceed very slowly. Camp Elsenborn had changed considerably since the company had last been there. The old billets were no longer useable, and many of the facilities such as water and lights were beyond repair. While the German advance had not brought them into the camp, it had come under heavy shell fire. However, a building was found that would accommodate the entire company, and after considerable cleaning and improvisation it proved very satisfactory.

The division was back in V Corps of First Army and the final offensives of the war were getting under way. As the advance toward the Rhine began, the company moved on the 9th of March to Keldenich and found itself in Germany again for the first time since leaving Rotgen back in November. This town proved to be inadequate for the company, so the next day a

move was made to Scheven, a neighboring village, where satisfactory billets were readily obtained.

Since the division had been in combat, shower facilities were made available from time to time through the various Corps Quartermasters. While on an active mission the combat units carried only one suit of wool clothing, and it was axiomatic that showers and clothing exchange could not come often enough to keep them as clean as desirable. On 14 March a mobile shower unit was drawn from a First Army Supply Point to be operated by the Division Quartermaster. This unit was mounted on a one ton trailer, and consisted of a one-cylinder motor which pumped the water into a heating unit, and then into the eight shower heads. All of the equipment could easily be carried on the trailer. To set this unit in operation, personnel from the company were used, but after it was operating smoothly 11 men were placed on duty with the company from the infantry regiments. A clothing exchange was operated in conjunction with the shower, and Corps laundry facilities were utilized to exchange dirty clothing for clean woolen drawers, undershirts, trousers, shirts and socks. The clothing was sized and placed in a tent from which it was issued to the men. The shower unit was housed in a pyramidal tent to which a squad tent was attached as a dressing room. Another pyramidal tent was utilized for quarters of the personnel operating the unit. The necessary benches and duckboards were built by B and C Companies of the 103rd Engineer Battalion. The unit was originally designed to shower a maximum of 500 men per day, but through careful planning of shower schedules, the average number bathed was between 600 and 700 during the time that the unit was in operation; the largest number showered in a single day being 894. On 26 April this unit was turned over to the 78th Infantry Division.

On 17 March 1945 a 50 mile trip along roads that were lined with destroyed German equipment brought the company to Thur, where all platoons were comfortably billeted in an area just vacated by units of the 11th

Armored Division. This move brought the division to the Rhine River, but it was not until 30 March that the CP was moved to Dorchem, on the eastern side of the river. This move was 73 miles, and the crossing was made over the longest pontoon bridge (tactical) in the world. It was also on this move that our trucks ran in convoy over the much vaunted Reichsautobahns for the first time, as complete a contrast to the roads of only a month before as could be imagined.

The next move, on 10 April, brought the company to the west of the Rhine once more, to the village of Kircherten on the Cologne plain. While the division was in this situation the 112th Combat Team was placed under the command of the First United States Army, the rest of the division being attached to the Fifteenth Army. The quartermaster activities of the 112th Combat Team were carried on by Lt. Edgar J. Mills until it returned to the division the last of the month. By this time the Division was no longer in contact with the enemy and had settled down to an occupation role.

The shortage of tires had long made it the practice of drivers to strip German vehicles abandoned along the road of usable rubber, much of which had previously been taken from American vehicles. While in this area S/Sgt. Russell J. Brumbaugh suffered a broken leg while removing a tire from a German truck, and was evacuated. This meant that all of the truck platoon sergeants that came on the continent with the company had been replaced. Two were lost in the German counter-offensive in December, although S/Sgt. Robert P. Weaverling escaped from his prison camp at the approach of American Troops, and was visited by members of the company in Paris late in April.

#### OCCUPATION DUTIES

A long move began on 21 April to Kaiserslautern, Germany, the company moving in three serials on three consecutive days. The new area occupied was a German Remount Depot on the outskirts of the town. Although it had been under fire, most of the buildings were usable, and the company was

comfortably settled in one large building. In the same area the 728th Ordnance Company found adequate billets, as well as the 139th Ordnance Co. (MM) and a Provisional Truck Company made up of vehicles from different units within the division. The purpose of this truck company was to bring vehicles to a location where first, second, and third echelon maintenance was readily available, and to centralize vehicles of the division so that they could be readily dispatched by the Division Transportation Officer. Lt. St. Clair was placed on detached service with, and in command of, this provisional company, and the 28th QM company was made responsible for its administration. The number of vehicles in this company was about 100, 90% of which were available for dispatch at any given time.

While at Kaiserslautern three men were sent on furlough to the French Riviera. There had previously been two furloughs to the United States and four to the United Kingdom. More regular quotas were filled for three day passes to Paris or Brussels. The facilities for recreation were also greatly improved in the company area. Volleyball and softball teams were organized with considerable rivalry and interest being developed. A day-room was equipped with a piano and pingpong table, and the company was more comfortable than at any previous time on the continent.

Around the first of May the division received an allotment of wine and champagne from Supreme Headquarters, and the breakdown in the Quartermaster Company came to a half of a bottle per man. This ration had been made available to the divisions that had crossed the Rhine River in the initial phases of the assault on the eastern bank, and the toast that was given by General Eisenhower promised the complete victory that was soon to come.

The official announcement of Victory in Europe on 8 May 1945 came in an anti-climatic manner to the personnel of the company. Since the division did not have an active combat mission at the time of the announcement, the fighting for us had been over several weeks.

#### FROM V-E DAY TO V-J DAY

The end of the war in Europe found the Quartermaster Company hard at work with the rest of the division in taking care of the thousands of displaced persons of all nationalities that had been liberated and were found in the division area. The problems were many and varied. For the truck platoons it meant moving thousands of DP's to and from camps, and the rations necessary to sustain them. Ration breakdown men computed the figures on unfamiliar menus of sardines, crackers and hash, with canned milk for babies only. From the "DP" camps came talent, organized in the form of orchestras, choirs, and exhibition dancers, which was made available to the company several times during this period. Carpenters and electricians from the Italian Camp built a stage complete with lighting effects in the building designated as recreation hall so that they could put on their show to better advantage.

The allocation of leaves to the company increased, and on 15 May 1945, T/5 Felix C. Bittner and 1st Lt. Richard Newcomb left the organization for a thirty day furlough in the United States. Eleven days earlier the Division Supply Officer, Captain John D. Armstrong, Jr. had gone to England on a seven day leave, and while there was hospitalized with an eye disease. He was transferred to a hospital on 24 May, and 1st Lt. Edgar J. Miles took up his new duties as Division Supply Officer. During May and June three men from the company went to the French Riviera on leaves of seven days each, (M-Sgt. Cullinan, First Sgt. Robert M. Eckert, and T-Sgt. William A. Rohrback) and the number of passes to Paris for three days were slightly increased.

On Memorial Day 1945 a service was held at the reveille formation presided over by Lt. Col. William P. Simmons Jr., at which time remembrance was made of members of the company lost in action.

In June of 1945 the social life of the company was helped along by two main events. The first of these took place on the night of the fifth, when the officers in the area, under the

joint direction of Lt. Col. Simmons and Lt. Col. Bennett Aycock, Division Ordnance Officer, acted as hosts to a party for General Cota and members of the division staff. On the ninth, 1st Lt. Homer Sanders was married to 1st Lt. Kay Fewchik of the 217th General Hospital in Paris.

The first direct commission to be given in the company came on 8 June, when Sgt. William Valent was promoted to 2nd Lt. This filled one of the two officer vacancies that then existed in the company.

The end of the fighting caused an increase in the amount of time spent in organized athletics and the Army Information-Education Program. The company athletic officer, Lt. St. Clair attended a school in Paris at the Cite Universitaire for instruction in carrying out the athletic program, and Lt. Dahlberg received similar instruction in connection with the Information and Education Program.

Everyone was "sweating out" re-deployment, figuring "points" that would determine eligibility for discharge. It was learned that the Division had been picked as one of those to be sent to the Pacific Theater of Operations. Plans were made to completely reorganize the company for future operations.

The first full scale movement of men under the point system came on 30 June, when 70 men were transferred to the 106th Infantry Division, and 14 men to the 14th Reinforcement Depot (from where they were flown to the United States). On the next day an equal number of low point men were received from the 106th Division.

The move from Kaiserslautern to the Assembly Area near Reims was made by motor convoy on 6 July. The camp at which the division as-

sembled was named Pittsburg, and will long be remembered for the prodigious amounts of dust that covered everybody and everything. On 8 July Lt. Sanders was transferred under the point system to the 106th Division, and replaced by 2nd Lt. Bert L. Scoggin, of Pomeroy, Washington. In this area equipment to accompany the organization was crated for shipment, other equipment was turned over to the Assembly Command, and personnel records were checked. Major Belanger left with the advance detail which preceded the Division to the States on 14 July and Lt. Col. Simmons with Sgt. Alfred J. Carson and Cpl. James M. Whalen left on 18 July with the group scheduled to attend a Transport Quartermaster School in the United States.

The remainder of the company completed the rail movement from Camp Pittsburg to Camp Old Gold near the Port of Le Havre on 21 July. Here the final preparation for the voyage was made, and on the morning of the twenty-eighth the company boarded the USS "Excelsior," a Naval transport. At ten o'clock in the morning just one week later land was in sight, and the troops started to debark in Boston just after noon. The company landed one year, nine months and twenty-seven days after it had sailed from the same port.

Victory over Japan came during the thirty days of temporary duty at home for rest and recuperation. This resulted in a lowering of discharge points. On this basis many of the men did not rejoin the Division at Camp Shelby, Mississippi. The war was over, but the friendships formed in the 28th, and the memories of the men in the company, what they had done and where they had been—these things would go on forever.



## PART II

### Operations Against The Enemy

26 July 1944 - 8 May 1945

#### POLICY

The Division Quartermaster was held responsible for furnishing all Quartermaster supplies and services to all components of the division, including attached units. Since all Quartermaster activities (with a few minor exceptions) come under the supervision of the 4 section of the General Staff, the Division Quartermaster and his entire organization were placed directly under the Division G-4 for control. Headquarters, Special Troops concerned itself only with administrative matters and occasionally with local security when the Quartermaster Company was billeted in an area with other special troop units. This division of the chain of command over the Quartermaster Company worked very well because of close coordination between the G-4, Headquarters Commandant, and the Division Quartermaster. In practice, administrative matters were handled direct between Headquarters Special Troops and Headquarters, 28th QM Company, and operations direct between G-4 and the office of the Division QM.

The division G-4 during the entire period was Lt. Col. Harry S. Manry who had been the Assistant Division Quartermaster prior to his transfer in March 1943 to the G-4 Section of the General Staff. While in England, he had succeeded as G-4, Lt. Col. John C. Davis of Huntingdon, Pa., also a QM officer who had been with the division for many years.

HQ Commandant and Special Troops Commander was Lt. Col. Thomas L. Hoban of Scranton, Pa., until the German Ardennes Offensive in December 1944 when he was taken prisoner while directing the defense of Wiltz, Luxembourg, in command of a provisional battalion composed of Div. HQ and Special Troops personnel. He was succeeded by Lt. Col. Augustine D. Du-

gan. In February 1945 Lt. Col. William Fellman III of Philadelphia (then a Major and Division Provost Marshall) became Special Troops Commanding Officer.

G-4 prescribed the policies to be followed in furnishing Quartermaster supplies and services; he selected the general location of all Division QM installations and directed the movements of such installations. These policies were, of course, the subject of recommendations by the Division QM. The Division QM was responsible for carrying out all policies and procedures laid down by the Division or higher Headquarters pertaining to QM matters and was permitted wide discretion as to the method of carrying them out. Thus the distinction between General Staff functions and Special Staff operations was strictly maintained. This is mentioned because it resulted in the smooth relationship between the G-4 and the Quartermaster which is essential to efficient QM operations. The 28th Division did not have the G-4 doing the QM's work, for example, making up laundry schedules, allocating ordinary supplies, or handling graves registration. There were exceptions to this rule, of course, when the supplying of an item was very closely connected with tactical operations. An example of this occurred during the rapid advance across France and Belgium, in August and September 1944, when gasoline was rationed. G-4 made all allocations and prescribed exactly how many gallons each unit of the Division was to be issued, based upon the current mission of the unit and the amount allotted by Corps to the Division.

#### THE DIVISION MAINTENANCE AREA

The QM Company and its dumps were a part of what was called the "Division Maintenance Area." This

area was generally located a few miles in the rear of Division Headquarters forward and on a road net convenient to the service companies and batteries of the combat units. The QM and Ordnance Companies were the major units in the Maintenance Area. Attached to one or the other of these companies was the Division Engineer Supply Officer and his section, the Division Signal Supply Officer and his section, the Division Chemical Warfare Supply Section and the Division Red Cross Field Director. This maintenance area was under the direct control of G-4. It often contained other service units such as the Ordnance Medium Maintenance Company supporting the Division, Attached Truck Companies, and the Army Graves Registration Collecting Point serving the Division. Coordination of the agencies within the area for such purposes as division of available bivouac sites or billets, traffic control, and security, was controlled jointly by the Division Ordnance Officer and the Division Quartermaster.

During most of the campaign the security problem was solved by the attachment to the Maintenance area of an infantry rifle platoon from the regiment in division reserve. This platoon manned the necessary guard posts and rode as armed guards on convoys that had to be protected in enemy territory, thereby relieving the service personnel for their primary duties. The platoons were switched from time to time as their units went back into line. This small group of doughboys was of great value in providing the necessary security for a highly vulnerable target. During the German Ardennes Offensive a platoon from "K" Company, 109th Infantry, actually maintained contact with enemy patrols and furnished information during the confusion of that battle that enabled the QM company and the other service units to complete several successive withdrawals in good order.

This Maintenance Area set-up has been explained in detail because its operation was a distinctive feature of the Division's method of supplying its units. The location of the QM dumps and installations was governed by the location of this Maintenance Area. The great convenience to the Combat troops

of having all the supply agencies together often overruled convenience to the QM. It is thought that consideration should be given to making a permanent T/O organization of the infantry division supply agencies, separate from the present Special Troops organization. During combat the Special Troops Commander was entirely too occupied with running Division Headquarters to find any time for looking after the QM or Ordnance Companies.

#### ORGANIZATION OF THE OFFICE OF THE DIVISION QUARTERMASTER

The Division QM maintained his office with the QM Company rather than with Division HQ. This necessitated close personal Liaison with G-4 at all times and was achieved most effectively by the QM or one of his staff officers making one or two trips daily to Division Headquarters.

The office was organized as provided in the Tables of Organization in three sections:

Administration—under the Major, Assistant Division QM.

Supply—under the Captain, Division QM Supply Officer.

Transportation, Purchasing and Contracting—under the Captain, Division Transportation and P&C Officer.

The location of the Transportation and P&C Section became a problem in the early days of combat. It was soon determined, however, that it must be at Div. Hq. directly under G-4. This was necessary because during combat, transportation was always a very difficult problem (it seemed that there were never enough trucks for G-3 who always wanted to move everybody at one time!) and most of the vehicles for troop movements as well as for movement of large quantities of supplies had to come from the organic transportation of the regiments and battalions. G-4 had to control such movements so the Transportation Section was placed at Division Headquarters and the Division QM had no direct responsibility for transportation.

Likewise, purchasing and contracting was controlled directly under G-4

since the T/O called for both to be handled by this section. P&C, however, was no problem during combat since there was neither the time nor the necessity for extensive procurement of this character. Division policy provided for a P&C Officer in each regiment, in Division Artillery Headquarters and in Headquarters Special Troops and these officers did the bulk of emergency local procurement and requisitioning of supplies necessary during active operations.

The Division Purchasing and Contracting and Transportation Officer was Captain William M. Twitty until September 1944 when he was succeeded by Captain (then 1st Lt.) Mike Dudukovich. During the entire period the Division Transportation Sergeant was T/Sgt. William G. Simpson, and the P&C Sergeant was Sgt. Earl E. Eberly.

The balance of the office of the Division QM, consisting of the supply and administrative sections, operated directly under the Division QM and was located with the QM Company.

The supply section handled all classes of supplies including salvage and repair of QM equipment. Captain John D. Armstrong was QM supply officer. Chief Clerk in the Supply Office was T/Sgt. William A. Rohrbach. This office was divided into sections with men responsible for Class I, Class III, Class II & IV, Salvage and Repair. The Commander of the Service Platoon, Lt. Richard M. Newcomb, was designated Division Class I Officer and made directly responsible for procurement and distribution of rations. This arrangement worked well because a large part of the Service Platoon was always engaged in handling rations and it relieved the busy supply officer of the details in that connection.

The Assistant Division QM and his small administrative section were the catch-all crew that had to coordinate and supervise the handling of all other QM activities within the division. These included burials and graves registration, laundry, sterilization and bath, officers sales stores, and the handling of personal effects. In addition this section maintained the records and files of the office, prepared necessary

reports and kept an accurate situation map. Major Edmond A. Belanger supervised the work of this section in addition to his other duties as Assistant Division QM. The fellows who did the work were M/Sgt. Frederick C. Cullinan, T/4 Norman G. Witwer and T/5 Warren R. Rizzotto. Also pressed into service at times was the driver of the Colonel's command car, T/5 Bruce W. Eyer.

The division of responsibilities in the manner described above freed the Division QM for the essential job of maintaining constant liaison with Division HQ, with the units of the Division, with the Corps and Army Quartermasters and with the Corps and Army QM installations that served the Division. This kept him during active operations almost constantly "on the road." Lt. Col. Simmons put over 16,000 miles on his command car during the 9-½ months covered by this operations report. This matter of liaison was found to be vital and most of it had to be by personal contact because of the difficulties of communication in moving situations and because of the secret and detailed nature of the information required. In this the Division QM called on every officer of his organization from time to time and it was not unusual for as many as 3 or 4 of the 6 company officers, in addition to the Staff Officers, to be gone in as many different directions after supplies or information.

#### CLASS I SUPPLIES

Truckhead distribution was the rule. Unit distribution was made only in exceptional instances when the transportation of a unit was so tied up that it could not send for its rations. A ration return was submitted by each unit direct to the supply office either one or two days prior to issue. (The cycle depended upon which army you were in.) When a unit could not get its return in on time the Class I section estimated requirements from past experience. Rations were drawn in bulk and carried to the Division dump where they were stacked in commodity piles for issue. Distribution was always made during daylight hours. Protection from possible enemy air action was achieved mainly

by dispersion and by use of cover when available.

About half the service platoon, 20 to 25 men, were permanently on the ration detail, S/Sgt. Matthew E. Helon was always in charge of this detail and his right hand men were Cpl. Wayne L. Kiesling, Cpl. Frank Semich, Cpl. Edward J. Sheats and T/5 Martin T. Lacher. The breakdown and issue sheets were all made in the Division QM Supply Office by the Class I section consisting of Sgt. Francis P. Kellher and Pfc. John T. Petrus.

Each unit of the Division carried a reserve of 2 days packaged rations, the type being left to the discretion of unit commanders. In addition it was necessary for the QM to carry around 6,000 as a division reserve, consisting generally of 3,000 K's and 3,000 10-in-1's. This division reserve was used primarily to insure that the infantry regiments could feed at any time the type of ration desired, the 3,000 figure being approximately one day's rations for a regiment. While in reserve a regiment would feed a "B" ration and when committed would switch immediately to "K's", sometimes having to issue all of its 2-day reserve to the men if the action promised to be one difficult to supply. Since it generally took two days to change the type of rations drawn on the regular return, this small Division QM reserve enabled the regiments to switch the type of rations fed their men immediately upon a change in their tactical mission. The reserve of 3,000 10-in-1's was used likewise to insure that a regiment could feed immediately a hot meal when it came out of the line without having to wait for the change to come in the normal cycle. Feeding the regiments was the only difficult rationing problem. The Artillery and other motorized elements were not subject to such extreme changes in tactical assignment as to create a rationing problem that could not be handled by careful manipulation of the unit's own 2-day reserve.

The gratuitous issues of "PX" items with the rations, especially cigarettes and toilet articles, proved a highly satisfactory method of distributing this important class of supplies.

#### CLASS II & IV SUPPLIES

All requisitions from the units of the division were drawn directly on the Division QM, consolidated by the Class II & IV section of the Supply Office and drawn in bulk from Army Depots. Units were not permitted to draw direct from an Army Depot without the approval of the Division QM and this was permitted only in unusual cases such as when a combat team was detached and sent on a special mission.

Break-down and issue were made at the Division QM "warehouse" which often consisted of a cleared spot in the woods or boxes piled in the snow or mud and covered with canvas. The men of the Service Platoon who operated this dump did a remarkable job of breaking down and issuing the multitude of QM items under very difficult conditions. This group was headed by Sgt. Kenneth M. Box, and second in command was his cousin, Cpl. Ralph A. Box.

All the "paper work" was done in the office. Sgt. Leo C. Banner headed the section that handled the Class II & IV supplies. His chief assistants T/4 Raymond F. Bunch and T/5 Charles J. Brem, and the driver of the supply officer's jeep, T/5 Sprague C. Talhelm, Jr. These men always did a good job of gazing into the crystal ball and helping the Division QM Supply Officer decide what the troops were going to need next week so that it could be ordered before the requisitions came in. Formal requisitioning procedure was often abandoned during periods of combat when expediency governed. The combat elements were given whatever QM supplies they needed to complete their tactical missions regardless of normal allowances.

"Warehouse" stocks of essential QM items were carried at all times, the quantities and items varying greatly with the tactical situation and the distance to Army Depots. The carrying of such a stock was found to be essential to the efficient supply of the Division. Principal items carried were field range parts and an assortment of almost every item of clothing and equipment that experienced a rapid turn-over in the type of combat in which the Division was engaged. These

included intrenching tools and during the winter, blankets, sleeping bags, gloves, heavy socks, etc. In addition, a large quantity (1,000 to 2,000 suits) of OD shirts and trousers were carried, primarily for the infantry regiments. The doughboys could not carry an extra uniform. They fought with the clothes on their backs and when pulled out of the line were furnished with a clean serviceable uniform whenever possible. This proved to be the most difficult clothing problem experienced—keeping the foot soldier in a decent uniform under combat conditions that did not permit him to carry an extra uniform. The problem was solved most successfully when a regiment had a mobile shower unit at its disposal and the stock of clothing carried by the QM could be distributed at that point on an exchange basis.

The Class II & IV men of the office and of the warehouse also handled the salvage and repair of QM items. A salvage dump was operated to which the units evacuated their QM salvage and from there it was evacuated to the Army Salvage Collecting point on the trucks going for rations each day. Office machines, lanterns, field ranges and other QM items requiring repair were taken to the Army Salvage Repair Companies. Good service was not always received because these companies were not set-up to handle a large volume of this type of work. Serious consideration was given to a plan to set up such repair facilities within the division and was abandoned only because of the difficulty of securing the necessary spare parts.

### CLASS III SUPPLIES

Army Class III Supply points could seldom be placed far enough forward to serve directly the forward elements of the division. The Division QM habitually established a dump within the Maintenance Area. When this area was too far to the rear a forward dump was set up and manned by a portion of the gas section in the Service Platoon.

The gas dump was generally along a side road, well dispersed. Woods and fields could be used only in the best weather since the heavy load of gasoline carrying vehicles caused the

trucks to bog down after a few hours of operation on anything but a surfaced roadway.

The can exchange system of supplying gasoline worked very smoothly. The only problem arose when the Army supply point was unable to furnish the quantities required. The allowance of 800 five gallon cans for the division dump was wholly inadequate. The division and its normal attachments used from 10,000 to 25,000 gallons daily. The simple rule was that the Division QM dump used as many cans as the situation required in order to supply the units with all the gas they needed. The Division Class III dump generally did not attempt to supply extra heavy users such as an attached tank battalion or self-propelled artillery unit. They went back to the Army dump and drew directly.

The gas dump was operated by a section of the service platoon under Sgt. Frank P. Rounsaville until December 1944 when he became missing in action. He was succeeded by Sgt. Christian P. Becker. Eight to ten men were permanently assigned to this section, but the number was increased as required and varied with the demands on the dump.

### BURIAL & GRAVES REGISTRATION

The Assistant Division QM was Division Graves Registration Officer and supervised all GR activities within the Division. The dead were always evacuated to Corps or Army cemeteries. The prohibition against isolated burials on the battlefield was strictly adhered to. A Corps or Army GR collecting unit was attached to the Division or placed in close support and it was to collecting points operated by this unit that the elements of the division evacuated all bodies.

Each regiment, separate battalion and separate company within the division had a graves registration officer and sufficient enlisted personnel to handle the job. Within the regiments and separate battalions each company or battery had a burial officer who worked under the supervision of the unit GRO. The duties of the unit GRO

were to establish a collecting point within the zone of action of his unit and to evacuate bodies from this point to the Division or Corps collecting point.

The only record found necessary under this system was a register kept by each collecting point of all the dead evacuated. Burial and personal effects forms were accomplished at the cemetery by Army or Corps personnel.

### PERSONAL EFFECTS

The Assistant Division QM also supervised the handling of this important matter. His right hand man was Pfc. Edward E. Drummond. Effects found on the bodies of those killed in action were removed at the cemetery and handled by the graves registration personnel at that point.

All other personal effects, including those of men wounded and evacuated, were collected by each organization and turned in to the Division QM. They were then taken to the Army effects collecting point. A careful record was kept of all whose effects were thus processed so that inquiries could be answered and a man's belonging traced if necessary.

### LAUNDRY & SHOWER SERVICE

Keeping clothes and bodies clean was always a big problem for QM. The men can do their own washing and bathing during warm weather if they have the time. But this is practically impossible when it is cold and there is nothing that raises a man's morale more when he is tired and dirty than a good hot shower and clean clothes.

The only facilities available during most of the period were the Army QM mobile laundry and shower units. The services performed by these units were very satisfactory and the ideal situation occurred when a laundry section and a shower platoon were attached to the division. But this was seldom possible as the limited number of these units necessitated their being kept under Corps or Army control. This often resulted in their being located too far to the rear to be of convenience to the infantry regiments, the units needing them most.

Improvised facilities were extensively used. The regiments set up GI "laundries" using immersion heaters. For a brief period the Division QM operated its own shower unit, utilizing a very efficient Engineer water pump and hot water heater designed for the purpose. Up to 750 men per day could be showered. The permanent assignment of one or more of these units to each division is highly recommended.

Civilian laundry and bath facilities were utilized whenever available and their exploitation proved valuable whenever the situation permitted it. All facilities available to the Division were coordinated through the administration section of the office of the Division Quartermaster.

It was found that the best solution to this problem required a clothing exchange at the shower point. So a stock up to 2,000 suits of woolen shirts and trousers and underwear, all Class B, was carried for this purpose. A man entering the shower was given a clean set of clothing; all the dirty clothing was collected and laundered in bulk and put back into stock for re-issue, after unserviceable items were removed. This stock was maintained from salvage and by taking extra suits from re-inforcements before they went into the line. This system has many advantages and was used whenever possible. It enables the largest number of men to be both showered and furnished with clean clothing in the minimum of time and it results in maximum use being made of the laundry and shower units.

### COMPANY OPERATIONS

The company was organized strictly in accordance with the Tables of Organization. Each man knew his primary assignment and concentrated on mastering its requirements. At the same time a spirit of teamwork was developed so that "pinch-hitting" was common. Service platoon men acted as assistant drivers on long hauls and drivers often helped the service platoon in handling and issuing supplies.

The company, during active operations, was never all together or in

one place. The trucks were always scattered on many details; men of the service platoon and the Division QM's office went to various depots and truckheads after supplies. During rapid advances, dumps were often echeloned and forward supply points opened before the old ones were closed. When the division made a long tactical move the company had to move itself and at the same time supply the division at both ends of the move. Transportation was at a premium for the company was always called on for trucks to move Division HQ and other units that were not completely mobile.

The problems thus presented are too varied and numerous to mention. It will suffice to say that company commander, Captain Sees, First Sgt. Eckert and dispatcher, Cpl. Le Roy Wagner all lost more of their already thinning hair juggling truck details to meet the demands on them! **No vehicles were immobilized for administrative purposes.** Even the kitchen truck and the Division QM office truck were used to haul supplies or personnel when necessary.

The efficient and timely dispatch of vehicles was a constant problem. The garrison method of having the dispatcher do all the work broke down during the first few days of combat. The responsibility, thereafter, was placed on the non-coms in the truck platoons, from the platoon sergeants through the section leaders and down to the corporals in command of the squads. Each platoon had a "CP" and orders for the dispatch of vehicles, after being approved by the first sergeant or the company commander, were delivered by the dispatcher to a platoon leader to carry out. The dispatcher kept an up to the minute roster reflecting the status of all vehicles at all times, the truck platoon non-coms being responsible for keeping the information accurate with reference to their vehicles.

An invaluable piece of equipment was the company switchboard. Not authorized by the tables of equipment, it was furnished through the good graces of the Division Signal Supply Officer, Chief Warrant Officer Roup E. Clark, a true friend of the 28th QM

Company! Lines were run to the company CP, the Division QM's office, the Division Supply Office, the Class II and IV dump, the gas dump, the ration dump, and to each truck platoon. A great time saver within the company, it was also a convenience to supply personnel throughout the division; G-4 could call directly to the supply office and the unit S-4's could contact the dumps if necessary.

The work of the service platoon was controlled largely by the QM Supply Officer. It was divided into three principal sections—rations, gasoline and Class II & IV. The number of men assigned to each section varied with the volume of work to be done. The ration section was the largest and took about half of the 48 men in the platoon.

A word must be said here about the organization of this platoon. In the first place it is misnamed. It should be called the **Supply Platoon** for that is its function. It is not a QM service unit in the ordinary sense and composed of only laborers. These men became specialists, each one skilled in the handling (including drawing from the depots and railheads, breaking down, and issuing to the units) of a particular class or type of quartermaster supply. There are not enough ratings in this platoon (3 sergeants and 4 corporals out of 48 men) to cover the responsible assignments that must be made.

### CONCLUSION

The quartermaster company of an infantry division is the last quartermaster link between the front line soldier and the vast Army Service Forces organization which marshalls and assembles the productive capacities of the Nation at War. It is a small link in size but it must be a tough one for it will serve from fifteen to eighteen thousand troops during combat. Its work is characterized by **DIVERSITY** for it must either furnish or insure that someone else furnishes the multitude of quartermaster supplies and services necessary for military success; its plans for serving its division must be **FLEXIBLE** to meet ever changing tactical requirements; its personnel must possess **INDIVIDUAL INITIA-**

**TIVE** for important assignments are given to small groups to carry out "on their own." Its guiding thought must be **SERVICE** to the combat troops.

Judged by these standards the 28th Quartermaster Company successfully

performed its mission in World War II. Its officers and men are proud of the part they played in supplying the famed Keystone Division. A high standard was set for those who will carry on its name in the future.

## OPERATIONAL STATISTICS

### BODIES EVACUATED THROUGH 28th DIVISION GRAVES REGISTRATION

Month	28th Division	Other Americans	Enemy	Unknown	Allied
JULY	7	9	0	0	0
AUGUST	552	181	117	11	1
SEPTEMBER	164	13	14	0	9
OCTOBER	70	24	20	0	0
NOVEMBER	139	47	32	0	2
DECEMBER	10	16	0	0	0
JANUARY	12	27	11	0	0
FEBRUARY	95	36	88	0	0
MARCH	28	6	10	0	0
APRIL	10	98	86	0	0
MAY	1	15	0	0	0
JUNE	2	17	0	0	0
	1,090	489	368	11	3

Total 1,961

### QUARTERMASTER SUPPLIES DISTRIBUTED BY THE 28TH QM CO 28TH INFANTRY DIVISION 29 JULY 1944 — 31 MAY 1945

Month	RATIONS		GASOLINE		CLASS II & IV
	Total No.	Daily Av.	Total Gal.	Daily Av.	Total Tons
JULY	62,289	20,763	8,400	2,800	10.5
AUG.	623,085	20,099	203,328	6,559	125.5
SEPT.	536,452	17,881	321,300	10,710	106.5
OCT.	565,670	18,247	135,300	4,364	267.5
NOV.	605,016	20,134	212,200	7,073	172.5
DEC.*	334,476	17,604	122,300	6,440	170.0
JAN.	400,937	12,933	190,467	6,144	182.5
FEB.	417,610	14,915	294,200	10,507	185.0
MARCH	558,157	18,005	303,700	9,796	160.0
APRIL	401,127	13,371	220,750	7,358	72.5
MAY	466,552	15,050	68,850	2,221	137.5
TOTALS	4,970,371	17,182	2,080,795	6,725	1,580.5

\*Records for this month do not include the 11 days from 18 December to 28 December which were lost due to enemy action.

### TOTAL RATIONS ISSUED BY TYPE

Type Ration	Total Number	Per Cent of Total
"B" Ration	3,261,123	65.56
"C" Ration	213,634	4.32
"D" Ration	100,312	2.02
"K" Ration	772,328	15.54
"K" Ration	772,329	15.54
"5 in 1" Ration	360	
Hospital Ration	194	.04
Continental Ration	1,250	
	4,970,371	100.00

## The Keystone Quartermasters Overseas

Sept. 25, 1943 Left Camp Pickett, Va. (Advance Detail)  
 Sept. 27 1943 Arrived Camp Miles Standish, Mass.  
 Sept. 28, 1943 Camp Myles Standish, Mass. (Those GI's were terrific)  
 Oct. 8, 1943 Left Myles Standish 6 AM for Boston Docks.  
 Embarked 7 AM, left port 4 PM  
 Oct. 9, 1943 At Sea (What happened to Boston)  
 Oct. 10, 1943 At Sea (Mild out here)  
 Oct. 11, 1943 At Sea (What happened)  
 Oct. 12, 1943 At Sea (Handy thing, this Helmet)  
 Oct. 13, 1943 At Sea (Garbage dumped again.)  
 Oct. 14, 1943 At Sea (Nothing but the deep blue sea)  
 Oct. 15, 1943 At Sea (Something different today, sea and sky)  
 Oct. 16, 1943 At Sea (Monotonous, isn't it?)  
 Oct. 17, 1943 At Sea (Land Ho!)  
 Oct. 18, 1943 Docked Cardiff, Wales at 10 AM  
 Oct. 19, 1943 Disembarked, arrived Tenby, Wales 6 AM  
 October 19, 1943 to April 16, 1944, stayed at Fourcroft Hotel" Tenby, Wales, by the sea. (Bitters good. Babes nice.)  
 April 17, 1944 Left Tenby, Wales at 11 AM for Chisledon Camp, England (Swindon not so hot. 217th General Hospital nurses  
 July 18, 1944 Left Chisledon Camp so cosy)  
 July 19, 1944 Marshalling Area, Southhampton, England (No paradise as advertised)  
 July 22 ,1944 Sailed for France, left 6 AM, Omaha Beach 4 PM  
 July 23, 1944 Anchored off Omaha Beach  
 July 26, 1944 Disembarked at noon, French soil at 1 PM  
 July 27, 1944 Bivouaced at Bricqueville, France  
 to  
 July 30 ,1944 Left Bricqueville 5:30 AM, bivouaced south of St. Lo.  
 July 31 1944 Bombed at 12:45 AM moved at 5 AM to Canisy  
 Aug. 1, 1944 Canisy  
 Aug. 3, 1944 Villabaudon  
 Aug. 5, 1944 Margurey  
 Aug. 7, 1944 St. Sever Calvados (Remember those Long Toms)  
 Aug. 13, 1944 Gathemo  
 Aug. 16, 1944 Ger (Fox-holes were damp and chilly)  
 Aug. 21, 1944 La Framboise (Paridice Forest)  
 Aug. 23 1944 Damville (The British liberated this place according to the news 2 days after we left)

Aug. 25, 1944 Clayville  
 Aug. 27, 1944 Versailles (Palace Grounds)  
 Aug. 30, 1944 St. Denis  
 Sept. 1, 1944 Chautaney en France (Our first Buzz Bombs)  
 Sept. 3, 1944 Le Malmaison (Lor)  
 Sept. 6, 1944 Signy l'Abby (Signy Forest)  
 Sept. 7, 1944 Etrepigny  
 Sept. 8, 1944 Sachy  
 Sept. 10, 1944 Habay le Nerve (We enter Belgium)  
 Sept. 12, 1944 Uflingen (3 weeks of woods and rain)  
 Oct. 5, 1944 Camp d'Elsenborn (Belgium again) Lots of Buzz Bombs. Come on the hour every hour.)

**ENTERED GERMANY**

Oct. 26, 1944 Rotgen (More Buzz Bombs)  
 Nov. 18, 1944 Wiltz (Luxembourg again)  
 Dec. 18, 1944 Givroulle (Luxembourg again. We left in a hurry. Left lots of stuff. This is the breakthrough)  
 Dec. 19, 1944 Libramont  
 Dec. 21, 1944 St. Cecile  
 Jan. 3, 1945 Signy l'Abby (France again. Big party. Remember Carmen the Collaborator?)  
 Jan. 17, 1945 Ben-de-Laveline (Colmar Sector. Cold as hell)  
 Feb. 7, 1945 Kaysersberg  
 Feb. 14, 1945 Royaumieux (Near Toul)  
 Feb. 19, 1945 Presseux (What? Belgium again)  
 Feb. 23, 1945 Camp d'Elsenborn (Masonry slightly rearranged)

**ON INTO GERMANY AGAIN**

Mar. 9, 1945 Kelternich  
 Mar. 10, 1945 Scheven  
 Mar. 17, 1945 Thur  
 Mar. 30, 1945 Dorchheim (Crossed the Rhine to get here)  
 Apr. 10, 1945 Kirchherton (Crossed the Rhine in reverse)  
 to  
 Apr. 20, 1945 Kirchherton  
 Apr. 21, 1945 Kaiserslautern (THE WAR ENDED WHILE WE WERE HERE MAY, 8, 1945, V-E DAY)  
 July 6, 1945 Kaiserslautern (Beaucoup Cognac, wine, champagne)

**HOMEWARD BOUND**

July 6, 1945 Camp Pittsburg, France (Assembly Area dust!)  
 July 18, 1945 Camp Old Gold, France (Le Harve just forty two kilometers!)  
 July, 28, 1945 Boarded USS Excelsior (Sailing WEST this time!)  
 Aug. 4, 1945 Boston! (Oh what a wonderful day!)  
 Sept. 2, 1945 V-J DAY

## Keystone Quartermasters

### AND WHERE THEY LIVE

#### Shown With Rank Held During The Combat Period

##### ALABAMA

Douglas, John Pvt	Rt #3	Brewton
Miller, Grover L Pvt	Box 385 R#9	Birmingham
Owens, Willis A Jr T/5	R#1	Steele
Pearson, Morgan M Jr T/5		Wadley
Phillips, Milford M Pvt		Ragland
Ponder, Vincent H Pvt	R#2	Fort Payne

##### ARKANSAS

Wheeler, James N PFC	207 N Church St.	Fayetteville
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##### CALIFORNIA

Anderson, Donald M PFC	6646 Pacific Highway	Pacific Beach
Burrow, George F T/5	Box 12	Fresno
Haarsager, Howard K PFC	3517½ S Edgehill Dr	Los Angeles
Patterson, Lenard L PFC	200½ W Scaccia St	Glendale
Sheldon, Peter J PFC	2707 W Verdugo Ave	Burbank

##### CONNECTICUT

Belanger, Edmond A Major	25 Mountain St	Hartford
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##### DISTRICT OF COLUMBIA

Armstrong, John D Jr Capt	152 11th St NE	Washington
Talhelm, Sprague C Jr T/5	1114 F St NE	Washington

##### FLORIDA

Sechrest, John W Pvt	358 S Eighth St	Miami
Simmons, William P Jr Lt Col	1442 S Meridian St	Tallahassee

##### GEORGIA

Brannon, Jack H Pvt	34 Longview St	Carrollton
Timms, W A T/5	R#3	Calhoun
Warren, Andrew G L T/5	R#5	Covington
Young, Paul W PFC		Canton

##### IDAHO

Pratt, Garald Sgt.		Downey
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##### ILLINOIS

Baish, Dale H Cpl	113 Hill Ave	Aurora
Fishel, Robert M T/5	1311 Leland Ave	Chicago
Havel, Lumir J PFC	1012 McClure Ave	Peoria
Kelleher, Francis P Sgt	1457 N Long	Chicago
Krock, Warren J T/5	441 W 103rd St	Chicago
Novlan, Anton PFC	Garfield Ave	LaSalle
Serowka, John A PFC	3620 W Diversey Ave	Chicago
Young, Herschel D PFC	1709 Broadway St.	Shelbyville

##### INDIANA

Harshbarger, Harold T/5	852 S 2nd St	Frankford
Housand, John E T/4	R#1	Mooresville
Humberd, Paul R T/5		Flora

##### IOWA

Daniels, Keith E PFC	Box 103	Palo
Gourd, Ronald J PFC	R#2	Cumberland
Norden, Merrill R Pvt		Victor

##### KANSAS

Twitty, William A Capt		Lyons
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##### LOUISIANA

Long, Kenneth PFC	R#2	Ville Platte
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##### MAINE

Grondin, Joffre L PFC	Main St	Lisbon
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## MASSACHUSETTS

Caliri, Charles J PFC  
Rizzo, James J PFC

48 Olivr St  
539 E 3rd St

Somerville  
South Boston

## MICHIGAN

Higby, Floyd D PFC

792 S Main St

Chelsea

## MISSOURI

Rider, Arthur J Pvt

819 Dowling PI

St Louis

## NEW JERSEY

Cottrell, Joseph T/5  
Grippa, Anthony PFC  
Jacobs, Angus F Jr PFC  
Ruhl, Edward M Cpl

147 W Linden St  
132 Folsom Ave  
50 Fabyan Pl  
542 Purree St

Clayton  
Atlantic City  
Newark  
Hillside

## NEW YORK

Coon, Francis E PFC  
Fiore, Michael A PFC  
Freisem, Alfred J Jr PFC  
Fuller, Paul G PFC  
Gappa, Francis X PFC  
Huff, Raymond C PFC  
Narabet, Michael E PFC  
Petras, John M PFC  
Reisinger, Frank X T/5  
Rick, Peter T/5  
Weigelt, Silvin J PFC

180 Hood Ave  
2107 46th St  
R#3  
61 Victoria Ave  
1730 Menahan St  
Smith Ridge Rd  
315 W 77th St  
403 Chenango St  
954 Emmett St  
36 Colonial Ave  
81 Charlotte St.

Syracuse  
Astoria  
Waterloo  
Buffalo  
Ridgewood  
Chitenango  
New York  
Binghamton  
Schenectady  
Warwick  
Rochester

## NORTH CAROLINA

Clark, James PFC  
Hood, William D PFC  
Sorrrell, Edgar H PFC

524 Cable St  
212 E Chestnut St  
R#1

Guilford  
Asheville  
Morrisville

## OHIO

Bissonnette, Leo G T/5  
Drummond, Edward E PFC  
Dudukovitch, Mike Capt  
Peters, Peter R PFC  
Tonguette, William W Pvt  
Witwer, Norman G T/4

R#1 Box 317  
1281 Melgrove Ave  
2423 E 31st St  
1302 Avondale  
1026 Belmont Ave

Sylvania  
Garfield Heights  
Lorain  
S Avondale  
Springfield  
Gettysburg

## OKLAHOMA

Manes, Samuel Cpl

314 E 11th St

Tulsa

## OREGON

Bennett, Lawrence T PFC  
Renfro, LeRoy E PFC

7915 N Hudson  
1851 Madrona

Portland  
North Bend

## PENNSYLVANIA

Addeo, John G PFC  
Allen, Frederick C Cpl  
Anderson, Kenneth C PFC  
Auchter, George A S/Sgt  
Baker, James D PFC  
Banner, Leo C Sgt  
Becker, Christian P Sgt  
Bēgin, Nick T/5  
Berman, Morris PFC  
Bittner, Felix C T/5  
Bonifate, Morris T/5  
Booher, Robert G PFC  
Boshko, Stephen T/5  
Box, Kenneth M Sgt  
Box, Ralph A Cpl  
Branning, Frank H PFC  
Brem, Charles J Jr T/5  
Bretz, Herbert J Cpl  
Brumbaugh, Blair E T/5  
Brumbaugh, Russell J S/Sgt  
Bryn, Steve PFC  
Bunch, Raymond F T/4  
Byers, William T PFC

339 Shawnut Ave  
419 Columbia St  
1419 Washington St  
17 N 3rd St  
752 Penn St  
953 Spruce St  
R#6  
R#2  
402 Depot St  
R#2 Box 49  
507 Brownsville Rd  
R#1  
158 Tilghman St  
R#3  
  
1212 N Ringgold St  
519 Robinson St  
  
1519 Oneida St  
500 Edith Ave  
1443 N 61st St  
519 7th Ave

Johnsonburg  
Sharon  
Huntingdon  
Sharpsville  
Huntingdon  
Columbia  
Lancaster  
Nickolson  
Scranton  
Uniontown  
Mt Oliver  
Mapleton Depot  
Allentown  
Honesdale  
Hawley  
Equinunk  
Philadelphia  
Reading  
Mapleton Depot  
Huntington  
Johnstown  
Philadelphia  
Beaver Falls

Cavanaugh, James P PFC  
Chesla, Andrew B T/5  
Chesla, Rudolph L PFC  
Ciarlo, Felix J T/5  
Cina, Dominick PFC  
Confalone, Anthony T/5  
Covert, Harry E Cpl  
Coyne, Frank J Pvt  
Craig, Forrest R Cpl  
Creasy, Doyle T/5  
Cullinan, Frederick L M/Sgt  
DeCrosta, Anthony C T/5  
D'Angelo, Andrew J T/5  
Demko, Joseph G Cpl  
Ditzler, Russell PFC  
Eckert, Robert M 1st Sgt  
Eberly, Earl E Sgt  
Eshleman, John J T/5  
Eyer, Bruce W T/5  
Feldman, Carl T/5  
Feltenberger, Fisher A S/Sgt  
Foster, Earl Sgt  
Frantz, Albert A PFC  
Frick, Charles A PFC  
Geib, Jacob S Cpl  
Grimm, Ferdinand P PFC  
Gutheridge, Andrew PFC  
Hall, Eugene L S/Sgt  
Hammer, William T Jr T/4  
Hanks, Harry E Sgt  
Heinbach, Walter W S/Sgt  
Helon, Mattew E S/Sgt  
Helsel, Harry F T/4  
Hoerner, Edward M T/5  
Hoover, Willard C T/5  
Horton, William L S/Sgt  
Hughes, Irving T/5  
Irvin, Alfred T T/5  
Itinger, Nelson H S/Sgt  
Jacobs, Ralph W T/5  
Joyce, Thomas J PFC  
Kasinger, Clifford C T/5  
Keenan, James H T/5  
Kiesling, Wayne L Cpl  
Kostolsky, Emil T/5  
Kyle, Earl H S/Sgt  
Lacher, Martin T T/5  
Leffard, Jack R PFC  
Leitz, Joseph W Cpl  
Lutz, Eugene J PFC  
Manges, Wilbur C T/4  
Malehorn, Charles E T/5  
Marcantonio, Angelo M T/5  
McNamara, Maurice F PFC  
Milbrand, Richard O T/5  
Miller, Stanley H T/5  
Miles, Edgar J 1st Lt  
Mohr, Harry L PFC  
Moraski, Charles P PFC  
Naughton, Thomas J PFC  
Nicolella, Joseph C PFC  
O'Boyle, Stephen H T/5  
Pelisari, Arthur Sgt.  
Petrus, John T PFC  
Phelan, James L T/5  
Pushinaitis, Vincent P T/5  
Reed, Logan J PFC  
Riehl, Lloyd L T/5  
Rizzotto, Warren R T/5  
Rohrbach, William A T/Sgt  
★ Rounsaville, Frank P Sgt.

12 S D St  
26 Rutz St  
26 Rutz St  
R#1  
312½ N Chestnut St.  
N 8th St R#3  
236 Courtdale Ave  
38 Plank St  
1128 Arch St  
1501 Fairview Ave  
604 Montgomery St  
538 Bradley St.  
  
3½ Eno St  
24 Lehman St  
511 E Simpson St  
208 N Penn St  
124 E Main St  
2003 N 3rd St  
129 Chestnut St  
26 Standing Stone Ave  
R#2  
R#1  
R#1  
R#2  
Northwood  
R#1  
616 Warm Springs Ave  
305 Washington St  
209 Spring St  
R#2  
364 E Schoonmaker Ave  
739 N 8th St  
621 N Front St  
1033 Melrose St  
1411 Washington St  
37 Birch St  
1402 Washington St  
3901 Mifflin St  
634 E Lincoln Way  
2068 E Elkhart St  
122 Penn Ave  
  
204 W Greenwich St  
207 S Carlisle St  
7 Standing Stone Ave  
  
415 10th St  
584 Charles St  
R#1  
205 Church St  
3rd St  
23 Railroad St  
523 Somerset St  
622 W Gowen St  
611 N 17th St  
30 E High  
R#1  
75 Cliff St  
1769 Perry Ave  
256 E Prospect Ave  
1727 Church St  
1444 Park Ave  
301 Chestnut St  
217 Wolfenden Ave  
302 Theodore St  
421 Allegheny St  
  
1106 E Gordon St  
600 N Church St  
476 Wilkes-Barre St

Mahanoy City  
Ashley  
Ashley  
Perkasie  
Scranton  
Bangor  
Courtdale  
Pittston  
Washington  
Berwick  
Holidaysburg  
Bethlehem  
Raven Run  
Kingston  
Lebanon  
Mechanicsburg  
York  
Strasburg  
Harrisburg  
Allentown  
Huntingdon  
McClure Huntingdon  
McClure  
Sellersville  
Manheim  
Tyrone  
Saxton  
Huntingdon  
Huntingdon  
Everett  
Pine Grove  
Monessen  
Reading  
Steelton  
Dauphin  
Huntingdon  
Wikes-Barre  
Huntingdon  
Huntingdon  
Chambersburg  
Philadelphia  
Souderton  
Glen Moore  
Reading  
Allentown  
Huntingdon  
McAdoo  
Huntingdon  
Luzerne  
Plamyra  
Huntingdon  
Mt Wolf  
New Kensington  
Johnstown  
Shamokin  
Allentown  
Bellefonte  
Birdsboro  
Pittston  
Scranton  
Washington  
Scranton  
New Kensington  
Johnstown  
Collingdale  
Scranton  
Huntington  
Newmanstown  
Allentown  
Hazelton  
Easton

Savitsky, Charles S. PFC	134 Penn Ave	Exeter
Scalia, William T/5	746 Washington St	Huntingdon
Schamber, Clarence H T/5	R#1	Fredericksburg
Scheswhol, Eugene R PFC	531 Robbins Ave	Philadelphia
Semich, Frank Cpl	619 Cabot Way	Pittsburg
Sheats, Edward J Cpl		Wood
Shelog, George H PFC	1516 Darby Rd	Bhookline
Shore, Eugene T Pvt	726 Mifflin St	Huntingdon
Simpson, William G T/Sgt	R#6	West Chester
Simmons, Floyd T/5	868 Maxwell St	Allentown
Sites, Ray W PFC	R#2	Denver
Skaudis, George T PFC	89 Railroad St	Girardville
Snare, Dale V Cpl		McConnelstown
Solanic, Joseph S/Sgt	909 S Polar St	Allentown
Steel, George F T/5	1132 Mifflin St	Huntingdon
Strait, Dwight I T/5		Harrisonville
Swartzwelder, Frank B T/5	1500 Mifflin St	Huntingdon
Terasic, Peter J T/4	16 Govier St	Wilkes-Barre
Valent, William Sgt	Rd 10, Box 467	Pittsburg, 10
Wadosky, Albert F Cpl	111 Chess St	Monongahela
Waggestt, Charles R Cpl	Box 322	Library
Wagner, LeRoy O Cpl	434 N 4th St	Newport
Weaverling, Robert P S/Sgt	R#2	Huntingdon
Werthman, Francis J Sgt	128 Hackstown Ave	Pittsburg
Wesner, Charles W Cpl	1117 Moore St	Huntingdon
Wilson, Norman B PFC	R#2	Shippensburg
Winkler, Francis J PFC	402 Sarah St	Oscela Mills
Woolheater, Elwood J Sgt	1010 Warm Springs Ave	Huntingdon
Workman, Roy E T/4		Allison
Wrobel, Joseph F T/5	489 First St	Conemaugh

**SOUTH CAROLINA**

Chapman, James H PFC	S Meridian St	Cornelius
Evans, Furman H Pvt	R#1	Townville

**TENNESSEE**

Feldman, Saul 2nd Lt	R#8	Nashville
Leffew, William	2213 Bennett Ave	Knoxville
Stewart, William V.		Chatanooga

**TEXAS**

Casey, Willis J Pvt	Star Route	Sudan
Sanders, Homer S Jr 1st Lt	Box 236	Silverton
St Clair, James R 1st Lt		Levelland

**VERMONT**

Newcomb, Richard M 1st Lt		Waitsfield
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**VIRGINIA**

Elam, Arthur T T/5	Box 343	Jarret
Green, Pettis D PFC	7 Main St	Ettrick
Grubb, Hubert G PFC	R#2	Wythville

**WASHINGTON**

Carlson, Jack E PFC	Fox Island	Sylvan
Standley, David W PFC	R#3	Ellensburg

**WEST VIRGINIA**

Scranage, John L T/5	R#2	Crafton
Wilson, Orlan H PFC		Salem
Wohlford, George W T/5	Box 362	Princeton

**WISCONSIN**

Dahlberg, John F 1st Lt	423 W 4th St	Ladysmith
Finn, William H T/5	R#2	Milton Junction
Gottinger, Edward P PFC	4226NW Orchard St	Milwaukee
Hentz, Donald G PFC	3320 N 3rd St	Milwaukee
Schrader, Arthur G PFC	R#2	Bryant
Sees, John C Capt	East 5th Ave	Antigo