









IN MEMORIAM



HENRY H. CONNOLLY

LT. (ig) MC USNR

FRED CARTER

MM2c USNR

HARVEY F. SMOTHERMAN

CM1c USNR

THEY DIED IN LINE OF DUTY WHILE  
SERVING THEIR COUNTRY

1944  
~~1943~~  
1942







## HAROLD F. GEROLD

COMMANDER, CEC-V(S) USNR

OFFICER IN CHARGE

Introducing "The Old Man" to the 52nd N. C. B. is tantamount to introducing Sam Houston to the Texans. As a reminder though, Commander Gerold is a native of Ohio; fifty years old, married, and has a son and two daughters.

He served in World War I as an Infantry Officer with the 308th Regiment, and was awarded the Silver Star Medal for his participation in the capture of a German machine gun nest and four German soldiers. For fifteen years after World War I the Commander held a Commission in the Army Engineers Reserve Corps.

A graduate of Civil Engineering at Ohio Northern University; Commander Gerold has had a quarter century of experience in the engineering and administration of construction projects in the United States.

His background prepared him for the task of building an "Advance Base" on one of the far flung Aleutian Islands; his engineering experience and his knowledge of men have made "that base" a reality.



## *The Commander's Message*

As this book goes to press the 52nd Naval Construction Battalion will be well along on its second year of existence, of which more than a year has been on active duty outside the continental limits of the United States. During this time the Battalion has changed from the green rookies of the boot camp days to veteran Seabees whose ability has been tried and proven, and who stand ready to tackle any assignment. The rapid transition from the rookies we once were to the veterans of today, was a matter of expedience rather than of time, and was augmented by the adverse weather and the primitive living conditions we were subjected to on arrival at Dutch Harbor. Our baptism to active duty, which was exceptional and disheartening to say the least, revealed to us the seriousness and the magnitude of the task we had to perform. Although the going was hard and often required an abundance of determined effort to keep from bogging down, this very fact contributed generously to the full confidence we found in ourselves and which permitted the satisfaction of knowing that we were able to get along, come what may. These rugged experiences also richly endowed us with a spirit and sinew that later carried us far in the field of duty.

The Battalion can well be proud of its accomplishments. It has carried out its directives with unswerving loyalty and with a spirit that has resounded the name of the Battalion throughout many frontiers of Naval Construction Battalion activities. History has been made and battles have been won in our sector of the fighting front and the way has been paved for potential victories to follow, to all of which the 52nd Battalion has made contributions with their bulldozers and tools that rank in importance with the heroic achievements of the rifle and the bayonet.

What our next assignment will be, or to what part of the world it will take us, no one knows, but our superiors can rest assured that whatever it is, or wherever it is, the task will be accomplished with the same degree of skill, industry and sense of responsibility that has distinguished the 52nd Battalion in all of its activities.







## LAWRENCE G. WALTER

LIEUT. COMMANDER, CEC-V(S) USNR

EXECUTIVE OFFICER

At the age of nineteen, Lt. Comdr. Walter enlisted in the Naval Militia of the District of Columbia as apprentice seaman, and was called to active duty with the Navy the day the United States entered World War I.

He went to sea at once aboard the U. S. S. New Hampshire, serving the entire War at sea, both with the Atlantic Fleet and on convoy duty. He served under Capt. Ridley McLean, author of the Bluejackets' Manual, first as a seaman and then as a radio electrician. At the close of the War he was sent to the Great Lakes Naval Station for radio duty until his release from active duty. The commander then remained in the USNR for five more years, when he received an honorable discharge as a radio electrician.

Mr. Walter received his degree in electrical engineering from the George Washington University and is a graduate of the Bliss Electrical School.

His re-entrance into Naval Service in 1942 terminated over nineteen years' service with the Army Engineer Office in Washington.





**ALEXANDER C. HANNON**

Lieut. SC-V(S), USNR



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Lieut. Commander MC-V(S), USNR



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Lieut. ChC-V(S), USNR



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Lieut. (jg) SC-V(G), USNR



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Lieut. (jg) CEC-V(S), USNR



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Lieut. DC-V(S), USNR







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Lieut. CEC-V(S), USNR



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Lieut. CEC-V(S), USNR



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Lieut. CEC-V(S), USNR



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Lieut. CEC-V(S), USNR



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Lieut. CEC-V(S), USNR



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Lieut. (jg) CEC-V(S), USNR



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Lieut. CEC-V(S), USNR



JAMES E. GEIS  
Lieut. CEC-V(S), USNR



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Lieut. (jg) CEC-V(S), USNR



JAMES M. WALKER  
Lieut. (jg) CEC-V(S), USNR



JOHN G. HOTCHKISS  
Ensign CEC-V(S), USNR



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Carp. CEC-V(S), USNR



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Carp. CEC-V(S), USNR



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Carp. CEC-V(S), USNR



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Carp. CEC-V(S), USNR



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Carp. CEC-V(S), USNR



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Carp. CEC-V(S), USNR



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Carp. CEC-V(S), USNR



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Ensign CEC-V(S) USNR



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Carp. CEC-V(S), USNR



FRANK CIAFONE  
Lieut. MC-V(G), USNR



CHARLES SANDLER  
Lieut. Commander MC-V(S), USNR

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WILLIAM A. SMETHURST  
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WILLIAM K. CLARK  
Lieut. (jg) SC-V(G), USNR



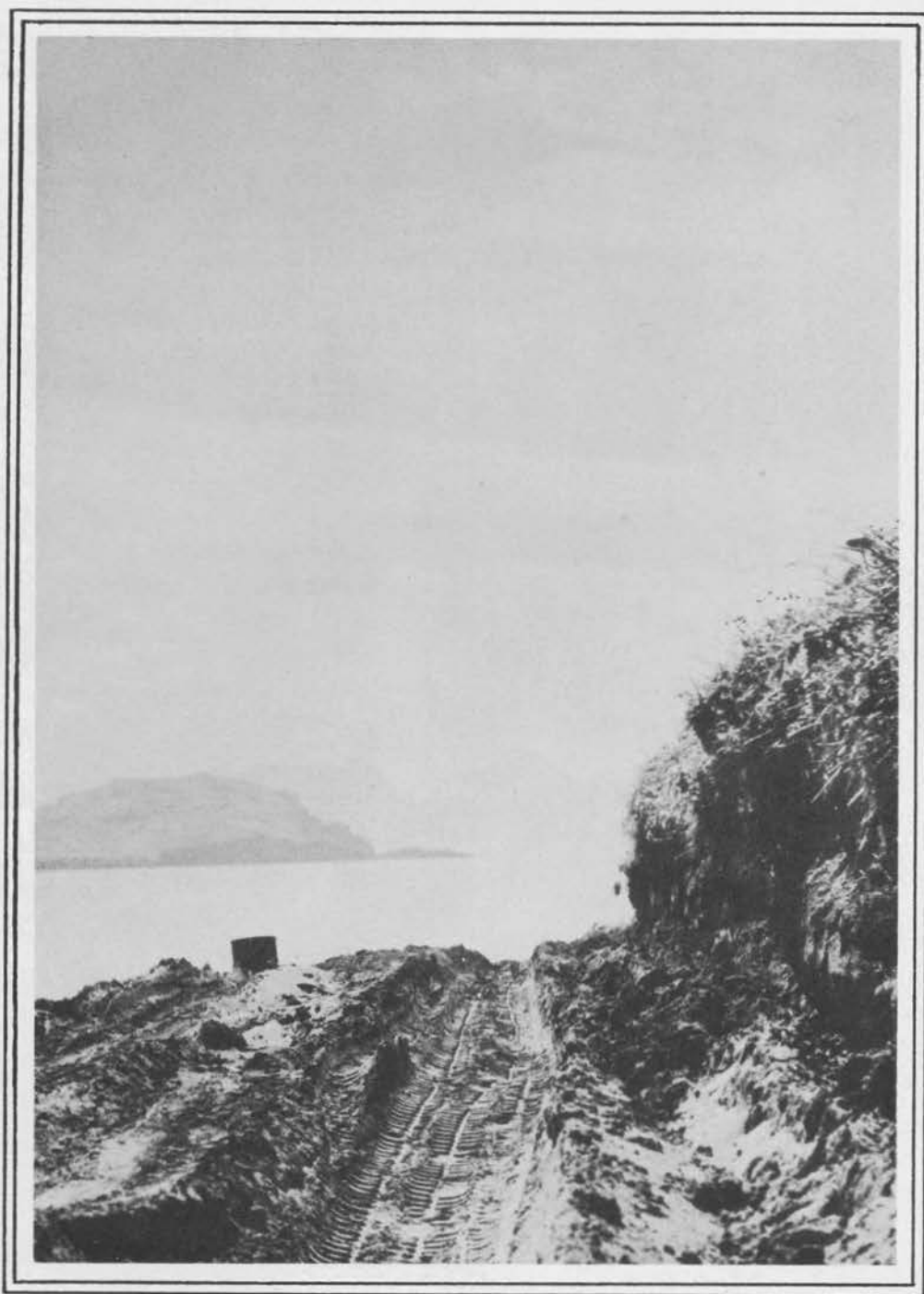
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Ensign CEC-V(S), USNR











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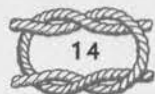
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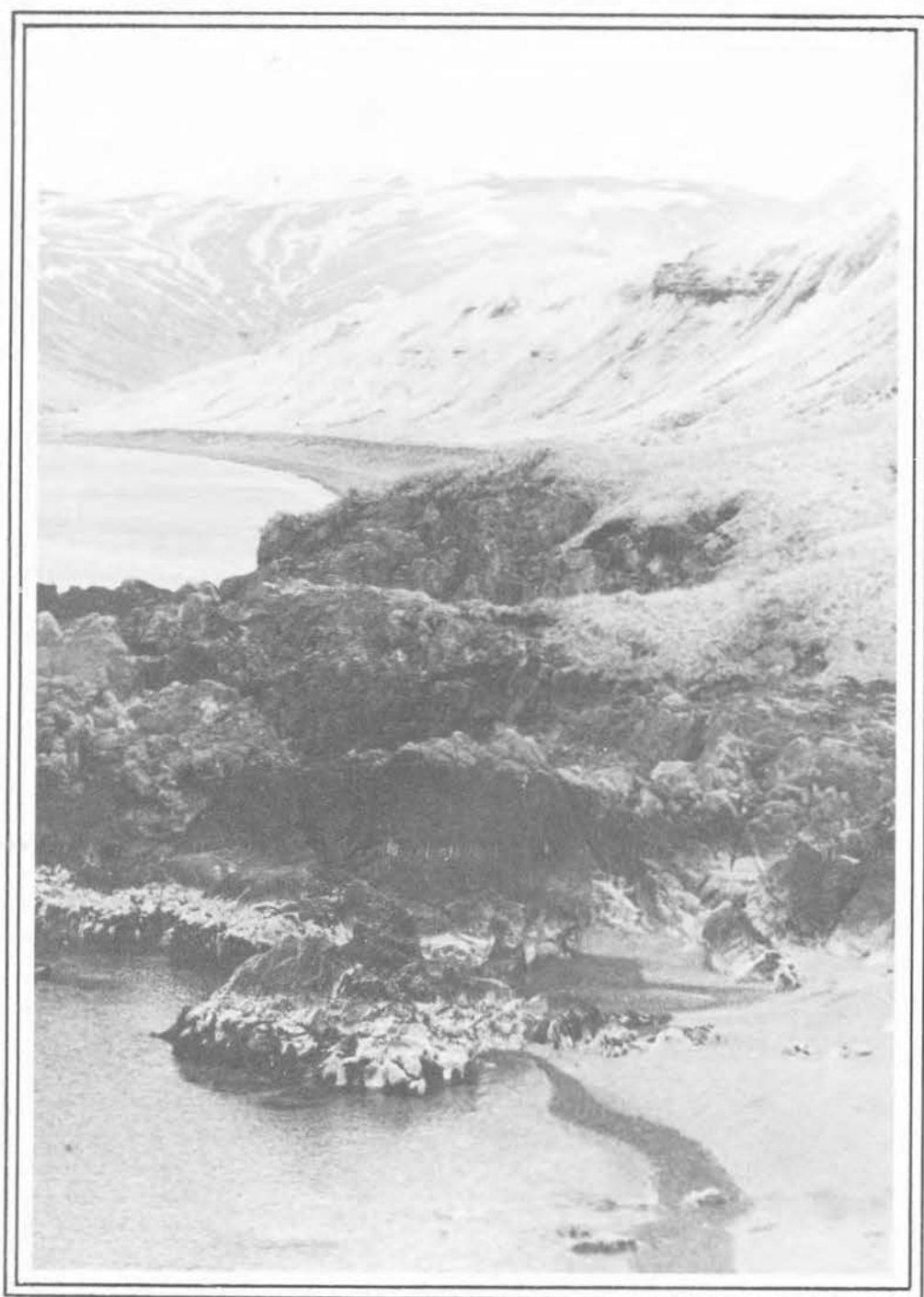
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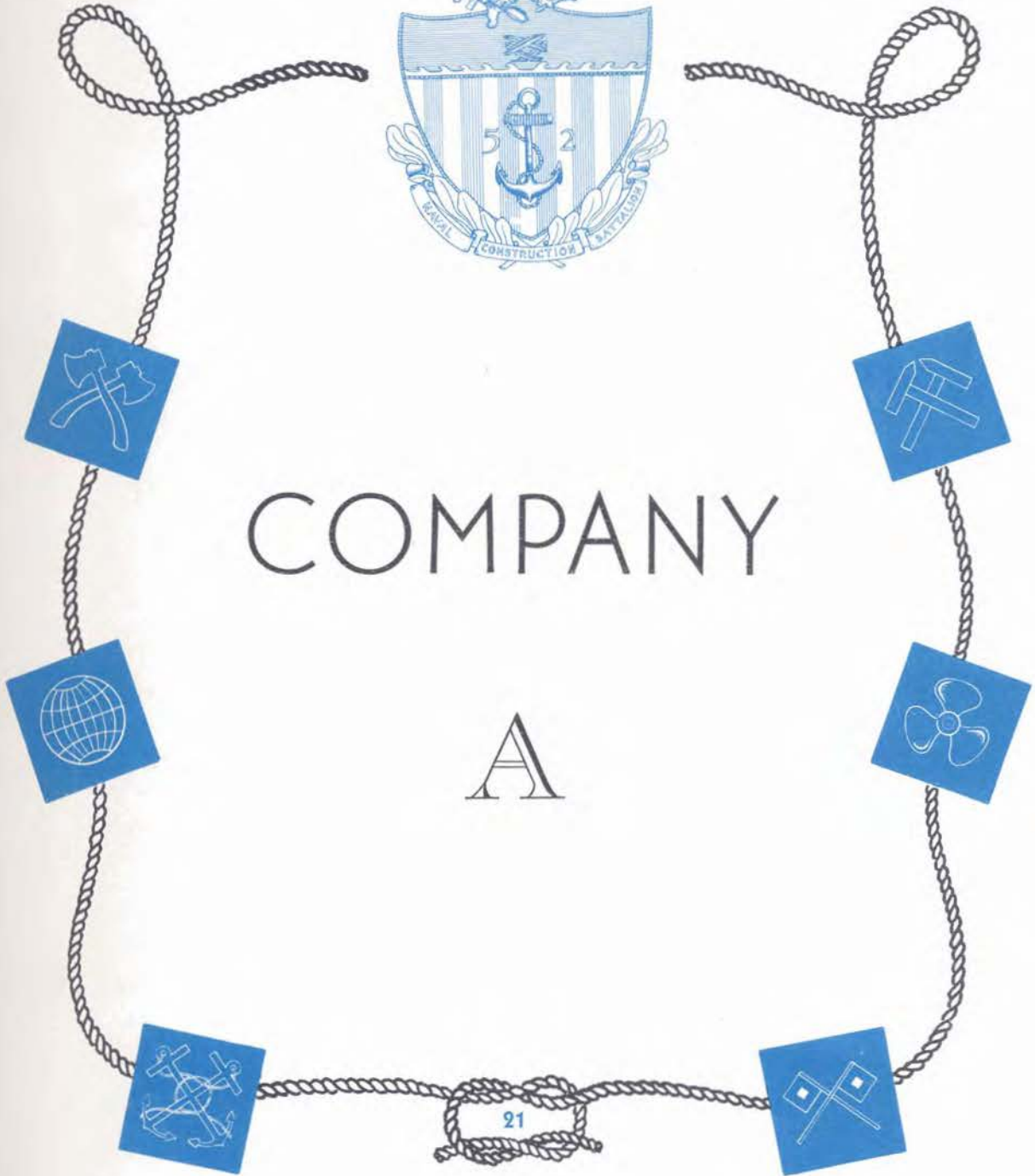


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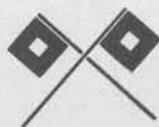
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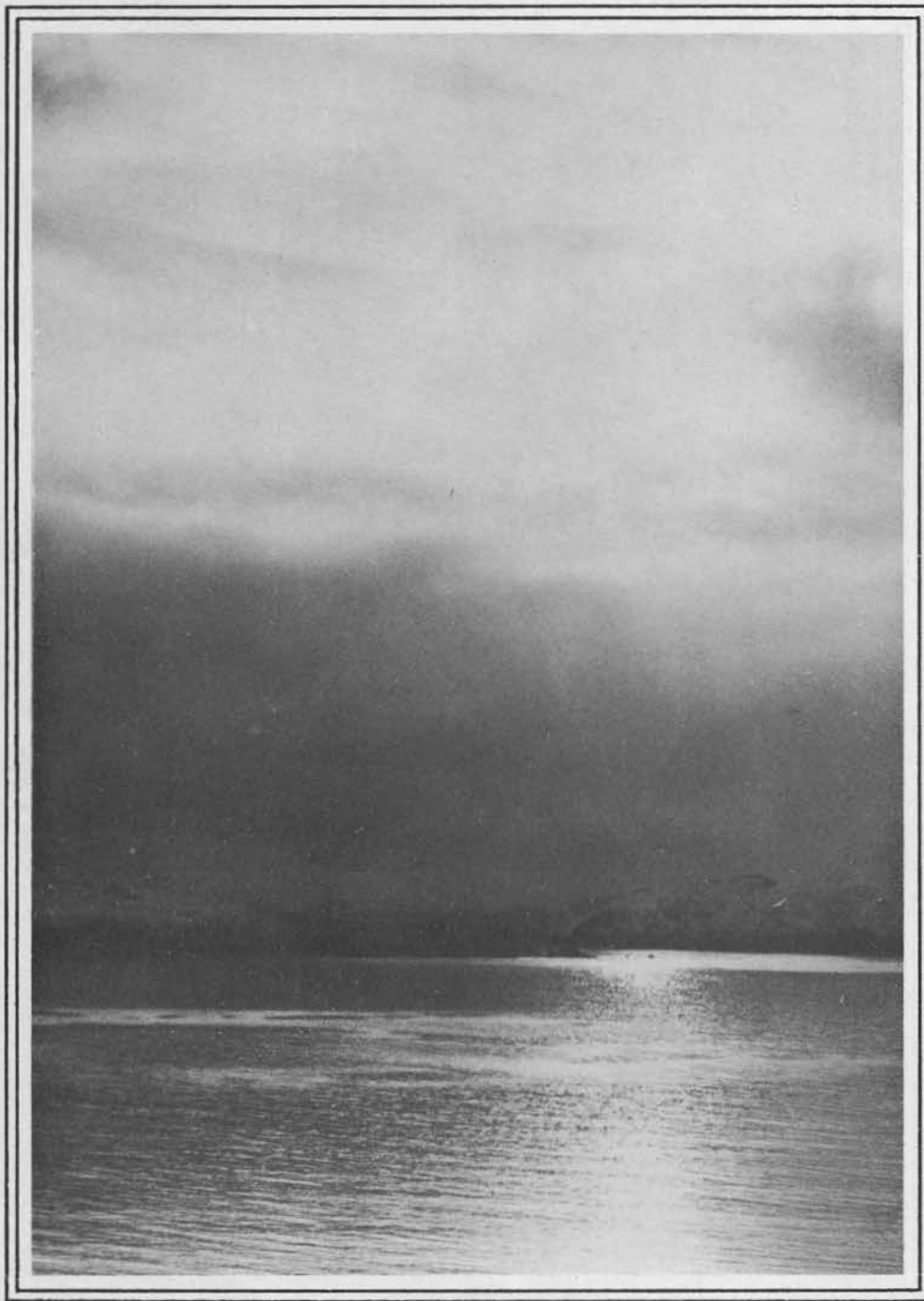
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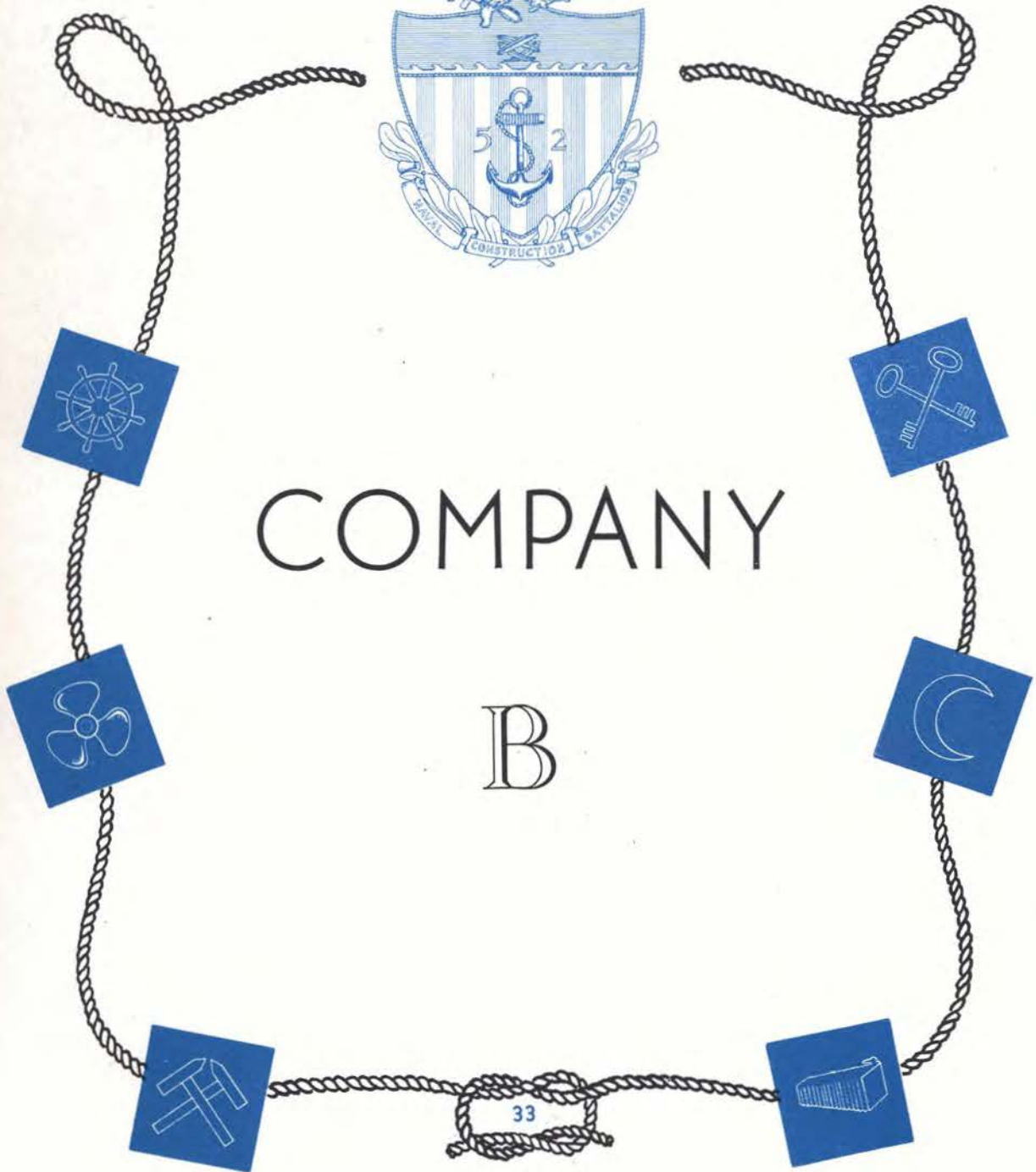
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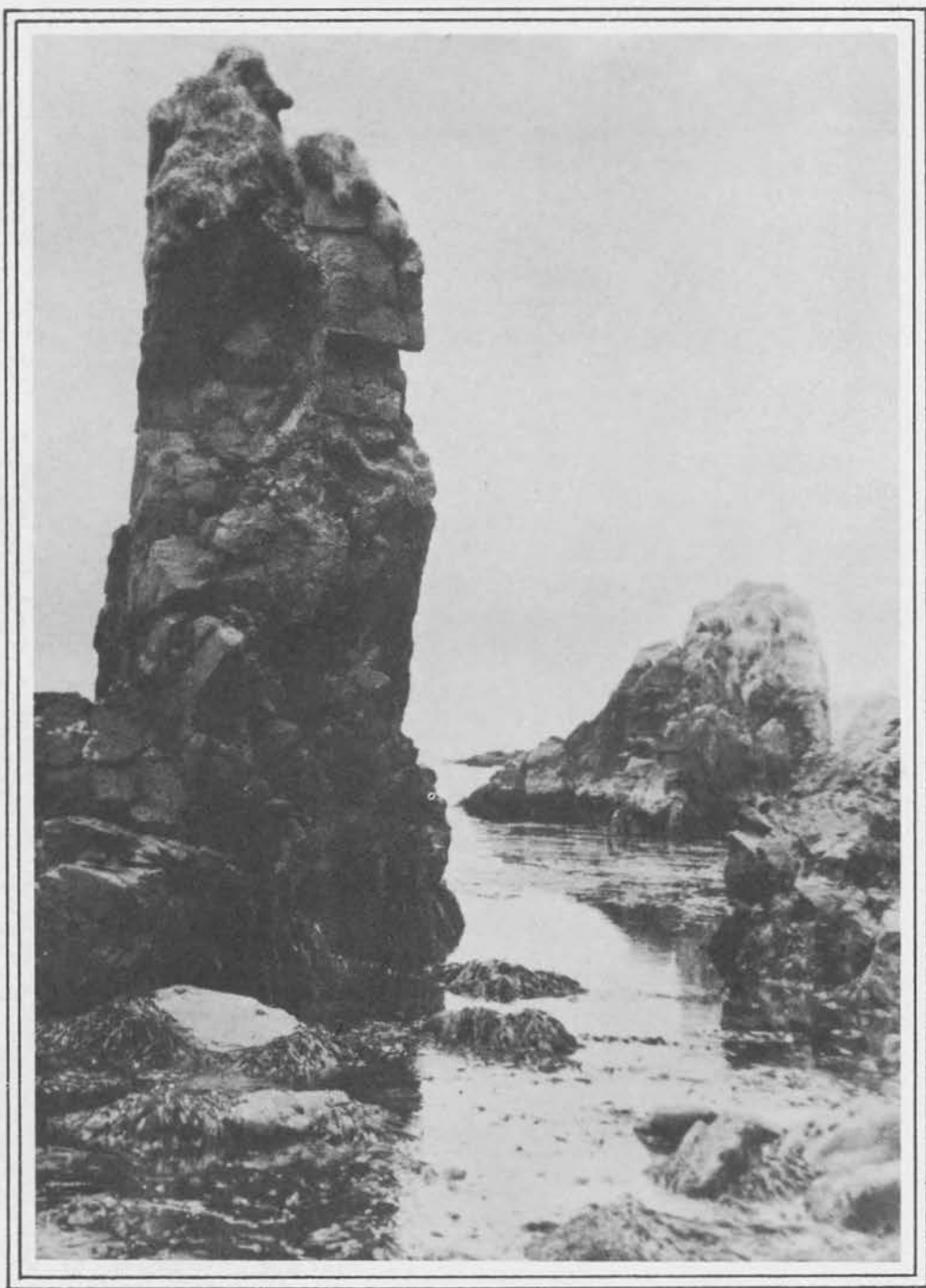
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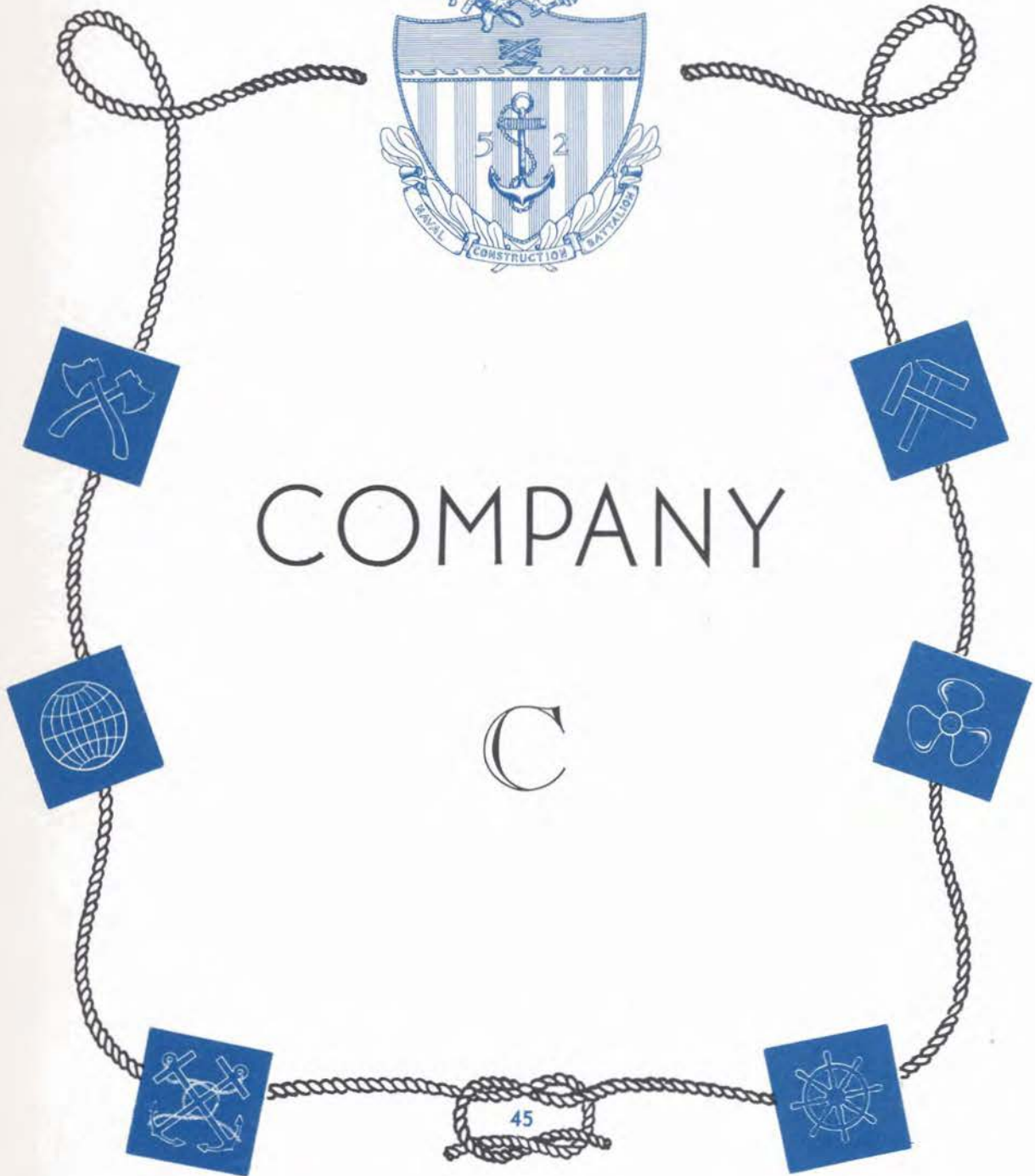


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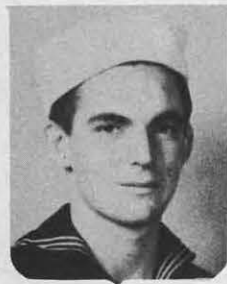
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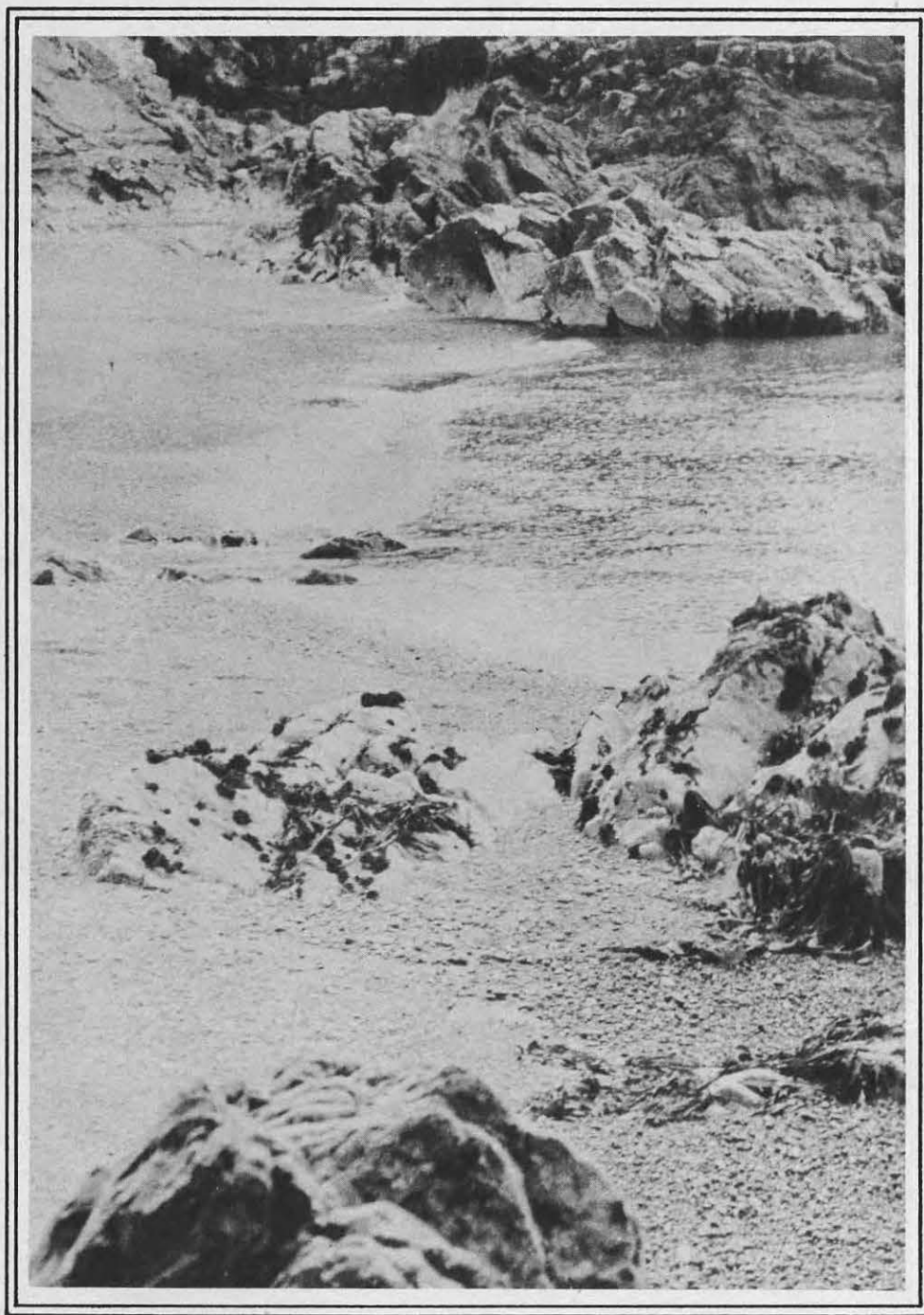


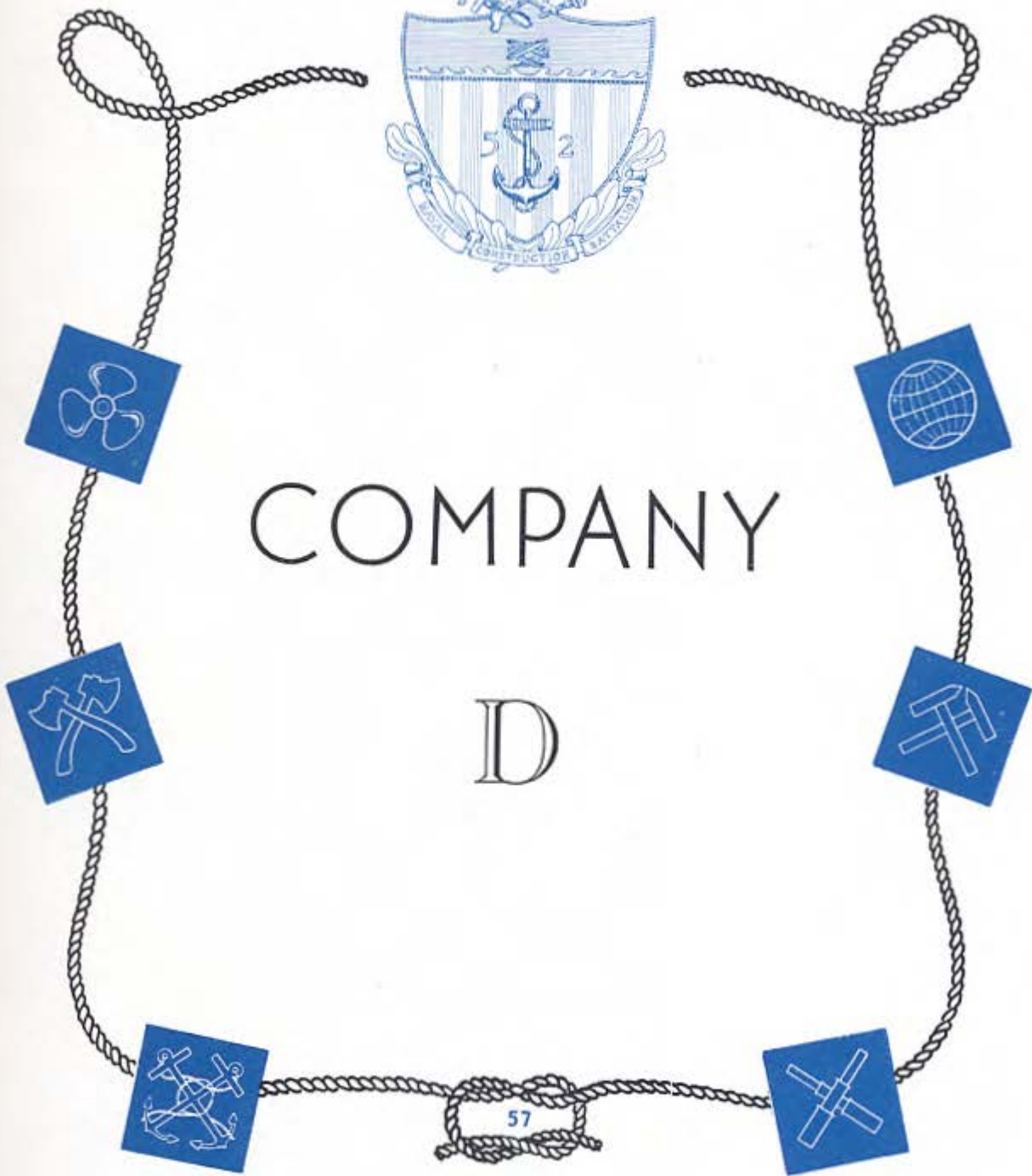
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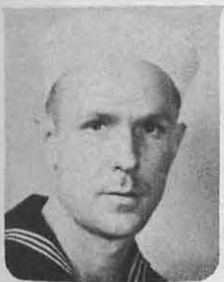
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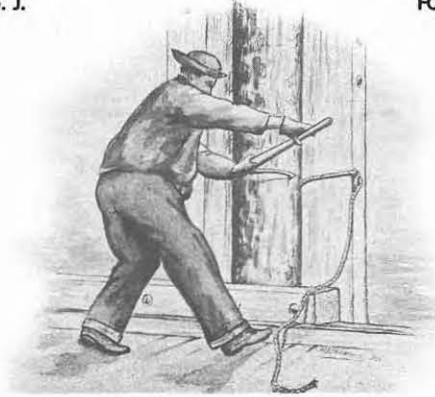
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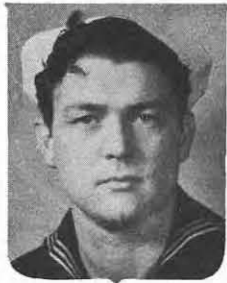
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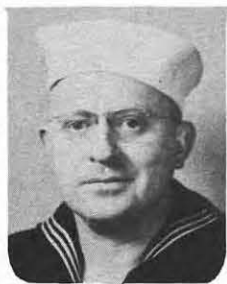
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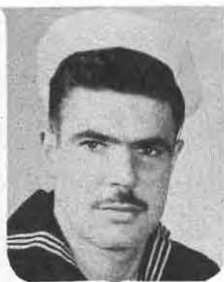
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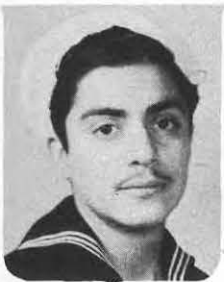
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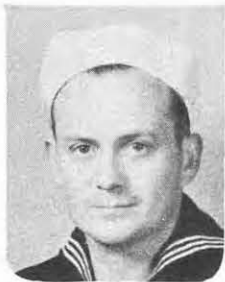
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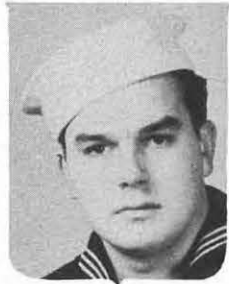
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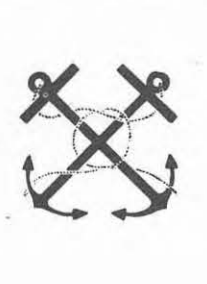
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# HISTORY

. . . is not all battle and sudden death. It is more a record of human survival and not always (goldbricking being the next oldest of the professions) the survival of the fittest. Without firing a gun, with no more foes than red tape, snow and boot camp adjutants, it can still be proven that Sherman was right. It is recorded that the Abbe de Sieyes, on being asked what part he took in the French Revolution, replied, "I lived through it." If you did, too, read carefully from here on. It's really history, a poor thing perhaps, but our own; and one way of saying that the good cure was hep to the war jive.

## CHAPTER ONE

# *Boot Training*

Some of us may remember from our history books that on 12 October, 1492, Columbus discovered America; some few of us may remember that on 21 December, 1620, the Pilgrims landed on Plymouth Rock; some of our Southern mates may recall that enlightening day in their lives when they learned that "Dam Yankee" was two words. But all of us of the Fifty-Second Seabees will remember that eventful period in the march of time, between 8 November and 15 November 1942, when, leaving our peaceful homes, our loved ones and the sheriff behind, we set forth for Davisville, R. I., for indoctrination into the Navy's Seabees. We shall remember our hesitancy and bewilderment upon arriving at Camp Endicott, we shall remember the sly leerings and the cat calls of, "You'll be sorry," and we shall remember our confused thoughts about the future.

After having blankets and a mattress thrown at us by a supply clerk, who would have been more in his element as a hot dog vender at a circus, we were herded into an enclosure of barracks known as the "Pest House Area," where we were confined for the next few days. Nights were spent dreaming of home with all its comforts, only to be awakened by that inevitable, "Hit the deck," at 0545. Days were occupied in receiving G. I. gear, G. I. haircuts, G. I. this, and G. I. that, as we were formally introduced into Navy life. Shall we ever forget that standing in line, with only light clothing, in the cold New England weather, and how we wished we were back in the Sunny South again?

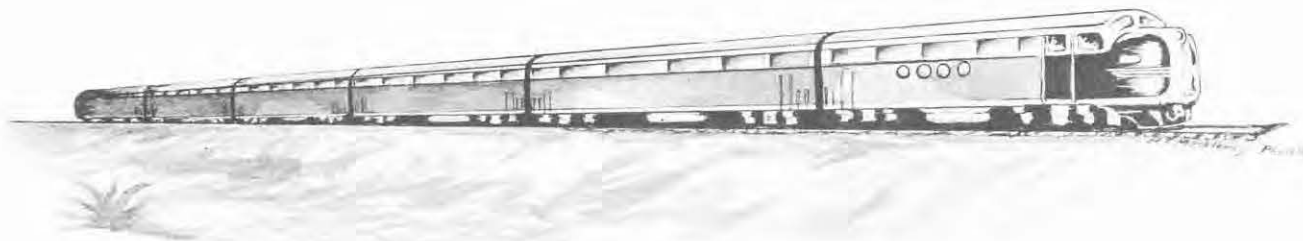
At the end of our time in the Pest House, we were taken to another detention area, and assigned to companies and platoons, under chief petty officers, for boot training. Unused as we were to military discipline and restrictions, the term "boot training" seemed to us a most fitting description, for we felt as though we were being booted around everywhere by everyone. Actually we were getting military lectures and drills, and some of us were getting technical training, but at the time it seemed as though the training mostly consisted of marching, standing in line for hours, shots in the arm, marching, standing in line, shots in the arm—over and over again. Our mental pictures of Navy life aboard a proud battleship, and shore leaves with a girl on each arm, were shattered by ten-mile hikes, commando runs, fenced-in restricted areas and armed guards. All this, together with G. I. haircuts and 'Klassy Kut Koveralls', made us a sight that should have caused the gods to sigh with pity. The only thing that kept our spirits alive was a dim light gleaming through the fog of confusion—a light of hope, a hope coming from the knowledge that this ordeal could not possibly last forever. And true enough it was soon over, much to our surprise and delight. It was then we had our first liberty night in Providence and Greenwich; perhaps it would be just as well, for the sake of posterity, to skip the details of that night of nights.

In the meantime, our destined leaders were undergoing their indoctrination in the Seabee Officers' Training School at Camp Allen, Virginia, and from all accounts the going there was just about as rough as we had encountered in boot camp.

Then came the day of days—9 December 1942; having passed through the embryonic stage—boot camp—we emerged as a full-fledged battalion. Led by our newly-arrived officers, we passed in review before the Commandant of the Station, Captain Fred F. Rogers, U. S. N., (Rct.), who, with his staff, in a brief ceremony presented us with our Colors and the Battalion Standard. Thus we became commissioned the Fifty-Second Naval Construction Battalion.

All during our review, a mild blizzard prevailed—could this have been prophetic?

After the review, we were ordered transferred to "G" area. And, of course, the move **would** have to take place at night and in a snow storm. Here a battalion organization was set up, and we were reassigned to officers





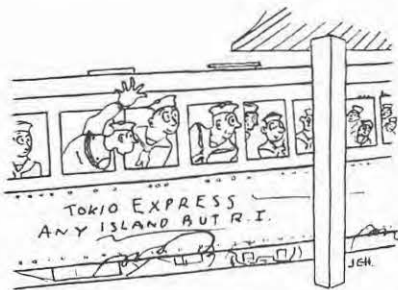
# It Wasn't So Funny Then



A Perfect Fit Mack  
That is the way the Navy wears  
Them.



ME AND MY BIG MOMENT !



and companies. Then, under our new officers and in our new companies, we continued our military and technical training throughout December.

We now had more liberty nights, provided we were in good standing and had not committed any breach of rules, such as one member of the Battalion who was AOL five hours. When asked for an explanation by Commander Gerold, the guilty party remarked "Some ensign, whom I don't know, told me to stand by in the bus terminal in Providence last night at 2400, and wait until he returned. I stood by until 1000 this morning, and he had not returned." We do not know whether or not his explanation was accepted by the Commander, but we do know that he spent his next three liberty nights sitting in the barracks reading "Alice in Wonderland."

Then came 31 December, the day we had all been looking forward to since the time of our arrival—the end of our indoctrination period and the beginning of a five-day leave. Many were not able to reach their homes in the allotted time, but the mental and physical relaxation of this leave readied all of us for the more important and rigorous events to follow. There were a few (?) AOLs, such as one mate who blazed a path from Texas to Rhode Island with telegrams that read, "Coming, hold everything." He arrived three days late.

When we returned from leave we learned of the untimely death of our Junior Medical Officer, Dr. Henry H. Connolly. He had died of spinal meningitis, contracted in line of duty. We will long remember Dr. Connolly for his fine personality, his kindness and the sympathetic treatment he gave us during our delirious boot camp days. Many months later, when our Battalion built one of the finest theatres in the Aleutians, the name Connolly Hall was suggested by the men and was given to the theatre.

We also lost Fred Carter, MM2c, who died of a heart attack aboard the train while on his way back from leave.

## CHAPTER TWO

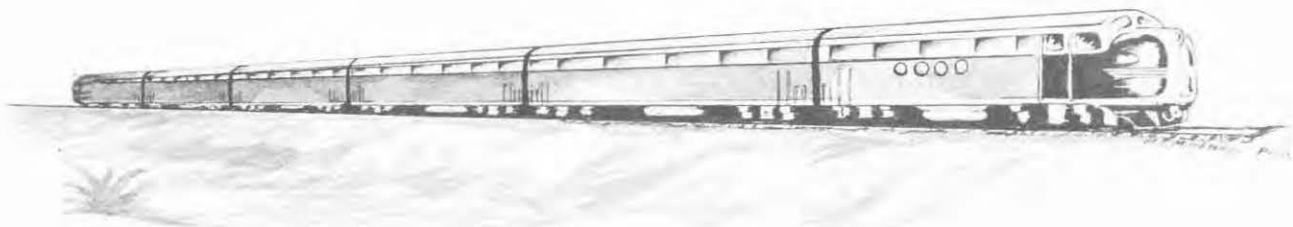
### *Davisville to Gulfport*

9 January 1943, saw us busy in preparation for shoving off to a point of embarkation. There was the hustle and confusion of packing, train musters, last minute farewells and letters home. Our address was changed to Navy 8305, c/o Fleet Post Office, San Francisco, California, and a new high in scuttlebutt was reached as to our ultimate destination. Bets could be had on any place from South America to Australia, but it is doubtful if any were placed on the Aleutians.

We marched to the train on 10 January, in silence. It was not a silence imposed by regulations; it was a silence resulting from the tenseness of our thoughts about our homes, about our loved ones, and questions that arose in our minds as to where were we going and would we be coming back?

The first train section\* left at 2100 and the other two sections followed within a few hours. We all retired early that night, tired from the excitement and strain of a full day. Diners were picked up at Harrisburg during

\*The Battalion, when moving by rail, always traveled in three sections. The train experiences described in this history are those of the first section. While the other sections did not always follow the same route, their experiences were quite similar.



# Military Training





the night and in the morning we learned that we were moving westward. However, the topic of conversation at that time was not, "Where are we going?" but, "When do we eat?" After a long and tiresome wait we had a good breakfast and then relaxed to enjoy the scenic splendors of Pennsylvania. In Altoona two engines were added for the long, hard pull over the mountains. One of the many impressive scenes here was "Horseshoe Curve," where the train almost doubles back on itself. As we passed through Pittsburgh we were greeted with cheers of, "Good luck", by the good citizens of the Smoky City and then we continued westward over the Ohio River. An old "Sternwheeler" laboriously chugging up the Ohio added a contrasting touch to this huge and very modern industrial area. By this time many maps were in evidence and the bets on Gulfport or California as our destination were about equally divided. However, upon arriving in Indianapolis, the train turned southward, which could only mean that we were Gulfport bound.

The following day, 13 January, found us in Gulfport, with the rest of the Battalion, where we were introduced to the rain and mud of Camp Hollyday. After getting squared away, we noticed our quarters were nicely located among long-leaf yellow pines and surrounded by newly-developed lawns. The weather soon cleared and became a welcome change from the snow and cold of a New England winter.

Without further delay each Company started receiving its training and instruction on commando runs and the use of military weapons. Much to the enjoyment of the enlisted men, officers were now compelled to take daily physical exercises, under direction of Ensign Burkavage.

On 16 January Companies A and B left for the rifle range near Saucier, Mississippi. After an hour of confusion, due to the trucks arriving late, the convoy proceeded to five miles beyond Saucier, where the men disembarked and marched six and one-half miles to camp. The barracks at the rifle range were cold and damp, but fires were soon started and work parties established.

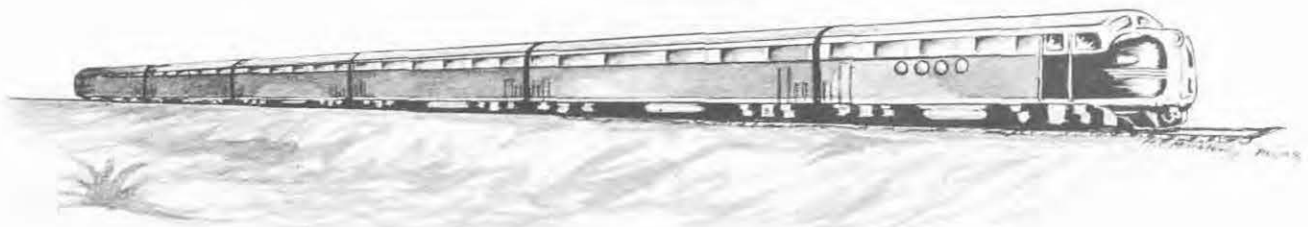
Among the highlights of events that occurred during the four days at the range were: Chief Harkey's disappointment upon learning that the still he set up was only for drinking water; Cook Wright and company who did such a grand job with so little, and discovered that coffee could be brewed from pine cones (or was it coffee?); Warrant Officer Bederman, who sprained his arm while instructing in the proper art of throwing a hand grenade; the graciousness and charm of Mrs. Gerold and Mrs. Owens who, accompanied by the Commander and Lieut. Owens were guests at a noonday lunch; the shack about five miles down the road where, it was rumored, a panther lurked in the shadows, and how, after a visit to the shack, one would gladly meet up with, and fight, the panther; Ensign Whitaker giving the "experts" a lesson in target shooting; our Bow and Arrow Man, "Chief" Fulton, setting sights at 1200 yards on a 200-yard range, which caused an airport several miles away to report they were under fire; the freezing barracks, freezing "heads", freezing water, freezing men and freezing weather; and the reticence of Southland mates to engage in weather pleasantries during those days.

While Companies A and B were at the rifle range, Companies C and D went through the routine of military training and enjoyed the night life of neighboring towns and villages, including New Orleans.

## CHAPTER THREE

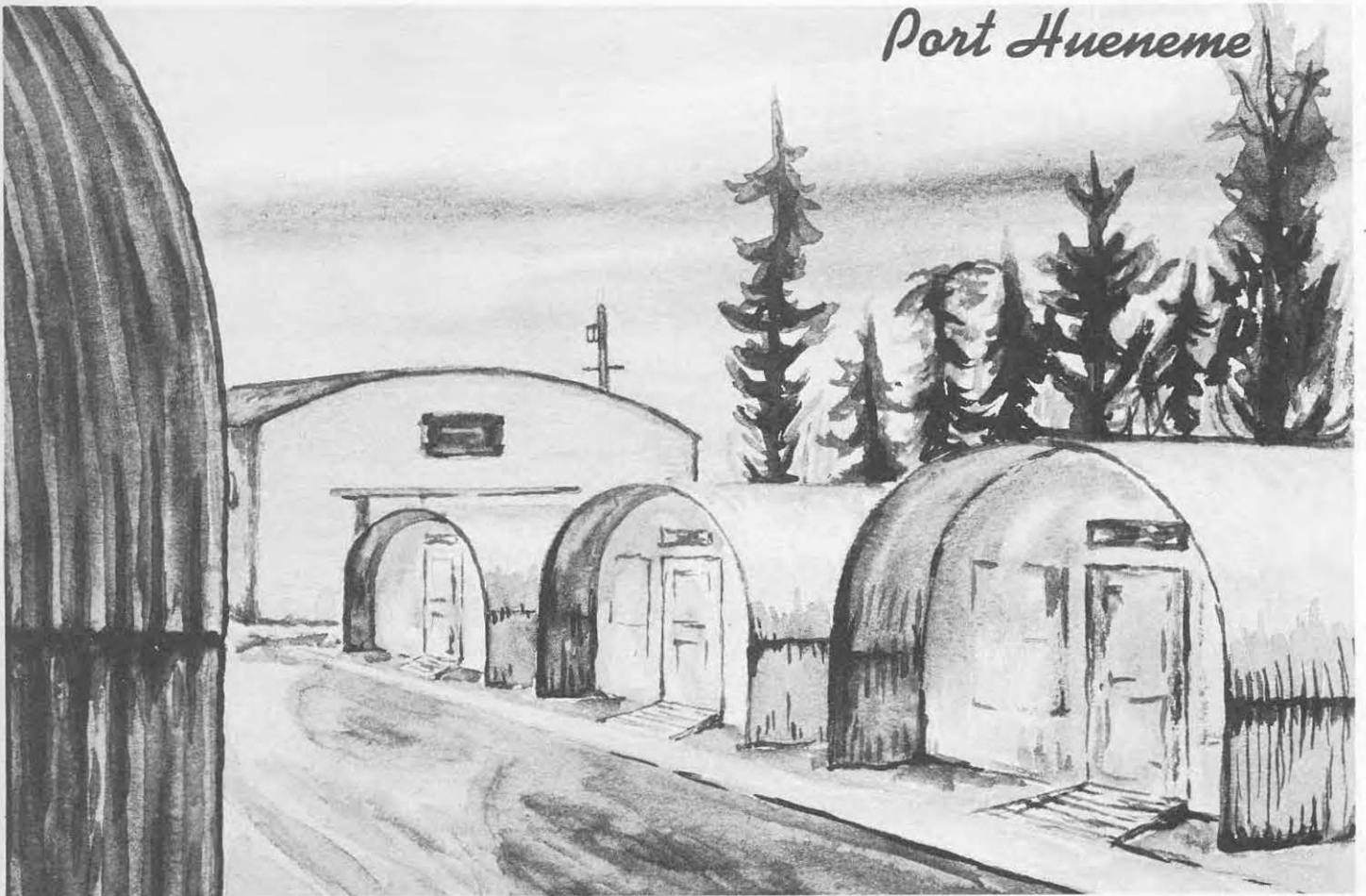
### *Gulfport to Port Hueneme*

On 20 January, orders were received to move. The destination was unannounced, of course, which gave rise to the usual epidemic of scuttlebutt and bets. Also there ensued the usual confusion of packing, stowing and ship-





*Port Hueneme*



ping of gear and arranging of train musters. An announcement that we were not going to be paid before our departure created a howl that could be heard in Biloxi, ten miles away.

The following day all was shipshape and the first contingent entrained at 1800. Like our previous travels, eating on schedule was a problem. We had box lunches and many were so hungry it is believed they ate even the boxes. We awoke the next morning expecting that we would be well on our way, but were surprised to find that we were no further than New Orleans. There was further delay and finally the train was switched to a single-track road to Baton Rouge, which required frequent side-trackings to allow other trains to pass. By mid-morning we were in Baton Rouge where there was a five-hour delay before crossing the Mississippi River. By nightfall we were in Texas and when we arrived at Houston at 0100, at least 100 wives and sweethearts were waiting at the station to greet us. Despite the fact that the Battalion was traveling under secret orders, the train never slowed down or stopped in any town in Texas but what it was greeted by wives or sweethearts of men aboard.

The next two days were spent in crossing that grandiose State of amazing things and amazing peoples. These were by no means dull days. There was the disappointment of the "Damyankes" in not seeing a train robbery or a cattle rustler, or the Lone Ranger; there was the tranquility and romance of a technicolor sunset in a land where Kit Carson, Sam Houston, and David Crockett wrote living chapters of history. At Lubbock where we spent all day Sunday, with time heavy on our hands, there was the problem of restroom facilities which was finally solved by moving the entire train load of us out into the uninhabited country side.

The morning of 25 January found us in Albuquerque, New Mexico, viewing the quaint adobe huts and the Spanish architecture, to the complete indifference of the Indians. There was only Arizona and the great Continental Divide to cross before reaching our destination. This was a series of steep climbs to an elevation of 7000 feet, climbs that slowed the four giant compound locomotives to a crawl; and then rapid descents, with ears ringing, to just a few hundred feet above sea level. There was the oppressing heat of the desert crossing with only visual relief in the background of snow-capped mountains. There was the treacherous Cajon Pass and then the beautiful San Bernardino Valley with its endless and orderly rows of citrus groves. The Battalion here embarrassed the Californians by arriving in the midst of all the flood damage created by the heaviest rainfall in the Nation's history. This storm we learned was the cause of our 12-hour delay in Lubbock, Texas.

After a short stop-over in Los Angeles for late supper, we arrived at Camp Rosseau, Port Hueneme, during a rainstorm, early in the morning of 26 January. We were completely exhausted upon reaching quarters at 0300, and "hit the sack" without so much as the formality of undressing, but we were up again for reveille at 0530, with the rest of the Battalion.

The following two days were spent in the usual squaring-away of men, gear and quarters and then we fell into the regular routine of advanced military training. There was a much needed payday and on the first weekend half of the Battalion enjoyed a liberty in Los Angeles and nearby towns. Those of the Battalion not on liberty were entertained by a U. S. O. show starring Kay Kayser and a bevy of Hollywood's loveliest damsels.

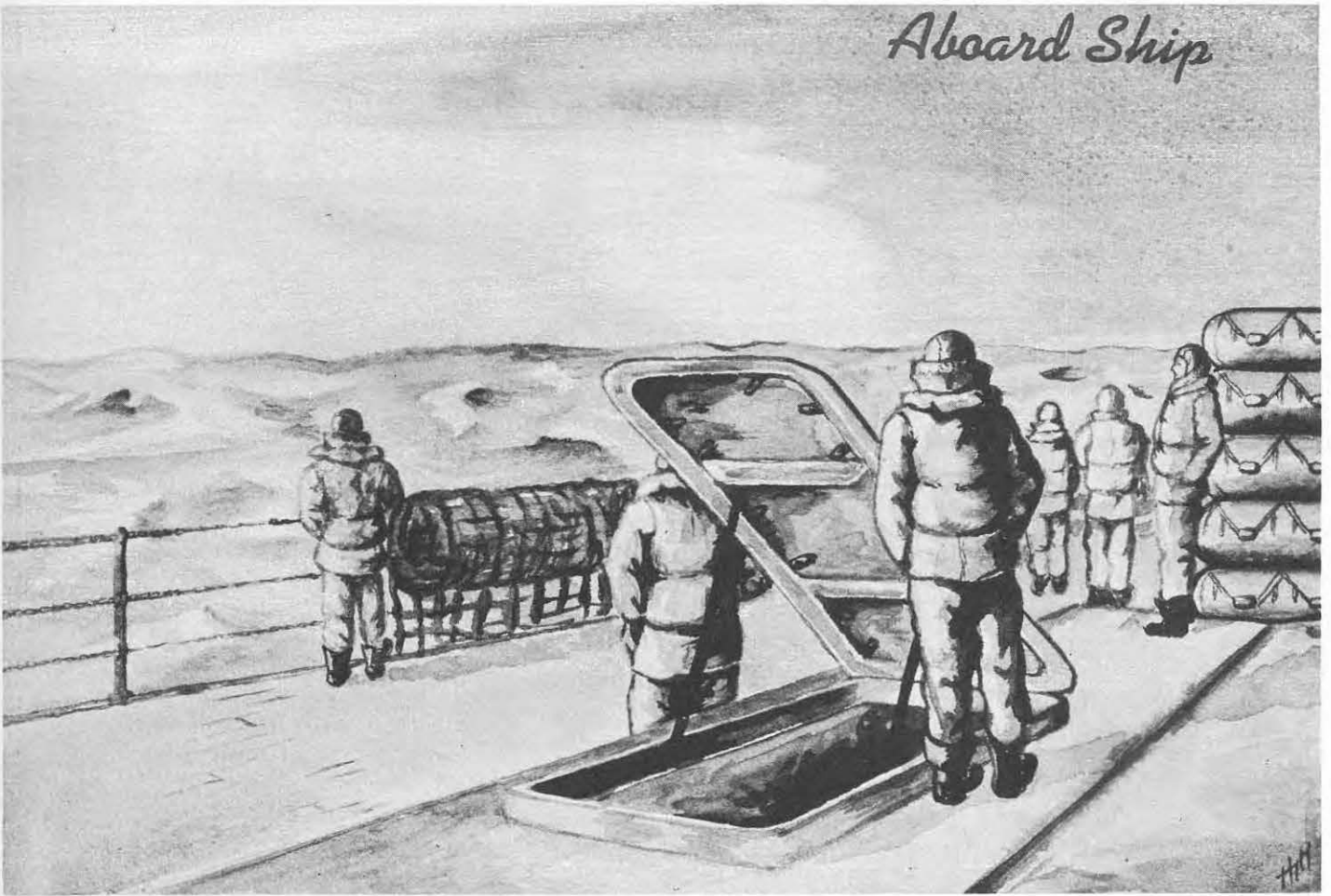
Chaplain Curry joined the Battalion and outlined a program of religious, welfare and recreational activities for the men. The Chaplain got away to a flying start by immediately staging the Battalion's one and only dance, which was more than a success inasmuch as the girls well outnumbered the men.

The Chaplain further brought us inside information from an unimpeachable source that our destination was New Caledonia. Dr. Sandler had also been studying tropical diseases for the past month. However, the sheep skin coats and arctic clothing that were being issued did not portend the tropics.

A voluntary collection of \$785.00 bought a variety of musical instruments, which served us well in the lonely and dreary days to come.



# Aboard Ship





The Battalion remained intact during this period with the exception of some fifteen officers and enlisted men who took a five-day gunnery course at San Diego.

A bag inspection on 6 February, was the forerunner of orders received on the following day to prepare for entrainment on 9 February, which started the last lap of our travels in the United States.

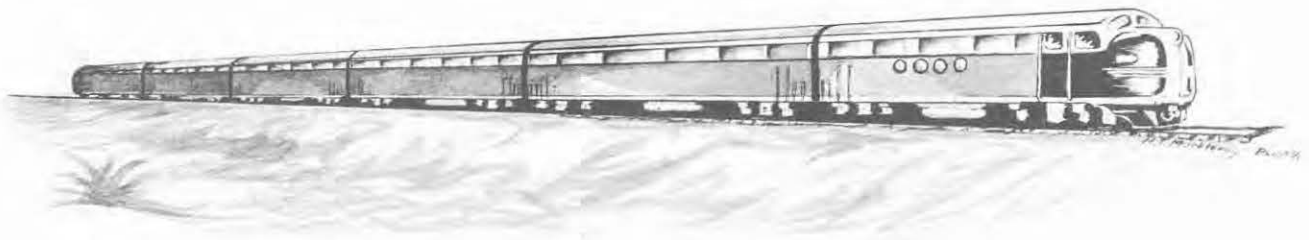
## CHAPTER FOUR

### *Port Hueneme to Dutch Harbor*

The two day trip to the embarkation port was a scenic panorama of the blue Pacific, early Spanish Missions, citrus groves and fertile truck farms. Skirting the east side of San Francisco Bay, we could barely distinguish in the distance the dimly lighted outlines of the Golden Gate and San Francisco-Oakland Bay Bridges. We followed the trail of the Santa Margarita and Cascade Mountains, a trail of long winding curves, endless tunnels and deep gorges, with always in the distance the picture-postcard beauty of magnificent Mt. Shasta. Arriving in port, we went to the pier where we boarded our transport. After squaring away we "hit the sack" early in anticipation of sailing on the morrow. With all hands crowding the top side for a last glimpse of the good old U. S. A., we put to sea on the morning of 12 February. The ship, with two Battalions aboard, was crowded to capacity and there were endless hours of waiting in tortuous lines to reach the ship's mess, which now had to accommodate several times its normal capacity. Everyone wore life belts and was assigned to life boat or life raft; thereafter we were put through abandon-ship drills. Each one of us unconsciously appointed himself a lookout for periscopes.

On the second day out, rough weather caused the usual amount of seasickness, which one Cowboy Copass should never forget. The third and fourth days of the voyage were enjoyed with refreshing hours on deck and in listening to the music of our own and the ship's musicians. The last day was one of blizzards and gales.

On the 17 February, we dropped anchor in Dutch Harbor, which was an awe-inspiring sight. Rising above the harbor shore line were towering snow covered mountains, their peaks obliterated by a snowstorm in the fury of a "williwaw". Halfway up the side of a mountain we could see the top of a power shovel, the rest being buried in a snow drift. That night there were periods of clear weather, which permitted a full moon to shine and present us with perhaps the most magnificently grand display of rugged country most of us will ever see. The stories we had read and heard about the Aleutians had seemed exaggerated, but now we knew that any written or word-of-mouth description would be an inadequate portrayal of these bleak outposts.





*All Ashore on Island "X"*



## CHAPTER FIVE

# *Dutch Harbor*

We disembarked early the next afternoon in the very middle of a howling blizzard. At this moment we got our first view of Seabees in action; despite the high wind and blinding snow, Seabees, actually lashed to the building for safety, were putting on the roof of a large warehouse. We were eventually loaded aboard trucks and were hauled some miles up into the mountains of Unalaska, to a location we were later to know as Tent City. This so-called city consisted of many tents dispersed on the snow-clad mountain side, and reminded one for all the world of the pictures of mining camps in the Klondike in the Gold Rush Days of '98. Some tents were so completely buried in the snow that we were not aware of their existence until they began to emerge in the thaw that occurred some weeks later. It was a very discouraging sight, and became more so as we found the tents (and even the stoves) full of snow, the coal piles buried in snow and ourselves waist-deep in snow. Among the hazards were the snow-filled fox holes; every so often a mate would drop out of sight into one of these hidden holes. However, after starting fires and thawing out the tents, and locating a head that actually had hot water and showers, the scene took on an aspect not quite so cheerless. It was rapidly becoming dark, and we had no lights of any kind, so Seabee ingenuity had its first opportunity to show itself, by improvising lamps consisting of small tin cans or bottles, with cords for wicks, and hair oil or lighter fluid for fuel.

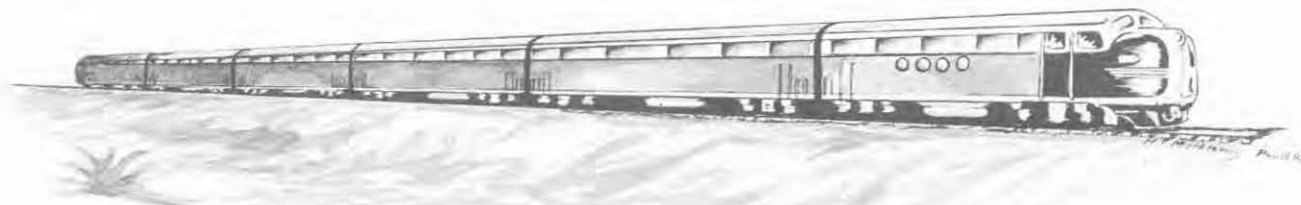
The preparation of food was handicapped by frozen water lines, poor equipment and inadequate supplies, but nevertheless the cooks under Chief Cressionie did a swell job. Some of us, rather than wait in the long chow lines those first few days, walked or hitch-hiked several miles into the village of Unalaska, to the restaurant (let us dignify it as such, for lack of a better word) where, for \$1.50, a plate of bacon and eggs could be had. Also we bought, at corresponding prices, a limited supply of groceries and prepared some meals in our tents over our little pot-bellied stoves.

The soldiers gleefully kidded us about wading through snow in undress blues, but these same soldiers later were most helpful and cooperative in helping us to obtain supplies and transportation.

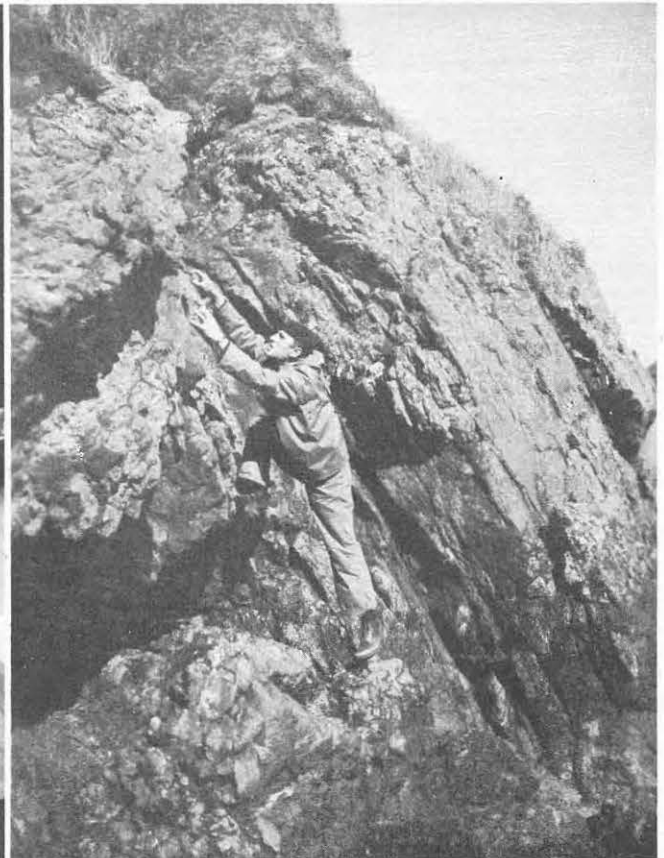
There were several civilian-operated establishments in Unalaska including the Northern Commercial Store, where, for the very modest sum of \$1,250.00 one could purchase a dubious pedigreed Indian bow and arrow; or Blacky's Tavern where for one hour nightly, questionable whiskey was sold at \$1.00 a shot, or six bottles of beer could be had for \$2.00.

Black's service was unique. Under the guidance of MPs, hundreds of service men formed lines outside of his establishment, whiskey glasses were lined up and filled on the bar, and at a given signal one rushed in, plunked down a dollar, tossed off his drink, rushed out the back door, around the building and back into line. Barring accidents, one could make several trips around in the allotted time. The next thing to do was grab the first truck going to Tent City, and upon arriving there, jump off, run up the hill to your tent, crawl into the sack and wait for the drinks to hit you all at once. It was always a good idea to hang on to the sides of the cot.

By now the companies and men were assigned to work projects which included the construction of roads, water mains, power lines, storage facilities, service and recreational buildings, machine and maintenance shops and the organizational activities of the disbursing, supply and engineering offices. All this work was done under the most trying conditions; in storms and freezing weather, and with limited materials and improvised equipment. But the work was done with such thoroughness and speed that the Battalion, for this reason, was later selected to go Westward on its own and establish a brand new base for the Navy.



# *Squaring Away on Island "X"*



1. Digging his foxhole
2. Ouch!
3. Sick Bay
4. You know about them
5. He's trying to get in picture No. 3



## CHAPTER SIX

# *Arrival at Island "X"*

In early April a small detachment under the command of Lieutenant Huttleston and Ensign Whitaker left Dutch Harbor to make preliminary preparations for establishing an advance base several hundred miles west of Dutch Harbor. This was no mean assignment and entailed all the hardships of pioneering on an uninhabited and little known-about island. It was this unit that first established a location on what was to become our Island X—and home for many months to come. On the same day another small detachment shoved off for the same destination, but were stopped at an already established base at another Island.

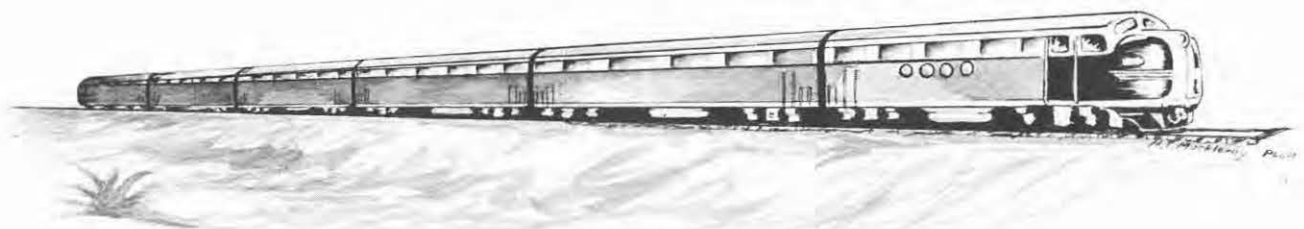
Some days later the major portion of the Battalion sailed Westward, leaving Lt. Owens as Officer in Charge of the detachment remaining at Dutch Harbor, and in due time anchored off our Island X location, on the evening of a beautiful day. A great snowcapped mountain peak looked down on twin valleys, which sloped to the shore line, and were still largely covered with snow. These great, treeless valleys and mountains were truly awe inspiring, but looked coldly inhospitable to those of us who were about to set up our homes thereon. The only note of comfort was the sight of Lt. Huttleston and his advance guard waiting for us on the beach.

At the time, this Island could be considered among one of the most desolate and remote U. S. outposts. The Fifty-Second was one of the few Battalions in the Navy fortunate enough to secure a genuine Island X all to itself, and thus to become a real pioneer.

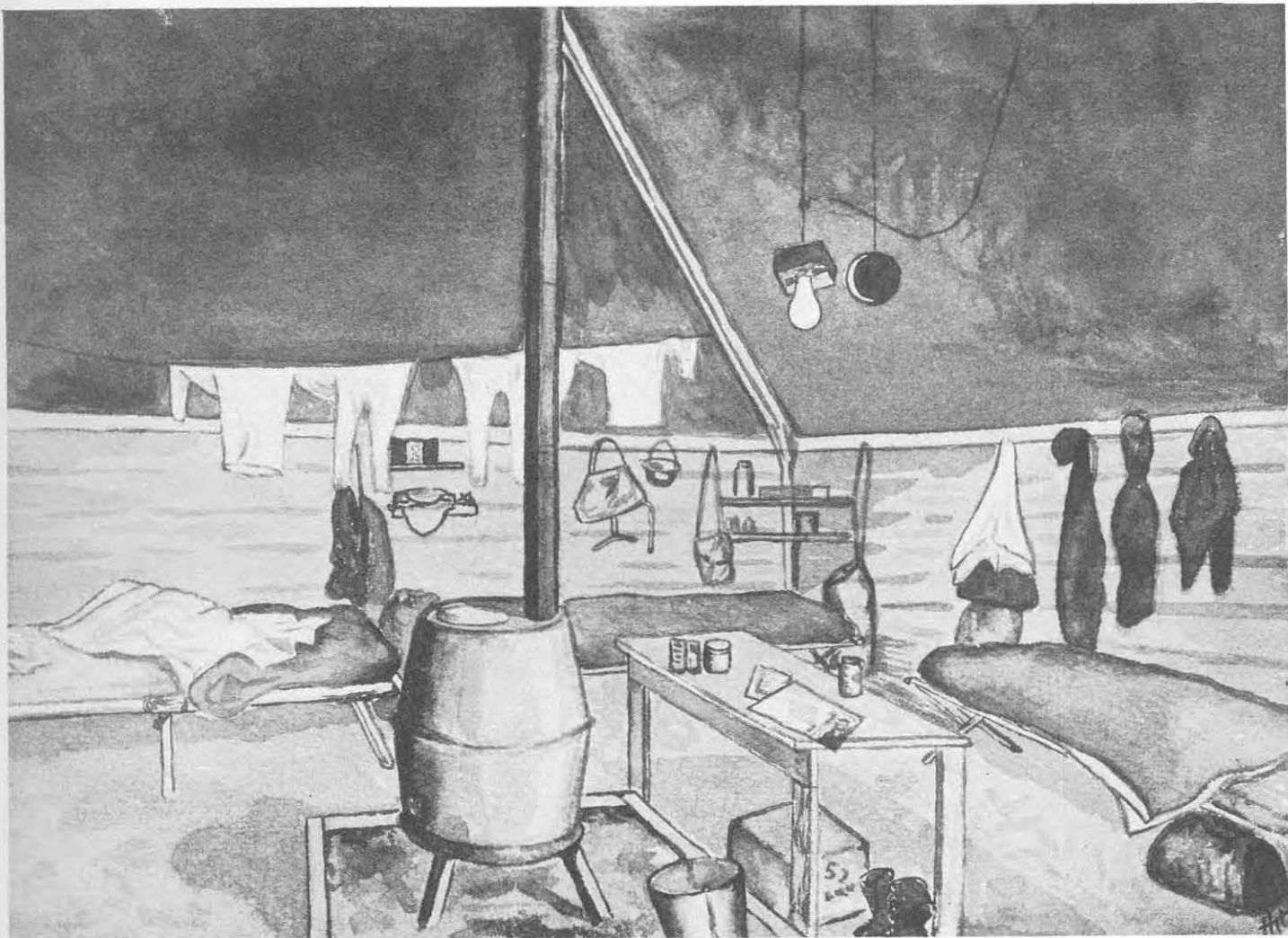
The weather was perfect and fairly warm. The full moon reflecting off the cold waters was of great help to us in our landing operations, but it would have been of just as much help to an enemy. Men, gear and supplies went over the side in true amphibious landing style; the men, fully equipped with rifle, gas mask, cartridge belt, helmet and all the rest of their infantry gear, climbed down the ship's side on the cargo nets and into the landing barges which ran them ashore. In the very middle of our unloading it was announced over the ship's speaker system that a submarine had just been reported and all hands were put on the alert. Just at daybreak, the last landing barges started ashore. Our transport weighed anchor immediately and was soon lost to view below the horizon.

We were on our own.

Quarters for the first night were any place one wanted to lie down in his sleeping bag—for what time there was for those fortunate enough to get some sleep. The morning found sea bags, lockers, ordnance, mess supplies, tools, camping equipment—all piled helter-skelter along the beach. Just to look at the pile and try to imagine where one's own gear might be gave one a first-class headache.

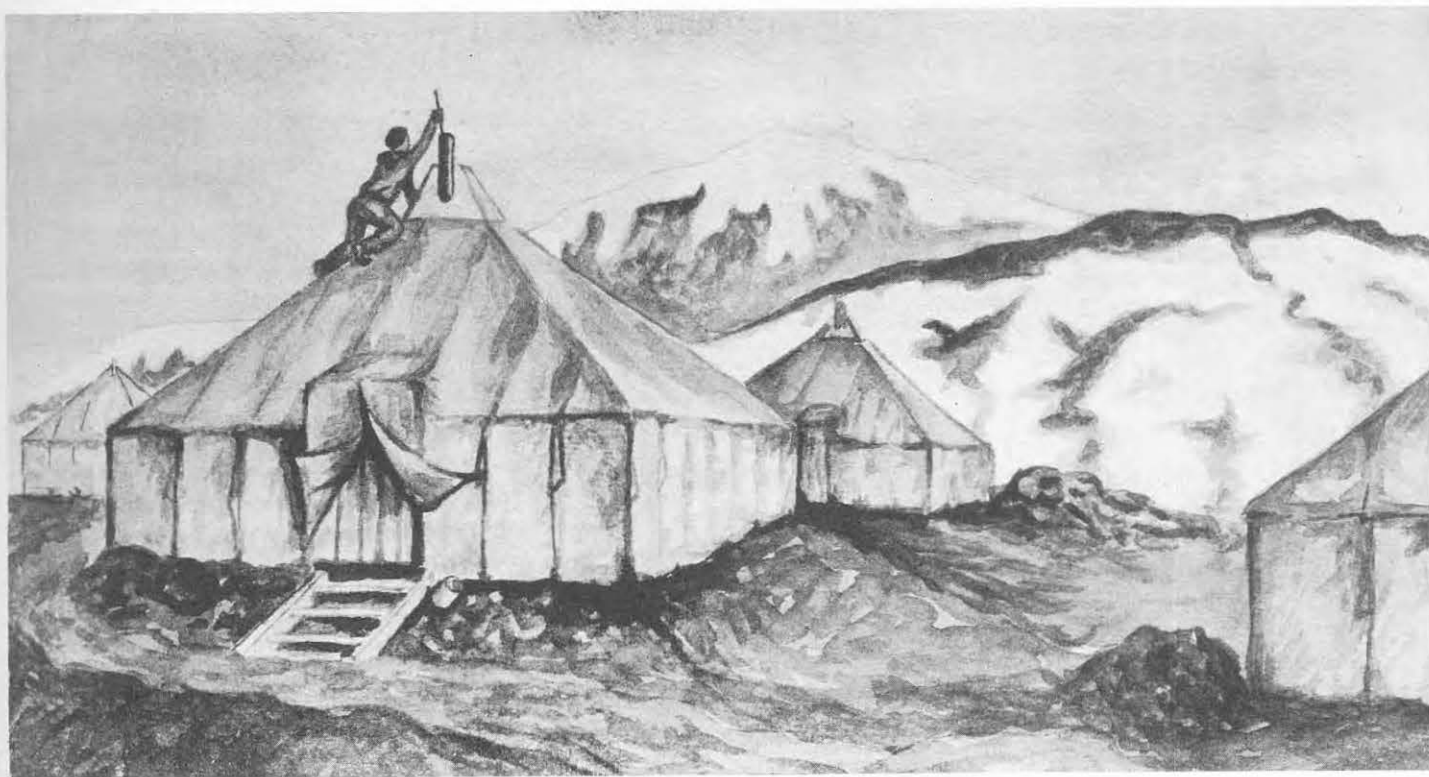






*A typical tent interior*

*That darn chimney blocked again*



## CHAPTER SEVEN

### *Early Days on Island "X"*

The first day was not without its mishaps, and started by the tent galley burning to the ground during breakfast. A new one was improvised of scrap lumber and tarpaulins. When mess call was sounded (who can ever forget Bugler Fisk and his fifteen mess calls every day?), everyone took his mess kit to the galley serving line, and then sat on the nearest hummock of tundra to eat, or when it was raining or snowing or blowing too hard, he went back to his tent. Needless to say that warm meals were pretty few in those days. Mess kits were washed, usually with sand for soap, and rinsed in the stream that flowed through the camp.

There was much to be done and the first few days were spent in erecting tents for quarters, sick bay, post office, engineering office, heads and so forth. A mess hall and provision store room were added to the galley, and were of similar construction; the mess hall for the men consisted solely of long board counters on which to rest the trays, while the chiefs and officers had a couple of tables with benches in one end of the store room.

Gear, supplies and materials were hauled by coolie methods until stone boats were made and tractors took over the hauling.

The first few weeks were lonely weeks. We felt forgotten. Shortage of food and coal gave us cause for concern. The sight of a vessel would bring all hands down to the beach, looking for supplies and mail. Sometimes these vessels came in, but more often they passed us by. We felt as the Pilgrims probably felt, when they went to the shore and watched for the return of the Mayflower. The only thing that never stopped was the wind. Rain and snow alternated, but the wind was perpetual, and there was no escaping its maddening effect, either inside or outside the tents.

These first few weeks also probably cured most of us of any latent desires for "roughing it". We lived in our tents, "furnished" with earth floors, coal stoves, kerosene lamps, sleeping bags on cots; we washed and bathed (a by no means regular habit) in our helmets, heating water in refuse cans salvaged from the galley. It was a problem to keep things dry under these conditions. This camping experience, following that at Unalaska, causes us to feel that even though we have not earned any combat medals, we have qualified for the Boy Scout Merit Badge in Camping.

The utter newness of our situation helped keep us from thinking too much of our hardships. The Japanese were still close enough to have caused us trouble, and at night there was a feeling of uneasiness, despite our sentries. Tame but cautious blue foxes soon learned to look for food, while flocks of black ravens circled inquiringly and noisily above us. Probably for the first time in our lives we could drink freely from a flowing stream, and know that it was absolutely pure.

We felt that we were pioneering indeed.



*Just Like Home... Well, Almost, Anyway*



1. One of the Island's exclusive residences
2. Furnished to suit the most exacting
3. It's payday
4. And now to spend it at Ships Service
5. Oh yes! A chow line
6. Ho hum—Ain't war hell

These pictures were taken during the summer season on Island "X" which occurred during a week in August 1943.





## CHAPTER EIGHT

# *Life on Island "X"*

Patches of straw-colored tundra were showing through the snow when we first landed. Gradually the snow line moved upwards, leaving the valleys and mountain sides a dreary-looking sight with their carpet of light brown tundra. Slowly this color changed, until, during the two short summer months, it looked as though our Island was covered with a gorgeous, green, velvet carpet, unmarred by trees or shrubs, but interspersed, high up in the deep ravines, with a few patches of snow which never quite disappeared. Much against our wishes we were to see this brilliant green color slowly fade back to brown, and then our landscape was rapidly covered with an unblemished mantle of pure white.

Although day followed day with monotonous regularity, none of us ever complained of the weather becoming monotonous—unless its constant changing could be called monotonous. Rain, snow, sunshine, fog, williwaw, calm—it sometimes seemed as though all of these would occur within an hour. Double rainbows—beautiful ones—at angles to each other—were not uncommon. Sunsets and dawns could be as glorious as anywhere on earth—but unfortunately were usually bleak. Snow and rain could be seen traveling horizontally, or up a mountainside. Our lowest temperatures were not far below freezing, much to our surprise and good fortune. Once during the summer we experienced a "drought"—for several days the sun shone all day long, there wasn't a drop of rain, and our temperature reached 70 degrees.

Our days lengthened until in June, daylight lasted from 0400 to 2300. Of course, in December we were on the other end; daylight would last only from 0900 to 1700.

Another phenomena that never failed to interest and amaze us were the flowers, both by their variety, beauty, fragrance and profusion. On a calm, warm day (none too plentiful) the fragrance in the valleys was truly powerful as in a florist shop. Flowers and seeds were gathered by a great many of us, and sent home.

The tundra was beautiful to look upon, but extremely fatiguing to walk through. However, there were no snakes, bees, mosquitoes or other insects to worry about; nothing but a few pale butterflies and some innocuous sand flies were to be seen. Rats had been a terrible problem at Dutch Harbor, but our Island fortunately remained free of them.

In trudging through the tundra, one would often be startled by a ptarmigan taking off, with a loud whir, from beneath one's very feet. Eagles had high nests up in the sheerest parts of the cliffs. The ravens, with their "Hi, Doc" and other calls which sounded almost human, reminded us in looks and actions of over-grown crows.

And of course, there was that never failing source of interest—the foxes. Two of them in particular became quite tame, and were soon named Oscar and Louie. They quickly learned to know the purpose of a galley, and what were the best hours for calling. One of these foxes, Oscar, got as many eggs from our galley as we did, or so it seemed; but to watch a fox call for an egg and go bury it, and then fight off the ravens who immediately attempted to dig it up, perhaps gave us as much pleasure as eating the egg ourselves. These foxes also learned what fishing meant. One of them, Louie—usually—would be quite sure to show up around a fellow fishing in the streams, and wait for an offering. (Ask Chaplain Curry—he knows.) But perhaps as good a morale booster as we had on our Island was the daily skylarking between our collie dog Scuttlebutt and Oscar; these two fellows would romp and play for hours like a couple of pups. If it weren't for the foxes and the dogs, most of us would have been at a loss for something to write home about—this was about the only topic that seemed to have no military significance.





# More About Island "X"



Then there were the fish and the crabs. Large halibut, salmon, codfish and other species of salt water fish were caught off the dock. One barracuda was caught near our Island, and another one at Dutch Harbor, at about the same time; how these tropical fish ever reached our cold waters always remained a mystery. Dolly Varden and other trout were caught in large numbers in our mountain streams. Fishing—especially trout fishing—was almost the only sport available, and during the long summer evenings the stream banks would be alive with officers and men trying their luck. Our Island acquired fame as a fisherman's paradise, and many official visitors, as well as visiting ships' crews, came ashore with their fishing tackle. We usually managed to have on ice a stock of fish for the enjoyment of distinguished visitors. And, of course, everybody who ever caught more than three fish on a single trip, or one fish over six inches long, wanted his picture taken.

In our early weeks we caught large crabs, which were a welcome addition to our bill of fare, but for some unknown reason they suddenly disappeared, and never returned.

Seals were another source of interest to us. One of our Texas mates probably had ten years scared off his life, when, one day, having gone out from the beach some distance on the rocks, he chanced to look around and saw a bewhiskered face staring at him with its large eyes; this mate thought of everything from mermaids to Jap one-man submarines and almost broke his neck dashing back to shore over the rocks.

Outside of the natural scenic wonders of the Island, points of interest were naturally almost nil. However, we were not long in discovering, over the mountain on another part of the Island, an abandoned trapper's cabin. Prior to the war, we learned, this island, like some others, had been leased by the Government to an individual for about \$25.00 annually, for fox raising purposes. This party would turn his foxes loose on the island, to live on birds and by scavenging along the beach. He would build himself a small shack, where he would live for a few weeks each year during the trapping season. Our trapper's cabin had evidently been abandoned quite unexpectedly, as we found it furnished with a bunk and bedding, stove, cooking utensils, food; also, traps and trapping gear, snow shoes, rowboat, one or two hides, and, of course, even the foxes themselves had been abandoned.

There were at least two bara-baras on the Island. They were underground dugouts, and were the natural dwellings of Aleuts. Anyone who has been haunted by weeks of continuous winds, will give the former natives credit for having the right idea of a dwelling best adapted to the elements of the Aleutians.

A couple of almost undiscernible mounds, marked by some iron rods and wooden boards, were a source of mystery. Rumor had it that they were Japanese graves, and well they might be as the Japs for many years were far more familiar and numerous throughout the islands than were Americans.

Most of us experienced our first earthquakes on our new Island. However, after a year in the Islands, earthquakes, tremors, and volcanic eruptions worried us less than the williwaws—these latter attained official records of well over 100 miles per hour.

The health of the Battalion was always fine. Occasionally a ship would come in, bringing a few germs, and there would be a mild epidemic of colds and catarrhal fever. Then, of course, there was the occasional appendicitis operation. With a thousand men in camp, there were usually less than five of them in sick bay. Most of us put on a good deal of weight, even the hardest workers among us; this seemed to be nature's way of protecting us in this raw country. Rheumatism was quite prevalent, but when our solarium began operations much of the suffering from this cause was alleviated. As mean and raw and lacking in sunshine as our climate was, those of us who knew something of the tropics and jungles could not help but admit that we were undoubtedly better off than our mates down below.



## CHAPTER NINE

### *Conclusion*

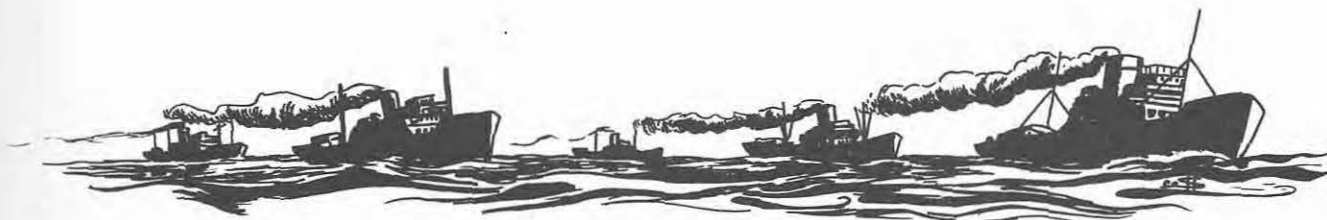
The Battalion has been out of the States for over a year now, and there are many events of those months that we would like to include in our Yearbook, but, war being what it is, such is impossible. The Battalion has not always been intact, and many of the activities of the detachments have not been included.

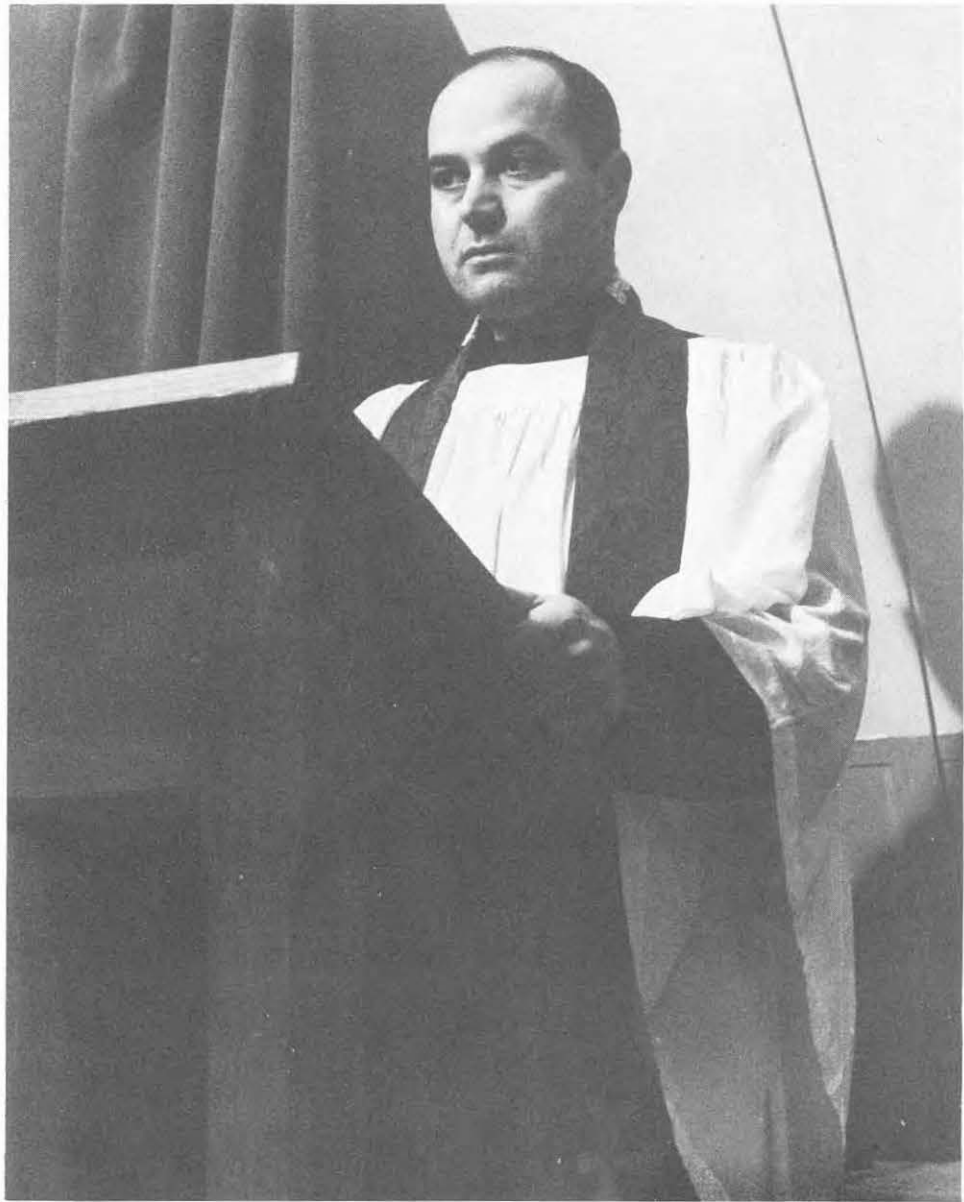
Lt. Owens, with his detachment, rejoined the Battalion at Island X at the end of May. The Battalion then enjoyed for five months that seldom realized hope of all battalions—it operated as a complete unit on its very own island. In November, Lt. Owens and Lt. Forrest, with their respective companies, C and B, were ordered to a large base at another island, the former as Officer in Charge of the detachment and in charge of construction, while the latter became Battalion procurement officer. This detachment carried on large building and waterfront projects. Then early in 1944, Battalion Headquarters and Company D left Island X for an outlying project on the above mentioned base, with Lt. Collin as Officer in Charge of construction. Lt. Huttleston, with A company, was left as Officer in Charge of our old Island X project, which was nearing completion, assisted by part of Headquarters company under Lt. (jg) Robinson.

The Battalion published its own weekly paper, *The Sea Beecon*, for some months, thanks to the purely voluntary efforts of a few of the men, who did all the work on their own time. This paper was edited for mailing, and many homes were kept informed, by this means, of some of our activities.

We would like to tell you what we built, how we built it, and why it was built. We would like to tell you the location of our Island X, and tell you more of its unusual scenic attractions. We would like to tell you about every little tragedy and humor in our daily lives, and how grateful we are for having remained healthy and strong—but most of all, we want to tell you how very proud we are of a job, "WELL DONE".

The Fifty-Second Naval Construction Battalion is a mobile unit whose activities at this time cannot be made public. Therefore, many of its most thrilling experiences and major feats of construction must remain unwritten. However, the Fifty-Second Naval Construction Battalion has, it hopes, by fortitude and skill, written an important chapter in the World War II History of the Aleutian Islands, and contributed its part in the building of the Northern Highway to Victory.





### *A Message From Our Chaplain*

We have been together over a year, sharing individual and group responsibilities, under trying circumstances; but on the brighter side of things, it has been a rich adventure for we have formed new and lasting friendships among our shipmates.

It is my conviction that you have rendered a great service to your country, to those at home, to your fellow-men who have suffered untold cruelty and wrong in enslaved countries, and to the principles of the Christian Religion, Justice, Freedom and Human Brotherhood. Therefore I am justly proud of my tour of duty with officers and men of the 52nd Naval Construction Battalion.

May the God of Peace guide you wherever you are and may our concerted prayers bring about the day of Righteous Victory and Human Brotherhood.

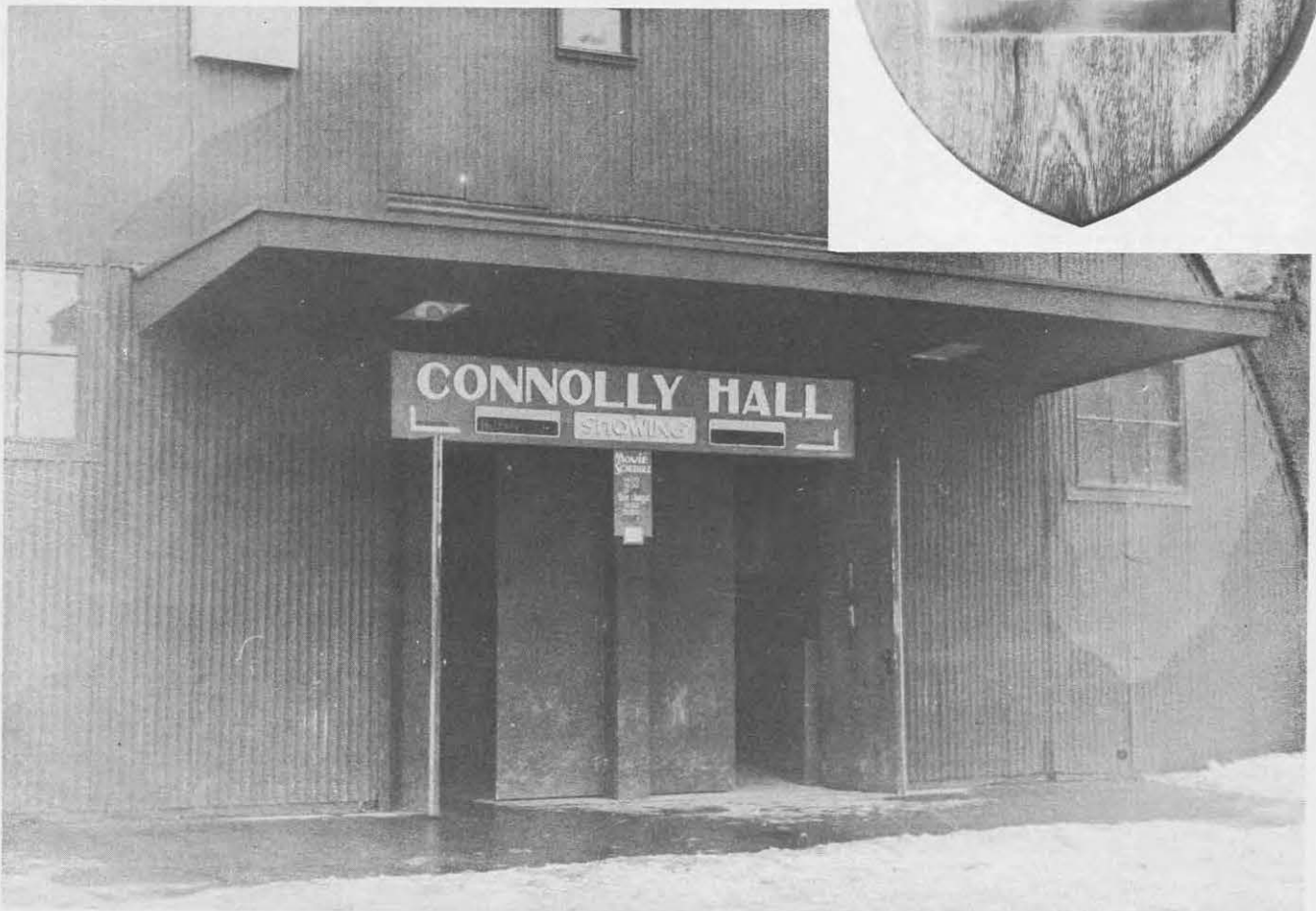




The Chaplain's duties, in addition to his professional services, are many. He provides recreation and entertainment facilities, is interested in the men's welfare and helps solve their personal problems.



*A Modern Recreation Center on Island "X"*





One of the first considerations given to recreation and entertainment was the organization of a band. Musicians Lenhart, Lebens, Bundick, Struve, Walker, Fisk, DeMont, and Perkins were selected and the organization was made complete with Williams as manager and Dougan as director.

Their devotion to a task that required long hours of their personal time exemplified their loyalty and eagerness to contribute to the welfare of their shipmates and has been a contributing factor to the splendid morale that prevails throughout the battalion.

"Darktown Follies", a minstrel with a cast of thirty-six, was presented at the formal opening of Connally Hall. The original production, written and directed by Alexander Kiersey and Frank Winzer, was a big success on Island "X", and was later taken to a large Army-Navy base where it was equally well received.

End men Kirk, Fallon, Barrow, Garland, Baldwin, and Fuller, together with interlocutor Winzer, played the straight minstrel parts while specialities were done by Hinkle, Byrns, Galyon, Bolster and Miller.



*Music  
and  
Entertainment*





*Sports  
and  
Recreation*





**SEA BEE-CON**

BATTALION 52

VOL. 1 NO. 2

After several months on Island "X" it became evident, due to the extreme scarcity of radios and about a thirty day delay in arrival of newspapers from the States, that some means of news distribution was needed. A number of men suggested a newspaper, so a staff of six men with Joe Deremiah acting as Editor-in-Chief was appointed by Chaplain Curry with instructions to publish a weekly newspaper.

In the initial editions of the "ISLAND 'X' ?" as the paper was labeled until a more suitable name was selected, editors Joe Deremiah, Rudolph Lauper, Frank Winzer, Ivo Sanders, Thomas McKnight, and Alexander Kiersey placed particular emphasis on late war news with local, classified, and personal news secondary.

Later, as more radios were obtained and Island "X" began to expand and grow, the policy of the paper changed with the desires of the Battalion. Emphasis was then centered on local items, and such features as "Dear Mom", "Personality of the Week", and a "monthly calendar" began to appear.

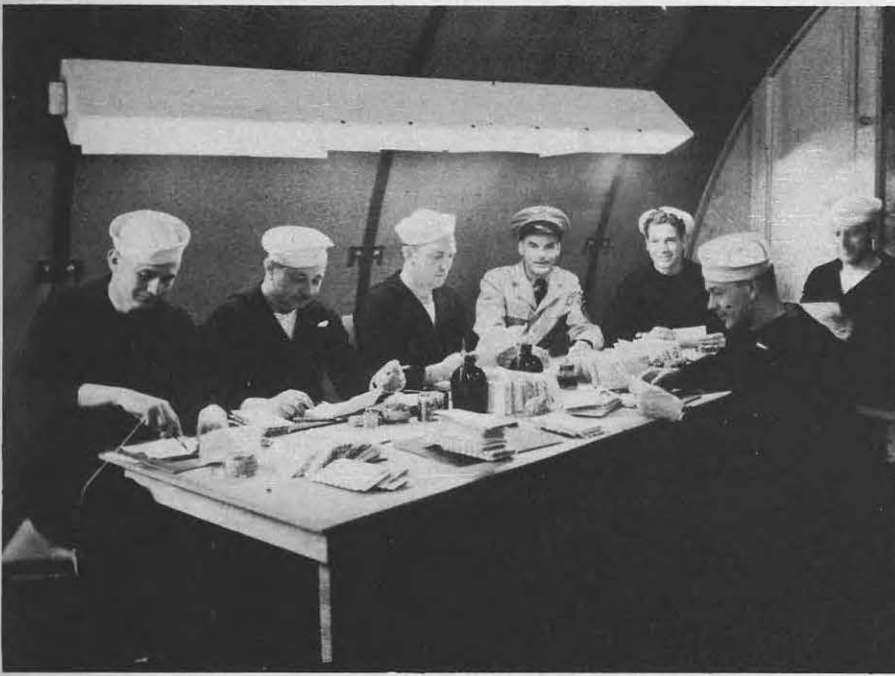
With this change in policy also came a change in the staff. Marshall McConnell, Martin Todd, and Leo Ryan replaced members who found they could not spare the time from their regular duties. H. T. Muckleroy was added to provide the necessary art work. Lieut. Commander Walter and Chaplain Curry showed a keen interest in the publication and added much moral support.

The name "SEA BEE-CON" was submitted by W. C. Gammil, and selected from numerous entries in a contest held to promote an appropriate name.

The "Sea Bee-Con" usually consisted of four double column pages printed on a ditto machine. The entire staff would work through the early hours of morning of each publication date until approximately five hundred copies were ready for distribution, enabling each tent to receive at least one copy.

The members of the staff gave their time, talents, and efforts willingly in order that their mates might enjoy the privileges of a Battalion newspaper.

HTM



*Censor Board*



*Post Office*

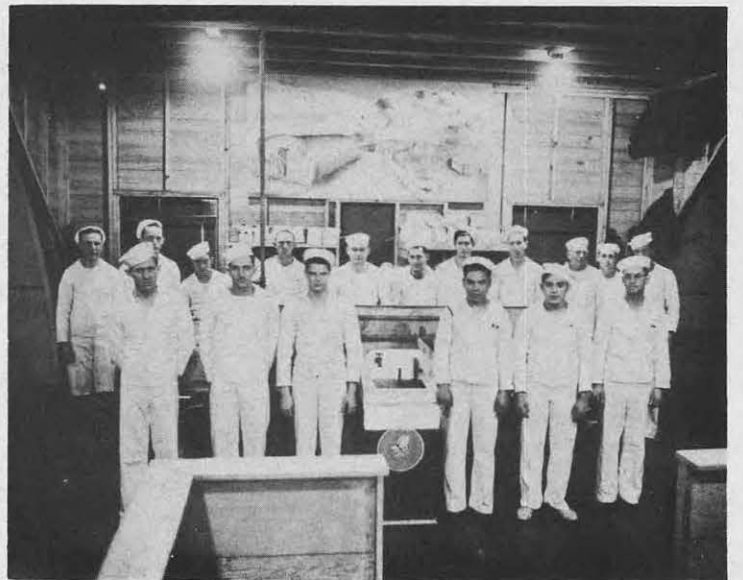
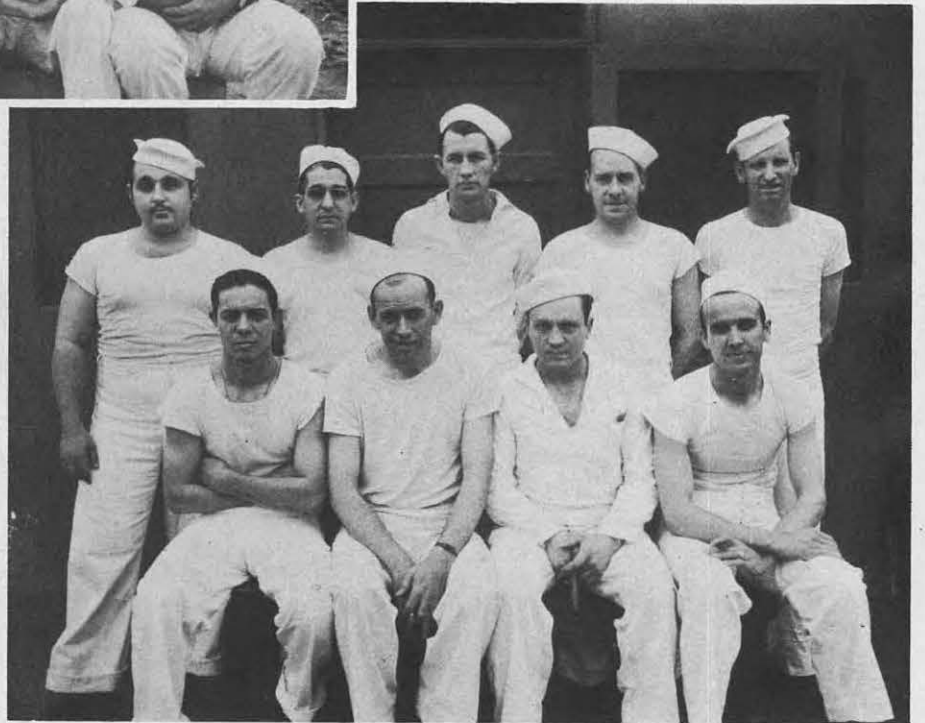
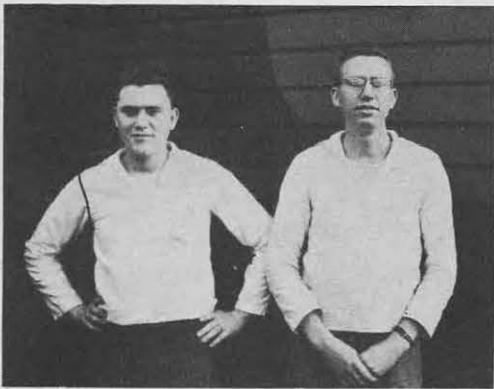


*Ships Service*



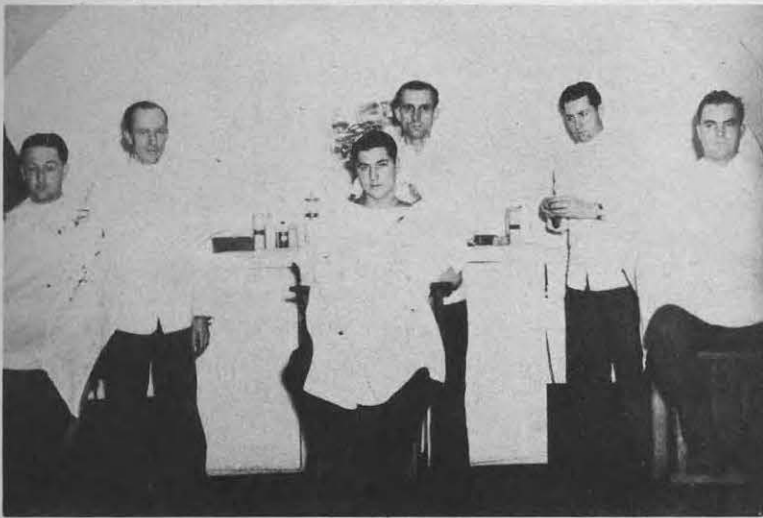


*Cooks and Bakers  
and  
Mess Cooks*

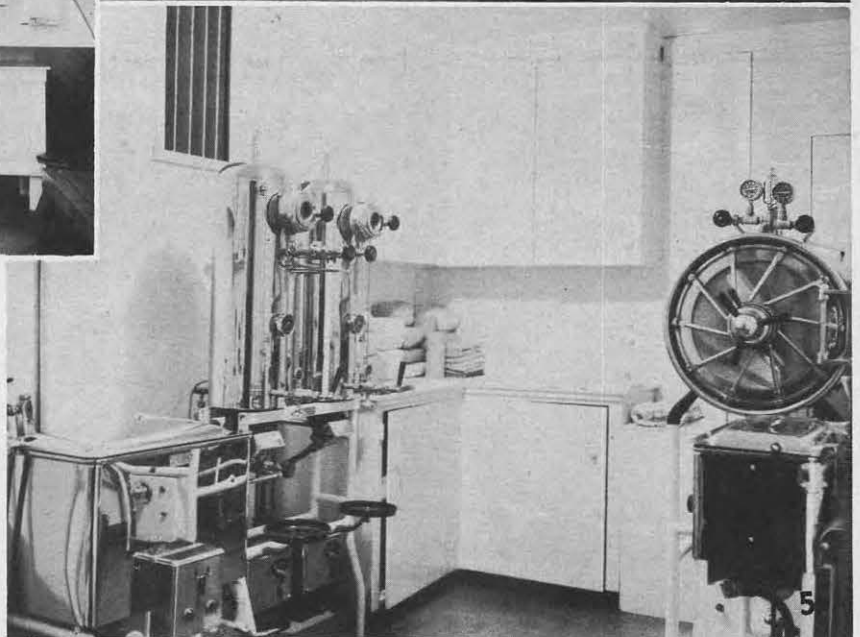
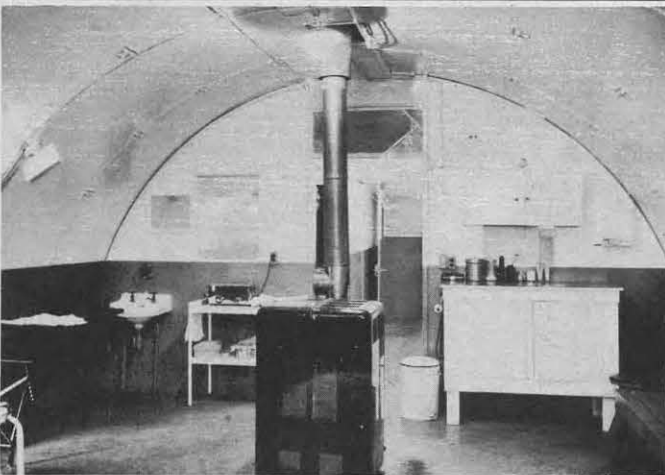
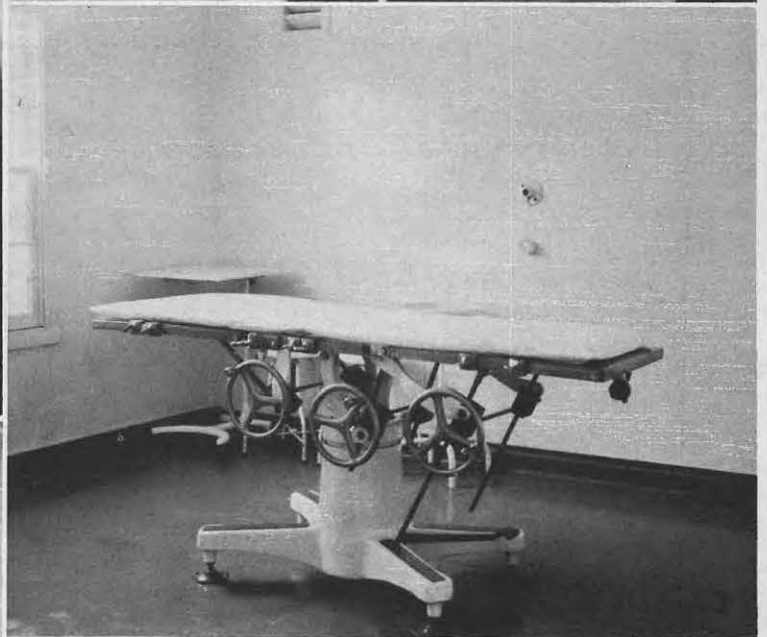




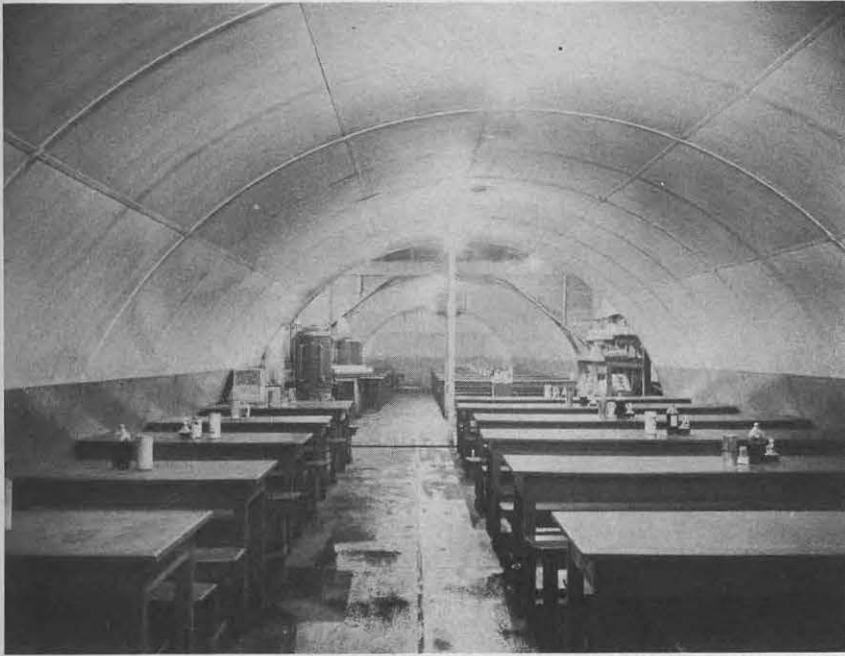
*Service and Supply*



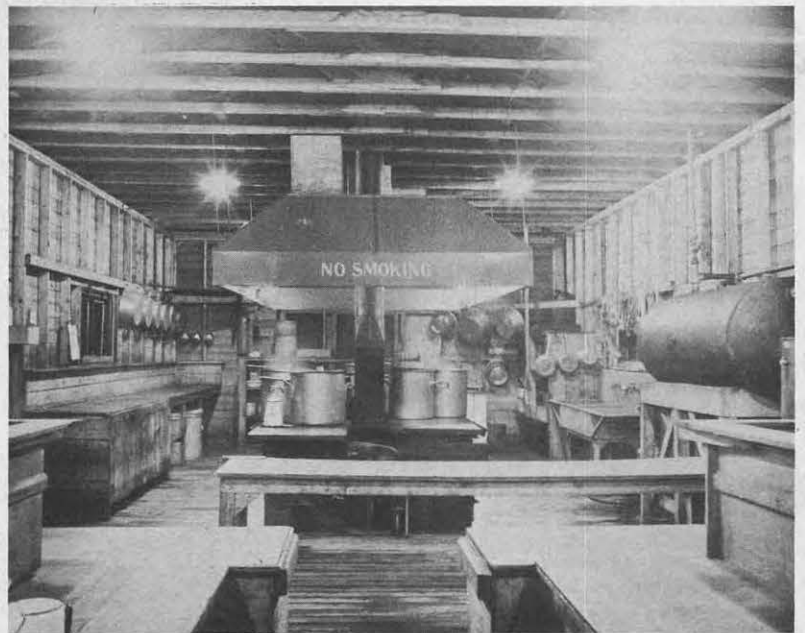
# *Sick Bay*



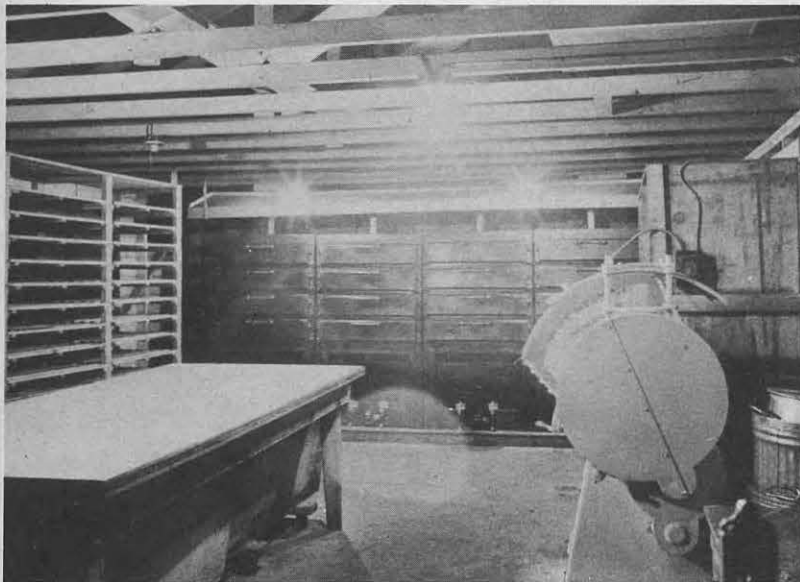
1. Ward
2. Dental Lab.
3. Operating Room
4. Sick Call
5. Sterilizing Room



*Mess Hall*



*Galley*



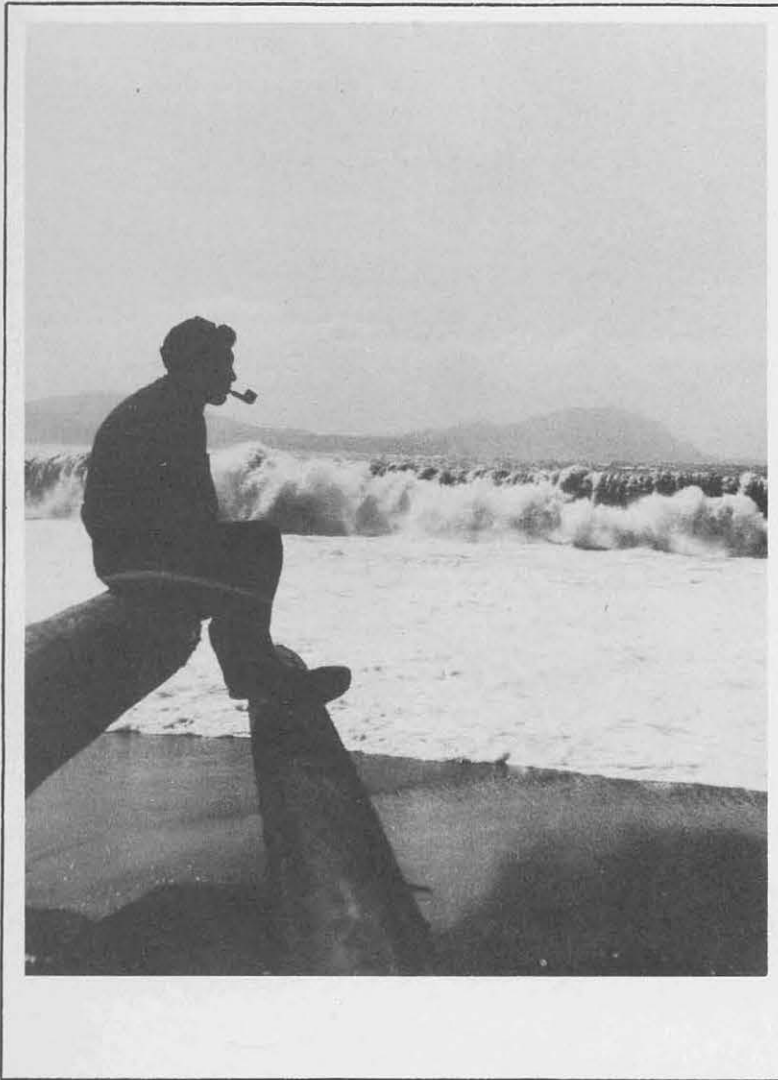
*Bakery*



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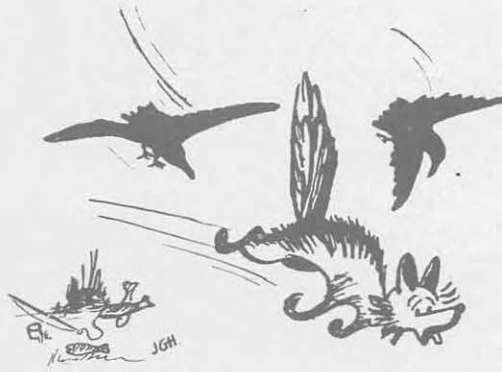
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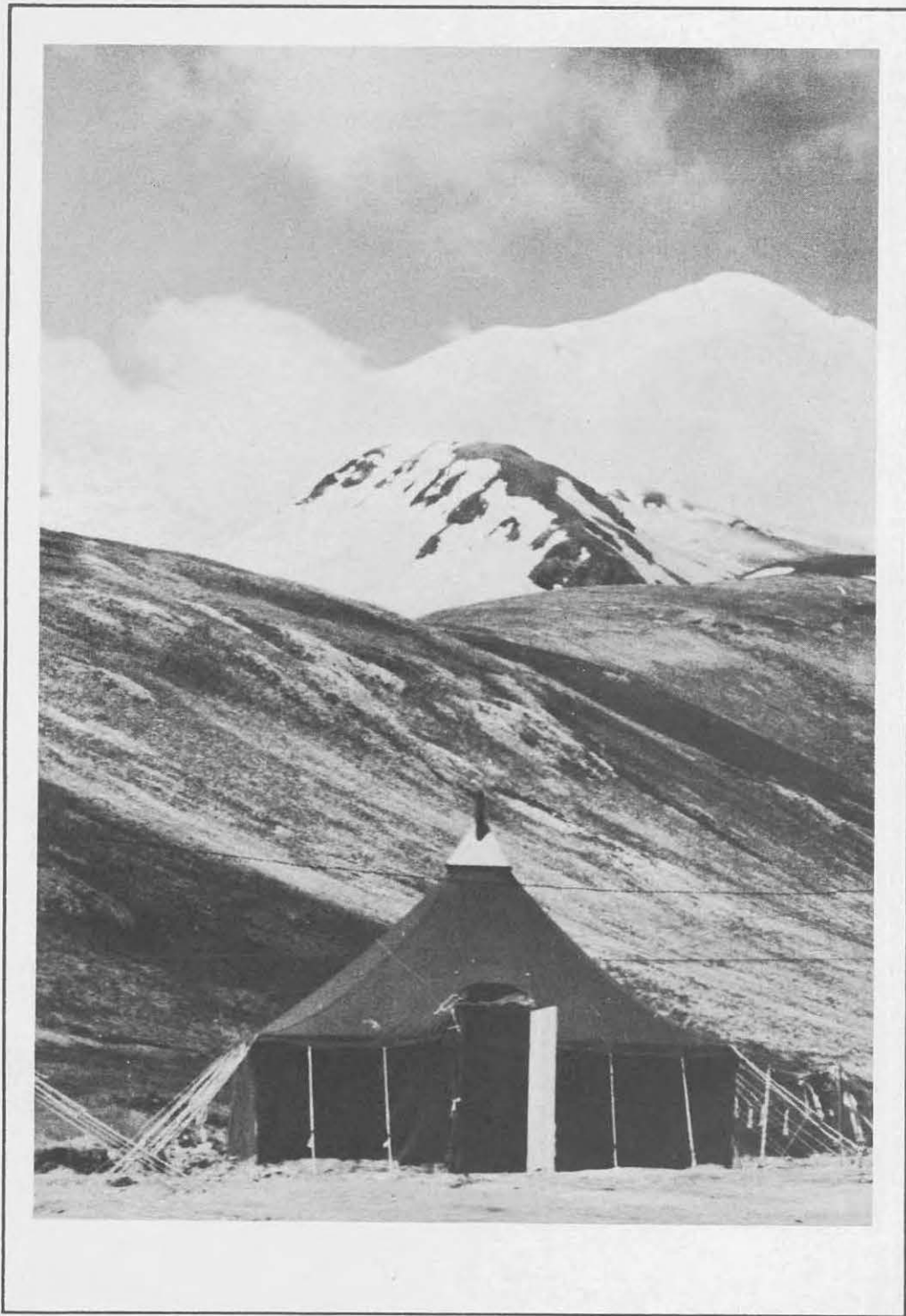
*And dreaming through the twilight  
That doth not rise nor set,  
Haply I may remember  
And haply may forget*

# Friends

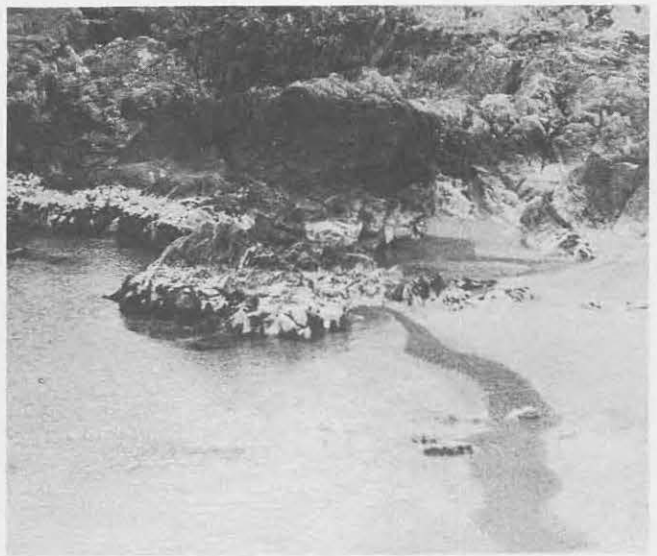
that took part in  
every activity  
from drill  
to chow



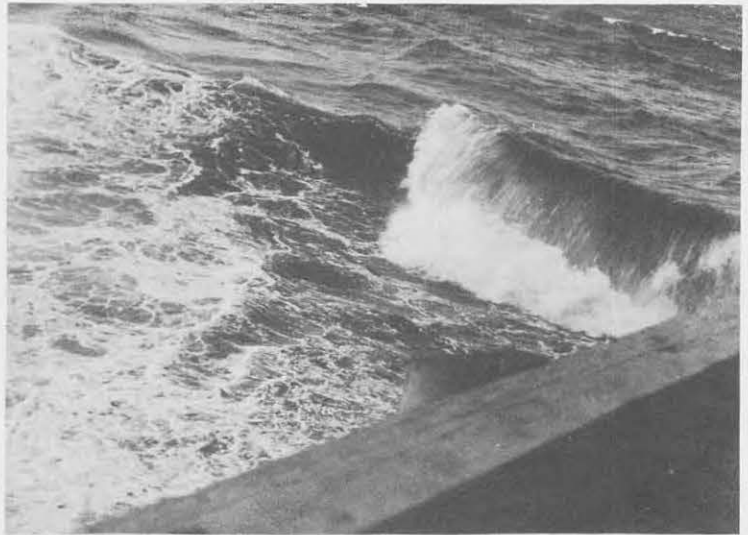
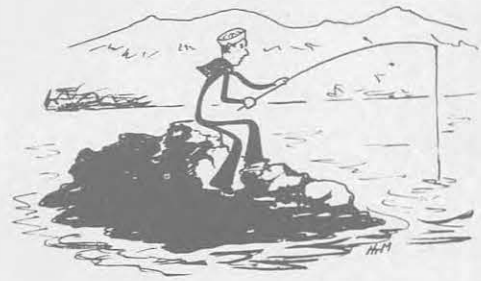




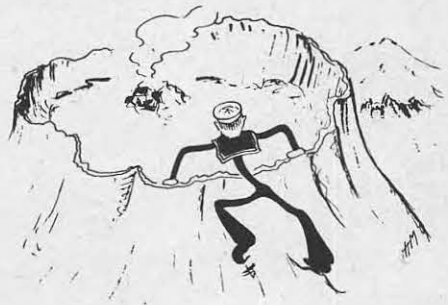
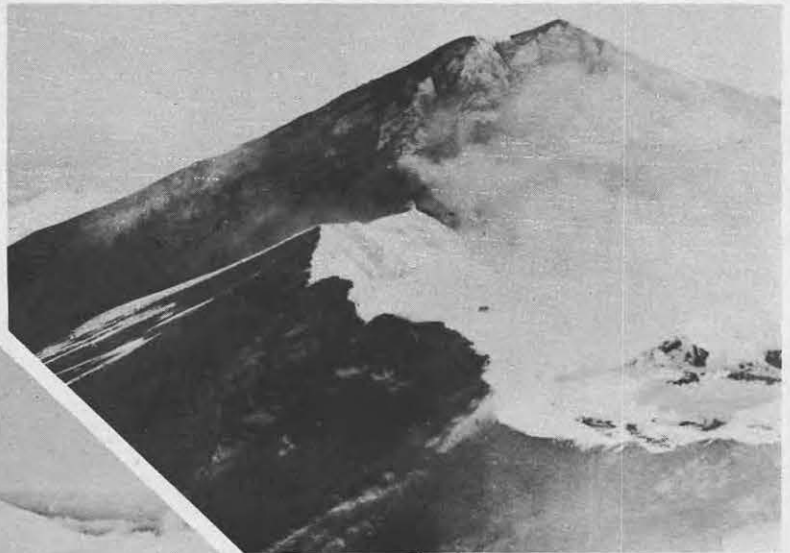
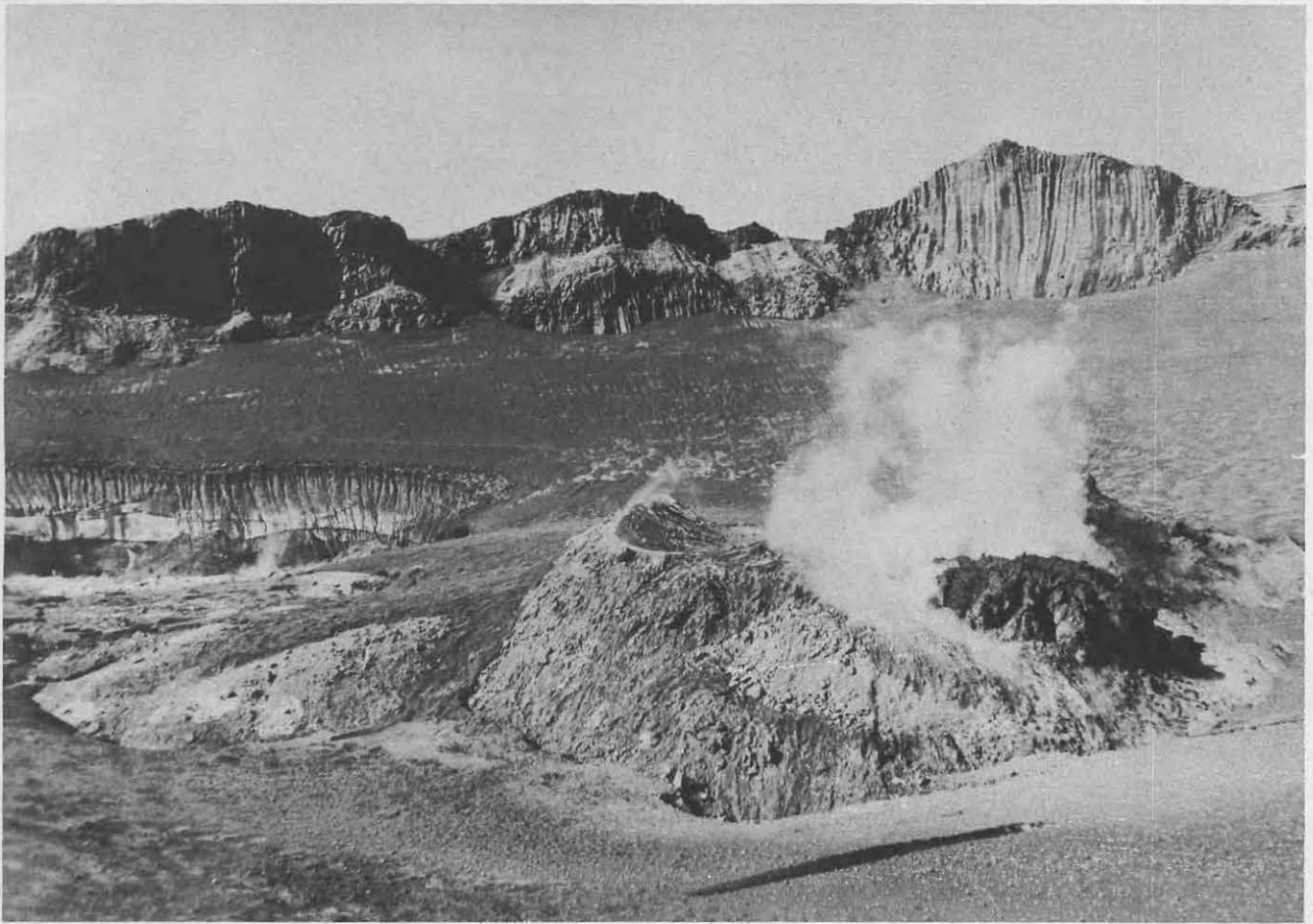




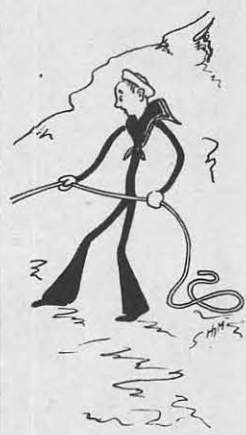


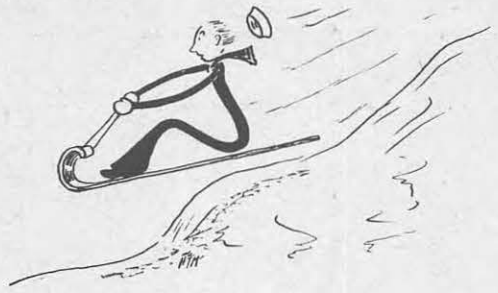


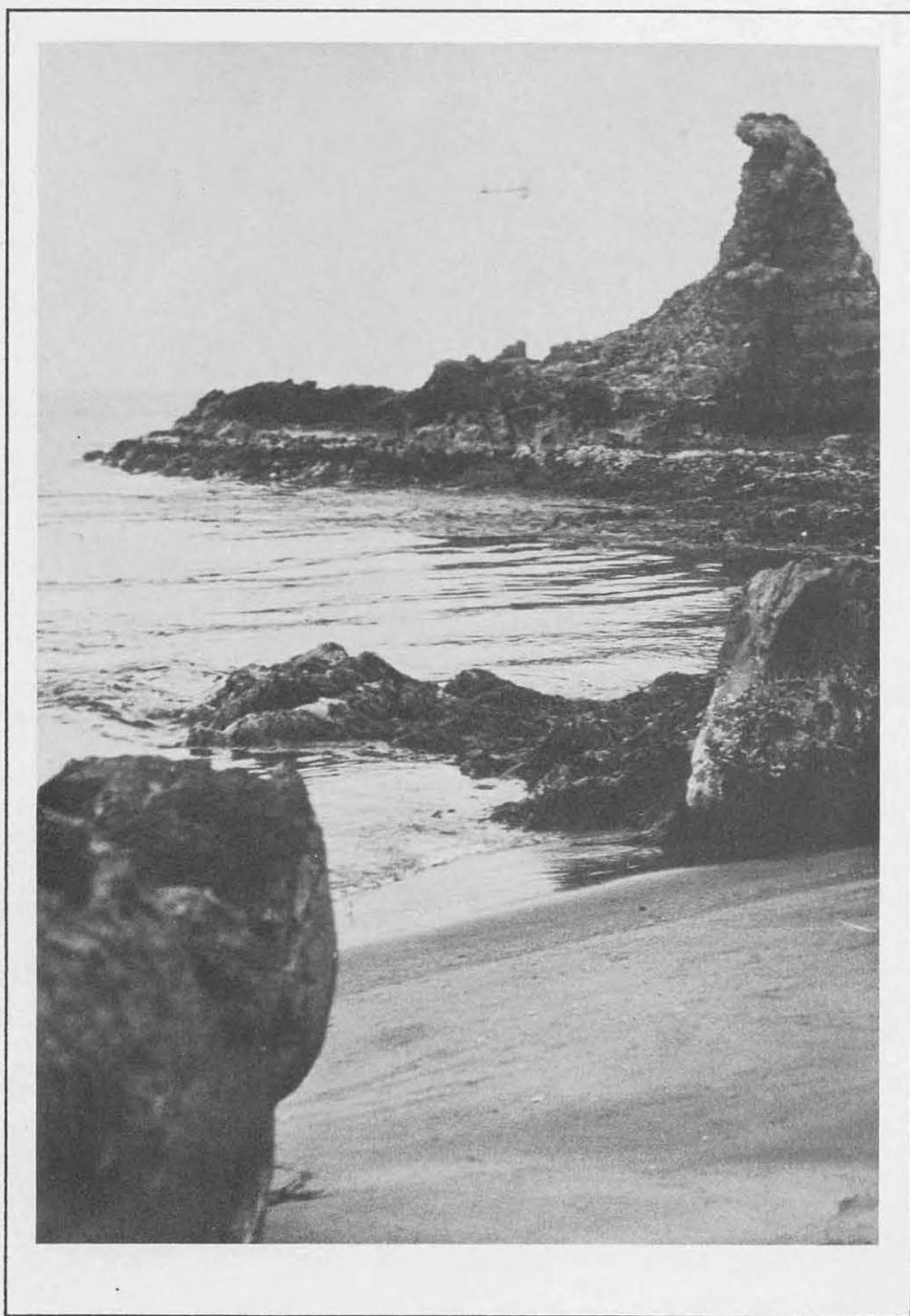






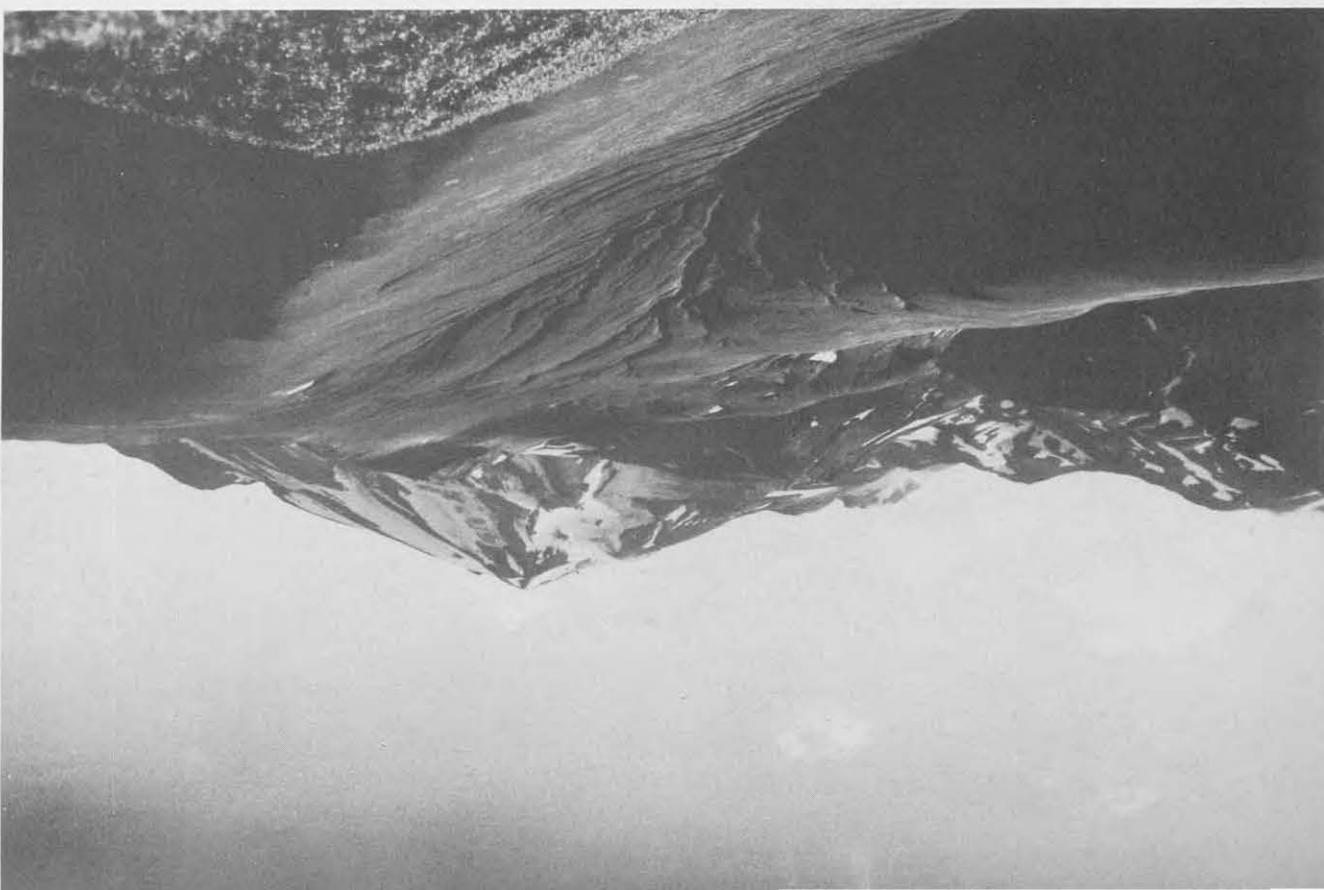














# HISTORY OF BATTALION OFFICERS

## HAROLD F. GEROLD

Commander, CEC, USNR

Sandusky, Ohio                      Age: 48      Married; three children

Commander Gerold received his B. S. degree in Civil Engineering from Ohio Northern University.

He served as infantry officer in World War I, seeing active service with the 308th Regiment, and being awarded the Silver Star Medal. After the War he held a commission in the Engineer Reserve Corps for fifteen years.

He has had twenty-five years experience in engineering administration and construction. His field has covered buildings, municipal water and sewage plants, highways, bridges, railroads, heavy grading, waterfront work and beach erosion studies.

Commander Gerold has been the Battalion Officer in Charge since its commissioning, and was promoted to his present rank in May, 1943.

## LAWRENCE G. WALTER

Lieutenant Commander, CEC, USNR

Washington, D. C.                      Age: 47                      Single

Lieutenant Commander Walter is a graduate of the Bliss Electrical School, and received his B. S. degree in electrical engineering from the George Washington University.

He was a seaman and radio electrician with the Navy in World War I, and afterwards served five years in the Naval Reserve as radio electrician.

He has been employed in various engineering capacities in railroad, telephone and private companies, and was with the U. S. Engineers for nineteen years prior to his return to the Navy.

Lieutenant Commander Walter has been the Battalion's executive officer since its commissioning, and was promoted to his present rank in May, 1943.

## HERBERT J. ANDREWS

Lieutenant Commander, MC, USNR

West Los Angeles, California      Age: 48                      Married

Dr. Andrews received his degree in medicine from the College of Medical Evangelists at Loma Linda, California. He also carries the degree of Diplomate of National Board.

He spent five years with the Department of Internal Revenue, and his other years have been spent as general practitioner.

Dr. Andrews served five months in training as Naval aviation pilot during World War I, and remained a year in the Naval Reserve after the close of the War.

Dr. Andrews relieved Dr. Sandler as senior medical officer for the Battalion in September, 1943.

## CHARLES C. BIDDLE

Lieutenant, CEC, USNR

Millville, Pennsylvania              Age: 39                      Married; two children

Lt. Biddle is a graduate of Pennsylvania State with a B. S. degree in Civil Engineering, and has had two years of college R. O. T. C.

He did field inspection work on heavy grading, drainage systems and concrete paving, and was a project resident and assistant district engineer on highway planning and construction for the State of Pennsylvania.

Mr. Biddle is a junior officer of "D" Company, and assistant construction officer and supervising officer of permanent camp structures.

## FREDERICK J. COLLIN

Lieutenant, CEC, USNR

Mexico, New York                      Age: 37                      Married; one child

Lt. Collin is a graduate of the University of Florida with a B. S. degree in Civil Engineering, and three years of college R. O. T. C.

He was a field engineer for the New York State Department of Public Works and a resident engineer on highway and bridge design and construction. He was also district engineer in charge of survey and sounding work on the New York State Barge Canal.

Mr. Collin is Officer-in-Charge of "D" Company and a project construction officer.

## MATTHEW A. CURRY

Lieutenant, ChC, USNR

Bridgeport, Connecticut              Age: 33                      Single

Chaplain Curry is a graduate of Columbia University with degrees in Arts and Divinity; he is a student of sociology and economics, and speaks several languages.

He was a school teacher and camp director prior to his being ordained to the ministry, in 1937, in the Episcopal Church.

Chaplain Curry is the Battalion Chaplain, and acts as welfare and recreation officer.

## JOSEPH E. DIOGUARDI

Lieutenant, CEC, USNR

Glen Cove, New York                      Age: 35                      Married; three children

Lt. Dioguardi is a graduate of Brooklyn Polytechnic Institute with a B. S. degree in Civil Engineering.

He was an engineer in general construction work and a construction superintendent on large building projects. He has been also a regional reconditioning inspector with the H. O. L. C. and operated a private engineering and contracting business.

Mr. Dioguardi is a junior officer in "C" Company and an assistant construction officer.



### KYLE FORREST

Lieutenant, CEC, USNR

Williston Park, New York      Age: 36      Married; three children

Lt. Forrest is a graduate Civil Engineer from Rensselaer Polytechnic Institute.

He did research and design work for the construction of hydraulic structures, dam and water works, and is experienced in airport construction and fuel storage and transmission.

Mr. Forrest is Officer-in-Charge of "B" Company; he is also Battalion defense officer, and procurement officer.

### JAMES E. GEIS

Lieutenant, CEC, USNR

Columbus, Ohio      Age: 35      Single

Lt. Geis is a graduate of Ohio State University with a B. S. degree in Architectural Engineering, and three years military training in C. M. T. C. and R. O. T. C.

He has had several years experience in estimating, supervising and administration of general contracting, and was owner-operator of the Geis Construction Company, which specialized in Government and State public works, industrial buildings and engineering projects.

Mr. Geis is a junior officer of "B" Company, material and equipment officer, and Battalion communication and intelligence officer.

### ALEXANDER C. HANNON

Lieutenant, SC, USNR

Montgomery, Alabama      Age: 33      Married; one child

Lt. Hannon is a graduate of the University of the South (Sewanee) and the Harvard Graduate School of Business Administration, with degrees in Science and Business Administration.

He was affiliated with commercial banking institutions, and was a specialist in credit analysis and loans. Mr. Hannon is the Battalion supply officer.

### LEONARD L. HUTTLESTON

Lieutenant, CEC, USNR

Binghamton, New York      Age: 38      Married; two children

Lt. Huttleston is a graduate of Cornell University with a B. S. degree in Civil Engineering.

He has had a wide range of field experience in general building and construction work and in conservation work, park design and construction of roads, water systems and utilities.

Mr. Huttleston is Officer-in-Charge of "A" Company and a project construction officer.

### BERNARD R. MARCUS

Lieutenant, DC, USNR

Milford, Massachusetts      Age: 29      Single

Dr. Marcus is a graduate of Bates College and Harvard University with degrees in Science and Dentistry. He served an internship at Medfield State Hospital and conducted a private practice at Milford, Massachusetts.

Dr. Marcus is the Battalion dental officer and athletic director.

### ARTHUR H. MC CARREL

Lieutenant, CEC, USNR

Newberry, South Carolina      Age: 36      Married; one child

Lt. Mc Carrel is a graduate of the University of South Carolina with a B. S. degree in Civil Engineering.

He did dredge inspection and bridge planning work for the U. S. Engineering Department, was a resident engineer on bridges for the South Carolina Highway Department, and an engineer with the Public Works Department, U. S. Navy.

Mr. Mc Carrel is a junior officer of "A" Company and supervisor of waterfront construction.

### WILLIAM E. OWENS

Lieutenant, CEC, USNR

Worthington, Ohio      Age: 45      Married; two children

Lt. Owens is a graduate of Ohio State University with a degree of B. S. in Civil Engineering.

He was a civil engineer and general contractor in street paving, school and industrial buildings, acting engineer for the city of Coshocton, Ohio, and Chief Engineer of the Water and Engineering Section of the Division of Conservation and Natural Resources for the State of Ohio.

Mr. Owens is Officer-in-Charge of "C" Company and a project construction officer.

### RALPH D. ANDERSON

Lieutenant (jg), MC, USNR

Tonkawa, Oklahoma      Age: 27      Single

Dr. Anderson received his degree in medicine from the University of Oklahoma in 1942.

He served as house physician at St. Joseph's Hospital, Santa Ana, New Mexico.

Dr. Anderson relieved Dr. Ciafone as Battalion junior medical officer in September, 1943.

### THOMAS C. EARL

Lieutenant (jg), CEC, USNR

New Orleans, Louisiana      Age: 28      Married

Lt. (jg) Earl is a graduate of Tulane University with a B. S. degree in Mechanical Engineering.

He specialized in the design, supervision and construction of water, sewage disposal, and fuel systems, the installation of incinerators, heating and refrigeration systems, and the purchasing and expediting of materials and supplies.

Mr. Earl is a junior officer of "D" Company and Officer-in-Charge of the Battalion engineering office.



### DANIEL C. EHRlich

Lieutenant (jg), CEC, USNR

Chicago, Illinois      Age: 27      Married; one child

Lt. (jg) Ehrlich is a graduate of the University of Illinois with a B. S. degree in Civil Engineering, had college R. O. T. C., was an officer in a private military school, and was in the Georgia State Guard for one year.

He was an estimator and designer, and time study engineer on subway construction and operation, and an engineering consultant for municipalities.

Mr. Ehrlich is the Battalion personnel officer.

### STANLEY J. LEVIN

Lieutenant (jg), SC, USNR

Brookline, Massachusetts      Age: 21      Single

Lt. (jg) Levin received his A. B. degree in Economics from Dartmouth College in 1943, and immediately accepted a commission in the USNR.

Mr. Levin relieved Lt. (jg) Clark as Battalion disbursing officer in December 1943.

### WILLIAM H. ROBINSON

Lieutenant, (jg), CEC, USNR

Fruitland, Washington      Age: 27      Single

Lt. (jg) Robinson is a graduate of the University of Washington with a B. S. degree in Civil Engineering, and had College R. O. T. C.

He is experienced in the design, layout and construction of transit systems, and was a hydraulic engineer with the U. S. Geological Survey Water Resources Branch.

Mr. Robinson is Officer-in-Charge of Headquarters Company and is camp maintenance and construction officer.

### JAMES W. WALKER

Lieutenant, (jg), CEC, USNR

Lonoke, Arkansas      Age: 26      Married

Lt. (jg) Walker received his B. S. degree from the Louisiana State University.

He was employed as civil engineer in Baton Rouge, Louisiana.

He came to this Battalion from the 5th Special Battalion, in October, 1943.

He is junior officer on construction with "C" Company.

### DAVID S. WHITAKER

Lieutenant (jg), CEC, USNR

Denver, Colorado      Age: 29      Married

Lt. (jg) Whitaker attended the Colorado School of Mines for two years, and received his B. S. degree in Architectural Engineering from Massachusetts Institute of Technology. He has had four years of college R. O. T. C.

He is experienced in the estimating and design of industrial plants, maintenance and erection of mechanical equipment and the supervision of concrete mixing plants and soil testing laboratories.

Mr. Whitaker is junior officer of "A" Company, supervising officer of erecting steel structures and Battalion camouflage officer.

### JOHN G. HOTCHKISS

Ensign, CEC, USNR

New York, New York      Age: 32      Married

Ensign Hotchkiss received his education at the Newark (N. J.) College of Engineering and at New York University.

He has had wide experience in structural and mechanical designing and engineering, particularly in oil refineries.

He was a chief petty officer with the 42nd N. C. B., and was transferred to the 52nd Battalion in August 1943, as an ensign.

Mr. Hotchkiss was Headquarters Company junior officer until he was assigned as office engineer for the 6th Naval Construction Regiment.

### ALFRED A. ALWICK

Carpenter, CEC, USNR

Portland, Oregon      Age: 41      Married; one child

Carpenter Alwick received his schooling and civilian experience in Portland, Oregon. He was assistant superintendent of buildings and construction for the city. He was a chief carpenter's mate with the 79th N. C. B. until he received his warrant, when he was transferred, in September, 1943, to the 52nd Battalion.

He is a company officer with "C" Company.

### EDWARD H. BURTON

Carpenter, CEC, USNR

Tampa, Florida      Age: 44      Widower

Carpenter Burton studied civil engineering and has had many years experience in the engineering and construction of highways, and the requisitioning and purchasing of contracting equipment.

Mr. Burton is a junior officer in "B" Company and is Battalion ordnance officer and safety engineer.

### CLARENCE F. CLEMENTS

Carpenter, CEC, USNR

Upland, California      Age: 40      Married

Carpenter Clements specialized in studies of motor mechanics and mechanical drafting and was associated with the Caterpillar Company Laboratories for four years. He is a Master Mechanic on gasoline and diesel engines, an experienced equipment operator and a supervisor of general construction work.

Mr. Clements is a junior officer of Headquarters Company and officer-in-charge of the maintenance and repair of all power equipment.

### JAMES E. GARLAND

Carpenter, CEC, USNR

Overland, Missouri      Age: 38      Married; two children

Carpenter Garland received his education in St. Louis, Missouri, taking the Hammond Electrical Engineering Course.

He was a construction foreman for Southwestern Bell Telephone, in whose employ he had been for 18 years.

Mr. Garland was transferred from the 12th Battalion to the 52nd in September, 1943, and has served as telephone engineering officer for the regiment.

### EDWARD K. GRIBBEN

Carpenter, CEC, USNR

Bellevue, Pennsylvania      Age: 46      Married; four children

Carpenter Gribben attended Ohio State University. He is a veteran of the Marine Corps from World War I. He enlisted as chief petty officer in the 23rd N. C. B., and upon his promotion to warrant officer was transferred to this Battalion in September, 1943.

Mr. Gribben was a construction superintendent in civilian life, and is a supervisor of construction with the Battalion.

### JOHN H. WHITE, JR.

Carpenter, CEC, USNR

Dorchester, Massachusetts      Age: 39      Married

Carpenter White received his education from Wentworth Institute and Franklin Union, specializing in foundry management and ship design.

He has had eighteen years experience in all types of heavy steam, gas and electrical equipment.

Mr. White is a junior officer in "A" Company and is assistant waterfront officer.

## DETACHED

### CHARLES SANDLER

Lieutenant Commander, MC USNR

New York, New York      Age: 44      Married; one child

Dr. Sandler received his M. D. from Fordham University in 1921, where he also was enrolled in the S. A. T. C.

He practiced medicine in New York City and was an assistant visiting surgeon at Morrisania City Hospital, Bronx.

Dr. Sandler was senior medical officer of the Battalion until relieved by Dr. Andrews in September, 1943.

### FRANK C. CIAFONE

Lieutenant, MC, USNR

New York, New York      Age: 34      Married; two children

Dr. Ciafone received his doctor's degree from New York University and served his internship at Bellevue Hospital in New York City. He then engaged in general practice until his entrance into the Navy in August, 1942.

Dr. Ciafone was attached to the Battalion as junior medical officer upon the death of Dr. Connolly in Davisville. He was detached in September, 1943, and ordered to the Naval Medical Center, Bethesda, Md.

### ERNEST A. BEDERMAN

Lieutenant (jg), CEC, USNR

Chicago, Illinois      Age: 33      Married; one child

Lt. (jg) Bederman studied at the University of Illinois. He had five years of R. O. T. C. training.

His civilian experience was in the field of heavy construction, heavy excavation, highways, bridges, and dams.

Mr. Bederman was a warrant officer in "B" Company and was military training officer for the Battalion. Upon his promotion to lieutenant (jg), in October, 1943, he returned to the States.

### WILLIAM K. CLARK

Lieutenant (jg), SC, USNR

San Antonio, Texas      Age: 22      Single

Lt. (jg) Clark received his bachelor degree in business administration from the University of Texas. He had three years R. O. T. C. experience.

He entered the Navy upon completion of college in 1942.

Mr. Clark was the Battalion's disbursing officer until relieved by Ensign Levin in December, 1943.

### WILLIAM A. SMETHURST

Lieutenant (jg), CEC, USNR

Newport, Rhode Island      Age: 41      Married

Lt. (jg) Smethurst specialized in the study of mechanical engineering. He was an engineer in charge of railroad locomotives in the U. S. and the Orient for 11 years, was in the contracting and equipment business for himself for four years, and was then an erecting engineer for six years.

Mr. Smethurst left the Battalion in November, 1943, upon his promotion from warrant rank.

### WILLIAM J. BURKAVAGE

Ensign, CEC, USNR

Scranton, Pennsylvania      Age: 23      Single

Ensign Burkavage is a graduate of Lehigh University with the degree of B. S. in Civil Engineering.

He served as a field engineer on submerged shipways and pump houses, and on the construction of a synthetic rubber plant.

Mr. Burkavage served as a junior officer with "C" Company until his return to the States in July, 1943.

### RUSSELL M. HUBBARD

Ensign, CEC, USNR

Wheeling, West Virginia      Age: 33      Married

Ensign Hubbard received his B. S. degree in Structural Engineering at Linsly Institute of Technology.

He has had engineering experience, both design and supervision, in structural steelwork, transmission lines, highways and bridges.

Mr. Hubbard started with the Battalion as warrant officer in "C" Company, but was promoted and detached in September, 1943.



# Staff

## EDITOR

John G. Hotchkiss, Ensign

## ASSOCIATE EDITORS

Thomas C. Earl, Lt. (jg)

David S. Whitaker, Lt. (jg)

Daniel C. Ehrlich, Lt. (jg)

Frank J. Winzer, Y2c

## MAKE UP AND PRODUCTION

Marshall J. McConnell, Cox.

H. T. Muckleroy, PhoM1c

## TECHNICAL ADVISOR AND HISTORIAN

Lawrence G. Walter, Lt. Comdr.

Thomas F. M. Argy, CM2c

## STAFF ARTISTS

John C. McCaskill, CSF

Allen M. Anthony, CCM

Beecher B. Scott, EM3c

Albert L. Tauch, Ptr.1c

Gordon K. Cline, CM2c

Julius C. Bradley, Stmlc

## STAFF PHOTOGRAPHER

Moses Singer, PhoM3c

## BUSINESS STAFF

Alexander C. Hannon, Lieut.

Martin E. Todd, Y3c

## SPECIAL PHOTOGRAPHIC EFFECTS

David S. Whitaker, Lt. (jg)

H. T. Muckleroy, PhoM1c

## THE STAFF IS GRATEFUL FOR THE CONTRIBUTIONS AND ASSISTANCE OF:

Leonard L. Huttleston, Lieut.

Leo T. Ryan, SK2c

Earl S. Carden, CCM

Henry G. Bolster, Y2c

William A. Estes, CCM

Samuel E. Scott, CM3c

The entire content of this book was prepared by 52nd N. C. B. personnel



# BATTALION DIRECTORY

## OFFICERS

Gerold, Harold F., Comdr.  
1427 Wayne St., Sandusky, Ohio

Walter, Lawrence G. Lt. Comdr.  
3114 38th St., N. W., Washington, D. C.

Andrews, Herbert J., Lieut. Comdr.  
1441 Westwood Blvd., West Los Angeles,  
24, California

Biddle, Charles C., Lieut.  
Millville, Columbia County, Pennsylvania

Collin, Frederick J., Lieut.  
Box 304, Mexico, New York

Curry, Matthew A., Lieut.  
505 John St., Bridgeport, Connecticut

Dioguardi, Joseph E., Lieut.  
24 Highfield Road, Glen Cove, New York

Forrest, Kyle, Lieut.  
Williston Park, New York

Geis, James E., Lieut.  
807 E. Main St., Columbus, Ohio

Hannon, Alexander C., Lieut.  
care Mrs. H. C. Wells, 217 Graham St.,  
Montgomery, Alabama

Huttleston, Leonard L., Lieut.  
145 Crestmont Road, Binghamton, New York

McCarrell, Arthur H., Lieut.  
1100 Calhoun St., Newberry, South Carolina

Marcus, Bernard R., Lieut.  
19 Oliver St., Milford, Massachusetts

Owens, William E., Lieut.  
Worthington, Ohio

Anderson, Ralph D., Lieut. (j.g.)  
St. Joseph's Hospital, Santa Ana, California

Earl, Thomas C., Lieut. (j.g.)  
8417 Panola St., New Orleans, Louisiana

Ehrlich, Daniel C., Lieut. (j.g.)  
4721 Greenwood Ave., Chicago, Illinois

Robinson, William H., Lieut. (j.g.)  
Fruitland, Washington

Whitaker, David S., Lieut. (j.g.)  
2519 Dahlia St., Denver, Colorado

Hotchkiss, John G., Ensign  
285 Riverside Drive, New York City, 25,  
New York

Lt. (g. j.) Levin, Stanley J.  
17 James St., Brookline, Massachusetts

Lt. (g. j.) Walker, James M.  
Lonoke, Arkansas

Alwick, Alfred A., Carp.  
5252 N.E. Multnomah, Portland, Oregon

Burton, Edward H., Carp.  
3812 Florida Ave., Tampa, 3, Florida

Clements, Clarence F., Carp.  
411 East Foothill Blvd., Upland, California

Garland, James E., Carp.

Gribben, Edward K., Carp.  
236 Grant Ave., Bellevue, Pennsylvania

White, John H., Carp.  
42 Westglow St., Dorchester, Massachusetts

## ENLISTED MEN

Adams, H. G.  
Route No. 5, Box 162, Birmingham, 6,  
Alabama

Adams, T. C.  
Route No. 2, Midway, Tennessee

Adams, T. S.  
P. O. Box 772, Ft. Smith, Arkansas

Addison, G. E.  
1500 Holman, Apt. No. 3, Houston, 4, Texas

Aishman, W. E.  
DeLeon, Texas

Albrecht, H. E.  
1408 Rosalie, Houston, Texas

Alexander, C.  
504 So. Washington St., McLeansboro, Illinois

Allen, C. L.  
Oklahoma City, Oklahoma

Allen, H. J.  
404 Cedar St., Biloxi, Mississippi

Allen, J. E.  
Bradford Route, Huff, Arkansas

Allen, J. E.  
P.O. Box 651, Healdton, Oklahoma

Allen, L. W.  
Gallatin, Tennessee

Allman, J. L.  
Route No. 5, Box 314 E., Birmingham,  
Alabama

Anderhub, R. R.  
Wylie, Texas

Anderson, B.  
1410 Orange Ave., Orange, Texas

Anderson, P. W.  
Box 926, McGregor, Texas

Andry, C. M.  
5206 Pitt St., New Orleans, Louisiana

Anlauf, J. W.  
P.O. Box 164, Jouranton, Texas

Anthony, A. M.  
7214 Naples Street, New Orleans, Louisiana

Anthony, E. E.  
Route No. 4, Box 58, Vicksburg, Mississippi

Arbuckle, J. A.  
1009-A Eason St., Austin, Texas

Arday, H. P.  
6704 Sherman Street, Houston, Texas

Argy, T. F. M.  
15 High St., Turners Falls, Massachusetts

Arimond, F. H.  
5015 Falls St., Houston 10, Texas

Armstrong, L. E.  
Box 1444, Pampa, Texas

Armstrong, R. E.  
1700 N.W. 17th, Oklahoma City, Oklahoma

Arrington, I. C.  
R.T.D. No. 3, Comanche, Oklahoma

Ashby, J. B.  
Ratcliff, Texas

Atchison, H. J. B.  
808 Laredo Street, Corpus Christi, Texas

Atwood, D. A.  
2113 Washington St., Vicksburg, Mississippi

Bailey, C. O.  
3000 Ave. Y. West, Birmingham, Alabama

Bailieaux, J.  
Tea Garden Road, Mississippi City, Mississippi

Baker, C. R.  
"L" 5 Rosa St., Picayune, Mississippi

Baker, J. C., Sr.  
Box 26, Long Grove, Oklahoma

Baldwin, E. C.  
1628 North Cleveland Avenue, Chicago 14,  
Illinois

Ballard, J. P.  
Alex Star Route, Alex, Oklahoma

Barnes, R. C.  
130 Cooper St., Hattiesburg, Mississippi

Barnett, E. L.  
Moore, Arkansas

Barnett, H. L.  
Route No. 3, Woodward, Oklahoma

Barrow, G. E.  
P. O. Box 1152, Bastrop, Texas

Bartlett, S. E.  
Box 43, Ripley, Mississippi

Bates, G. H.  
Nicholsville, Alabama

Battin, J. E.  
Box 663, Perryton, Texas

Beard, C. C., Jr.  
3521 Dickason Ave., Dallas, Texas

Bearden, C. B.  
care J. F. Bearden, Bradley, Oklahoma

Beasley, J. E.  
Route No. 2, Lafayette, Tennessee

Beaver, J. A.  
Box 563, Camden, Arkansas

Beck, A. J.  
1912 N. 19th St., Milwaukee, Wisconsin

Beckett, J. T.  
108 Kansas St., Lawrence, Indiana

Bedenbaugh, C. C.  
P. O. Box 493, Delhi, Louisiana

Beene, R.  
Route No. 1, Greenville, Texas

Bell, E. A.  
604 6th St., Hot Springs, Arkansas

Bellum, A. B.  
R.F.D. No. 2, Foster Drive, Baton Rouge, La.

Bender, D. H.  
4554 Neff Rd., Detroit 24, Michigan

Bennett, A. H.  
1117 Ave., D. West, San Angelo, Texas

Bennett, G. L.  
Box 1073, Midland, Texas

Bergeron, C. R.  
725 N. 22nd St., Baton Rouge, Louisiana

Bergstrom, A. C.  
314 Military Ave., Dodge City, Kansas

Berry, M. L.  
1810 W. 43rd Place, Los Angeles, California

Bertelsen, R. W.  
Vici, Oklahoma

Bethel, G. M.  
1034½ Malvern Ave., Hot Springs, Arkansas

Bettis, R. W.  
Spiro, Oklahoma

Biethler, V. F.  
1014 West 40th Pl., Los Angeles, California

Biggs, L. W.  
Route No. 2, Troy, Tennessee

Biggs, R. A.  
307 N. Orphan St., Pryor, Oklahoma

Binz, J. E.  
1823 N. Taylor St., Little Rock, Arkansas

Blakley, C. H.  
P.O. Box 592, Lindsay, Oklahoma

Blalock, R. A.  
Houma, Louisiana

Blanchard, V. B.  
3160 Street, Claude Ave., New Orleans,  
Louisiana



- Bledsoe, H. E.  
724 Border St., Benton, Arkansas
- Blevins, P. E.  
1423 No. Deleware, Tulsa, Oklahoma
- Boch, W. W.  
1800 Lincoln Ave., Little Rock, Arkansas
- Bode, H. M.  
930 N. 28th St., Milwaukee, Wisconsin
- Bolster, H. G.  
23 Josephine St., Pittsburgh, Pennsylvania
- Bombolaski, L. J.  
604 South Franklin St., Blytheville, Arkansas
- Bonner, D. M.  
723 W. Randolph, Enid, Oklahoma
- Booth, L. W.  
Route No. 2, Huntingdon, Tennessee
- Booth, W. D.  
1114 Barber Ave., Little Rock, Arkansas
- Borchert, R. W.  
410½ So. 44th West Ave., Tulsa 6, Oklahoma
- Boshers, K. H.  
310½ So. Frisco, Tulsa, Oklahoma
- Boswell, O. E.  
714 West 9th St., Ada, Oklahoma
- Boudreaux, A. J.  
care Oaklawn Store, Franklin, Louisiana
- Boultinghouse, J. D.  
Smithwick Route, Box 41, Marble Falls, Texas
- Boutwell, N. L.  
Route 1, Baker, Florida
- Bowles, W. W.  
416 S. W. 33rd St., Oklahoma City, Oklahoma
- Bowman, G. D.  
Route No. 1, Moore, Oklahoma
- Bowman, J. L.  
4312 Jefferson Highway, New Orleans, Louisiana
- Box, C. W.  
Route No. 4, Box 518, Pine Bluff, Arkansas
- Boyce, C. F.  
Glendora, Mississippi
- Boyd, A. L.  
Box 1332, San Angelo, Texas
- Boyd, G. H.  
318 East Commerce St., Bridgeton, New Jersey
- Boyd, H. E.  
Route No. 2, Laurel, Mississippi
- Boyd, J. D.  
Jackson, Mississippi
- Boyd, W. H.  
212 N. Walnut St., Little Rock, Arkansas
- Boyter, E. R.  
3840 West Corbin St., Oklahoma City, Oklahoma
- Bradley, J. C.  
3029 Clarks Ave., St. Louis, Missouri
- Brands, J. R.  
1906 6th St., Fulton, Illinois
- Breaux, F.  
Jefferson Island, Louisiana
- Breaux, J. L.  
410 Pine St., Biloxi, Mississippi
- Bridges, A. R.  
Pleasant Hill, Louisiana
- Bright, W. L.  
413 S. Osage Ave., Pawhuska, Oklahoma
- Brock, C. E.  
5307 Vickery Blvd., Dallas, Texas
- Broussard, M. E.  
R. F. D. No. 4, Box 189-X, Lafayette, Louisiana
- Brown, C. S.  
102 Oak Grove Ave., Jonesboro, Tennessee
- Brown, C. E.  
Route No. 4, Box 158D, Little Rock, Arkansas
- Brown, D. L.  
Barnsdall, Oklahoma
- Brown, E. W.  
809 Palestine St., Jacksonville, Texas
- Brown, J. R.  
1722 West French Place, San Antonio, Texas
- Brown, R. G., Jr.  
522 East Woodin Blvd., Dallas, Texas
- Bruton, C. C.  
508 Virginia St., Graham, Texas
- Bryan, H. R.  
1214 W. Collins St., Corsicana, Texas
- Bryant, C. W.  
Box 235, Lissie, Texas
- Buchanan, B. K.  
314 N. Randall, Pasadena, Texas
- Buchanan, L. J.  
221 Love, St., Erwin, Tennessee
- Bullock, E. E., Jr.  
304 Maple St., Springdale, Arkansas
- Bundick, H. C. Jr.  
3602 Madison, Ft. Worth, Texas
- Burkett, W.  
7325 Green St., New Orleans, Louisiana
- Burkle, W. C.  
Route No. 1, Box 13, Poteau, Oklahoma
- Burlingame, G. E.  
Route No. 2, Eldon, Missouri
- Burns, W. V.  
P. O. Box 404, Star City, Arkansas
- Burt, J. E.  
Oklahoma City, Oklahoma
- Burton, E. D.  
8266 Perry Road, Atlas, Michigan
- Busby, A. F.  
R. Route 1, Whitewright, Texas
- Busey, O. W.  
215 McKibbin St., Oxford, Alabama
- Buxton, L. H.  
1124 W. Cherokee, Enid, Oklahoma
- Byrd, M. L.  
Ida, Oklahoma
- Byrns, H. E.  
905 Hardie St., Houston, Texas
- Cady, W. F.  
Route No. 1, Box 42 A, Kinder, Louisiana
- Calderon, A. S.  
1102 Rip Ford St., San Antonio, Texas
- Caldwell, W. H.  
Rockdale, Texas
- Callaway, C. I.  
422 Missouri Ave., Ft. Worth, Texas
- Campbell, F.  
Route No. 3, Box 246 S., Mobile, Alabama
- Campbell, R. W.  
410 N. Zarzamora St., San Antonio, Texas
- Cano, V.  
Box 51, Mathis, Texas
- Cantrall, C. M.  
Route No. 2, Searcy, Arkansas
- Cantrall, W. E.  
Route No. 2, Searcy, Arkansas
- Caple, C. H.  
Route No. 2, Box 396, Benton, Arkansas
- Capps, H. J.  
Cleveland, Texas
- Carden, E. S.  
1012 East Baltimore, Ft. Worth, Texas
- Carder, M. J.  
Prattville, Arkansas
- Carlson, P. W.  
714 E. Johnson St., Madison, Wisconsin
- Carnes, R. E.  
Dallas, Texas
- Carroll, J. R.  
L-13 Army Way, Washington Terrace, Ogden, Utah
- Carter, G. W.  
Columbia, Alabama
- Carver, J. E.  
Box 12, Fisher, Louisiana
- Casady, C. W.  
Route No. 3, Andalusia, Alabama
- Casey, C.  
care W. D. Casey, Pryor, Oklahoma
- Castleberry, S.  
Box 947, Devall's Bluff, Arkansas
- Cates, C. E.  
801 Robinson St., Eldorado, Arkansas
- Cates, O. B.  
9315 Ave., "N", Houston, Texas
- Cathey, W. J.  
Route No. 3, Mesquite, Texas
- Caughern, W. H.  
Route No. 2, Box 125, Sapulpa, Oklahoma
- Cervenka, W. J.  
Palacios, Texas
- Chandler, J. L.  
1120 13th Avenue, Laurel, Mississippi
- Chapman, N. B.  
2529 E. 4th Place, Tulsa, Oklahoma
- Chappell, O. D.  
Birmingham, Alabama
- Cherubin, O. N.  
11015 Edbrooke Ave., Chicago 28, Illinois
- Cheshier, M. B.  
Route No. 2, Lancaster, Texas
- Christian, A. B.  
West Paris St., Ladonia, Texas
- Christian, D. L.  
Route No. 1, Seymour, Texas
- Civiletto, J., Jr.  
620 Labor St., San Antonio, Texas
- Clapper, L. J.  
Route No. 1, Catoosa, Oklahoma
- Clark, A. R.  
South Ft., Smith, Arkansas
- Clark, G.  
Route No. 4, Duncan, Oklahoma
- Clark, R. A.  
Tyler, Texas
- Clifner, W. E.  
6503 40th S. W., Seattle, Washington
- Cline, G. K.  
1311 Jefferson Street, Amarillo, Texas
- Cobb, B. G.  
513 Lyons Lane, Camden, Arkansas
- Cobbs, E. V.  
409½ W. 8th St., Okmulgee, Oklahoma
- Cochran, P.  
Route No. 2, Box 400, Victoria, Texas
- Cochran, P. D.  
Route No. 4, Marshall, Missouri
- Cockerham, J. W.  
Batcheloy, Louisiana
- Cofer, H. L.  
Route No. 3, Dardanelle, Arkansas
- Colbert, T. W.  
1309 N. Indiana, Oklahoma City, Oklahoma
- Cole, W.  
Box 61, Pritchett, Colorado
- Coleman, R. L.  
2208 S. W. 40th St., Oklahoma City, Oklahoma
- Collins, C.  
1177 Forest St., Memphis, Tennessee
- Collins, R. L.  
Route No. 2, Afton, Oklahoma
- Collum, C. M.  
Route No. 2, Batesburg, South Carolina

Commander, V. L.  
 1117 Columbus St., Houston, Texas  
 Connell, R. T.  
 404 E. 7th St., Georgetown, Texas  
 Connole, F. J.  
 Route No. 3, San Benito, Texas  
 Cooper, J. D.  
 Sun, Louisiana  
 Copass, O. A.  
 Lindsa, Oklahoma  
 Corbett, H. B., Jr.  
 Jet, Oklahoma  
 Corderman, H. R.  
 Rantaul, Illinois  
 Couch, T. W.  
 Eagletown, Oklahoma  
 Coultrup, J. L.  
 2501 Churchill St., Houston, Texas  
 Cox, J. D.  
 Route No. 3, Headland, Alabama  
 Cox, J. B., Jr.  
 617 S. Hiawatha, Sapulpa, Oklahoma  
 Cox, P. H.  
 212 East 10th, Austin, Texas  
 Craig, R. T., Jr.  
 Houston, Texas  
 Crain, E. O.  
 106 E. Wyandotte, Shreveport, Louisiana  
 Cressionie, L. A.  
 4105 South Miro St., New Orleans, Louisiana  
 Crookshank, E. R.  
 3512 Rosedale, Dallas 5, Texas  
 Crosby, N.  
 1005 Oak St., Sweet Water, Texas  
 Crosby, W. D.  
 Westville, Florida  
 Cruz, G. Q.  
 Route No. 1, Box 363, Wharton, Texas  
 Culvey, E. S.  
 Route No. 2, Box 2, Harrah, Oklahoma  
 Cummins, E., Jr.  
 716 A St., Lawton, Oklahoma  
 Cunningham, S.  
 Box 241, Alma, Arkansas  
 Curtis, I. W.  
 Box 198, Sibley, Louisiana  
 Cyphers, G. E.  
 Elizabethton, Tennessee  
 Dalesandro, A. P.  
 1011 McHenry St., Youngstown, Ohio  
 Daniel, H. D.  
 2112-35th Ave., Meridian, Mississippi  
 Daniel, J. S.  
 care National Supply Co., Tulsa, Oklahoma  
 Daugherty, B. E.  
 4101 Ave. G., Austin 22, Texas  
 Davidson, D. D.  
 514½ Dallas Ave., Houston, Texas  
 Davidson, J. D.  
 Frankin, Kentucky  
 Davis, C. H.  
 Cedar Bluff, Alabama  
 Davis, E. G.  
 Katy, Texas  
 Davis, J. C.  
 Route No. 3, Lamar, Missouri  
 Davis, R. H.  
 Waverley, Tennessee  
 Davis, W. J.  
 Hohenwald, Tennessee  
 Dean, W. W.  
 Hamlin, Texas  
 Deffenbaugh, W. E.  
 Natural Dam, Ark.  
 DeKunder, A. A.  
 Route No. 1, Box 38, Adkins, Texas  
 DeMont, E. E.  
 110 Franklin Ave., Niles, Ohio  
 Denny, W. A.  
 1202 W. Zarracosta St., Pensacola, Florida  
 Denson, A.  
 Route No. 2, Longview, Texas  
 Denson, H. P.  
 Route No. 1, Box 292, DeRidder, Louisiana  
 DeShan, L.  
 2815 E. Admiral Court, Tulsa, Oklahoma  
 Deremiah, J.  
 708 N. W. 20th Ave., Portland, Oregon  
 Detrich, C. A.  
 1518 N. Fitzbugh, Dallas, Texas  
 Dickerson, T. E.  
 850 Lilius St., Abilene, Texas  
 Ditto, A. R.  
 335 Oak St., Elgin, Illinois  
 Doan, G. L.  
 Welsh, Louisiana  
 Dodson, E. A., Jr.  
 1511 21st Place North, Birmingham, Alabama  
 Dodson, L. R.  
 Parsons, Tennessee  
 Doll, A. R.  
 744 Zeigler Ave., Louisville, Kentucky  
 Domainque, E. J.  
 Box 44, Edgerly, Louisiana  
 Donahue, C. F.  
 16 Parker St., Manchester, New Hampshire  
 Donald, J. S.  
 157 Davitt St., Mobile, Alabama  
 Doucet, C. W.  
 2116 Neches St., Beaumont, Texas  
 Dougan, D. J.  
 6004 Fir Ave., Cleveland, Ohio  
 Douglas, F. M.  
 Houston, Texas  
 Dowlar, J. M.  
 317 Bruce St., Eaton, Ohio  
 Downing, R. C.  
 1051 Sutton Ave., Mobile, Alabama  
 Drennan, A. R.  
 Route No. 1, Box 397, Benton, Arkansas  
 Drennon, W. R., Jr.  
 P. O. Box 67, Indianahona, Oklahoma  
 Droptini, J., Jr.  
 Box 416, Pineland, Texas  
 Drury, G. E.  
 Lafayette, Tennessee  
 DuBois, A. O.  
 Forgan, Oklahoma  
 Duckworth, J.  
 Route No. 2, Granbury, Texas  
 Dufrene, J. A.  
 431 Laurasinni Ave., Westwego, Louisiana  
 Duke, R. E.  
 Edenwold, Tennessee  
 Dulcich, P. F., Jr.  
 P. O. Box 95, Mississippi City, Mississippi  
 Duncan, A.  
 2306 Water Street, Laredo, Texas  
 Duncan, E. W.  
 care Cities Service Plant, Konawa, Oklahoma  
 Duncan, J. W.  
 Route No. 2, Cogar, Oklahoma  
 Dunn, F. C.  
 Mt. Orab, Ohio  
 Earl, G. M.  
 Cyril, Oklahoma  
 Early, J. A.  
 Memphis, Tennessee  
 Eaton, G. W.  
 Box 132, Lorena, Texas  
 Eddy, T. G.  
 5120 Charles St., New Orleans, Louisiana  
 Edmonson, R. E.  
 2618 Huntington St., Shreveport, Louisiana  
 Edwards, C. L.  
 900 D Street, Meridian, Mississippi  
 Edwards, W. T.  
 3729 Georgia Ave., West Palm Beach, Florida  
 Elledge, J. M.  
 8308 4th Ave., North, Birmingham, Alabama  
 Elliott, H. G.  
 Benton, Arkansas  
 Elmore, B. M.  
 1301 W. Idaho Ave., Chickasha, Oklahoma  
 Emery, T. C.  
 806 Washington St., Clarksville, Texas  
 Emfinger, J.  
 Vicksburg, Mississippi  
 Epps, A. O.  
 Route No. 2, Box 144, Pittsburg, California  
 Espey, H. C.  
 Route No. 2, Box 143, Bessemer, Alabama  
 Estes, W. A.  
 309 3rd Ave., Lanett, Alabama  
 Ewing, S. G.  
 2728 Homan Ave., Waco, Texas  
 Fair, J. W.  
 405 East Street, Elizabethton, Tennessee  
 Fallon, J. P.  
 402 Milton St., Brownwood, Texas  
 Fassnacht, J. A.  
 1119 N. 34th St., Ft. Smith, Arkansas  
 Feland, L. M.  
 1909 Kirby Drive, Houston, Texas  
 Felder, C. W.  
 506 Oakdale St., Manchester, Tennessee  
 Ferguson, C. M.  
 Route No. 1, Concord, Tennessee  
 Ferguson, J. B.  
 P. O. Box 423, Madisonville, Texas  
 Ferguson, J., Jr.  
 Tologe, Oklahoma  
 Ferguson, S. H.  
 Route No. 1, Box 884, Bessemer, Alabama  
 Fields, H. J.  
 Holley, Arkansas  
 Finnegan, R. J.  
 24-A Green St., Woburn, Massachusetts  
 Fisher, E. M.  
 Route No. 1, Bradford, Arkansas  
 Fisher, E. L.  
 San Antonio, Texas  
 Fisher, J. H.  
 3019 West 5th St., Ft. Worth, Texas  
 Fisk, G. H., Jr.  
 812 West Cottage Ave., Houston, Texas  
 Fisk, R. O.  
 Kerrville, Texas  
 Flesher, A. L.  
 1111 E. 10th St., Coffeyville, Kansas  
 Flesher, R. D.  
 1111 E. 10th St., Coffeyville, Kansas  
 Fletcher, D. B.  
 Route No. 2, Elizabethton, Tennessee  
 Fletcher, H. T.  
 707 Graham Place, Austin, Texas  
 Flippin, F. J.  
 612 So. "B" St., Ft. Smith, Arkansas  
 Florence, M. R.  
 1006 So. 19th St., Birmingham 5, Alabama  
 Flynn, E. A.  
 4862 Tehoupitoulas St., New Orleans, Louisiana  
 Foley, G. J.  
 1018 Washington Ave., New Orleans, Louisiana

- Fontan, H. P.  
130 South Olympia St., New Orleans,  
Louisiana
- Ford, E. R.  
Decatur, Tennessee
- Foster, C. E., Jr.  
217 Orlanda Ave., Nashville, Tennessee
- Fowler, T. P.  
2917 Keystone Ave., Knoxville, Tennessee
- Fowler, W. D.  
701 N. 12th St., Duncan, Oklahoma
- Fowlkes, R. L.  
General Delivery, Waverly, Tennessee
- Frames, J. L.  
512 Border St., Orange, Texas
- Francis, P. W.  
607 E. 16th St., Houston, Texas
- Franklin, B.  
P. O. 724, Stillwater, Oklahoma
- Frazier, J. D.  
420 Polk Ave., Pascagoula, Mississippi
- D. R. Frick  
2581 N. Tonti St., New Orleans, Louisiana
- Frizzell, T. B.  
Route No. 2, Harlingen, Texas
- Fuchs, F. E.  
Owensville, Missouri
- Fudge, W. K.  
1741 Royal St., Beaumont, Texas
- Fuller, A. N.  
Box 185, Alba, Texas
- Fuller, B. L.  
General Delivery, Tioga, Louisiana
- Fulp, J.  
Route No. 4, Okemah, Oklahoma
- Fulton, A.  
Route No. 2, Gracemont, Oklahoma
- Gaffney, J. S.  
Box 355, Freeport, Texas
- Galasso, V. F.  
12160 Dexter Blvd., Detroit, Michigan
- Galyon, R. F., Jr.  
3809 N.W. 11th St., Oklahoma City,  
Oklahoma
- Gammill, W. C.  
Box 122, Atoka, Oklahoma
- Gann, C. A.  
Route No. 1, New Site, Mississippi
- Garcia, E.  
P. O. Box 733, Brownsville, Texas
- Garland, L. M.  
Box 55, Oberlin, Louisiana
- Garland, W. L.  
1906 West Collins St., Corsicana, Texas
- Garner, F. F.  
3203 Carrington Rd., Memphis, Tennessee
- Garrett, J. A., Jr.  
3613 Avie Ave., Houston, Texas
- Garrett, S. C.  
287 Adams St., Memphis, Tennessee
- Garrett, W. A.  
care D. M. Burleson, Route No. 4, Sallisaw,  
Oklahoma
- Gartin, F. W.  
304 South Hocker St., Independence,  
Missouri
- Gates, W. N., Jr.  
3413 Alamogordo St., El Paso, Texas
- Gattin, M. W.  
515 S. Main, Benton, Arkansas
- Gensler, G.  
care Gulf Oil Corp., Wickett, Texas
- Gentile, L. E.  
P. O. Box 287, Gonzales, Texas
- Gentry, C. C.  
Route No. 1, Kingsport, Tennessee
- Gibbs, M. W.  
Star Route, Hegler, Arkansas
- Gibson, J. C.  
care C. C. Balch, 110 E. 2nd St., Big Springs,  
Texas
- Gillard, L. E.  
1316 So. Detroit Ave., Tulsa, Oklahoma
- Gilleylen, O. W.  
Murfreesboro, Arkansas
- Gilmer, R. C., Jr.  
Route No. 3, Box 73, Wortham, Texas
- Gilmore, J. P.  
Tullos, Louisiana
- Giusti, V. J.  
2802 Avenue "I", Galveston, Texas
- Glenn, M. T.  
1002 Howard Ave., Palestine, Texas
- Glynn, W. T.  
817 St. Mary St., New Orleans, Louisiana
- Gnuse, R. F.  
4618 Gracey St., Dallas, Texas
- Goldberg, J.  
2720 Meadow St., Dallas, Texas
- Golden, W. L.  
4807 Huey Street, Dallas 10, Texas
- Gonzales, F.  
Sebastian, Texas
- Gonzalez, G. G.  
2105 Coleman Ave., Corpus Christi, Texas
- Goodin, T. R.  
1728 So. Cinniat St., Tulsa, Oklahoma
- Gouge, C. C.  
1119 Star St., Bonham, Texas
- Graham, H. H.  
505 So. Reno St., El Reno, Oklahoma
- Graham, R. D.  
2501 Hawthorne St., Independence, Missouri
- Graham, V. E.  
109 Northwest 24th St., Oklahoma City,  
Oklahoma
- Granger, C. C.  
909-7th St., Orange, Texas
- Grau, K. M.  
3802 Billingsley St., Houston, Texas
- Gray, C. C.  
1208 So. Jackson St., El Dorado, Arkansas
- Green, C. C.  
P. O. Box 1103, Corpus Christi, Texas
- Green, G. M.  
1247 Orleans St., Beaumont, Texas
- Green, I. C.  
Davis, Oklahoma
- Greene, C. M.  
Route No. 2, Arkadelphia, Arkansas
- Greenhill, H. J.  
Box 5231, Sonora, Texas
- Gregory, J. R.  
Route No. 3, Maryville, Tennessee
- Griffin, A. E.  
1804 So. 11th St., Ft. Smith, Arkansas
- Griffin, E. R.  
P. O. Box 187, Blooming Grove, Texas
- Griffith, M. K.  
420 N. Seawater St., Pampa, Texas
- Grizzle, E.  
Kempner, Texas
- Groves, J. R.  
1109 Poindexter St., Ft. Worth, Texas
- Grubbs, W. C.  
502 West Vine, Knoxville, Tennessee
- Guenther, K. H.  
1920 So. Ave., Ft. Worth, Texas
- Guinn, J. W.  
628 E. Harris, San Angelo, Texas
- Haeuser, J. J.  
1922 Alvar St., New Orleans, Louisiana
- Hale, R. E.  
Waldron, Arkansas
- Hall, T. B.  
618 So. Tyler, Dallas, Texas
- Hamilton, H. J.  
Stillwater, Oklahoma
- Hammer, P. J.  
Lakeville, Minnesota
- Hancock, L. D.  
Pauls Valley, Oklahoma
- Hanna, J. E.  
Route No. 3, Box 789-D, Stockton, California
- Hansten, R. M.  
care Mrs. Lenora Rains, Box 492, Willits,  
Mendocine County, California
- Hardin, G. O.  
748 So. 12th St., Houston 8, Texas
- Hardy, C. E.  
Route No. 1, Goose Creek, Texas
- Harkey, D.  
3701 Spaulding Ave., Baltimore, Maryland
- Harper, R. W.  
Lovelady, Texas
- Harrell, E. V.  
Route No. 10, Box 348-A, Tulsa, Oklahoma
- Harrington, W. L.  
Paulding, Mississippi
- Harris, E. M.  
Troy, Tennessee
- Harris, H. F.  
Benoit, Mississippi
- Harris, J. D.  
Route No. 2, Box 161, Muskogee, Oklahoma
- Harris, L.  
P. O. Box 122, Carbon, Texas
- Harvey, M. J.  
Forkville, Mississippi
- Harvey, N. T.  
9 Thurston Ave., Newport, Rhode Island
- Harville, E. L.  
P. O. Box 1654, Hodge, Louisiana
- Harzke, T. H.  
Eldorado, Texas
- Hatfield, J. B., Jr.  
Route No. 2, Box 114, Cement, Oklahoma
- Hathcock, R. C.  
427 East 23rd St., San Angelo, Texas
- Hebert, W. M.  
Lake Charles, Louisiana
- Heidbreder, L. B.  
915 Joseph Ave., Nashville, Tennessee
- Heiligman, J. H.  
1511 Nolan St., San Antonio, Texas
- Heisley, R. I.  
1421-18th Ave., East Moline, Illinois
- Helm, N. G.  
Binger, Oklahoma
- Helton, C. E.  
Chattanooga, Tennessee
- Henderson, J. W.  
Route No. 6, Box 63, San Antonio, Texas
- Henderson, R. J.  
1407 Rio Grande, Austin, Texas
- Henning, O. D.  
Route No. 2, Vian, Oklahoma
- Henricks, C. D.  
1621 Northwest 32nd St., Oklahoma City,  
Oklahoma
- Henry, E. G.  
4106 So. 31st Ave., Tulsa, Oklahoma
- Herrington, M.  
Baywood, Louisiana
- Herrington, S. P.  
Box 162, Rio Hondo, Texas
- Hester, P. G.  
Collins, Mississippi



- Hicks, D. W.  
Victoria Courts, 239 Fountain Walk, San Antonio, Texas
- Hill, A. R.  
P. O. Box, 63, Columbia, Tennessee
- Hill, C.  
Route No. 3, Box 9-C, Hillsborough, Alabama
- Hill, G. E., Jr.  
1651-17th St., Corpus Christi, Texas
- Hill, J. B.  
Route No. 5, Gilmer, Texas
- Hill, J. S.  
204 North 21st St., Temple, Texas
- Hill, J. S.  
Wilsonville, Alabama
- Hillin, D. L.  
101 N. Douglas St., Cleburne, Texas
- Hilton, C. F.  
Route No. 6, Box 388, Pine Bluff, Arkansas
- Hines, H. E.  
P. O. Box 391, Flomaton, Alabama
- Hinkle, M. S.  
312 South 9th St., Ponca City, Oklahoma
- Hinojosa, J. G.  
226 N. Grand Ave., Los Angeles, California
- Hitt, E. C.  
Route No. 2, Reform, Alabama
- Hodges, R. T.  
Route No. 2, Box 219, Vivian, Louisiana
- Hoffman, A. V.  
3806 Constance St., New Orleans, Louisiana
- Hoffpauir, G. P.  
Route No. 3, Box 255, Lake Charles, Louisiana
- Hollis, P. J.  
Laurenceberg, Tennessee
- Holmes, J. E.  
First & Denver, Tulsa, Oklahoma
- Holub, E. A.  
1428-19th St., Corpus Christi, Texas
- Holyfield, M.  
2104-11th Ave. North, Birmingham, Alabama
- Hoofnagle, R. G.  
P. O. Box 144, Sulphur Springs, Arkansas
- Hooter, H. R.  
Route No. 2, Alexander, Louisiana
- Hortman, J. L.  
401 E. Monroe St., Austin, Texas
- Horton, B. T.  
1651 Castle Court, Houston, Texas
- House, W. G.  
Lafayette, Alabama
- Howland, E. L.  
Lucas Drive, Beaumont, Texas
- Howle, F. A.  
Route No. 3, Howell, Michigan
- Huckabay, E. J.  
Walters, Oklahoma
- Huckabay, L. A.  
Hastings, Oklahoma
- Hudson, N. I.  
care S. L. Hudson, 1707 Gardeno St., Glendale 4, California
- Huff, T. E.  
1028 Maple Ave., Columbia, Tennessee
- Huffman, W. D.  
828 N. Edgefield Ave., Dallas 8, Texas
- Huffman, H. E.  
3783 Elmore, Houston, Texas
- Hughes, E. H.  
Box 584, Healdton, Oklahoma
- Hughes, T. M.  
General Delivery, Wylie, Texas
- Hula, J., Jr.  
Route No. 2, Box 76½, Medford, Oklahoma
- Humphries, W. P.  
703 N. Travis, Sherman, Texas
- Hunter, H. H.  
P. O. Box 84, Big Springs, Texas
- Huston, H. A., Jr.  
4220 Grant, Ft. Worth, Texas
- Hutcherson, L. S.  
Garber, Oklahoma
- Ingram, H. L., Jr.  
402 East 5th St., Sylacauga, Alabama
- Jeffers, B. L.  
Eagle Pass, Texas
- Jenkins, C. C.  
1909-11th St., Meridian, Mississippi
- Jenkins, J. A.  
Star Route, Skiatook, Oklahoma
- Jennings, V. E.  
Route No. 1, Lavinia, Tennessee
- Jensen, L. L. B.  
802 Madison Ave., Council Bluffs, Iowa
- Johnson, A. D.  
5209 Crawford, Houston, Texas
- Johnson, C. G.  
24 So. 8th St., Yukon, Oklahoma
- Johnson, H. L.  
1020 East Haskell Place, Tulsa, Oklahoma
- Johnson, J. B.  
Kodak, Tennessee
- Johnson, J. I.  
2608-18th W. Ave., Gulf Port, Mississippi
- Johnson, J. T.  
410 N. W. 10th St., Oklahoma City, Oklahoma
- Jones, C. N.  
1126 So. 6th St., Chickasha, Oklahoma
- Jones, C. B.  
Box 167, Oil Trough, Arkansas
- Jones, H. L.  
1748-12th St., Port Arthur, Texas
- Jones, J. H.  
Okarche, Oklahoma
- Jones, J. L.  
Forrest Drive, Glendale, Tallahassee, Florida
- Jones, L. E.  
1217 Sacramento St., San Antonio, Texas
- Jones, O. T.  
207 Duvel St., Marshall, Texas
- Jones, R. L.  
663 East Browns Ave., Chicago, Illinois
- Jones, W. W.  
P. O. Box 765, Pasadena, Texas
- Jones, W. R.  
Oak Grove, Louisiana
- Kear, L. E.  
Cecil, Arkansas
- Keaton, C. R.  
Route No. 5, Sneedville, Tennessee
- Keirsey, A.  
P. O. Box 757, Hot Springs, Arkansas
- Kellam, J. L.  
Route No. 1, Lamesa, Texas
- Kelly, E. C., Jr.  
801 So. McDonough St., Montgomery, Alabama
- Kemp, J. Q.  
2002 Eagle Drive, Mobile, Alabama
- Kenley, J. M.  
General Delivery, Alvin, Texas
- Kenner, F.  
1818 Belmont Blvd., Abilene, Texas
- Kent, L. E.  
2100 Garfield St., Wichita Falls, Texas
- Kent, S. W.  
23 Gunn St., Sparta, Michigan
- Keown, W. E., Jr.  
North Main St., Lafayette, Georgia
- Kerr, E. E., Jr.  
1516 Hammond St., Ft. Worth, Texas
- Kerth, P. W., Jr.  
217-3rd St., Cairo, Illinois
- Kester, J. F.  
Flint Hill, Cape Girardeau, Missouri
- King, J. D.  
No. 3 Dufo Court, Hot Springs, Arkansas
- Kinney, B. A.  
602 West Emory St., Marshall, Texas
- Kirk, J. B.  
123-3rd St., Aspenwall, 15, Pittsburg, Pennsylvania
- Klaus, W. L., Jr.  
1421 N. Denver, Tulsa, Oklahoma
- Knapp, M. O.  
P. O. Box 87, Pearland, Texas
- Knauer, M. R.  
Guthrie Center, Iowa
- Knight, C. E.  
Route No. 1, Sylva, North Carolina
- Knight, E. R.  
Bradley, Arkansas
- Knight, J. H.  
105 East Third St., Cleburne, Texas
- Kolb, A. C.  
Blanchard, Oklahoma
- Kornegay, A. G.  
Monroe, Louisiana
- Krull, W. H.  
901 Waverly St., San Antonio, Texas
- Kubish, G.  
Route No. 3, Box 200, Corpus Christi, Texas
- Kyle, W. H.  
Vandervort, Arkansas
- Lacy, C. G.  
1322 W. 219 St., Torrance, California
- Lallande, A. P.  
301 So. 74th St., Houston, Texas
- Lane, O. D.  
Route No. 1, Mt. Calm, Texas
- Langston, J. K.  
Homer, Louisiana
- Lauper, R.  
1007 Fairwin Ave., Nashville, Tennessee
- Lawrence, J. L.  
1408 3rd Ave. N., Nashville, Tennessee
- Lawrence, R. N.  
Route No. 2, Box 2060, San Antonio, Texas
- Lay, R. F.  
Fairview, Oklahoma
- Layton, R. E.  
Union Hill, Arkansas
- Lebens, M. P.  
Shakopee, Minnesota
- Ledbetter, W. W.  
Route No. 2, Marion, North Carolina
- Leever, G. W., Jr.  
710 Moore St., Clinton, Tennessee
- Lehman, D.  
623 Dallas St., Amarillo, Texas
- Leming, C. P.  
Route No. 3, Knoxville, Tennessee
- Lenhart, C. W.  
1717 Burgoon St., Fremont, Ohio
- Lewis, B. B.  
Route No. 1, Athens, Texas
- Lewis, G. F., Jr.  
Route No. 2, Malakoff, Texas
- Lewis, J. N.  
724 McCallie Ave., Chattanooga, Tenn.
- Lewis, O.  
R.F.D. No. 1, Owasso, Oklahoma
- Lindsey, R. R.  
E. Bayfield St., Washburn, Wisconsin
- Litz, D. G.  
Route No. 4, Morristown, Tennessee



Lobue, J. W.  
610 Ave. of Oaks, Houston 7, Texas

Lockart, L. H.  
316 Tuscaloosa St., Fayette, Alabama

Logan, J. W.  
Route No. 1, Berry, Alabama

Louviere, A. P.  
411 Sallier St., Lake Charles, Louisiana

Loveless, J. H.  
906 E. Hullum St., Breckenridge, Texas

Lumpkin, H. I.  
621 Grainger St., Ft. Worth, Texas

Luttrell, L. M.  
709 E. University Blvd., Abilene, Texas

Lyons, C. W.  
239 Russell St., Pontiac, Michigan

McAdoo, J. B.  
Box 146, Cyril, Oklahoma

McCants, J. C.  
5627 Catina St., New Orleans, Louisiana

McCarley, I. V.  
Karnes City, Texas

McCaskill, J. C.  
Maxton, North Carolina

McCauley, A. S.  
815 Coleman St., Marlin, Texas

McClain, H. A.  
1326 Alameos St., San Antonio, Texas

McClanahan, V. J.  
Route Box 440, Amarillo, Texas

McConnell, M. J.  
care New York World Telegram, New York City, New York

McCoy, A. W.  
P. O. Box 1227, Conroe, Texas

McCoy, D. L.  
Pleasanton, Texas

McCuiston, W. A.  
1613 Lee Ave., Ft. Worth, Texas

McCurry, W. E.  
Houston, Texas

McDonald, J. H.  
Vernon, Texas

McDonnell, T. J.  
2201 N. E. 15th St., Oklahoma City, Oklahoma

McGee, A. T.  
2201 Avenue H., Lubbock, Texas

McGough, L. A.  
San Angelo, Texas

McGrand, M. H.  
107 Essex St., San Antonio 3, Texas

McJunkin, W. O.  
5205 Pease St., Houston, Texas

McKinley, J. D.  
Route No. 3, Laurel, Mississippi

McKnight, T. M.  
R.F.D. No. 1, Milton, Tennessee

McLeod, H. M.  
Box 505, Jasper, Texas

McManus, R. F.  
Woodland, Alabama

McMinn, C. E.  
Wynne, Arkansas

McNair, L. P.  
P. O. Box 52, Magee, Mississippi

McQuiston, T., Jr.  
Dickerson Road & Rock St., Nashville 7, Tenn.

McShan, H. F.  
Box 354, Rockport, Texas

Magar, E. V.  
Route No. 2, Ada, Oklahoma

Malmquist, J. W.  
Box 565, Sulphur, Louisiana

Manceaux, S.  
Box 163, Kaplan, Louisiana

Manning, B. A.  
436 Taylor Ave., Alameda, California

Marcom, K.  
Bells, Tennessee

Marriage, L. S.  
Kimmswick, Missouri

Marshall, H. E.  
Box 391, Flora, Mississippi

Marshall, W. D.  
Markley Road, R.R. No. 8, Cincinnati 30, Ohio

Martin, C. W.  
3331 W. 57th, Tulsa, Oklahoma

Martin, G. B.  
1116 Craig St., Corpus Christi, Texas

Martin, I. D.  
Route No. 2, Box 57, Chico, Texas

Martin, J. J., Jr.  
4418 Eden St., Lake Charles, Louisiana

Martin, W. J.  
210 McLemore St., Greenwood, Mississippi

Mason, J. W.  
30250 Pine, Searcy, Arkansas

Massengale, R. W.  
Maysfield, Texas

Mathews, D. E.  
1109 Pearson St., Houston, Texas

Mathis, C. D.  
Katy, Texas

Matthews, G. W.  
Broken Bow, Oklahoma

Matthews, J. J.  
345 Aris Ave., Metairie, New Orleans, Louisiana

Maxwell, E. B.  
Box 774, La Porte, Texas

Mayfield, G. D.  
315 N. Drive, San Antonio, Texas

Mayton, J. F., Jr.  
Route No. 2, Marion, Alabama

Maze, F. R.  
7619 Chase St., Houston, Texas

Mazza, W. J.  
Boiceville, Ulster County, New York

Meacham, J. F.  
759 N. 5th Ave., Knoxville 17, Tennessee

Meadows, A. O.  
715 Ridge, Houston, Texas

Meaux, W. W.  
2608 Melbourne St., Houston, Texas

Meeks, R. F.  
3216 S. Adams, Ft. Worth, Texas

Melton, B. E.  
DeQueen, Arkansas

Mercier, E. L.  
Nixon, Texas

Merrill, L. S.  
Natchez, Mississippi

Merrill, P. J.  
1318 Elm, Lawton, Oklahoma

Merritt, R. C.  
611 Texas St., Longview, Texas

Messerole, O. E.  
2826 Dathe St., Dallas, Texas

Messick, G. E.  
1763 E. Maine St., Enid, Oklahoma

Meyer, J. F.  
1424 W. 72nd St., Chicago, Illinois

Meyers, J. A.  
32 S. W. 42nd St., Oklahoma City, Oklahoma

Mhoon, A. T.  
Snyder, Arkansas

Miles, V. L.  
111 Crescent Ave., Hot Springs, Arkansas

Miller, E. S.  
605 N. Ervay St., Dallas, Texas

Miller, G. R.  
106 W. North St., Tonkawa, Oklahoma

Miller, H. W., Jr.  
1614 W. 7th St., Freeport, Texas

Miller, L.  
Decatur, Tennessee

Miller, R. W.  
811 Lawrence St., Lake Charles, Louisiana

Mills, W. C.  
115 Northeast 7th St., Oklahoma City, Oklahoma

Milner, W. D.  
1301 Randolph St., Huntsville, Alabama

Mitchell, A. E.  
Fife, Texas

Mitchell, C. T.  
2405 Niagra St., Corpus Christi, Texas

Mitchell, O. F.  
638 So. Congress St., Jackson, Mississippi

Moak, K. E.  
Route No. 2, Box 84, Fort Smith, Arkansas

Montgomery, C. O.  
Baton Rouge, Louisiana

Moon, H. C.  
Gueydan, Louisiana

Moore, B. F.  
501 Travis St., Longview, Texas

Moore, C. W.  
423 Clinchfield Ave., Erwin, Tennessee

Moore, D. W.  
Indianapolis, Indiana

Moore, H.  
2114 North Garrett, Dallas 6, Texas

Moore, J. W.  
637 S. Court St., Montgomery 5, Alabama

Moore, O.  
1004 ET Ave., Pine Bluff, Arkansas

Morgan, D. T.  
Route No. 2, Terre Haute, Indiana

Morgan, F. P.  
1202 S. Detroit St., Tulsa 5, Oklahoma

Morris, C. O.  
Box 132, Wetumpka, Alabama

Morris, H. O.  
Box 73, Grapeland, Texas

Morris, M. E.  
1501 Texas St., Marshall, Texas

Morton, A. E.  
608 S. Washington Ave., Warrensburg, Missouri

Moser, C. W.  
Box 226, Athens, Tennessee

Moser, W. G.  
Box 22, King, North Carolina

Mouser, J. R.  
1500 Lynn Haven, Dallas, Texas

Muckleroy, H. T.  
Route No. 8, Tyler, Texas

Mueller, C. W.  
28 Venus St., San Antonio 7, Texas

Munoz, J. L.  
113 So. Mittmen St., San Antonio, Texas

Murray, L. E.  
General Delivery, Temple, Texas

Mustin, W. N.  
Tuscaloosa, Alabama

Naff, H. M.  
3200-19th St. N. W., Washington 10, D. C.

Nelson, C. M.  
1906-5th Ave. So., Minneapolis, Michigan

Nelson, C. R.  
Box 306, Clifton, Texas

Nias, H. P.  
1215 Northwood St., Houston 9, Texas

Nichols, W. C.  
Bemis, Tennessee

- Niolon, H. A.  
1422 Cotton Ave., Birmingham, Alabama
- Norman, E. B., Jr.  
4329 Metropolitan Ave., Dallas 15, Texas
- Norton, J. B.  
Keener, Alabama
- Oliver, A. E.  
Box 1134, Devalls Bluff, Arkansas
- O'Neal, W. H.  
2058 Fielder St., Ft. Worth, Texas
- Olson, C. R.  
117 East Third St., Claremore, Oklahoma
- Osborne, L. L.  
4376 Wheeler Ave., Houston, Texas
- Osborne, V. F.  
Johnson City, Tennessee
- Osborne, W. T.  
Route No. 4, Ashland City, Tennessee
- Otto, O. L.  
5536 East Lancaster, Ft. Worth, Texas
- Overhiser, C. M.  
2600 Cottage Grove Ave., Des Moines, Iowa
- Overturf, T. G.  
Dequeen, Arkansas
- Owen, L. E.  
Elk City, Kansas
- Owens, C. L.  
Box 1390, Brownsville, Texas
- Owens, J. F. Jr.  
1717 Vestal Avenue, Knoxville, Tennessee
- Pack, R. H.  
2709 Burnet St., Waco, Texas
- Page, J. A.  
Box 661, Prague, Oklahoma
- Page, W. L.  
1419 So. Zunis, Tulsa, Oklahoma
- Palmer, G. C.  
8556-37th, S. W., Seattle, Washington
- Parham, T. L.  
504 South Broadway, Minden, Louisiana
- Park, O. D.  
1301 South 6th St., Chickasha, Oklahoma
- Parker, E. B.  
care S. N. Arrington, P. O. Box 26, Carey, Texas
- Parker, J. F.  
care Mrs. S. L. Parker, Route No. 3, Winona, Mississippi
- Parker, J. L.  
Skiatook, Oklahoma
- Parks, R. A.  
1413 South 18th St., Springfield, Illinois
- Parrish, R. J.  
Route No. 4, Waterloo, Iowa
- Parsel, O. F., Sr.  
1423 West 7th St., Little Rock, Arkansas
- Parton, N.  
116½ West Main, Anadarko, Oklahoma
- Pate, B. B.  
213 N. Farr St., San Angelo, Texas
- Patterson, D. H., Jr.  
Route No. 1, Dermott, Arkansas
- Patterson, J. S.  
Conroe, Texas
- Patton, A. J.  
513 Bayland St., Houston, Texas
- Patton, G. D.  
510 North Chapman St., Shawnee, Oklahoma
- Payne, E. C.  
General Delivery, Leaday, Texas
- Pearson, C. B.  
1723 Government St., Baton Rouge, Louisiana
- Peasley, K. R.  
710 Corwin Ave., Hamilton, Ohio
- Pechoski, E. J.  
908 E. 35th St., Levy, Arkansas
- Peck, J. A.  
1207 N. W. 42nd St., Oklahoma City 6, Oklahoma
- Peek, D.  
2812 N. Garrison, Tulsa 15, Oklahoma
- Penny, C. E.  
Route No. 8, Box 30, Oklahoma City, Oklahoma
- Perdue, M.  
642 Peach St., Abilene, Texas
- Perry, E. F.  
Route No. 1, Box 12, Bristow, Oklahoma
- Peters, G. L.  
Route No. 1, Sheffield, Alabama
- Peters, R. H.  
448 So. Regent St., Stockton, California
- Peterson, R. L.  
1402-18th St., San Francisco, California
- Phillips, H. G.  
414-8th St., San Antonio, Texas
- Phillips, F. C.  
831 Parker St., Amarillo, Texas
- Phillips, J. R.  
Memphis, Tennessee
- Phillips, J. F.  
Jacksonville, Arkansas
- Phillips, T. E.  
Route No. 3, Benton, Louisiana
- Piacitelli, V. M.  
1126 Bourbon St., New Orleans, Louisiana
- Pixley, B. J.  
319 North Rosedale, Tulsa, Oklahoma
- Plaster, C.  
Route No. 6, Box 425 R, Dallas, Texas
- Plaster, W.  
Bedias, Texas
- Pomeroy, F. R.  
Route No. 2, Talladega, Alabama
- Pope, J. E.  
93 College St., Ozark, Alabama
- Posey, H.  
Mark Tree, Arkansas
- Potts, R. T.  
Route No. 2, Murfreesboro, Tennessee
- Presley, L. H.  
Route No. 1, McPenzie, Alabama
- Presley, T. J.  
P. O. Box 173, Collinsville, Oklahoma
- Price, J. H.  
Meherrin, Virginia
- Procell, J. E.  
Route No. 2, Box 575, Pine Bluff, Arkansas
- Pugh, C. O.  
122 East Side Blvd., Muskogee, Oklahoma
- Quintana, A. A.  
202 Walton Avenue, San Antonio, Texas
- Rader, W. E., Jr.  
302 Washington St., Shreveport, Louisiana
- Rains, H.  
Route No. 1, Mathiston, Mississippi
- Rampy, B. E.  
Route No. 2, Woodland, Alabama
- Randall, C. C.  
Route No. 1, Gainsville, Texas
- Randall, J. P.  
1511 South Gary Ave., Tulsa, Oklahoma
- Ratliff, T. T.  
501 Rector Ave., Hot Springs, Arkansas
- Ratliff, W. D., Jr.  
3306 North State St., Jackson 42, Mississippi
- Ray, J. H.  
1141 E. Pierce St., Phoenix, Arizona
- Raymond, W. H.  
4307 Jack St., Houston 6, Texas
- Raziano, V. J.  
442 North Blvd., Kenner, Louisiana
- Redmon, W. G.  
Box 53, Stearns, Kentucky
- Reeves, J. T.  
102 N. 14th St., Paris, Texas
- Reeves, M. W.  
P. O. Box 491, Seymour, Texas
- Reid, A. G.  
Plevna, Alabama
- Renshaw, A. W.  
408 S. Poplar St., Bristow, Oklahoma
- Resoff, B. J.  
Route No. 1, Box 299, Alvin, Texas
- Rhine, G. W.  
Coal Hill, Arkansas
- Rhoades, S. L.  
1612 East 12th St., Tulsa 5, Oklahoma
- Rice, H. G.  
Route No. 2, Scottsboro, Alabama
- Rice, J. W.  
338 Hot Wells Blvd., San Antonio, Texas
- Rich, R. L.  
1005 Gatewood, Oklahoma City, Oklahoma
- Richard, C. E.  
504 Percy St., Greenville, Mississippi
- Richardson, C. H.  
409 Riddle Street, San Antonio, Texas
- Richmond, B. A.  
1800 West 23rd St., Houston 8, Texas
- Riddle, J. J.  
Oklahoma City, Oklahoma
- Rinehart, V. A.  
635 W. Lincoln, Blackwell, Oklahoma
- Roach, P. H.  
Peel St., Conroe, Texas
- Roberson, R.  
Star Route, Bessemer, Alabama
- Robert, W. J.  
1410 Japonica St., New Orleans 17, Louisiana
- Robertson, H. F., Jr.  
Breaux Ridge, Louisiana
- Roberts, A. L.  
638 So. Congress St., Jackson, Mississippi
- Roberts, V. W.  
Route No. 1, Argyle, Texas
- Robertson, T. A.  
302 Recent St., San Antonio, Texas
- Robinson, J. R.  
Ranger, Texas
- Rochel, W. W.  
Patterson, Louisiana
- Rodin, J. S.  
408 W. Galer St., Seattle 99, Washington
- Roe, C. N.  
Route No. 2, Box 43, Des Arc, Arkansas
- Rogers, F.  
2100 Thomas Bay, Port Arthur, Texas
- Rogers, T. A., Jr.  
125 Perry St., Marlin, Texas
- Rogers, V. E.  
Goshen, Arkansas
- Rohrer, J. H.  
P. O. Box 311, Britton, Oklahoma
- Rollins, J. L.  
Route No. 2, Kentwood, Louisiana
- Rollins, W. B.  
316 N. Waldren St., Memphis, Tennessee
- Roman, J. E.  
1816 Pauline St., New Orleans, Louisiana
- Romero, C.  
Route No. 3, Box 140, Beaumont, Texas
- Ross, W. A.  
Route No. 2, Box 322, Claremore, Oklahoma

- Ross, W. W.  
193 Central Ave., Bogota, New Jersey
- Rougon, T. D.  
care J. B. Rougon, West Baton Rouge Parish  
Erwinville, Louisiana
- Rounsavall, W. R.  
Spring Town, Texas
- Roy, D. B.  
122 Weir Ave., San Antonio, Texas
- Roy, I. A.  
410 N. Villere St., New Orleans, Louisiana
- Ruscha, L. C.  
3813 Key Place, Oklahoma City, Oklahoma
- Russell, K. D.  
220 S. Prairieville St., Athens, Texas
- Rutledge, W. M.  
care Riverside Service Station, Batesville,  
Arkansas
- Ryan, G. W.  
125 Third Ave. So., Franklin, Tennessee
- Ryan, L. T.  
2330 17th Ave., San Francisco, California
- Sadler, C. L.  
Route No. 4, Jacksonville, Texas
- Saldana, P. V.  
603 Mexico St., Corpus Christi, Texas
- Sanders, C. A.  
Aransas Pass, Texas
- Sanders, I. W.  
Bolivar, Tennessee
- Sanders, W. G.  
Cotton House, Magnolia, Arkansas
- Sartin, J. D.  
1303 E. Lincoln Ave., Pascagoula, Mississippi
- Saucier, E. A.  
215 So. Trinity St., San Antonio, Texas
- Sawyer, H. T.  
care Mr. C. A. Sawyer, Jr., Sawyer Construc-  
tion Co., Park Square Bldg., Boston, Massa-  
chusetts
- Schultz, W. W.  
Wharton, Texas
- Schulze, C. H.  
Tracy City, Tennessee
- Schulze, C. R.  
Arkoma, Oklahoma
- Scott, B. B.  
Alderson, West Virginia
- Scott, J. C.  
Macon, Mississippi
- Scott, S. E.  
907 Boscobel St., Nashville, Tennessee
- Scotten, J. O.  
912 Lischey Ave., Nashville, Tennessee
- Sefcik, E. J.  
P. O. Box 365, Miles, Texas
- Sexton, L.  
1029-10th Ave. N., Bessemer, Alabama
- Seybold, J. E.  
Ada, Oklahoma
- Shands, C. P.  
203 Brown St., Waxahachie, Texas
- Sharp, J. H.  
Sherwood, Texas
- Sharp, J. C.  
Box 1602, McAllen, Texas
- Shatio, E. C.  
3020 North Galvez St., New Orleans,  
Louisiana
- Sheets, G. C.  
1221 N. Washington, Dallas, Texas
- Shellhouse, C. E.  
Box 1458, Pampa, Texas
- Shepherd, H. M.  
Star City, Arkansas
- Sherrer, B. F.  
108 So. Wayne St., Manchester, Iowa
- Sherrill, J. H.  
513 Columbia St., Hattisburg, Mississippi
- Shetron, J. W.  
Batesville, Arkansas
- Shivers, W. D.  
No. Highway No. 75, Corsicana, Texas
- Shults, V. C.  
Route No. 5, Abilene, Texas
- Siemiller, F. L.  
409 West Central Ave., Harrison, Arkansas
- Sikes, E. L.  
2302 Burlington Ave., Dallas, Texas
- Silar, B. C.  
Disney, Oklahoma
- Simmons, H. T., Jr.  
Route No. 3, Brewton, Alabama
- Simmons, J. A.  
Route No. 1, Box 28, Mercy Villa, Ft. Smith,  
Arkansas
- Simmons, O. H.  
Three Rivers, Texas
- Simons, E. R.  
222 A N. E., Ardmore, Oklahoma
- Sims, J. T.  
Box 74, Olden, Texas
- Singer, M.  
care Sol Singer, 7455 North Greenview  
Ave., Chicago, Illinois
- Skaggs, W. L.  
74 Oak Lawn Drive, Metairie Branch,  
New Orleans, Louisiana
- Slater, W. F.  
1006 Bailey Ave., San Antonio, Texas
- Sleep, A. J.  
Route No. 1, Box 56, Ponchatoula, Louisiana
- Slott, J. B.  
1015 W. 10th St., Houston, Texas
- Smith, A. W.  
Box 562, Menard, Texas
- Smith, B. A.  
25502 Pennsylvania, Lanita, California
- Smith, C. K., Jr.  
1416 Scharpe St., Houston 3, Texas
- Smith, E. S.  
Route No. 4, Box 42, Houston, Texas
- Smith, G. H.  
1736-101 Ave., Oakland, California
- Smith, H. W.  
11th & McQuarrie, Wagoner, Oklahoma
- Smith, H. R.  
Church St., Ladonia, Texas
- Smith, K. B.  
Box 52, Eden, Texas
- Smith, S. G.  
149 Incline St., Lake Charles, Louisiana
- Smith, V.  
605 Arch St., Kingsport, Tennessee
- Smith, W. H.  
1721 So. V. St., Ft. Smith, Arkansas
- Smotherman, H. F.  
401 E. 25th St., Houston, Texas
- Snow, W. J.  
7920 Junius St., Houston 12, Texas
- South, L. L.  
2738 So. Ewing, Dallas, Texas
- Sparks, J. D.  
Minneapolis, North Carolina
- Speck, T. L.  
43-4th Ave., Winchester, Tennessee
- Speegle, H. C.  
Whitesburg, Tennessee
- Speir, A. M.  
314 South 2nd St., Walters, Oklahoma
- Spencer, J. B.  
Route No. 1, Afton, Oklahoma
- Spires, J. S.  
839-5th Ave., New Kensington, Pennsylvania
- Spruill, W. K.  
Itta Bena, Mississippi
- Stanley, M. L.  
General Delivery, Laird Hill, Texas
- Stansel, A. E.  
4810 Dabney St., Houston, Texas
- Starr, W. F.  
Waldron, Arkansas
- Steele, I. N.  
Fairhope Ave., Fairhope, Alabama
- Steib, C. H.  
2638 Bayou Road, New Orleans, Louisiana
- Steinhardt, A.  
945 Eleanor St., Pittsburgh, Pennsylvania
- Stephens, H. J.  
Cassandra, Georgia
- Stephens, H. E.  
2009 E. 1st St., Tulsa, Oklahoma
- Stephens, J. S.  
L. U. B-66, Houston, Texas
- Stiles, R. H.  
207 E. Donnell St., McMinnville, Tennessee
- Stone, F. W.  
Dowelltown, Tennessee
- Stovall, J. C.  
Box 33, Granite, Oklahoma
- Street, J. E.  
Tracy City, Tennessee
- Street, P. T.  
Tracy City, Tennessee
- Stricklin, A. B.  
Glenn, Mississippi
- Stroup, J. W.  
2142 North 30th St., Ft. Smith, Arkansas
- Struve, R. R.  
Abernathy, Texas
- Sullivan, P. J.  
521 East 5th St., Anaconda, Montana
- Sumpter, W. A.  
West Lake, Louisiana
- Sutton, R. D.  
Box 242, Pleasanton, Texas
- Swindle, L. O.  
Route No. 1, Cisco, Texas
- Swingle, R. M.  
O Betz Sta., Columbus, Ohio
- Tauch, A. L.  
112 Yupon St., Pelly, Texas
- Taylor, P. N.  
137 Simmons Ave., Ozark, Alabama
- Taylor, R. N.  
2570 Eaton St., Baton Rouge, Louisiana
- Taylor, W. E.  
408 So. Ash St., Harrison, Arkansas
- Teasley, J. H.  
2313 St. Louis St., Nashville, Tennessee
- Tebbetts, D. K.  
617 Center St., New Iberia, Louisiana
- Tellez, R.  
1003 Stumbide St., Laredo, Texas
- Tharp, C. E.  
209 Gatewood Ave., Nashville, Tennessee
- Thomas, A.  
Box 405, Marshall, Texas
- Thomas, R.  
Box 173, Tyler, Texas
- Thomas, R. J.  
713 Pleasant St., New Orleans, Louisiana
- Thomas, S., Sr.  
311 Paul St., San Antonio, Texas
- Thompson, E. A.  
400 West St., Talladega, Alabama



- Thompson, K. B.  
2501 Eugenia Ave., Nashville, Tennessee
- Thompson, H. P., Jr.  
Aubrey, Arkansas
- Thrash, H. L.  
608 North St., San Antonio, Texas
- Thrash, R. S.  
1201 Wayside, Houston, Texas
- Timmins, G. W.  
309 Seymour St., Wichita Falls, Texas
- Tipton, L. E.  
Blooming Grove, Texas
- Todd, M. E.  
Route 1, Friona, Texas
- Torrance, H. E.  
645 N. President St., Jackson, Mississippi
- Touchberry, S. E.  
Glen Allen, Mississippi
- Towne, W. E.  
Delta, Louisiana
- Treadwell, H. E.  
Mountain Park, Oklahoma
- Tredenick, R. L.  
Attica, Kansas
- Tricky, G. E.  
Route No. 3, Box 197A, Little Rock, Arkansas
- Trimble, H. E.  
Route No. 1, Afton, Oklahoma
- Trull, J. O.  
Winfield, Alabama
- Tuck, H. D., Jr.  
112 East Dunlap, Northville, Michigan
- Tucker, W. D.  
1404 Oxford Ave., Austin, Texas
- Turner, B. C., Jr.  
607 Porter St., San Antonio, Texas
- Turner, E. J.  
602 Weeks St., New Iberia, Louisiana
- Turner, G. M.  
care Varie Turner, 2201 South 16th St.,  
Chickasha, Oklahoma
- Ullrich, M. E.  
4147 Cleveland Ave., New Orleans,  
Louisiana
- Urbanovsky, A.  
1112 N. 5th St., Waco, Texas
- Van Kleef, B.  
Box 28, Oilton, Oklahoma
- Van Zant, R. E.  
503 N. W. 19th St., Oklahoma City, Okla-  
homa
- Vasquez, V.  
127 Madison St., Brownsville, Texas
- Vaughn, C. R.  
1322 N. 24th St., North Little Rock, Arkansas
- Vaughn, M. W.  
Route No. 1, Box 42, Emerson, Arkansas
- Vawter, R. T.  
Route No. 2, McKenzie, Tennessee
- Vela, E. K.  
Route No. 1, Buras, Louisiana
- Vela, J. T.  
1810 Scott St., Laredo, Texas
- Vela, R., Jr.  
2206 San Enrique Ave., Laredo, Texas
- Vester, J. W.  
213-30th Ave. N., Nashville, Tennessee
- Vincent, O. M.  
care T. A. Vincent, Bolivar, Tennessee
- Virdell, R. P.  
McAllen, Texas
- Vursels, R. L., Jr.  
125 So. Lincoln St., Hobart, Oklahoma
- Wainwright, E. T.  
2712 Lee Ave., Monroe, Louisiana
- Wailes, L. O.  
Tallasse St., Dadeville, Alabama
- Walden, B. J.  
Ballinger, Texas
- Waldrop, J. T.  
Star Route, North Port, Alabama
- Walker, A. E., Jr.  
7226-3rd Ave. North, Birmingham, Alabama
- Walker, L. E.  
Route No. 1, Box 94, Pell City, Alabama
- Wallace, J. K.  
Fayette, Alabama
- Walter, P. C.  
Judsonia, Arkansas
- Walters, R. B.  
926 Kelly Ave., Joliet, Illinois
- Walton, A. B.  
care A. J. Walton, Glen Cove Route, Cole-  
man, Texas
- Ward, F. E.  
De Funiak Springs, Florida
- Wardlaw, H. E.  
Anguilla, Mississippi
- Ware, A. H.  
Box 151, Trinidad, Texas
- Warford, B. E.  
Wilburton, Oklahoma
- Warnock, J. D.  
706 So. Kind St., Robinson, Illinois
- Watkins, E. A.  
Winnsboro, Texas
- Watts, B.  
503 E. 12th St., Sweetwater, Texas
- Weaver, F. M.  
7144 Toland St., Dallas, Texas
- Webb, E. L.  
Route No. 5, Philadelphia, Mississippi
- Weekly, N. T.  
217 5th Street, Crowley, Louisiana
- Weeks, J. P.  
111 West Austin St., Luline, Texas
- Weizer, A.  
3724 E. 146th St., Cleveland, Ohio
- Weldy, K. E.  
1108 East 17th Place, Tulsa, Oklahoma
- Wells, B. B.  
Langdale, Alabama
- Wesley, E.  
917 Tuscaloosa Ave., Birmingham, Alabama
- West, A. A.  
Route No. 1, Litchfield, Minnesota
- West, N. E.  
Box 108, Conroe, Texas
- Westfall, O. G.  
11831 S. Vermont St., Los Angeles, California
- Weston, R. E.  
Route No. 3, Box 749, Texarkana, Arkansas
- Wheeler, L. J.  
Route No. 1, Pecon Cap, Texas
- Whisenhunt, D. M.  
218 N. 14th St., Gatesville, Texas
- White, E. C.  
415 "C" St. N. W., Ardmore, Oklahoma
- White, H.  
708 West Summit, San Antonio, Texas
- Whitener, R. R.  
936 Chattanooga Ave., Dalton, Georgia
- Whitmarsh, C. W.  
221 W. Main St., Prescott, Arkansas
- Whitworth, C. N.  
831 So. Wheeling St., Tulsa 4, Oklahoma
- Wicklund, W.  
6415 Sherman St., Houston, Texas
- Wiles, A. R.  
5310 W. Jefferson, Arcadia Park, Dallas,  
Texas
- Williams, G. S.  
Route No. 3, Troy, Alabama
- Williams, J. C.  
Circle Drive, Arkansas City, Kansas
- Williamson, P.  
Box 458, Ruston, Louisiana
- Willis, W. F.  
Box 304, Heber Springs, Arkansas
- Wills, C. E.  
1229 43rd St., Wylam St., Birmingham,  
Alabama
- Wilson, A. E.  
711 West 11th St., Coffeerville, Kansas
- Wilson, A. A.  
Fayette, Alabama
- Wilson, D.  
Box 102, Alma, Arkansas
- Wilson, E. L.  
Box 46, Harber, Kansas
- Wilson, W. C.  
1229 N. W. 27th, Oklahoma City, Oklahoma
- Wining, C. Q.  
506 N. 5th St., Duncan, Oklahoma
- Wining, E. R.  
809 Coleman Ave., Corpus Christi, Texas
- Winsor, O. A.  
Box 1111, Seminole, Oklahoma
- Winzer, F.  
care Humble Oil & Refining Co., Humble  
Building, Houston, Texas
- Witcher, J. W.  
417 Galveston, Ft. Worth, Texas
- Withers, P. C.  
2442 S. Olympia, Tulsa, Oklahoma
- Wolfe, D. R.  
451 So. Harvard, Tulsa, Oklahoma
- Wolfe, K. C.  
631 Robinson St., El Dorado, Arkansas
- Wood, H. F.  
1020 South Fifth St., Waco, Texas
- Wood, L. D.  
England, Arkansas
- Woodaman, R. A.  
1405 Vassar, Houston, Texas
- Woodard, G. E.  
care I-GN General Office, Palestine, Texas
- Wray, H. E.  
1104 East Allen, Ft. Worth, Texas
- Wren, R. H.  
4010 Travis Ave., Ft. Worth, Texas
- Wright, A. E.  
3000 Arch St., Little Rock, Arkansas
- Wright, F. W.  
Jackson, Alabama
- Wright, W. W.  
Box 147, Cullendale, Arkansas
- Yates, L. A.  
Route No. 3, Dickson, Tennessee
- Yeager, W. E.  
1215 Walnut St., Van Buren, Arkansas
- Young, F. I.  
4309 Jena St., New Orleans, Louisiana
- Young, L.  
547 Avant Ave., San Antonio, Texas
- Youngblood, E. J.  
Route No. 1, Choudrant, Louisiana
- Youngblood, O.  
Robeline, Louisiana
- Younger, C. C.  
739 So. East St., Oklahoma City, Oklahoma
- Zachmeyer, W. E.  
1014 West 40th Place, Los Angeles, Cali-  
fornia



# STATISTICS

Married Men, 518

With Children, 238

Total Children, 387

Single Men, 431

## REPRESENTATION BY STATES

Alabama	63
Arkansas	92
California	7
Colorado	1
Florida	8
Georgia	6
Illinois	15
Indiana	5
Iowa	8
Kansas	11
Kentucky	5
Louisiana	91
Massachusetts	3
Michigan	7
Minnesota	5
Mississippi	52
Missouri	10
Montana	1
New Hampshire	1
New Jersey	2
New York	2
North Carolina	1
Ohio	8
Oklahoma	153
Oregon	1
Pennsylvania	4
Rhode Island	1
South Carolina	1
Tennessee	71
Texas	300
Virginia	1
Washington	3
Wisconsin	4
TOTAL	949

## REPRESENTATION BY AGES

Age	No. Men
19	7
20	13
21	14
22	73
23	83
24	55
25	36
26	34
27	39
28	36
29	40
30	42
31	43
32	44
33	39
34	44
35	37
36	45
37	24
38	24
39	18
40	32
41	26
42	23
43	20
44	20
45	12
46	14
47	6
48	2
49	3
50	1
51	1

Youngest Man—Ernesto Garcia, September 22, 1925.

Oldest Man—Andrew Montgomery Speir, August 5, 1893.

Average Age, 31.













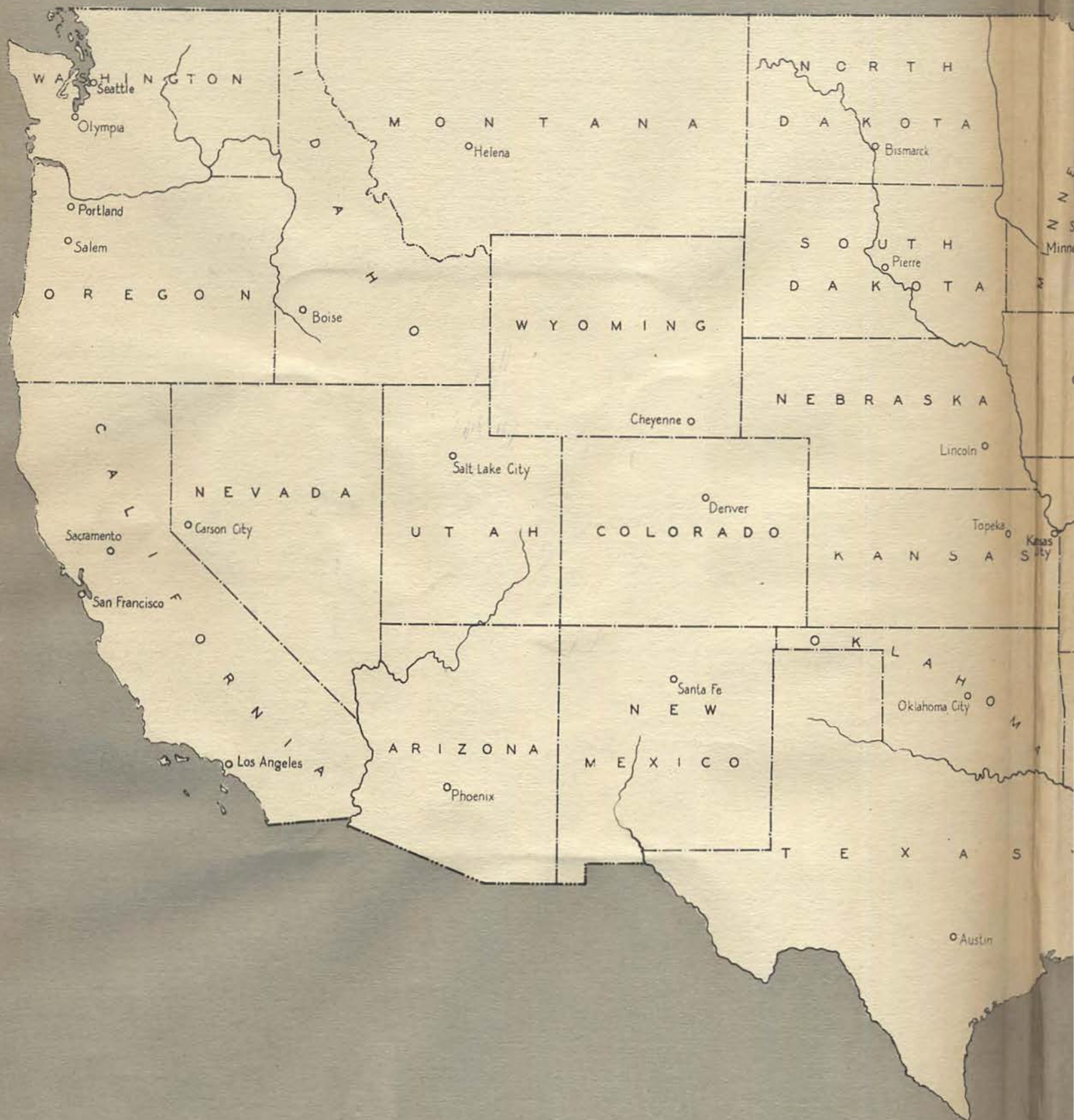












WASHINGTON

Seattle

Olympia

Portland

Salem

OREGON

Boise

MONTANA

Helena

NORTH DAKOTA

Bismarck

SOUTH DAKOTA

Pierre

WYOMING

Cheyenne

NEBRASKA

Lincoln

NEVADA

Carson City

Salt Lake City

UTAH

COLORADO

Denver

KANSAS

Topeka

Kansas City

Sacramento

San Francisco

CALIFORNIA

Los Angeles

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