



Carl (Dutch) Sweitzer
1942
taken by N.C. O.
grade school, corner
of State + River St.

POST CARD

CORRESPONDENCE HERE

NAME AND ADDRESS HERE

Maggie Rodenatze
(Sweitzer)

Carl's Mom

▲ ▲ ▲
▲ ▲ ▲ PLACE
▲ ▲ ▲ STAMP
▲ ▲ ▲ HERE
▲ ▲ ▲

Maggie - Carl - Harry
Sweitzer

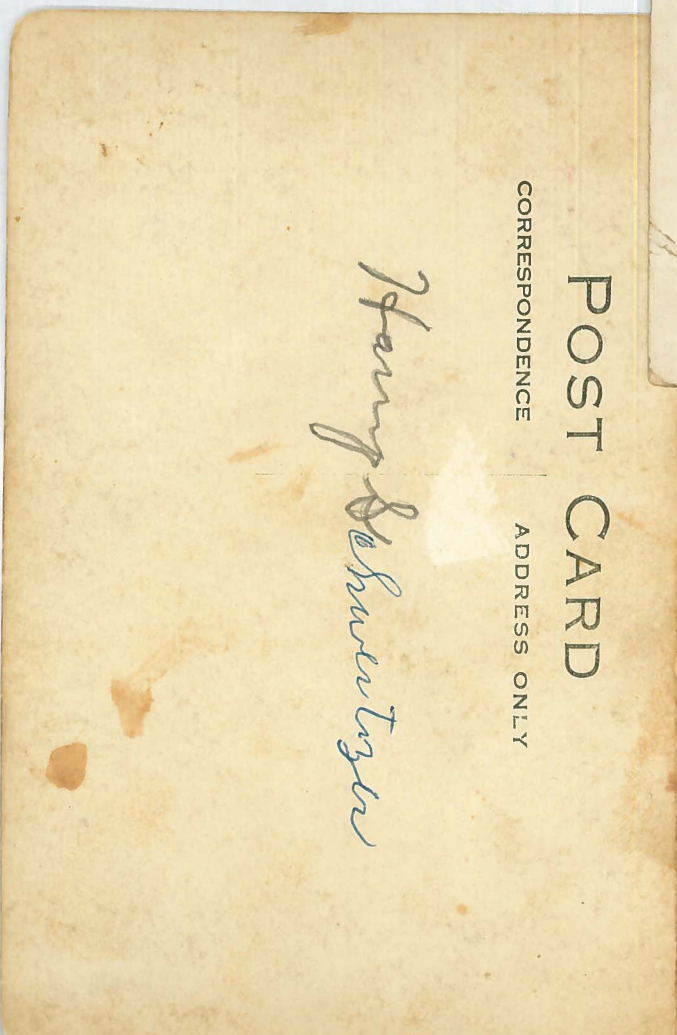
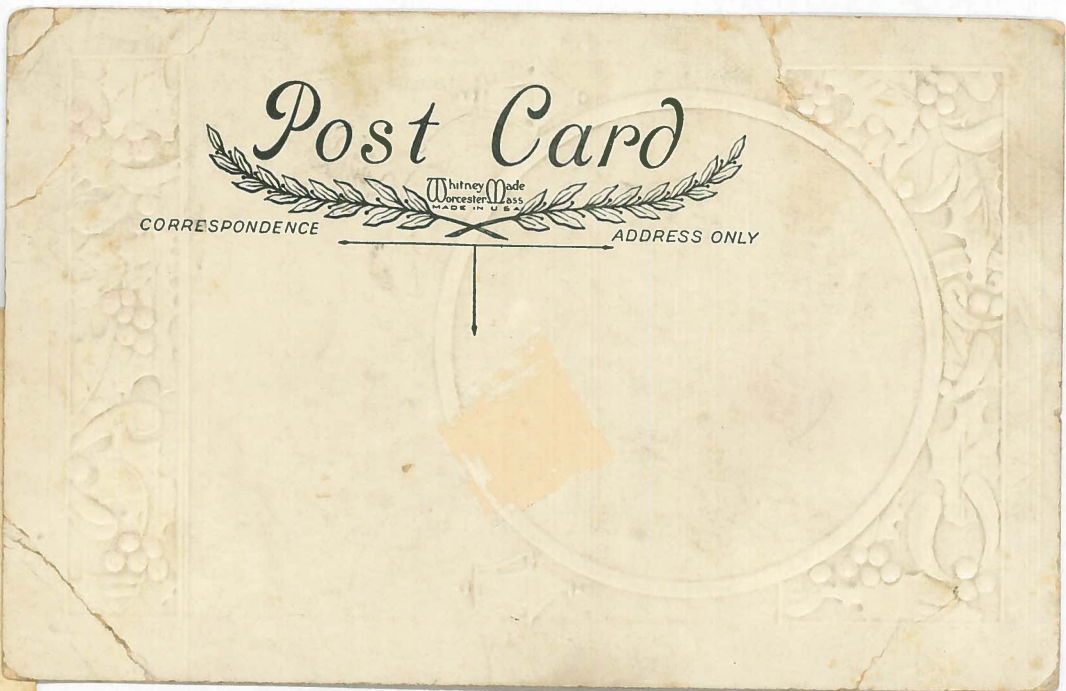
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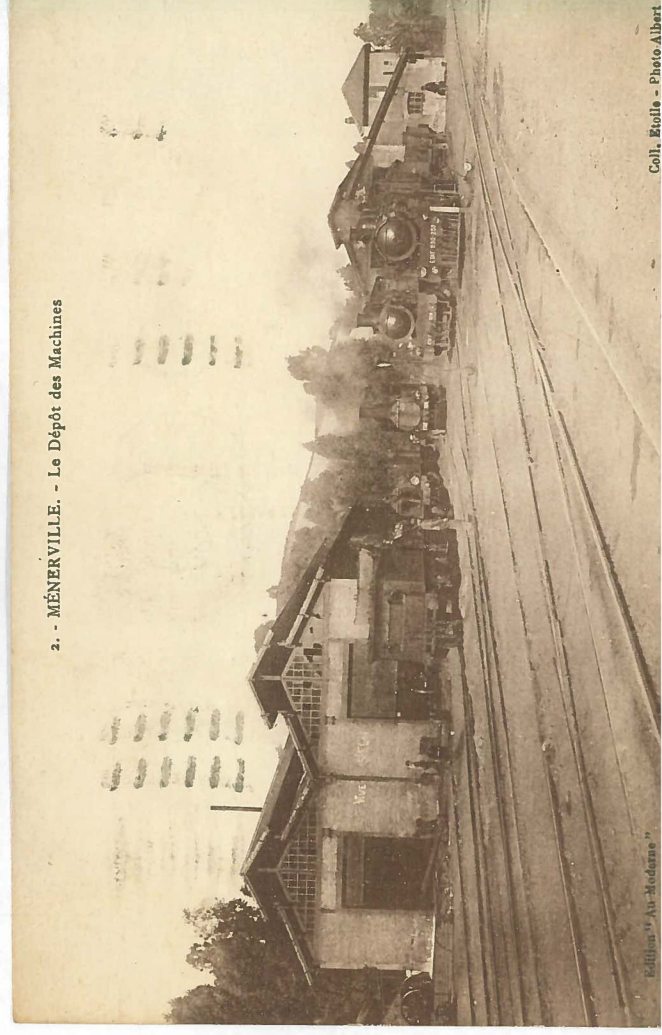
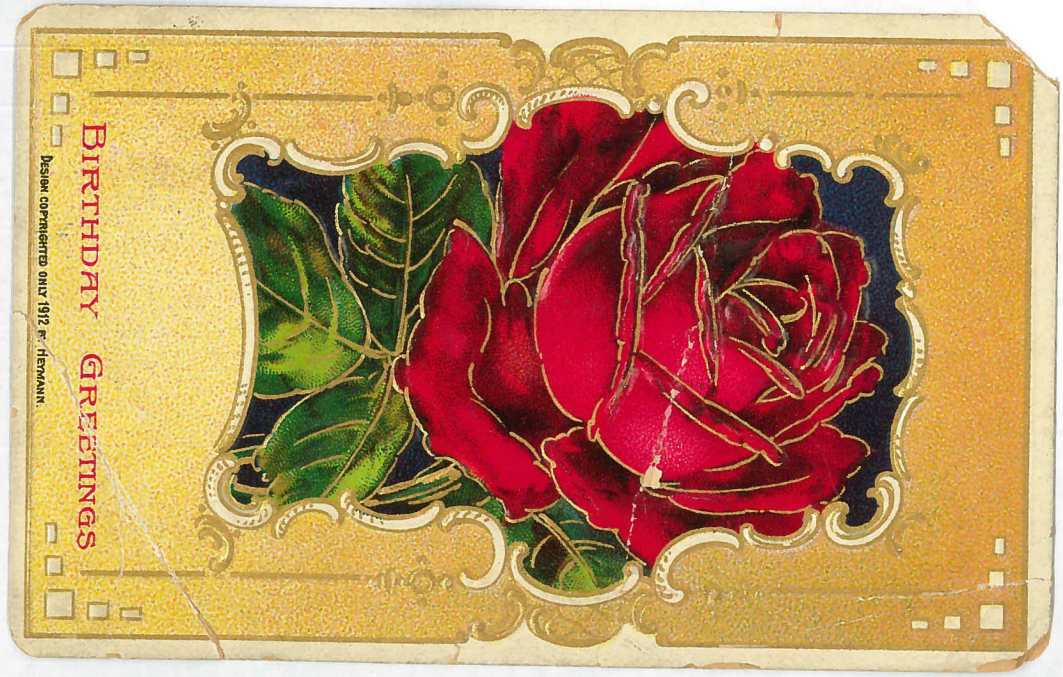
Rep. Jule W. Orban
Newcomertown, Ohio

- 1 -
- 2 - Maggie Rodenatze
- 3 -
- 4 -
- 5 - Harry Murphy

PLACE
POSTAGE
STAMP
HERE







Dep. Carl Sweitzer
 No 75728 by post & CARTTE POSTALE
 170 392256 Postmaster
 New York N. Y.
 Dear Dad!
 Just a line to let you
 know I'm O.K. You line
 told me in a letter you
 from me to say that
 you are up and around
 again! That's the best
 news I have heard
 since I've been here.
 Love to all,
 Carl.

July 29/16
 4 ARMY EXAMINER
 94316
 069

M. J. G.

Phototypie Ebbs Photo Albert, 5, Rue Rochambau, Alger

Dep. Carl Sweitzer
 No 75728 by post & CARTTE POSTALE
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 4 ARMY EXAMINER
 94316
 069

M. J. G.

Phototypie Ebbs Photo Albert, 44, Quai Nord, Alger

Newcomertown, Pa
 Sept 11 1916
 POST CARD
 FOR CORRESPONDENCE

Dear Harry
 I wish you a
 very happy
 Birthday and
 many more
 to come
 yours Lovingly
 Mother.

Mr Harry Sweitzer
 not at
 376 West Fourth St
 315
 Dover
 Ohio

Printed in Germany.

NEWCOMERTOWN PA
 FOR ADDRESS ONLY
 SEP 11 1916
 (P. 10)

3

Doris Ripley, Carl Sweitzer Wedding in Kentucky Church

The marriage of Miss Doris Ripley, daughter of Mr. and Mrs. Leland Ripley, 236 Main street, and Carl Sweitzer, son of Harry Sweitzer, River street, Newcomerstown, was solemnized Sat-

urday, Jan. 19, at Ashland, Ky.

The ceremony was performed in the parsonage of the First Methodist church, with Rev. Virgil L. Moore officiating. The bride wore a street-length dress of aqua blue with black and white accessories. Her corsage was of yellow roses and her only jewelry was a single strand of pearls, a gift of the bridegroom. The couple was unattended.

The new Mrs. Sweitzer is a graduate of Coshocton high school, class of 1944. Mr. Sweitzer is a graduate of Newcomerstown high school, class of 1938 and was recently discharged from the armed forces, after nearly four years service, 32 months of which were spent in the European theater. He is an employe of Heller Brothers company.

The couple will make their home in the near future on Carlyle street, Newcomerstown.

Seiberling Names General Foreman



Carl Sweitzer has been promoted to the position of general foreman at the Seiberling Rubber Co.'s plastic plant in Newcomerstown. It was announced today by Frank Sherry, plant manager.

Sweitzer was born in Newcomerstown and graduated from Newcomerstown high school in 1938 and attended Ohio University. While in high school he participated in athletics and extra-curricular activities. He is a four-year veteran of World War II of which two-and-one-half years were spent overseas.

Prior to his employment at Seiberling, he was employed at Heller Bros. Co. in Newcomerstown. He started to work at Seiberling in 1954 and was a production supervisor prior to this promotion.

Carl and his wife, Doris, live on Route 1. He is a member of the Lutheran church, Loyal Order of Moose, American Legion, Briar Patch Beagle Club. His hobbies are hunting

IN THE NAME OF THE BENEVOLENT FATHER OF ALL, AMEN.

Charles Rothenstein of the village of Newcomerstown, County of Tuscarawas and State of Ohio, being about 82 years of age and of sound and disposing mind and memory, do make, publish and declare this my last will and testament, hereby revoking and annulling all wille or wills by me made heretofore.

FIRST: My will is that all my just debts and funeral expenses be paid out of my estate as soon after my decease as shall be found convenient.

SECOND: I give, devise and bequeath to my daughter, Maggie Switzer (\$500.00) Five Hundred Dollars.

THIRD: I give devise and bequeath to Pauline Oakleaf (\$500.00) Five Hundred Dollars.

FOURTH: I already gave to my son Clarence Rothenstein (\$500.00) Five Hundred Dollars in cash.

I desire that my five roomed framed house on lot 132 Liberty street in the village of Newcomerstown, Ohio .be sold and that my last sickness and debts if any, and my funeral expenses be paid. Then after the above \$500.00 to Maggie Switzer and \$500.00 to Pauline Oakleaf is given them, I wish that Clarence Rothenstein, Maggie Switzer and Pauline Oakleaf shall divide equally between them any money that may be left of my estate.

FIFTH: I do hereby nominate and appoint Maggie Switzer my daughter to be my executrix of this my last will and testament. Hereby authorize and empower her to compromise, adjust, release and discharge in such manner as she may deem proper the debts and claims due me. I do also authorize and empower her if it shall become necessary in order to pay my debts, to sell by private sale, or in such manner as she upon such terms of credit as she may think proper to execute, acknowledge in fee simple.

I desire that no sale of my personal property be made and the Probate Court direct the omission of the same in pursuance of the statute.

I do hereby revoke all wills by me made.

IN TESTIMONY WHEREOF I hereby set my hand to this my last will and testament at Newcomerstown, Ohio, this 19th day of May 1939.

Charles Rothenstein.

Witness

H. J. Ortt
John Boltz.

IN THE PROBATE COURT OF COSHOCTON COUNTY, OHIO

In the matter of the estate of
Thomas H. Schweitzer, deceased.

No. 11900

FIRST AND FINAL
ACCOUNT AND ACCOUNT
OF FINAL DISTRIBUTION
OF HARRY SCHWEITZER,
ADMINISTRATOR, d.b.n.
W.W.S.

- - - - -

Now comes Harry Schweitzer, Administrator De Bonis Non with the Will Annexed of the estate of Thomas H. Schweitzer, deceased, and submits for the approval of this Court, his first and final account of his administration of said estate, and his account of final distribution, as follows:

RECEIPTS

1940			
June 1	Mildred Schweitzer--	Sale of $\frac{1}{2}$ 1940 hay crop--	6.00
Dec. 14	Robert Schweitzer--	Payment of balance due estate of Thomas Schweitzer on note dated 9/2/25 for \$250.00 plus interest--	170.00
1941			
Apr. 1	First National Bank of Newcomerstown--	One-half savings account of Susan and Thomas Schweitzer 2208.16, plus interest--	2242.17
Sept. 20	Russel E. Lyons--	Collection of note of Clyde and Bertha Lytle and interest--	217.25
	Walter Lewis--	Rental from Robert Schweitzer land- August- September 1941--	10.00
Dec. 15	George Schweitzer, Guardian of William Schweitzer--	Balance of savings account First National Bank of Newcomerstown at termination of life estate of William Schweitzer in estate of Thos. Schweitzer--	2717.51
	Robert Schweitzer--	One-half of sale price of 96 acres applied on note of Robt. Schweit- zer to Thomas and Susan Schweitzer, dated 9/2/25 for \$1000.00 and interest--	350.00
	Hattie Klein--	Balance of note of 7/15/41 for purchase Thos. Schweitzer one-half of home farm 1131.87 and interest to 12/16/ 41--	1138.41
	Walter Lewis and others--	Rent of Rob.Schweitzer land--	12.25
			<hr/>
	Total Receipts--	\$	6863.59

DISBURSEMENTS

1940			
Dec. 14	George Schweitzer, Guardian of William Schweitzer, Life tenant under Will of Thomas Schweitzer; Proceeds Robt. Schweitzer note--	170.00	
	Proceeds sale of hay - home farm--	6.00	
1941			
Apr. 1	" Part of Thomas Schweitzer savings account-- First National Bank of Newcomerstown--	1886.11	
Sept. 20	" $\frac{1}{3}$ of rent Robt. Schweitzer land Aug-Sept.--	5.00	
	" Proceeds of collection Clyde and Bertha Lytle note--	184.67	
	George Schweitzer, Administrator Susan Schweitzer-- $\frac{1}{3}$ of rent Robt. Schweitzer land Aug-Sept. 1941--	5.00	
	Russel E. Lyons-- Legal services-- collection Clyde Lytle note--	32.58	
Oct. 2	George Schweitzer, Guardian of William Schweitzer-- Balance of savings a/c-- First National Bank of Newcomerstown--	356.06	
Dec. 15	Probate Court-- Costs of Administration--	15.50	
	Russel E. Lyons-- Recording expense and transfer of real estate--	3.35	
	" Preparation of final account--	5.00	
	Harry Schweitzer-- Administrator's fees--	100.00	
	Total Disbursements--	\$ 2769.27	

SUMMARY

Total Receipts--	6863.59
Total Disbursements--	2769.27
Balance due estate--	<u>4094.32</u>

ACCOUNT OF FINAL DISTRIBUTION

1941			
Dec. 29	Robert Schweitzer-- Final distribution exclusive of share in note payment and rent 360.00	933.58	
	Harry Schweitzer-- Final distribution 933.58 plus $\frac{1}{3}$ of Robt. Schweitzer note payment and rent 120.00	1053.58	
	George Schweitzer-- " "	1053.58	
	Hattie Klein-- " "	1053.58	
		<u>4094.32</u>	

STATE OF OHIO

COSHOCTON COUNTY, SS.

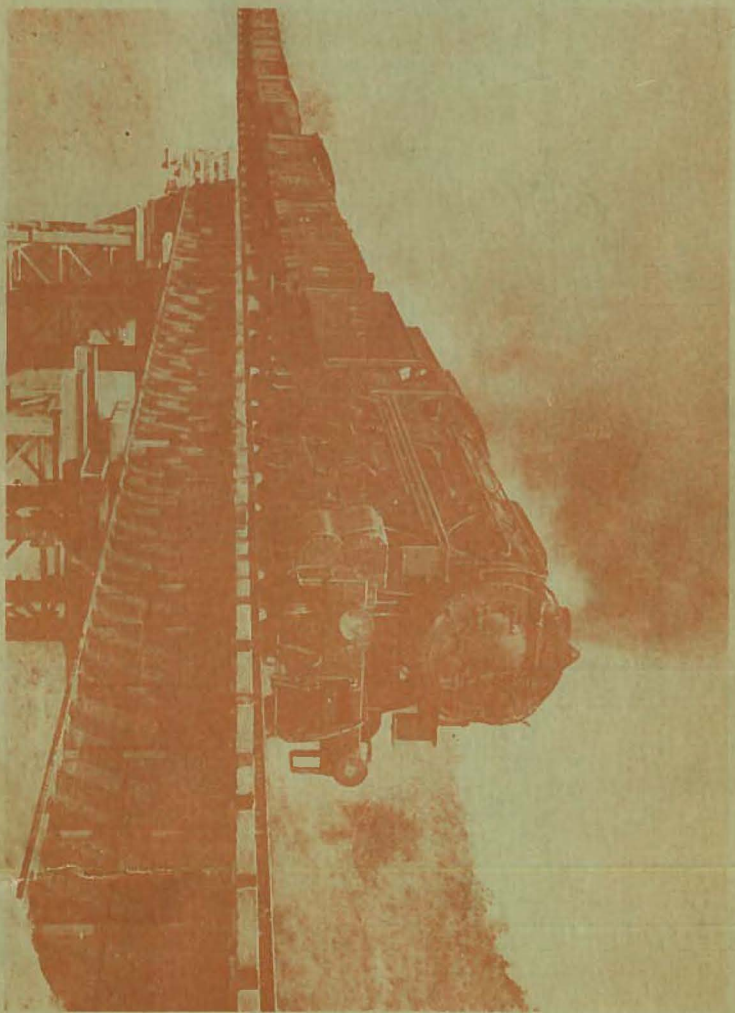
I, Harry Schweitzer, Administrator d.b.n.w.w.a. of the estate of Thomas H. Schweitzer, deceased, do solemnly swear that the within and foregoing first and final account and account of final distribution, is a full and true account of said administration, in all respects, to the best of my knowledge and belief.

Administrator

Sworn to before me and subscribed in my presence this _____ day of
January, 1942.

Notary Public.

AN MRS TRAIN ROARS OUT OVER TRESTLE ON WAY TO ITALIAN FRONT



IMP. CH. BERTHIER. DIJON

Vs Carl C Sweitzer
**AMERICAN "RAILS"
IN
EIGHT COUNTRIES**



**THE STORY OF
1ST MILITARY RAILWAY SERVICE**



TRANSPORTATION CORPS

Name _____

Date enlisted _____

Assigned to MRS _____

Date arrived ETO _____

Awards _____

Citations _____

PASSED BY CENSOR FOR MAILING HOME

A SOLOC HISTORICAL BOOKLET: Published and distributed by the Special and Information Section, Headquarters, Southern Line of Communications, European Theater of Operations, United States Army. Passed by the Field Censor and approved for mailing to the United States. Appreciation is acknowledged of the excellent cooperation by public relations and other personnel of the command of the First Military Railway Service in the preparation of copy and art for this document.

BREAD AND BULLETS



Gen LARKIN

GATHERED in one continent and moving over two seas and across two other continents, a mighty military supply organization has furnished men and materiel, bread and bullets for American forces of liberation in Africa, Sicily, Italy, France and now Germany.

This organization first was known as the Services of Supply, North African Theater of Operations, later Communications Zone, Mediterranean Theater of Operations and now as Southern

Line of Communications, European Theater of Operations. In direct command from the very start has been Major General T. B. Larkin, United States Army.

First as the Chief of Transportation, Allied Force Headquarters in Africa and Italy, and finally as the head of the highly important Transportation Section of General Larkin's Headquarters, is Brigadier General George C. Stewart of the Transportation Corps. He is responsible to General Larkin for the finely integrated task of planning, supervision and direction of the complex phases of all modes of transport, properly to support the field forces with the right supplies at the right time at the right place in the most appropriate manner. His task involves the employment of great judgment in properly exploiting the means at his disposal, be they air, sea, waterways, highway or rail.



Gen. STEWART

The story of supply and service is graphically expressed in a Commendation by Lt. General Jacob L. Devers, Commanding General of the Sixth Army Group:

"In modern warfare, problems of supply are of prime importance; and consequently, the officers and enlisted personnel who, by their intelligence, their loyalty to duty, and their fortitude, have solved these problems throughout the present historical campaign, are deserving of enduring gratitude and of the highest commendation

"The front line soldier is fully aware that, in order for him to receive clothing, food, guns and ammunition, he must be capably backed by hard working comrades. The arms and services must work as a team. I know that you appreciate the magnitude of the sacrifices and the contribution which our front line soldier is making, and I am equally sure that he appreciates the noteworthy achievement of your forces."

But the story of supply cannot be told in one volume or a hundred volumes. For the benefit of the loyal men and women who have served in these highly essential duties and for the information of their loved ones at home, a series of SOLOC HISTORICAL BOOKLETS is being published.

This booklet concerns principally the activities of the First Military Railway Service which is under the command of Brigadier General Carl R. Gray, United States Army.



Gen. GRAY

PREFACE

IT is with humble pride that I am permitted to preface the recital of the experiences of the some 6,000 odd American railroad men whose active duty with the Military Railway Service began in the Summer of 1941.

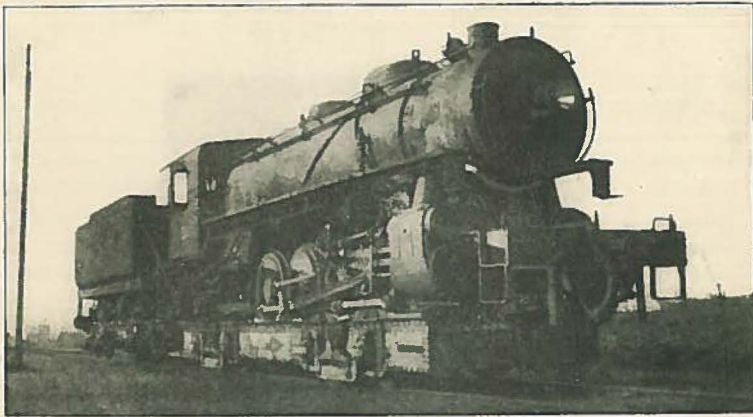
Exploits of individuals and of Companies and of Battalions have been told, but this is the first opportunity to give a narrative running account of our moves from the United States through eight countries to Southern France.

The units of this command have more "whiskers" than any other units and to date they have had some remarkable experiences and have done a superb job of reconstructing and operating railroads under most difficult circumstances. Each country with its different customs and different conditions has presented a new problem.

As indicated, this story is not concluded with this booklet. We still have to follow the Armies into Germany and Berlin. We still have to add to our being called "Cheminots" and "Ferrovieris", "Eisenbanners", and when we have done that we hope to be able to go back and become American "Rails" again.

It has been an honor and a distinction and a pleasure to have commanded these troops. They merit your highest commendation.

Carl R. GRAY, JR.
Brigadier General, USA
Director General



Meter-gauge locomotive travels on well car

AMERICAN "RAILS" IN EIGHT COUNTRIES

THREE railroad locomotives peered down off the decks of a convoy pulling into the harbor at Oran, Algeria. Three 2-8-0's, built to government specifications by one of the nation's foremost locomotive makers.

These triplets were close relatives. Since locomotives carry numbers, instead of the names their individual personalities really warrant, the three were named No. 1775, No. 1776, and No. 1777.

This was North Africa, and North Africa meant war. War is a vast maze of uncertainties to men who approach it for the first time, but the three 1700's had one advantage—they were calmly certain that they would be in familiar hands. The men who were going to run them across North Africa were soldiers-with-a-difference; men who had been accustomed for years to the weapons they were now using against the Axis. Those weapons were locomotives, cars, track, bridges, telephone and telegraph lines, repair-shops; the men themselves, railroaders of the Military Railway Service.

Not many months before, those men were hoppers on the Atlantic Coast Line; firemen on the Southern; brakemen on the Santa Fe; machinists on the New York Central. Now they were welded together into the Military Railway Service, an integral part of the Transportation Corps and a formidable factor in war transportation.

So while the 1700's may have felt some perfectly understandable trepidation in facing their part in the job assigned to MRS, to operate in combat zones and occupied areas, feeding troops and vital war supplies to the front line armies, yet they knew they would be in no amateur hands, and that if a locomotive could get any possible breaks, they would get them.

How It All Came About

Now, MRS didn't just happen. Before the war it was an established peacetime reserve organization, its officer personnel sponsored by the railroads of the United States, and its enlisted reserve composed largely of veteran rails. Some of the units were organized in peacetime, and a number of roads promised to sponsor new units in the event of war.

Although set up along customary military lines, the MRS was pat-

terned strictly upon orthodox railroad organization. The basic unit is the Railway Operating Battalion, made up of four companies. Headquarters Company has charge of dispatching, supply and signals. Company "A" takes care of maintenance of way and structures. Company "B" operates roundhouse and riptrack, making running repairs to motive power and rolling stock. Company "C" is the actual operating unit, with 50 train crews in charge of a trainmaster. A Railway Grand Division corresponds in scope and authority to a general superintendent's office on any American railroad, and typically has charge of the work of three or four operating battalions, a shop battalion and a base depot company. The Shop Battalion takes care of all heavy repairs, construction and overhauling of equipment, and the Base Depot Company corresponds to a railroad Stores Department.

Since it was before their time, the 1700's didn't know that when Hitler began to expand his operations in 1939, MRS did likewise. With the declaration of hostilities in December, 1941, one battalion was already in training, and additional outfits were speedily organized thereafter. Their men came from every major railroad in America: in 1st MRS Headquarters alone, for instance, there are men from 34 roads. The Director General, Brigadier General Carl R. Gray, Jr., was himself executive vice-president of the CStPM&O Ry. in civilian life.

Headquarters of the MRS was activated at Fort Snelling, Minn. Many of the units trained at Camp Claiborne, La., where they built and operated the Claiborne & Polk RR. (old "Crime & Punishment"), a line constructed by MRS and Engineer Corps troops specifically for training purposes. Other units trained at Clovis, New Mexico, Bucyrus, Ohio, Camp Shelby at Hattiesburg, Miss., and other advantageous spots. The Southern Ry. System made its NO&NE line and employees available as schoolhouse and teachers for the 727th Railway Operating Bn., which was sponsored by that line. Similar arrangements were provided for the 759th Operating Bn. on the Missouri Pacific RR., and shop facilities were offered to the 753rd Shop Bn. by the New York Central at Bucyrus, Ohio; the 713th Operating Bn. trained on the Santa Fe at Clovis, New Mexico, and the 730th on the Pennsylvania at Fort Wayne, Indiana.

In addition to basic military training—life insurance for the railroaders—attempts were made to create conditions which would have to be faced in combat zone railroading—repairs to track and equipment, signals, blackout operation of trains, and so on—life insurance for the 1700's.

The fall of 1942 saw the first dispatch of units of MRS to overseas destinations. The 761st went to England. The 702nd Railway Grand Division, 711th Operating Bn., 730th Operating Bn., 754th Shop Bn., and 762nd Diesel Shop Bn., went to Iran. The 770th Operating Bn. went to Alaska on the White Pass & Yukon RR. Subsequently the 714th Operating Bn. took over operation and maintenance of the government-owned railroad in central Alaska.

For other units, the 701st, 703rd, 704th, 713th, 715th, 719th, 727th, 753rd, 759th, 760th, destiny held in store hard campaigns and high honors in North Africa, Sicily, Italy, Southern France.

Still other units, yet untrained, would make their marks on the beaches of Normandy and the race across Northern France

Perhaps we're anticipating our story a bit. But we must point out that all in all, the 1700's had a mighty ingenious and farsighted

organization prepared for them as they waited on the convoy's decks for the big cranes to swing them onto Oran's docks and into the maelstrom of war.

NORTH AFRICA

ON the morning of November 8th, 1942, a war-sophisticated world was shaken wide-awake by the brilliant strategy of a bold and powerful bid to turn the tide of battle. North Africa was invaded.

In the invasion force which landed at Casablanca, French Morocco, on D-Day, was an advance echelon of twelve officers and men of the 703rd Railway Grand Division from the United States. Simultaneously, the 761st Railway Transportation Company came down from England and went ashore at Oran.

As the invasion troops pushed inland from the ports, these men immediately started organizing French railway employes and French railway equipment (the 1700's, remember, were still just a gleam in a boilermaker's eye) to handle the necessary incredible quantities of military supplies up to the expanding battle lines. Coupled with some British Transportation troops who landed at Algiers shortly afterwards, the nucleus of MRS in North Africa was formed.

In the tumultuous weeks that followed, more and more soldier-railroaders poured into the mounting offensive—the balance of the 703rd, the 713th and 727th Railway Operating Battalions, the 753rd Shop Battalion. General Gray arrived by plane with a small advance echelon of his headquarters, taking personal charge of operations.

These units spread out over the French railroad net, concentrating at strategic points, augmenting the civilian manpower, of the railroads handling and supervising the increasing load of military supplies speeding across the plains and djebels to the fighting front, where the doom of German and Italian hopes was being written emphatically in Tunisia.

Now American locomotives and freight cars began to arrive at the ports; additional troops continued to arrive in a steady stream—the 701st Grand Division, the 704th Grand Division, the balance of MRS headquarters, the 715th, 719th and 759th Operating Battalions. The 2682nd Base Depot Co. (which later became the 788th) was organized to handle distribution of railway stores and equipment.

With vast armies locked in battle, the sorely needed second front against the Axis was now an accomplished fact. Throughout the world the feeling grew that the turning point was coming. In retrospect we know that it had been reached. Now let's turn from the general to the particular and take a more intimate look at what these soldier-railroaders were doing about their own segment of the great over-all plan.



Arabs transferring load from standard gauge cars to the meter gauge cars at Ouled Ramoun.

Learning New Tricks

IT was tough railroading—like nothing they had ever seen in the States. Operating over some of the highest track in the world, MRS crews took their blacked-out trains of troops and high explosives, tanks and gasoline, roaring through the night without headlights, shooting through tunnels and across trestles, not knowing whether the track would still be there or not; streaking down grades of 2 per cent and even higher, without air brakes, depending on sleepy Arabs to man the hand brakes at the right time. And many was the time, the Arabs kept right on sleeping.

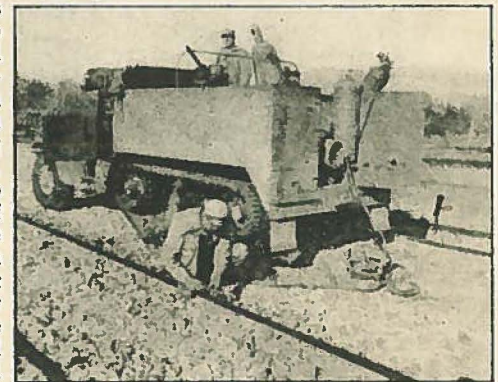
The 1700's had plenty of occasions for holding their breath.

There were many novel problems in those early days—problems which later became run-of-the-mill stuff for the railroaders. One of the first really tough jobs, ordered only a few days after arrival of the MRS in Africa, was the movement of fifty four medium tanks. There was no suitable equipment at hand. There had been no such movements on the railroad before. A lengthy search produced a few 30-ton flat cars which had been designed for handling steel rail, and some 60-ft. 40-ton cars, all sufficiently heavy but not structurally suited for loading tanks. Another day-and-night hunt turned up a few tools and sufficient heavy lumber and spikes to convert the car decks. The tanks went forward in time to meet desperate battle needs.

Meanwhile, increasing numbers of American-built standard and narrow-gauge locomotives and big 56-ton war flats were arriving at the ports. They were shoved into service as fast as they could be assembled and tested. Meter-gauge engines were particularly important for the movement of supplies through eastern Algeria from Ouled Ramoun to Tebessa and beyond.

These engines were shipped knocked down from the States, hauled 630 miles to Sidi Mabrouk, Algeria, and put together by the 753rd Shop Bn., which worked 'round-the-clock to get them out, the first two being assembled in the record time of 76 hours. Then they were loaded aboard well-cars and routed to Ouled Ramoun where they could be transferred to the narrow-gauge track.

As the full seriousness of the Allied threat to North Africa dawned upon the German command, and realization that the lines over which they were retreating would never be retaken, the railroads began to catch the full fury of Nazi demolition. As the German and Italian armies were forced back into their final corner in Tunisia, bridges were blown, roundhouses and shops destroyed, yard tracks made inoperative



Rail welders, with eye peeled for enemy aircraft.

with the Arab laborers handling railroad equipment at the port. One of his greatest difficulties was to familiarize the Arabs with the various parts of locomotives, box cars and flat cars. Not speaking their language, he resorted to signs. When he wanted car bumpers loaded, for instance, he would bang his fists together; for car springs, he would jump up and down like he was riding a pogo stick. The natives had a natural tendency to slip away to secluded spots for a siesta, so about every hour Sergeant Roe went around counting noses, to keep an effective gang at hand.

The 1700's, meanwhile, were getting used to hearing the railroaders called "cheminots".

MP's Join MRS Family

ONE of the problems in hauling military supplies over a long distance is to make sure that the ammunition, equipment, food and clothing actually reach the front-line troops who need them. It was this problem which brought a Military Police battalion into the MRS family in North Africa. With attachment of the 794th MP's, commanded by Lt. Col. Frederick H. Owen, Augusta, Maine, the MRS assumed full responsibility for protection of supplies moving by rail. This arrangement was so successful that it was to become a permanent feature of MRS methods in future campaigns, additional Military Police companies being added as expanding operations demanded.

In North Africa the MP's rode the trains and guarded the yards across 1200 miles of rail line from Casablanca to Bizerte, living in the usual "40 and 8" box cars and eating personally cooked meals. Natives would board supply trains moving slowly up heavy grades, and would be collared by the waiting MP's before they could do any pilfering. Sometimes it was not so simple, however, and wild chases would take place over the tops of the swaying cars in the best of Wild West movie tradition. The men used their weapons only as a last resort.

Through The Kasserine Pass

THE story of Kasserine Pass is one of the most famous in the North African campaign, and all through the American advance in January, 1943, and the fierce German counter-blow a month later, the Military Railway Service was right in the thick of it.

For its outstanding accomplishments in the Kasserine and on through the Tunisian campaign, the entire 727th Railway Operating Battalion received a citation from General Gray. During the original advance through the Pass, personnel of the 727th reconnoitered the railway ahead of the fighting line, and, under fire, recovered and removed a number of locomotives. Then when the Germans counter-attacked with tanks, driving the Allies back, the 727th stayed to evacuate munitions and French troops. The last train left under enemy machine gun fire. Lt. Col. Fred W. Okie, from Birmingham, Ala., and a superintendent on the Southern Railway, personally led a detachment of his battalion beyond the Allied lines in an attempt to bring back two trains of ammunition which had been abandoned after a rapid enemy advance. When the enemy closed in and made removal of the trains impossible, Lt. Col. Okie and his men demobilized the locomotives, gathered together a number of civilian refugees, and led them all to safety by a round-about route through the desert. When the Allies advanced again in March, men of the 727th helped repair the rail lines and rebuilt bridges in some sectors even ahead of the Army, always under hazard from bombing, strafing and mines.

SICILY

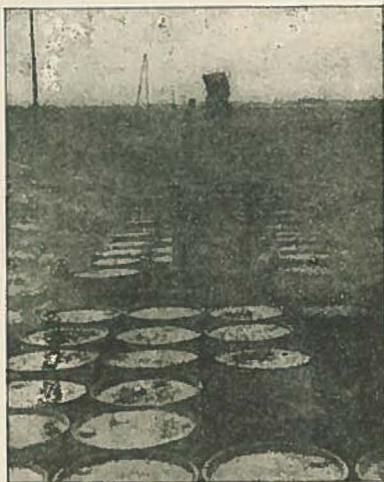
IN North Africa, the ground war had burned itself out. The German and Italian Armies there had been destroyed or taken prisoner.

But if the triplet 1700's figured they were due for a rest, they missed their guess. With no noticeable transition, they kept up their hard driving, preoccupied now with the preparation for the Sicilian campaign. On July 10, 1943, Sicily was invaded.

MRS soldier-railroaders quickly entered Sicily in support of Lt. Gen Patton's 7th Army. On July 13th, D-Day plus 3, an advance echelon of the 727th Railway Operating Bn. landed at Licata, reconnoitered the rail yards, organized civilian rail workers, located equipment and made a pioneer run, all within four hours after they hit the beach. Twenty hours later, trains were moving into forward positions held by the Third Division, thus releasing many trucks for battle duties. The first day 400 tons of supplies moved inland; the second day, 600 tons; the third day, the 800-ton mark was passed, and continued to increase as the remainder of the battalion arrived and went into immediate action on the captured rail lines.

Mines were thickly sown, and the veteran 727th hunted them out, permitting the Engineer Corps mine squads to devote all their energies to the clearing of paths for the combat troops' advance. Sabotage was encountered; trains were bombed and strafed and fired upon by ground troops, for as fast as a section of rail line was wrested from the enemy it was put into use supplying the Third Division's battle line.

The opening of the railroads and the organization of the Sicilian railroad personnel were made so rapidly and efficiently that rail service was immediately available in the Port of Palermo when it was opened on July 28th.



W. O. Dan F. Baker inspecting a train load of gasoline.

Three hundred locomotives, 3,500 cars and 1,373 miles of standard and narrow gauge right-of-way were the prizes captured in the Sicilian campaign. The equipment included a number of brand new German cars just ferried to the island. The enemy couldn't get them back to the Italian mainland after the ferry base was destroyed by Allied bombing.

Back at a water point in North Africa, the three 1700's, momentarily reunited, were piecing together the scraps of information they had picked up about the battle of Sicily, gossiping in that deep husky tone that you'll find in idling locomotives the world over: ". . . . the things they say about those Sicilian locomotives! How do you suppose the 727th ever managed such a job without us? But you gotta admit that was one mighty fine job of railroading!"

By a strange coincidence, that same thought was running through the head of Lieutenant General Patton. He cited the entire unit.

ITALY

By this time, our 1700's were getting to be battle-scarred, battle-wise old hands at military railroading, strategy and tactics—they were even learning to place a proper evaluation on rumors—so when the news broke that the battle was being carried on into Italy, they weren't much surprised. But one of the early news flashes from the Salerno beachhead really jarred their pony trucks.

It was Colonel Clarence R. Burpee of the 703rd Grand Division (now a Brigadier General in command of the 2nd MRS) who fitted box car wheels to a couple of 6 x 6 trucks and put them in service as locomotives to haul the first trains of Allied supplies on the mainland of Europe. It is easy to understand what a blow this was to a 2-8-0. However, their turn was coming.

Colonel Burpee, who was named Deputy Director of Railroads in Italy by General Gray, began his on-the-ground work with the

Salerno landings. An advance echelon of the 703rd landed at Naples on October 4th, and the 713th Operating Battalion went ashore at the same point two days later. The harbor was blocked, so troops and supplies had to go over the side of the ships into barges to be lightered into the littered docks and open beaches.

The sight which met their eyes was one of utter devastation. What had once been part of one of the finest railroad systems on the contin-



Chaos in yards in Italy

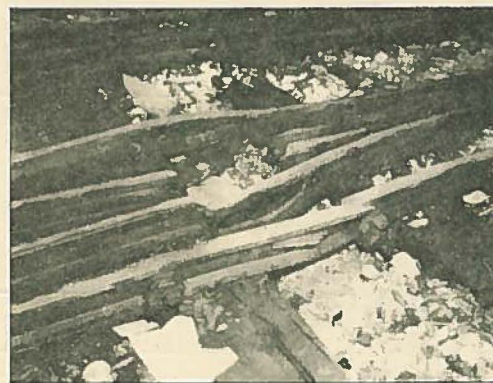
ent had been turned into a heap of tangled scrap iron. The Germans, apparently realizing the tremendous part the railroads had played in their defeat in Tunisia and Sicily, had systematized their demolition of Italian rail facilities to a new high. Fleeing north from Salerno, they destroyed more than 25 important bridges south of Naples. For them it was not enough to blow an occasional rail or switch. No—every rail, every switch and frog, had received individual attention.

As usual, the harvesting of mines was one of the first jobs. Even the unexploded charges had to be handled with extreme care, being equipped as they were with extra sockets for booby trap attachments. Brakemen found nearly every switch mined to detonate when it was moved or thrown. They took the mines out themselves.

The broken overhead catenary hung uselessly from every pole, its wires ready to foul anything on wheels. It was necessary to cut the wires down before anything could move. Overhead bridges and foot walks which had been blasted onto the right-of-way had to be broken up and carried away before the ruined rails underneath could be replaced.

There was no general stores department to call upon for rail and fittings. A stock pile, if it could be called that, was gleaned from sidings which could be spared for the moment. For long miles the right-of-way often failed to yield one useable piece of material.

When the 713th first went to work in Italy, the enemy lines were only about fifteen miles away. It was almost impossible to find a building that had not been damaged, but after a couple of days in a breakdown warehouse the outfit located a more likely spot near the station and moved in. For two days they labored at cleaning the place up, only to find that it was loaded with time bombs which might go off at any time. Needless to say, the building ceased to appeal to them as a bivouac.



Switches and frogs systematically blasted by Germans

Yards were a sorry sight, due as much to accurate Allied bombing as to thorough enemy demolition. Cars had been blown about like chaff in the wind, or stood in strings on the sidings, burned to a crisp, their frames standing like charred skeletons against the sky.

But blowing a railroad into a state of total uselessness is a hard job, as the MRS railroaders set out to prove. Everybody pitched in—construction

men, firemen, conductors and all—to start clearing up the debris, repairing track, and getting equipment rerailed and operating. On that word "everybody" hangs a tale:

One of the 713th's operating platoons, led by Sgt. Fred A. Tomer, having nothing to operate at the moment, decided to become a track gang.

Now, Sergeant Tomer is ordinarily a conductor, so for a starter he had to give himself some new titles. He became, all at one time, track gang foreman, wreck foreman and riptrack foreman. He grabbed Private Alexander Parker, who had some track gang experience, and made him right bower.

Then the sergeant and his twenty-one men set to work early one morning. Firemen swung picks, and engineers wielded shovels. At dusk that night the gang had opened up a good length of track and put eight serviceable cars on it. They had filled in bomb craters so big that twisted cars lay in the bottom of them like so many toys. They had manhandled demolished rolling stock which hemmed in serviceable equipment, and had put a switch engine in operation.

Next day the gang reclaimed twelve cars and put more track back in service, filled more craters and fixed more switches.

The third day out, Sergeant Tomer looked behind a big mass of debris and spotted a German wrecker crane, not badly damaged. He and his gang put the crane in working order and then built 75 yards of track to get it where they could use it. From then on their work was a lot easier.

When the 1700's heard about that, they laughed fit to bust a flue, and their steam pressure went up alarmingly. But the laugh sounded pretty proud about something.

When a track cleared up to the point where operations could be begun the first train moved up to the nearby front. With the hazards awaiting the run, the crew was a big one. There were two engineers—T/4 William McMeans and T/4 Lyman Mills; two firemen—T/5 Alfred Ricketts and T/5 Paul Dahlin. The conductor was Sgt. Woodrow Boice, and Pfc Harvey Bradley and Pfc Victor Schaefer served as brakemen.

The first pay load which headed up front was around 250 tons. In four days the trains were averaging 450 tons, and from there it went to 1,000 and more in short order.

Wounded Ride "Mercy Special"

BUT as extension of repair and control of the rail network progressed, hauling supplies from the ports to the forward areas wasn't the only big job performed by the Military Railway Service. Of equal importance was the evacuation of Allied wounded from the fighting front.



Destruction on the right of way.



Wounded soldiers board hospital train forward in area.

Typical of the hospital trains assembled by the MRS was the "Mercy Special", which was put into service in Italy. It consisted of 14 cars, including four equipped for litter patients, four for walking wounded, one surgery and pharmacy car, one kitchen car, two sleepers for enlisted men and one for officers, and one boiler car to provide steam heat.

The initial run of the "Mercy Special" was an event of no small importance. When she arrived

at the appointed place in the forward area, long lines of ambulances were waiting with cargoes of pain and suffering collected from evacuation hospitals even closer to the battle-grounds.

Working with the smoothness born of experience, the ambulance drivers backed their vehicles up to special outside doors cut into the sides of the cars. Careful medical corpsmen unloaded the litters from the chilly ambulances. Inside, under the watchful eyes of a permanent crew of doctors and nurses, the wounded Americans were transferred from the canvas stretchers to tiers of beds with mattresses and springs, and provided with clean white sheets and blankets.

Meanwhile, the walking wounded were filing into cars set aside for them at the other end of the train. A picked crew of the 713th Railway Operating Battalion was outside, making a routine check of the train, while a fascinated but subdued audience of Italian civilians looked on from the sidelines.

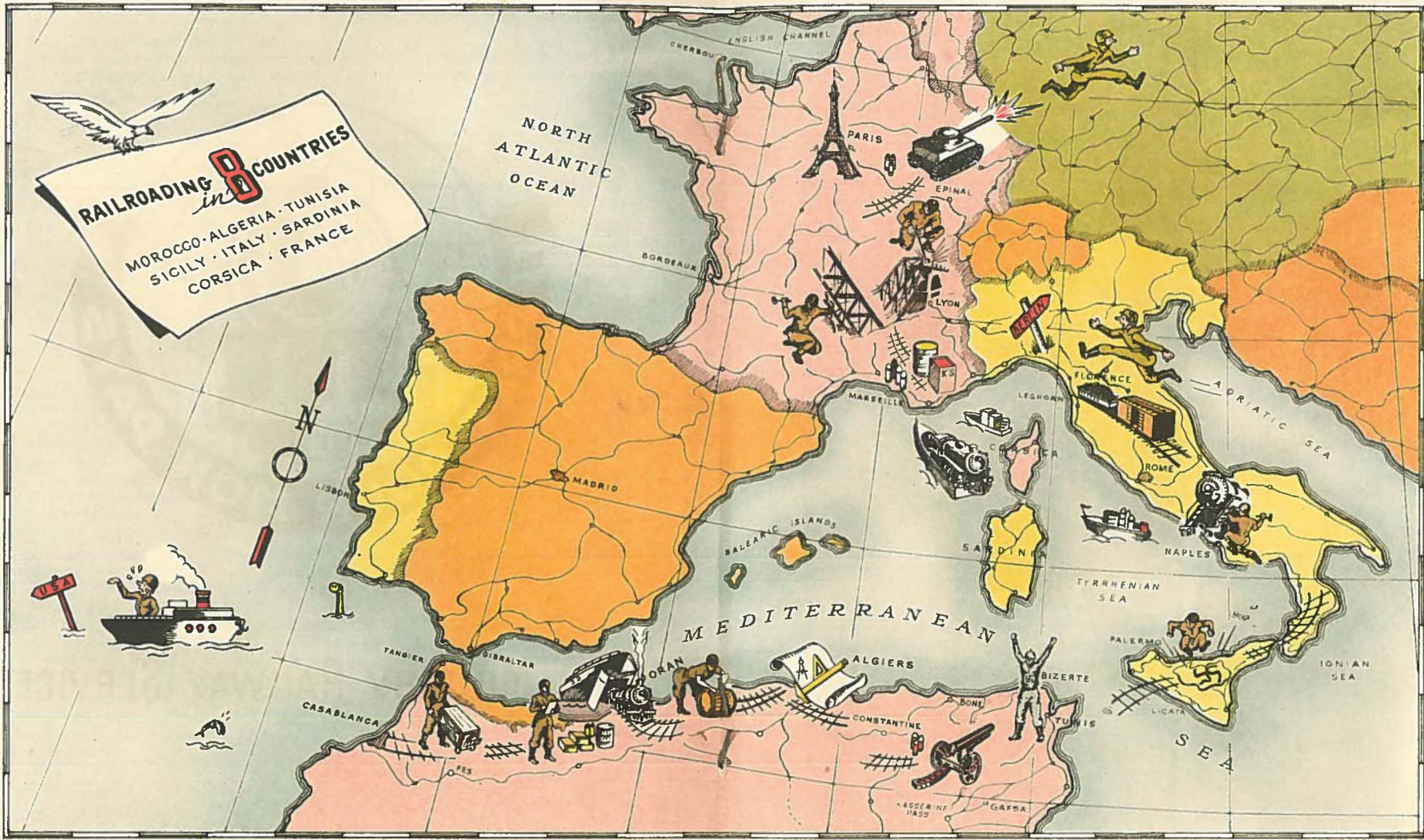
Then the conductor, Sgt. Henry Smith of Kansas City, Kansas, with 17 years of experience on the Santa Fe, gave the highball. T/4 Louis Waske of Conception Junction, Mo., off the Chicago Great Western, cracked the throttle in the cab of the 1775 ever so gently, and the train was off smoothly on its return trip.

Even as she gathered speed over lines cleared of all traffic to wait her passing, the hospital train staff was going quietly about its duties. Army nurses checked every

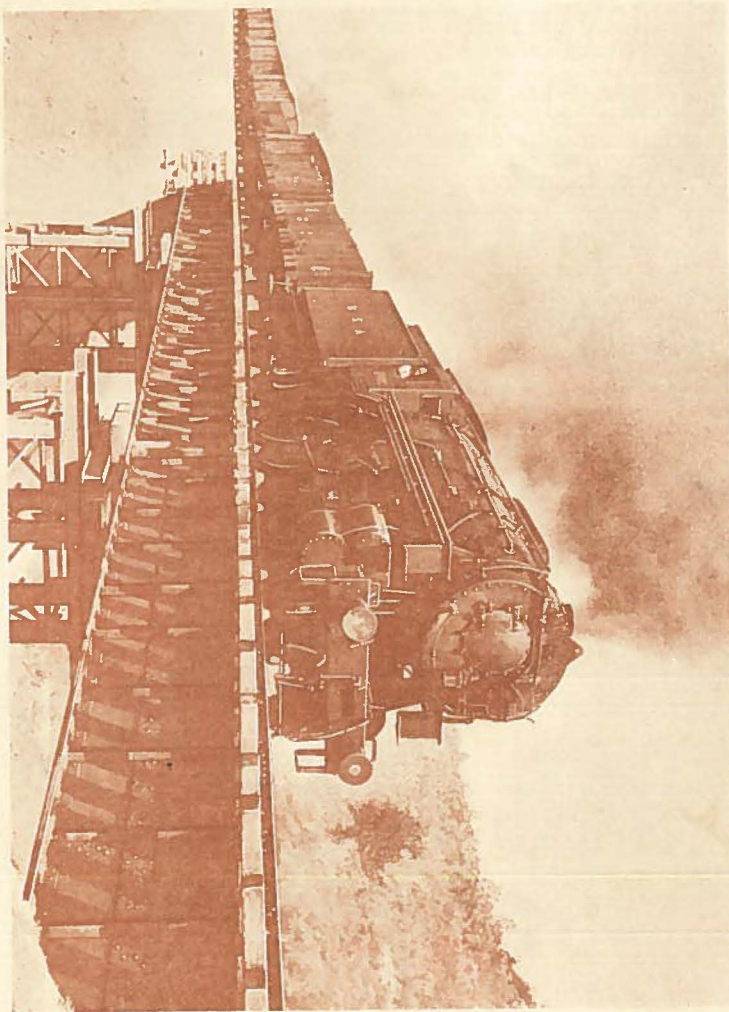


Interior of a litter car on hospital train.


RAILROADING
in **8 COUNTRIES**
 MOROCCO · ALGERIA · TUNISIA
 SICILY · ITALY · SARDINIA
 CORSICA · FRANCE



AN MRS TRAIN ROARS OUT OVER TRESTLE ON WAY TO ITALIAN FRONT



Along in March, 1944, old Mt. Vesuvius decided to stage one of its worst eruptions in many years. Smoke shrouded the crater, red hot lava poured down the slopes, homes had to be abandoned, and a great cloud of ashes shot thousands of feet into the air.

For a while the MRS train crews eyed the overcast sky with more curiosity than alarm. But finally it became necessary to turn freight trains back because of the ashes and cinders falling on the tracks— as deep as 20 inches in some spots. Pieces of cinder six to eight inches in diameter fell along the right-of-way as much as four and five miles from the volcano.

Hundreds of MRS personnel dropped all other duties and went out with shovels, brooms and bulldozers to clear the track.

The ashes fell so fast that frogs and switches would fill up again as fast as they could be swept clean. Rain came down, and soon packed the cinders so tightly between the rails and switches that it was necessary to dig them out by hand.

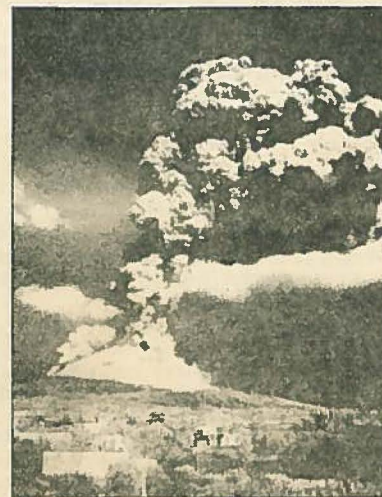
"What'll they think of next," thought the 1775 as she bucked her way along by inches, with the crew getting down out of the cab from time to time to shovel a path for her as they went.

Apparently Vesuv' couldn't think of anything more, and having shot his bolt gradually quieted down and railroading became a bit more sane again.

Fifth Army Lauds Railroaders

MRS met lots of unexpected things in North Africa and Italy, and it isn't surprising that a great many of them were of an unpleasant nature. But they weren't all of them on the dark side, and one of the brightest was Lt. General Mark W. Clark's presentation of the Fifth Army Plaque and Clasp to General Gray in recognition of the effectiveness of MRS' operations in support of the Fifth Army's great fight up the Italian boot.

"I have regarded with mounting admiration the operations of the Military Railway Service in its support of the Fifth Army," said General Clark. "In planning, construction and operation, the MRS has habitually performed the impossible. Despite clever enemy demolition, your engineers have executed near-miracles of reconstruction.



Vesuvius blows its top.



5th Army Plaque & Clasp presented to MRS by Lt Gen. Mark W. Clark

"With unswerving concentration on the task ahead, your officers and men have labored, often under fire, in planning, constructing and operating the rails to the forward areas, virtually to the Army front lines. Time and again, crucial materials and reinforcements could not have been brought into action except for the outstanding performance of the Military Railway Service."

Well '75 was pretty hard to get along with for a while after that. And when she heard about General Gray's reply to General Clark, expressing his "personal gratification for your recognition of the fine railroad soldiers that I have the pleasure and honor to command," she nearly blew a cylinder head. "Paste that to your crown-sheet," sez '75. "Oh, my aching drivers," said '76 and '77. But they made sure that it didn't sound convincing.

First Train To Rome

ON July 4th, 1944, one month to the day from the time the first Allied soldiers fought their way into Rome, the first train from Naples rolled into the capital city of Italy with General Gray himself at the throttle on the last stage of the journey.

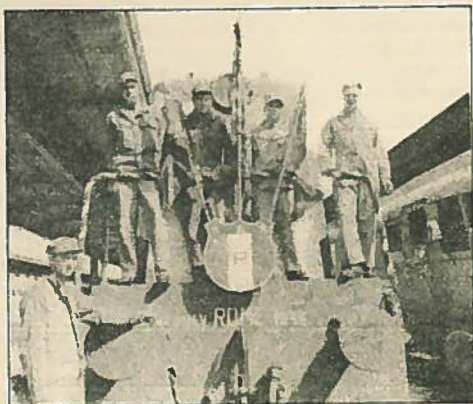
Accompanying the General on this historic trip was Henry L. Stimson, U. S. Secretary of War, and party. General Gray had with him his two Allied deputies, Italian General Guiseppe di Raimondo and British Brigadier R. D. Waghorn.

This pioneer train was a freight, and it carried all the coal that a pair of husky Diesel-electric locomotives could lug on a long string of cars—coal which was so sorely needed in Rome to help boost the output of electricity and gas. The Eternal City had long been without full public utilities service. When the Germans left they wrecked the main hydro-electric plant which furnished most of the power for the city, and either carried away or destroyed all the coal they could find. So the first train, loaded with fuel, was received in Rome with joy and appreciation.

A month later, in August, came another "first run" for the MRS—this time from Rome to Arezzo, following the rapid advance of the combat troops.

Through ghost towns, their inhabitants evacuated, their homes rubble, the Arezzo special felt its way along newly laid track and over spidery trestles hastily constructed where the Germans had blasted out bridges. Frequent stops were necessary for the crews to untangle the wires of wrecked catenary which became entangled in the wheels.

Bomb craters were frequent along the right-of-way, and the charred and riddled remains of German and Italian rolling stock were mute



Crew of first train into Rome, July 4, 1944.

evidence of the effectiveness of Allied air attacks. Tunnels had been blown in by the Krauts and the debris had been cleared away only enough to permit operation of the track.

On this trip, as on many others, the ingenuity of the MRS railroader came to the fore. A car developed a hot-box and, in the absence of orthodox "dope", the box was repacked with a mixture of Diesel fuel oil and GI soap. The journal completed, its run in a state of exemplary coolness.

It was also in August, 1944, that the "A" Companies of five MRS Operating Battalions—the 713th, 715th, 719th, 727th and 759th—were cited by General Gray for outstanding accomplishments in the repair and reconstruction of railway lines in Italy.



The German "Big Hook".

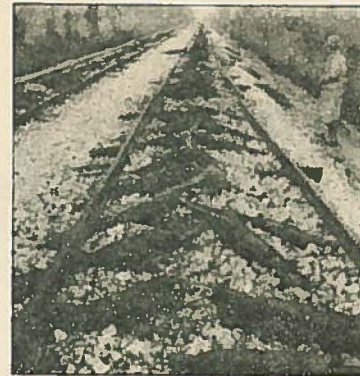
and cut every rail in two or three pieces by explosive charges.

Keeping up to the Fifth Army in its swift advance, these maintenance of way outfits cleared wreckage from tracks, bridges and tunnels, swept mines and removed booby traps without the aid of the Engineers, and put the rail lines back in operating condition. One of their outstanding achievements was the construction in 17 days of a 237-foot single span bridge over the Garigliano River—largest single span in the entire theater of operations.

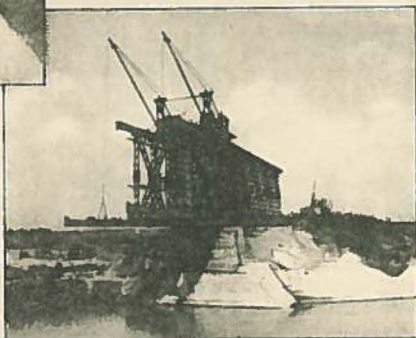
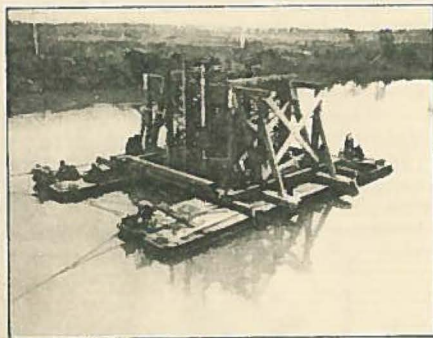
Figures sometimes bring facts into startling focus. During the five months ending October 1, 1944, a total of 21,759 trains were required to carry over 7,000,000 tons of military freight to Allied Armies in Italy.

To accomplish this, Allied Force Military Railway Service operated 2,478 miles of railroad, assisted by Italian personnel. Over 1,000 miles of that track had to be rebuilt, 450 miles of it being totally demolished and 650 miles badly damaged by bombing and shellfire. A total of 3,154 troop and 812 hospital trains were run during that period. Over 15,000 feet of new bridging built; 24 tunnels with a total length of 20 miles reconstructed; half a million cubic yards of earth moved for filling craters and gaps in viaducts over dry beds.

Over 750 miles of signal routes repaired or rebuilt.



. . . and some of it's dirty work.



This page of photographs tells a story in pictures of construction work on the 237-ft. Garigliano river bridge, largest single span bridge erected by the MRS in Italy.

Company "A" bridge platoons started from scratch, as demonstrated in the aerial photo at top left. First task was to build a counterweight on the abutment, from which cranes could set out steel as shown in center photo. A temporary pier was then floated out to carry the load.

German steel, captured from the retreating enemy, was used on the Garigliano river bridge. Plans were drawn for it at MRS HQ, and T/3 Owen Beckwith, Minneapolis, Minn., became so interested that he went to work on a scale model which he made out of cardboard, match sticks and glue.



Command Linked By Radio

IN Italy the 794th Military Police assumed a new role of importance in addition to their guarding of trains. This time it was radio.

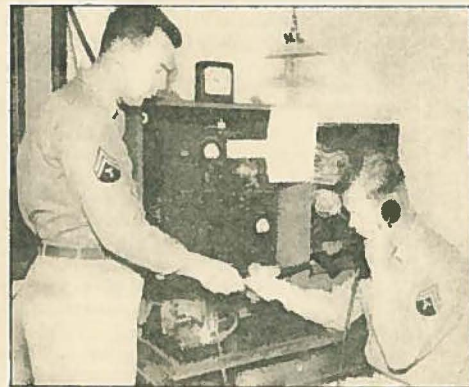
Spread over a constantly widening territory where ground communications were uncertain at best, the MRS found the 794th radio to be a life-saver. The MP's themselves had little detachments scattered hither and yon. First radio connections in Italy were set up between Salerno and Naples. Stations were later added at Benevento and Aversa, and the number continued to increase as the campaign advanced.

When the big push came, and Rome was liberated, the MP radio took on another value as a means of communications between Naples and the capital city before telephone and telegraph lines had been restored.

Leading up to the British offensive on Italy's east coast, the 794th set up a radio station at Falconara in the Ancona sector and provided the only direct means of communication between that area and the British transportation officials in MRS headquarters.

General Gray's special rail car was radio-equipped so that while on the road he could keep constantly informed of happenings back at headquarters.

So valuable was this new field of service on the part of the MP's that it became a part of the permanent fabric of MRS, increasing its usefulness with the increasing loads placed upon it.



Radio room handles hundreds of messages daily

SARDINIA AND CORSICA

THOUGH none of MRS' operating battalions took part in the invasion of Sardinia and Corsica, nor did they operate the trains and shops, nevertheless MRS had its role to play there, too.

When the Air Corps set up on Sardinia after the French and Italians had driven the Germans off the island, the air fields were not near the ports; therefore railroads, some standard but most of them narrow gauge, had to be utilized to move gasoline, bombs, repair parts and personnel from the ports, over the high mountains, to the air fields. Our interests in the railroads of Sardinia were in the hands of Captain W. A. Rohel of the 704th Railway Grand Division, of Butte, Mont., former Great Northern man, and S/Sgt. James C. Branch of the 759th Operating Battalion, Elko, Nevada, and the Western Pacific.

These gentlemen took charge of organizing the demoralized personnel, and through them managed the necessary rail communications to fulfill their mission of supporting and supplying the Air Corps. Captain Rohel and Sergeant Branch were awarded the Legion of Merit on recommendation of the Commanding General in Sardinia for their devotion to their very vital duties there.

Our participation in Corsica, whose railway lines were French- and North African-owned, was devoted chiefly to assisting in the maintenance of motive power and furnishing additional engines to supplement the too badly damaged engines found on the Island. While the direct operation was under the French Military Railway Service, Colonel Quenard, with whom we had worked in North Africa, constant supervision and assistance was afforded this French operation, supporting and supplying our Air Corps in Sardinia.

FRANCE

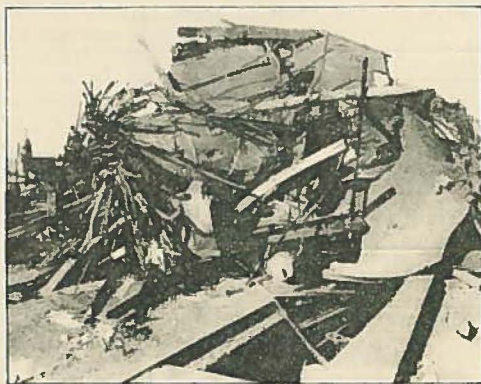
THE '76 was stretching her drivers on the shore of the French Riviera after a tiring boat ride from North Africa. A group of soldiers working around some nearby cars attracted her casual glance, then her fixed attention. She had seen one of those fellows before. Thinking back over months of war, she finally placed him—he was that red-headed B&M engineer who used to take her roaring through the Algerian mountains.

'76 spun her wheels in high glee. The momentary "lost" feeling that comes with being unceremoniously dumped down in a new country, was gone, for these fellows were old friends. The 1st Military Railway Service was in France.

Don't think that the '76 wasn't hep to what had been going on in France. The 1700's had felt the strange, cold excitement that greeted the June D-Day when Allied troops poured onto the beachheads of Normandy, the anxious but determined tension through the long weeks of grim battle along the coastal lines. They noted with pride that General Burpee's 2nd Military Railway Service was facing its problems and hazards like veterans.

When, on August 15th, landings were made along the Riviera beaches for the other jaw of the nutcracker that was to give the Germans a disastrous squeeze, the 1700's told themselves, "This is getting close to home".

When Lt. Col. Benjamin H. Decker, General Gray's executive



Direct hit on locomotive.

deputy and a former D&RGW division superintendent from Salt Lake City, landed on the Riviera beach on August 16th, he immediately began a survey of the railroad situation. Next day an engineer battalion placed some empty cars for loading at St. Tropez. The day after that six carloads of supplies were moved from St. Tropez to Cogolin, about 15 miles from the beach. The following day it was eight carloads. And so the flow of traffic started, eventually reaching 14,000 net tons daily and the top isn't yet in sight.

A reconnaissance party found 12 locomotives and 80 freight cars at Carnoules, northeast of Toulon, and they were rushed into service. It was apparent that only about 10 per cent of the locomotives which existed before the war were still available; rolling stock was down from about 440,000 to around 200,000, even including the German cars that fell into Allied hands.

To supplement this supply it was decided to bring in, as quickly as possible, a number of standard oil-burning locomotives and Diesel electric switch engines, along with some 1,000 special-type cars from North Africa. These included 10,000-gallon tank cars, 56-ton war flats to carry tanks and other heavy equipment, refrigerator cars, etc.

The first MRS units to take the field in Southern France included a forward echelon of Headquarters, followed later by the entire outfit; the 703rd Grand Division, 713th Operating Battalion and the 794th MP's. After them came the 727th and 759th Operating Battalions, the 704th Grand Division, the 788th Base Depot Company and the 761st Railway Transportation Company. Remaining in Italy to continue supplying the Allied Armies there were the 701st Grand Division, the 715th and 719th Operating Battalions, the 753rd Shop Battalion, the 760th Diesel Battalion, and the newly arrived 774th Grand Division.

Three new units were added to General Gray's command, now known as the 1st Military Railway Service, for duty in France. These were the 750th Operating Battalion, the 756th Shop Battalion and the 783rd Base Depot Company. The 794th MP Battalion was augmented by assignment of the 388th and 400th MP Battalions.

Bridges And Yards Destroyed

FOR the soldier-railroaders who had worked their way across North Africa and up through Italy, conditions in southern France were and old story, with just a few new twists thrown in.

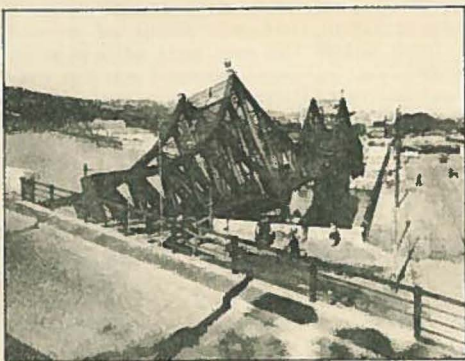
A great number of bridges had been destroyed. In the valley of the Rhone, from Marseille to Lyon, there were no connections between the right and left banks of the river. In one viaduct, commanding almost all the traffic of Western France, 22 out of 32 arches had been blown. To the north of Lyon the situation was no better. Bridges, tunnels, stations, engine sheds, block cabins and freight sheds had been turned into rubble either by Allied bombing or German demolition.

Terrific damage had been inflicted on the marshalling yards all the way from the Mediterranean coast to the heart of France. Only chaotic heaps of burnt cars, smashed engines and twisted rail remained. Cleaning them up was slow work, with most of the necessary materials on the critical list.

In both the repair and operation of rail lines in Southern France, the MRS received help of the 7th Army Engineers and unqualified cooperation from French railroad employees, members of the Societe Nationale des Chemins de Fer (SNCF).

Original plans had called for establishment of three phases for the operation of railroads in France, subject always to U.S. control: (1) Operation by Americans military; (2) French civilian operation, with U. S. supervision; and (3) Complete operation by French civilians.

"From the very first," commented General Gray, "the desire of the SNCF to cooperate was so wholehearted that it was possible for us to skip the first phase altogether. So we started right in on the second step, with the French civilians doing the operating and our GI's just supervising—double-crewing on the runs. This supervision has naturally varied a lot, depending on the amount of traffic and proximity of trains to the front lines. Sometimes none at all is necessary."



Wrecked railroad bridge over Soane river at Lyon, France.

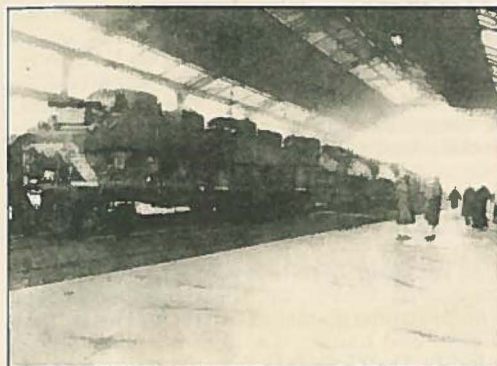
'76 appreciated French cooperation. Their equipment had air brakes. "Just like a breath of home" murmured '76).



Phosphorus bombs explode on burning ammo train.

Mutual assistance from all sides was an outstanding factor from the very beginning in getting the rail supply lines into action. With vital bridges out of commission, American 7th Army Engineers and the Civil Engineering Department of the SNCF worked right alongside MRS construction troops in order to open a route to the front with the least possible delay. By the first of the year, 42 bridges had been rebuilt; 800 miles of track and 4 tunnels repaired; 4000 miles of track were in operation by 1st MRS.

Often a bit of improvising became necessary in order to link severed bits of rail line together pending repair of the crossings. For instance, on the first line to operate after



Tanks move from ports to battle lines in USA car flats.

D-Day, from the Riviera north to Grenoble, a blown-out bridge made it necessary to bring supplies by train up to the bank of the Durance river, ferry them across, and reload on a train on the other side. From there they proceeded as far as Sisteron where they had to unload again and truck around a demolished trestle.

Communications Lines Battered

REPAIRING battered communication lines along the right-of-way also required its share of cooperation and ingenuity. French railway and U. S. Signal Corps men worked side by side with Signal groups of the MRS to put back into service the telephone and telegraph facilities so systematically destroyed by the retreating Germans.

While that was going on, short wave radio stepped in to play a very vital part in keeping the trains moving. Set up readily at points along the line, the portable radio outfits of the 794th MP's moved in quickly wherever regular ground communications were inoperative. General Gray termed the radio "life saver," pointing out that without it there would have been continued instances like the one very early in the campaign when 21 trains were out on the road, but only eight of them could be positively accounted for. The other 13 were on their own.

End-to-end train communication gave radio another chance to prove its worth. Already in the experimental stage back home in America, the idea got its first overseas trial on an MRS train in France on a test run made by two 713th railroaders—S/Sgt Ray Welker of Portland, Oregon, (Southern Pacific), and T/4 Charles H. Sample, Jr., Altoona, Pa. (PRR).

"We knew that having both ends of the train in communication would eliminate a lot of hazards and save a lot of time," the men explained, "but we were somewhat handicapped in setting up a system due to the fact that no type of permanent installation could be made on the rolling stock, and the expense had to be practically zero.

"So we borrowed a couple of 'walkie-talkie' sets, put one in the cab and the other in the caboose, and started out. We made a 90-mile trip, and were in perfect communication with each other at all times, except for a few minutes while passing through a tunnel.

"At one station where we had to make a lay-over, we tried out the possibilities of radio for yard operations with much success. Now the yard men are all clamoring for it."

All these achievements in opening and maintaining the railroad system in southern France soon brought a special commendation to the 1st Military Railway Service from Lieut. General Jacob L. Devers, Commanding General of the Sixth Army Group, "Supplies carried by your trains ar now reaching the forward areas," the general said. "There could be no finer compliment to pay than to say that you have the thanks and appreciation of each individual soldier receiving those supplies."

THE LIGHTER SIDE

OVER and under and behind the realm of military effort flows another stream of consciousness that makes up the everyday life of MRS. Out of that stream protrude countless little incidents that tell of the ingenuity, kindness and humor of soldier-railroaders, and their efforts to fill the gaps left by their separation from family, friends, and familiar environment.

In the MRS soldier-railroader's hours off duty, sports and hobbies flourish to an unusual degree, ranging from a football team that won the 1945 Riviera Bowl game, to a male chorus that for months was a weekly feature of the Radio France station in Algiers. Artists try their brushes and pens on the vivid scenes of military railroading; musicians seek out instruments wherever they go, pouring forth everything from Brahms to Boogie-woogie. A draftsman builds a model of a bridge that has captured his imagination, putting it together to perfect scale with bits of cardboard, match sticks and glue.

Catching runaway barrage balloons isn't railroading, but six MRS soldiers did their duty when one of the big rubber cows came bouncing down the tracks playing tag with the locomotives in the Algiers yards. The six cowboys were S/Sgt Branch, Sgt Keiser and T/5 Danihy of the 759th, Pvt Crumley, Pvt Dodds, and Pvt McCarthy of MRS headquarters. Because the balloon was highly inflammable and the men knew it, they were cited by General Gray.

The 719th's T/4 Dan Lawyer gained immortality in his unit by constructing an ice-cream freezer out of a worn-out gasoline generator, some scrap airplane parts and an old milk can. To satisfy men who messed at road kitchens out along the line, the freezer became a traveling ice cream plant. A cook craves doughnuts, rolls the dough with a wine bottle, cuts them out with a sawed off C-Ration can, and punches the holes with a bottle cap. A washing machine



Outa myway! it's time for chow!

suddenly materializes out of miscellaneous drums, scrap gears and pipe (not out of chewing gum wrappers, an abandoned Rolls-Royce and the teeth of a defunct camel, as it was rumored), and is christened "Hoffman's Invasion Machine," after its inspired inventor.

T/4 Dusina, T/5 McCafferty and Pfc Dwyer found a stranger in the cab of their locomotive, busily pulling at miscellaneous levers to get it started. With visions of saboteurs floating before their eyes, the three hauled him to the MP's, only to find that he was a merchant seaman who, spurred on by a bit of potent North African red wine, wanted to see the countryside and felt that a locomotive was just about his size.

Christmas rolls around, and the soldier-railroader celebrate it in traditional style. Rounding up all the French or Italian kids in the vicinity of the bivouacs and billets, they shower them with "camp-made" toys, and with candy and chewing gum contributed for months ahead from PX rations. It pays off big dividends in ecstatic looks from bug-eyed kids, and makes Christmas out of 25 December.

753'd's "C" Company refitted a salvaged Italian passenger car with all the equipment and appurtenances for the large-scale manufacture of doughnuts. Red Cross girls took over its operation, and it travels up and down the railroad lines dishing out cheer for the inner man to soldier-railroaders stationed at isolated spots a long way from Red Cross Clubs and moving pictures. The car is known as the "Yankee Dipper".

A little drama was enacted in Southern France, where there were reports that German paratroopers had been dropped in the hills.

Sgt Skolrood of the 713th remarked to PFC Robinson and Pvt Clatterbuck that it might be a good idea to keep their eyes open for trespassers.

Time passed, and preoccupied with their work none of them noticed a man in a gray uniform until he darted between some cars. Skolrood yelled at Robinson, Robinson yelled at Clatterbuck, and Clatterbuck just yelled. Meanwhile they managed to level off their .45's and began an encircling movement. The Kraut gave up and came out shouting "Kamerad".

Robinson noticed three or four potato-masher grenades hanging, from the Jerry's belt, and steadied his pistol for a quick one-two but the man in gray mumbled something that sounded like "don't shoot," so they took him in alive. They got a tub-full of small arms and grenades off the prisoner.

Discussing the incident, Robinson observed "Aw, it was just one of those things that keep happening to the 713th".

Said Clatterbuck: "Yeah, that was just small potatoes. Why, I remember when we first hit Italy on the heels of the Fifth Army. . . . The bullets and shrapnel were whistling around and. . . ."

"Aw, quit braggin," said Skolrood.

THE names of the recipients of the 1st MRS Certificate of Merit as of January 1st, 1945 :

A

Pvt. Erhard L. ALBERS.
T/5 Arthur W. ANDERSON.

B

S/Sgt. Belvie BALLARD.
T/5 Elmer H. BANDT.
1st Lt. John L. BEAN.
Pvt. Thomas F. BERRY.
T/5 William C. BITTORF.
Pvt. Hoke S. BONNELL.
Cpl. Chester L. BONNER.
S/Sgt. James C. BRANCH.
Pvt. Lee M. BREWER.
S/Sgt. Harold S. BROWN.
M/Sgt. Philip M. BUCKINGHAM.
T/4 James E. BUMGARNER.
Pfc Lee BURNS.
T/4 John J. BUSS.

C

T/5 Louis V. CERVENY.
T/4 John G. CLARDY.
T/4 Wallace H. CONNELLY.
Capt. Edwin B. CONNERAT.
1st Lt. James W. CROHAN.
Pvt. Alfred W. CROMER.
Pfc Archie L. CUNNINGHAM.

D

S/Sgt. Orland E. DAVIDSON.
S/Sgt. Perry D. DAVIS.
T/5 John B. DOWNEY.
Pvt. Robert L. DUNCAN.

E

S/Sgt. John M. ELLIS.

F

S/Sgt. Charles R. FEWCLASS.
T/Sgt. Edward J. FOLEY.
Sgt. Lester A. FRANCIS.

G

T/Sgt. Oscar E. GILBERT.
T/4 Thomas J. GLENN.
Pvt. Samuel GLICKSTEIN.
T/4 Edmond O. GOULET.
Sgt. Kenneth S. GROSSBALL.
Pvt. Cecil GUESS.
Capt. Bruce GUNNELL.

H

Pvt. Samuel O. HAIRSTON.
T/Sgt. Ambrose M. HALEY.
Pvt. John A. HALPIN.
Pvt. William C. HIDER.
T/5 James C. HOLMES.
Sgt. Stanley E. HOLZHAUSER.
T/Sgt. Donald F. HOOK.
1st Lt. Franklin S. HOWIE.
T/4 Sherman G. HOYT.

I

T/Sgt. Irwin A. IVERSON.

J

M/Sgt. Robert B. JAM.
T/4 George A. JANSEN.
1st Lt. Marshall JARRATT.
Sgt. Clifford W. JOHNSON.

K

Pvt. Warren L. KADEL.
Sgt. Donald M. KEEGAN.
Pvt. John L. KEMP.
Sgt. Charles L. KEOUGH.

L

Sgt. Lawrence R. LANGLEY.
1st Lt. Howard E. LILLINGSTON.
T/4 John O. Ling.
T/Sgt. Jack M. LONGFELLOW.
Pvt. Fuller P. LYON.
2nd Lt. Guy M. DE LAMBERT.

M

S/Sgt. Christopher MACKEY.
T/4 William F. MALLETT.
Sgt. James B. MALONE.
T/5 Jaundell H. MARTIN.
Pvt. Terence J. MCCANN.
Pvt. Finn L. MCCOY.
T/5 Dorsey P. McDONALD.
T/4 Chester E. MILLER.
S/Sgt. Frank J. MISMAS.
Sgt. Lloyd R. MOCK.
T/5 Edmund W. MORASCH.
T/4 Archie T. MURPHY.

N

Pvt. Francis W. NEWBURG.
Pfc. Alvin E. NEWMAN.
T/5 Henry A. NISONGER.

O

S/Sgt. Harry B. O'DOWD.
Pvt. William F. ORTGIESEN.

P

Sgt. Raymond C. PEER.
T/5 Joseph J. PEZZANA.
Pfc Harold J. PLEISSNER.
Pfc Joseph W. POPPALARDO.
T/4 Maurice L. PRIDGEN.

R

Pfc Vernon L. RENFRO.
T/4 William M. ROBERTSON.
Pvt. Harry F. ROUSH.

S

Pfc Elwin SCHAU.
Sgt. Jacob C. SCOTCH.
Capt. John W. SCOTT.
T/4 Elmer R. SETZER.
1st Lt. Robert H. SMITH, Jr.
T/4 John W. SONLEY.
Pfc Francis W. SPARKS.
T/4 Otto C. STEINHOOR.
1st Lt. Joseph R. STERLING.
T/4 Reginal H. STOBART.
Pvt. Lawrence G. STONE.
Sgt. Clarence C. SWART.

T

Pvt. George TEREK.
T/4 Louis L. THOMAS.
T/5 Christopher F. THOMPSON.
T/4 George J. TRIPLETT.

W

Sgt. Wyatt M. WALKER.
T/4 Harry C. WALTERS.
Pvt. Ralph S. WARD.
T/5 Luther T. WEEKS.
M/Sgt. Norris WEIR.
S/Sgt. Ray W. WELKER.
Pvt. Densill B. WHEELER.
T/5 Walter E. WILL.
Major Hal E. WILSON.
T/Sgt. Odmar R. WOLD.

Y

S/Sgt. Harold M. YOUNG.

Z

Pfc Elmer E. ZIMANSKY.

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Co. A, 713th Ry. Opn. Bn.
Co. A, 715th Ry. Opn. Bn.
Co. A, 719th Ry. Opn. Bn.
Co. A, 727th Ry. Opn. Bn.
Co. A, 759th Ry. Opn. Bn.

REPRODUCED is the 1st MRS Certificate of Merit. Inaugurated by General Gray to fill a need not covered by other U. S. Army citations or decorations, the Certificate is awarded to soldier-railroaders whose actions, while not falling within the scope of other citations, have shown an excellence and devotion beyond the ordinary requirements of duty.



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ADAMS, Michel P. P.R.R. 878 William Penn Hiway, Cresson, Pa.
ALSTOTT, Asa S. C. & I.M. 2140 North Grand Ave., Springfield, Ill.
AMBROSE, Levan W. B. & O., 1739 Covington St., Baltimore, M.D.
ANGLIM, Thomas J. G.B. & Q. 4324 So 19th St., Oma, Neb.
Appleton, John F., P.R.R. 903 Burlington, Ave., Logansport, Ind.
ARMSTRONG, Charles O. P. & W. 23 River St., West Brownsville, Pa.
ADAMS, Robert E. S.P. 1844 7th St., Oakland, Calif.
Anderberg, Don C. O.S.L. Heber City, Utah.
ARNALL, Asa W. W.P., Keddie, Calif.
BANKS, Elbert L. & N., Diablock, Ky.
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BAUER, Donald A. N.Y.C. 1537 Poole St., Toledo, Ohio.
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 LARSON, Ole G. & N.W. Elang, Wis.
 LARSON, Oscar E. C.P. Brownsville Maine.
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 NELSON, Newton S.F. 1721 4th Ave. South, Minn. Minn.
 NEVERS George C. G.N. 1205 Cummings Ave., Superior, Wis.
 NEWELL, Verner N. P.R.R. R 1, Cottageville, W. Va.
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 NORRIS, Loyd R. Sugar Grove, N.C.

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 SMITH, Bernard L. R.I. Fairbury, Neb.
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 SMITH, Robert P. P.R.R. R 1, Milford Center, Ohio.
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 SULLIVAN, Robert G. N.T. 4906 Alabama Ave., Nashville, Tenn.
 SWARTZ, Robert P.R.R. R 1, Montgomery, Pa.
 SWEITZER, Carl C. PRR 443 South River St., Newcomerstown, Ohio.
 SWOGER, Bernard G. P.R.R. 2704 St Clair Ave., East Liverpool, Ohio.
 SPENCER, Morris D. 1255 Goullier St., St Paul, Minn.

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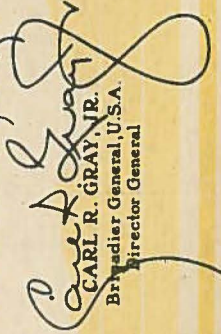
COMMENDATION FOR MERITORIOUS SERVICE
TO ALL WHOM IT MAY CONCERN

The "A" Company of the 713th, 715th, 719th, 727th and 759th
Railway Operating Battalions

Has received official commendation and praise for outstanding performance of duty.

CITATION

Following rapidly the advance of the Fifth Army during the period 11 May 1944 to 24 June 1944, these units constructed a 237 foot single span bridge, the largest built in the entire theater. They successfully dealt with the maximum demolition of track, bridges, and tunnels left behind by the retreating enemy. Without the aid of specialist groups, these units swept mines and removed booby traps and demolition charges in rehabilitating railway lines to a distance of approximately 200 Km north of Rome. Such a record of duty and excellent performance as these "A" Companies have attained is one of which they may well be proud and one that is a credit to the officers and enlisted men of their units as well as to the entire Military Railway Service.


CARL R. GRAY, JR.
Brigadier General, U.S.A.
Director General



IT WAS VICTORY DAY IN BELGIUM

It was May 8th, and Victory Day in Europe.

In Namur, Belgium, soldier-railroaders of the 755th Ry Shop Bn. took time to join with civilian railroad employees for a parade in celebration of the big event.

Assembling in front of the railway shops, officers and enlisted men under the command of Lt. Col. Miles G. Stevens, with his aides, Major Garland W. Meredith, executive officer; Capt. Omer T. Tormoen, Adjutant; and Capt. Charles M. Bainbridge, supply officer, joined forces with some two thousand employees for the parade under the leadership of M. Paulin Dufour, the shop director, and his staff.

Preceded by a 5-piece Belgian Railway band, the line of march took them along the famous Sambre river where they stopped at the Belgian War Memorial of 1914-1918, and placed a wreath at its base. An army chaplain voiced a prayer for the dead of this second World War.

Continuing on through the principal section of the city, the paraders were led by MP's on motorcycles and Belgian foot patrolmen, to the railway station where a huge crowd of civilians was on hand, shouting, singing, and waving flags. Progress was slow through this sea of humanity.

As soon as police could clear an area men of the 755th and a group from the 752nd Operating Bn. formed in front of the main entrance of the station. A salute to the colors was followed by both the U. S. and Belgian national anthems.

Marching back to quarters, the soldiers were surrounded by cheering Belgians all the way. There was a feeling that these people were really happy once again.

It was a moving demonstration, and one long to be remembered. Newspapers next day were profuse in their accounts of this demonstration of the fine bond of friendship existing between the two countries.

— Cpl David B. Kusel.

WHEN THEY HEARD THE NEWS

What were they doing when they first heard that VE-Day had arrived?

In Company "C" of the 713th Ry Operating Bn., these were a few of the answers:

1st Sgt Arthur F. Rowen, 615 Acoma St., Needles, Calif. (AT&SF): "I was a conductor on a troop train at the time. In trying to speed the victory drive we had run completely out of trainmen, so I took some cooks and made up a crew." Sergeant Rowen, with 52 months in the Army — 27 of them overseas — when interrogated about the future, said: "I expect either a discharge or the Pacific — preferably a discharge!"

T/4 Robert Mills, Sr., Parleir, Cal. (AT&SF): "I was running a diesel switch

Railroad soldiers present arms while Belgian railway workers' band plays two national anthems.

engine in the yards. As for the future, I expect to go home because of my age. I'm 47 now." Mills has been in the army 32 months, and, like all the rest of the 713th, his overseas record shows 27 months.

T/5 Raymond J. Shonkwiler, Bement, Ill. (Wabash Ry): "I was calling crews. I was calling them so fast that I didn't have much time to listen to the news. I don't know exactly what to expect now. Wouldn't be surprised if it was the Pacific, but America would look a darned sight better." He has 37 months of army service.

Pfc Lavar K. Hoff, Soda Springs, Ida. (Union Pacific): "I was working as a switchman on a shuttle job across the Rhine river. What do I expect to do now? I don't know. Haven't given it much thought. Whatever it is, I'll believe it when I see it." Total army service, 34 months.

"I Was Frying Potatoes"

Pfc Delbert M. Zuelke, 527 S. Joliet St., Joliet, Ill. (EJ&E): "I first heard about it from our mail orderly about 11 a.m. I was frying potatoes, and trying to get them done for dinner." To the question of "What next?", he answered: "I expect to stay in Germany for a few months until all the stuff is shipped out, anyway. By that time I hope they will have enough soldiers in the CBI to take care of it without us! They would, if all the Armies are represented." He's had 37 months in the army.

Pvt King O. Nelson, 3419 Montana Ave. Billings, Mont. (NH): "I was working a shuttle job across the Rhine, moving supplies up toward the front, although there didn't seem to be much of a front any more. Now I expect — or, rather, hope — to go home. I think that our job has been completed. It took 27 months, starting at Casablanca, to reach the end, and I think that is long enough to be overseas. I've been in the army 37 months."

T/5 Francis A. Schiavo, 1922 S. 18th St., Philadelphia, Pa. (PRR): "I was between Ludwigshafen and Wissembourg, working as flagman on an extra north. I am a cook in headquarters, but because we were so short of trainmen, I went out on the road." Asked what he expected next, Schiavo replied, "I gave up thinking a long time ago. I would just like to go home, and get out of the army." He has been in service for three years.

T/4 James D. Heffron, 1777 Charlton St., St. Paul, Minn. (C&NW): "I was working on some papers for one of the fellows who had recently married a French girl in Marseille. I've been in the army 35 months, 27 overseas, and I expect to keep right on with my job until I can get back to the States, then I'll try to get out of the army. I am not enthusiastic about going to CBI."

But of all the hectic moments in the

life of a 713th yardmaster, Sgt Clifford W. Johnson, of Elkhart, Indiana, a former yardman with the Indiana Harbor Belt Ry., is still beating his gums about the prize.

"There I was," he moaned, "busier than the proverbial cat. In came a troop train of 57 cars — nineteen of them to go on to a point 15 miles to the north. So I cut the 19 out and sent them back to the main outgoing yard to be put in the next northbound train."

"Well, bust my suspenders, if some major didn't unload those troops. Then they had to march clear back to my yard, about two miles. When they got there, somebody asked for 19 empty box cars. And guess what for! It was to ship those same troops to the same original town, 15 miles north!"

"I tell you, fellows, the only thing that saved me from cracking up was the fact that it was VE-Day."

— T/Sgt Louis L. Russell

A HERO IS BORN SUDDENLY

Stories of heroism in this war are legion. Ranking with the best is the yarn told about S/Sgt Harold J. Richards of the 76th Ry Shop Battalion.

It happened in December, when one of the Paris stations was being bombed. There was a hit; beams fell, and trains were wrecked, making the area just a mass of unusable tracks.

Men were injured. Some were buried under falling debris. Among these was Sergeant Richards. Digging himself out of the wreckage, he disregarded his own injuries and went to the aid of a major who had suffered a broken leg. Then, with his back twisted in pain, he ran up the tracks like a hunchback to stop a hospital train which was due in with a full load of wounded. Waving a lantern as he ran, he managed to halt the train before it could enter the station.

Taken finally to a first aid station, it was discovered that Richards had two broken vertebrae. Though the pain was intense, he refused medical attention until all of his men were accounted for.

CHEVAL BLANC BRIDGE...

(Continued from Page Five)

Wisc., and Pfc Bernard W. Johnson, Adair, Iowa. If you haven't tried tossing and catching red hot rivets in a ninety mile gale, you don't know what you're missing, according to T/5 William L. Reason, Rt. 1, Charleston, Ark., and T/5 Harvey H. Harms, Crossville, Tenn., especially when you have a guy like Sgt Elmer R. Setzer, Claremont, N.C., on the hammer, yelling for more and hotter rivets.

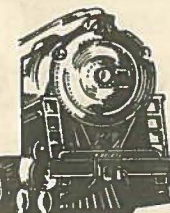
They had asked for a completed bridge across the Durance River by the first of March. There were times when it was somewhat doubtful if the deadline would be met, but these men have beaten deadlines before, and it wasn't surprising to them when a 75-ton road engine tested the bridge on the 28th of February, and a 150-ton mountain type locomotive pulling a trainload of supplies across on March 1st.

The company was commanded by Captain John L. Bean, Ayer, Mass. (NY NH&H R) and 1st Lt. W. G. Pendleton, Mobile, Ala. (Frisco Ry). The B&B platoon officers were 1st Lt. Robert H. Smith, Roanoke, Va., and 1st Lt. John B. Smythe of Philadelphia, Pa., both from the PRR.

Marge: "What's the difference between dancing and marching?"
Sarge: "I dunno."
Marge: "I thought so."



The Yankee BOOMER



VOL. 2 NO. 35

MAY 31, 1945

THERE'S ALWAYS ONE MORE GAP TO CROSS

For MRS construction crews, there's always one more river to cross....

One of the most unique and interesting projects of bridge construction undertaken by railroad soldiers in the ETO was at Cheval Blanc, a small town in southern France bordering the Durance river. Company "A" of the 713th Ry Operating Bn was assigned to do the job.

Between the towns of Orgon and Cheval Blanc, the double track mainline of the SNCF crossed the Durance River on a 1100 foot continuous lattice truss bridge. This bridge was constructed in 1870, and with its four intermediate piers, it is a tribute to the engineering ability of that era. The bridge has an approximate weight of 1.2 tons per running foot, panel lengths of 10' 6", and a top of rail height above water of 26'. The span lengths between piers vary from 250' to 280'.

How It Was Demolished

The bridge had been demolished by cutting charges placed on chords and probably on the lattice also, on two of the sections between piers. The first charge cut the span about 1/3 of the distance from the southerly pier and the south abutment. The second charge was placed in a similar position between the two southerly piers. This allowed the portion of the span between the south abutment and the first pier to fall into water about 18' deep. The south end of this span slid forward, but remained on the abutment. The second span fell into four feet of water, sliding ten feet longitudinally and one foot

(Continued On Page 5)



NINE BABIES BORN ON MRS REFUGEE TRAIN

As if responsibility for a train-load of refugees in Germany wasn't enough to worry about, two soldier-railroaders of the 718th recently ran into something not on the schedule. They found themselves acting as nursemaids to nine wiggling, bawling babies, all born on the train in their charge.

The night of May 3, 1945, will long be remembered by the two GIs who became foster-fathers aboard the "Nine Stork, Maternity Special." They are Sergeant William J. Brown, 2701 Green St., San Francisco, Calif., a former municipal clerk of San Diego county, and Everett W. Hughes, Garrett's Bend, W. Va., ex-farmer and miner.

Their training manuals, hastily thumb-ed through, disclosed no hint as to the handling of infants. To further complicate the scene, the harassed trainmen were faced with the fact that forty refugees were loaded in each box car — only available transport. Stymied, they kept the wires hot to the 718th chief

According to the Encyclopaedia Britannica, railways had their origin in the tramways which, at least as early as the 16th Century, were used in the mineral districts of England to haul coal from the pits to the River Tyne.

The world's oldest scheduled train is the Royal Scot, which has left London on its 392-mile trip to Edinburgh at 10 o'clock every morning for the past 96 years.

THE YANKEE BOOMER

Newspaper for the personnel of the Military Railway Service. Edited and reproduced at General Headquarters, M.R.S.

T/Sgt. N. E. Kernell, Editor
T/5 R. K. Waldron, Associate Editor

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ON BEING FRIENDLY

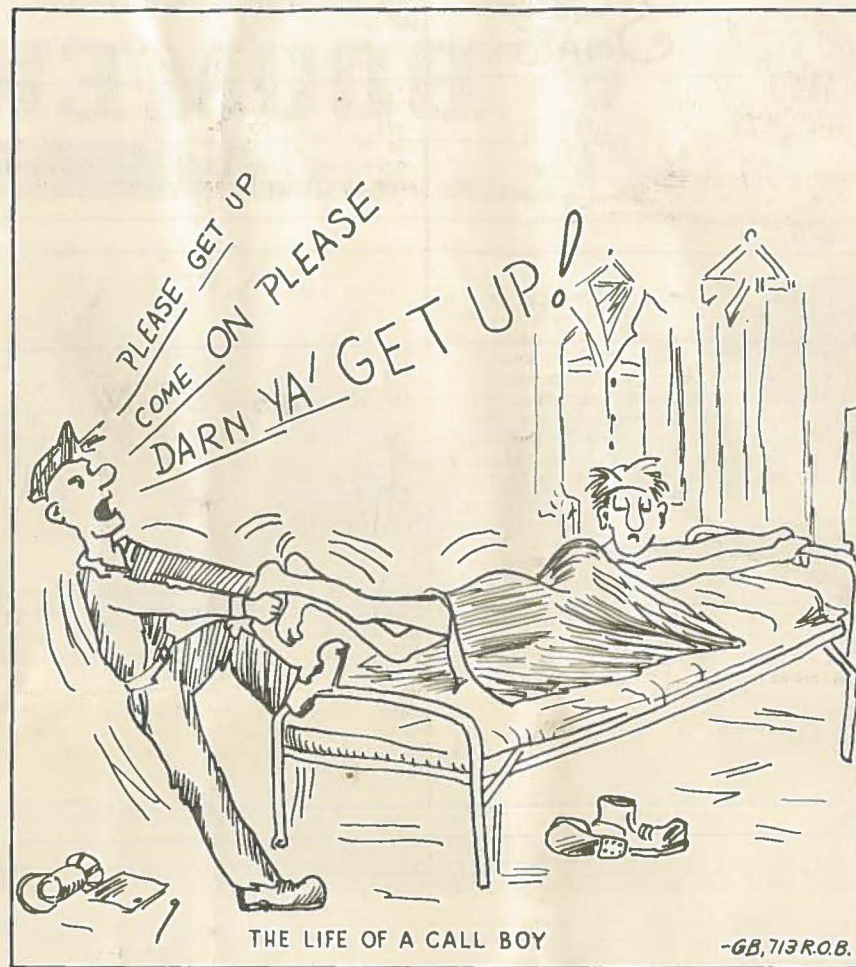
One of my friends frequently disposes of unpleasant personal incidents by commenting "now there's a gent who's been really studying the text-book on 'How To Lose Friends And Alienate People'!" It brings into bold relief the whole question of human relations, and reflects altogether too candidly the fact that we all still have a lot to learn about getting along with other people. Our educational program in America has gone far towards acquainting us all with the rudiments of the three R's, but it has not yet succeeded in guaranteeing that we'll get even a "Good Morning" from someone to whom we haven't been formally introduced—and then, frequently, only if we are remembered! Far be it from any of us to recommend that everyone go about greeting all strangers indiscriminately, but it might open a line of thinking which could lead into a closer examination of just how much we contribute to making others feel at ease, especially when we're in our own home territory.

There are a lot of people who need no one to ease them into strange surroundings—or out of them. They are the fortunate ones to whom no one is a stranger, and never feel themselves to be such. They're always "at home", no matter where. But there are others who, by breeding or by temperament, are diffident, retiring, shy. These people need all the gracious, courteous, friendly consideration we can generate, and such consideration, it would seem, is for us a matter of human obligation—not of choice.

Being in the Army has meant for most of us a lot of moving about, sometimes within our own Command, frequently outside of it. And what a difference there can be between units! One place will remain forever in one's memory as a unit of warm, friendly hospitality, where everyone went out of his way to make you feel welcome, where men introduced themselves to you, where you felt at home instantly—the sort of place to which you'd like to return as frequently as possible. There are many such places, and their existence enriches Army experience immeasurably.

There are other places, too. Places in which one feels instantly to be an intruder. Cold, impersonal places, where everyone goes on about his own business, where one either stands about with his "bare face hanging out", or beats his way through the wall of icy indifference. One also remembers those places.

Talk with any individual, or group, about Army experiences in human relations, and instantly there will be accounts of "the first time I walked into that outfit a guy walked up to me, introduced himself, and later helped me



get settled, down to the last blanket on my bunk". That "guy" won for himself an undying place in the memory of one of his fellow men, and he won it by acting just like a human being ought to act.

For an opportunity to practice the "Golden Rule" there's nothing like living in the Army.

— Chaplain Henning,

OUTSTANDING LEADERSHIP REWARDED

For outstanding leadership during enemy bombardment, the Bronze Star Medal has been awarded to "Big John" Hammond, 1st Sergeant of Company "B", 7th Ry. Operating Battalion.

V-1 bombs were falling in the Liege yard, starting fires in cars housing army personnel. The top kick organized bucket brigades, aroused all men who were sleeping, and uncoupled cars near the flames. His efforts undoubtedly saved lives and railroad equipment from destruction.

"Big John" is Regular Army, and has passed the 30-year mark in service dating back to World War I. That relieves him from sweating out a discharge on points. When he is retired from service he'll be Florida-bound to catch up on some fishing, he says.

PROMOTED TO CAPTAIN

Promotion to captain came recently to 1st Lt. Albert C. Berg, assistant adjutant in charge of personnel at GHQ, MRS. Captain Berg's home is at Breckenridge, Minn. He worked for the Great Northern at St. Paul.



Asking for its share of credit for work in rehabilitating the rail yard at Buderich, Germany, (Wesel bridge story in May 10th issue), Company "A" of the 735th Ry. Operating Bn. points out that Buderich Yard was done solely by men of that unit. They also furnished supervisory assistance on track-laying work done by the Engineers between Buderich and Mengelin West.

At Buderich, the men labored 12 hours a day at first, clearing and repairing the side tracks, and placing switches and crossovers so that eight tracks were available. They installed water facilities, including two storage tanks mounted on a trestle, and constructed two small bridges at each end of the yard.

And there was plenty of danger involved. T/5 George Keller struck a mine while unloading a bulldozer, and the explosion blew the track off his machine. A further search for mines followed immediately, and twenty were removed from the right-of-way where the company cars were standing.

The cute customer approached the floorwalker and asked, "Do you have notions on this floor?"

The floorwalker replied, "Yes, madam, but we must suppress them during business hours."

CHEVAL BLANC BRIDGE...

(Continued from Page One)

laterally. This was the condition of the bridge as our forces found it.

The raising of the spans held several difficulties, making it unique in our experience. The deep water in which the south section rested made the use of coffer dams, cribbing and jacking unfeasible. The excessive weight of the second section raised the problem of adequate blocking under the jacks. Several solutions were offered, involving pile piers, cable and blocks, and lifting by means of overhead cantilevers fastened upon the upper chords of the spans. The latter plan was adopted. These cantilevers were fabricated by a civilian firm in Bordeaux and shipped to the job site where they were erected on the upper chords.

Used Four Jacks and Chains

It was decided to raise the second section first so that it could be used as the base for the raising by the southern section. The method used in raising involved four 100-ton remotely controlled hydraulic jacks, lifting chains and holding chains. The cantilevers projected beyond the end of the undamaged portion, providing two lifting platforms, one over each chord of the span to be raised. Two hydraulic jacks were placed in each lifting platform attached to a lifting chain which was in turn attached to the upper chord of the fallen span. Behind the jacks, fastened to the lifting platform and the upper chord of the fallen span, were the holding chains.

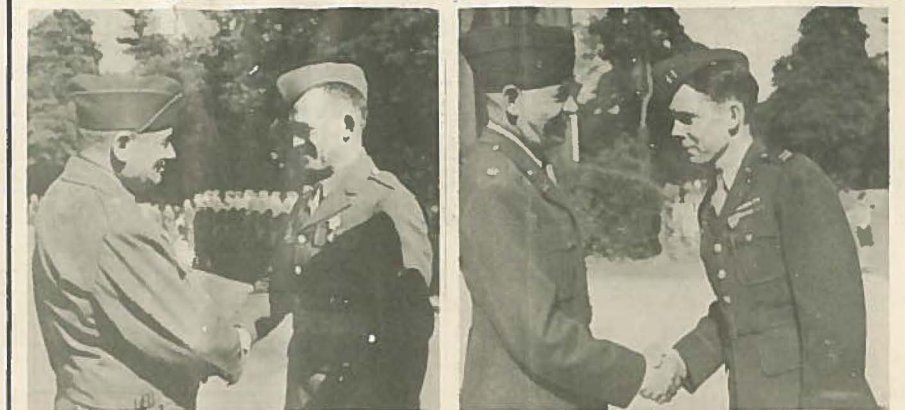
The bridge was raised with the jacks and lifting chains approximately ten inches, permitting one of the seven-inch links in the holding chain to be removed. The span was then lowered until it was supported by the holding chain. Allowing the jacks to depress, the lifting chain was also shortened seven inches by the removal of one link. The process was then repeated.

Eleven Feet in 14 Hours

By excellent teamwork and exhaustive pumping of the jacks, six teams of fifteen men each raised the 550-ton span ten feet and eleven inches, measured under the lifting chains, in 14 hours. These teams were in charge of "old timers" with plenty of experience in repairing Jerry demolition, having followed him doggedly through Morocco, Algeria, Tunisia, Italy and France. T/Sgt. Virgil C. Whittington, 804 Calhoun St., Clovis, N. M., spent over 14 hours a day on the job as bridge platoon sergeant. Team leaders were: S/Sgt Wayne A. Johnson, Ladysmith, Wis.; S/Sgt Woodrow L. Hawkey, Edgewood, Ill. (Ill. Central Railroad); Sgt George R. Kuntz, Strong City, Kans. (Santa Fe System); Sgt Jacob C. Scotch, 75 Robinson St., North East, Pa. (NYC&StL Ry); and Sgt Lewis D. Adkison, 1415 N. 6th St., Waco, Texas, (StL-SW Ry.)

Engineers Dig Channel

To reduce the water depth as much as possible, two projects were undertaken. The first of these was digging a 2500-ft channel to divert the flow of the river from its southwestern bank to the northeastern bank. This channel was graded by the 9th Engineers, attached to 1st MRS. The second project was the construction of an upstream dam across the original channel on the southwestern side. The job was handled by T/5 Clifford A. Norell, 818 Buchanan St., Des Moines, Iowa; Pfc Ernest F. Bryant, An-



At left above, General Gray congratulates Pvt Lee Bumgardner following presentation of Silver Star Medal. At right, Lt. Col. Morse greets Capt. Thomas Gary. Other medal winners shown are: Pfc Kaplan, Pfc Lutsky, Sgt. Walley, Cpl. Rainwater and S/Sgt. Lowe.

COMBAT ACCOMPLISHMENTS REWARDED

A Silver Star Medal and eight Bronze Star Medals were recently awarded to personnel of the 382nd Military Police Bn. at formal ceremonies held in the Bois de Boulogne at Paris, before large gatherings of servicemen and civilians.

On May 10th, Bronze Star decorations were pinned on Captain Thomas H. Gary and Pfc Robert W. Campbell by Lt. Col. George B. Morse, unit CO.

Captain Gary received the award for a superlative display of "leadership, courage, initiative, determination and devotion to duty" in Normandy last June, when, as a 1st lieutenant, he commanded Co. "B" of the 22nd Infantry in the 4th Inf. Division. His home is at 202 W. Maple St., Fayetteville, Ark.

Pfc Campbell's citation credits him with "superior initiative" in the investigation of thefts of U. S. Government property as a member of the 382nd. His home is at 175 Eighteenth St., Springfield, Ore.

In making these presentations, Colonel Morse also read a citation to the battalion from Col. Ernst G. Buhrmaster,

erson, Mo., and Pfc Kenneth L. Carter, Elmer, Mo. (AT&SF Ry). By staying at the throttles of their bulldozers from dawn to dark, through snow and 120-kilometer winds, they closed the dam successfully in spite of the swift current.

Completion of the upstream dam permitted construction of the British unit trestling piers under the spans as they were being raised. So, when the span was lifted to its proper position, the supporting pier was in place and the work of refabricating the destroyed sections could begin immediately. The work of refabrication was similar to bridge construction experienced at home, but it was not without its difficulties. The same winds that swirled dust into the eyes of the "catskinners" flicked constant streams of hot cinder on the chests of the rivet heaters, T/5 William A. Keller, 345 McKittrick St., Berlin,

(Continued on Page 6)

Provost Marshal of Seine Section, ETOUSA for the "outstanding job it has done in the face of many difficulties" since assignment to special MP duty in the Paris area.

In another ceremony on May 17th, General Gray was on hand to make the presentation of Silver and Bronze Star medals to seven enlisted men. These decorations were earned in four different countries for outstanding gallantry and heroic service in combat.

Pvt Lee R. Bumgardner, of Medford, Ore., was awarded the Silver Star Medal for "outstanding gallantry" in Luxembourg on December 24, when, after being wounded, he made a one man stand in a tank turret and so disorganized an enemy attack that his deed paved the way for the liberation of Heiderscheid. At the time, he was a member of the 702nd Tank Battalion.

Previously Decorated

Two of the Bronze Star Medal recipients are also holders of the Silver Star Medal which they earned in Sicily. Pfc Joseph J. Lutsky, of Upper Darby, Pa., for risking his life to save a wounded scout in Normandy on June 9 while with the 26th Infantry, 1st Division, and Pfc Robert J. Wertzberger, of Pleasantville, N. J., for fearlessly crossing the exposed beach in Normandy on D-Day to carry ammunition to a forward mortar position of the 16th Infantry, 1st Division.

Sgt Earnest H. Walley, of Richton, Miss., finally received the Bronze Star Medal he earned more than two years ago at Kasserine Pass, Tunisia, while with the 26th Infantry.

Others who received Bronze Star Medals were: S/Sgt Milton W. Lowe, of Houston, Texas, for combat achievements in Italy and France during the Southern France Invasion while with the 36th Cavalry Reconnaissance Troop; T/5 Elbert Rainwater, of Cheraw, South Carolina, for combat achievement while with the 756th Tank Battalion during the Southern France Campaign, and Pfc Jack Kaplan, of Newburgh, New York, for heroic service in Northern France, while a member of the 11st Infantry, 36th Division.



From GHQ.....

Lt. Col. Stephen R. Truesdell paid a brief visit to GHQ the past week. Formerly adjutant of what is now 1st MRS Hq while in North Africa, the colonel returned to the States to join the 709th Ry Grand Division, and came back overseas again. He later went to the 710th. Now he is on his way home to Evanston, Ill., and the C & N W Railroad where he was assistant vice-president before the war.

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M/Sgt Earl R. Stultz from GHQ Stores, and M/Sgt Earnest R. James, from 1st MRS Stores, are off for home as "over 42's". Home, for Sgt Stultz, is 28 W. Greenwood, Lansdowne, Pa. He worked for the Pennsy RR at Philadelphia. Sgt James is headed for Imogene, Iowa, then back to work with the UP at Omaha.

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From the 783rd.....

Canada can no longer claim T/5 Ben Leibovitz as its own. On May 15 before the Consulate General, Marseille, he took the oath of citizenship to the U.S. He has served in England and France, and is the son of Mrs. Rose Leibovitz, 2781 Hampshire Road, Cleveland Heights, Ohio.



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From the 756th.....

The 756th "Railroaders" lifted the lid on the baseball season with a 6-2 victory over the 3rd General Hospital's "Texans". The losers were helpless before the celebrated speedball of 1st Sgt Elredge E. Hintz, who struck out five men in two innings. The "Rails" proved they'll be mighty hard to stop, as they stole bases at will, pilfering a total of eleven sacks.

In their second start, the 756th beat the 41st Engineers, 7 to 1.

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From the 750th.....

Capt Charles R. Bresler was recently appointed CO of Company "B" in the 750th. A railroader for 25 years, he worked for the NYC at Cleveland, his home town. His army experience includes six years with the Maryland and Ohio National Guards, and ten years in the Officers' Reserve Corps. Just the other day Captain Bresler received word that his son, Charles, had been wounded in action while serving with the 117th Combat Engineers in the Philippines.

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During a recent visit to Company "A", Chaplain Strader was eating dinner with the men when an excited group of French women entered and cried "Boche, Boche!" The women pointed to the door, so Chaplain Strader went outside and found a German soldier, dressed in civvies, and crying "Manger, manger! Nichts eat, five days." The German produced his military papers, and the Chaplain took him in the mess hall where the man dug into a plate

of food with his hands and devoured it hastily. He was then turned over to the MP's.

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Add recent proud papas: T/3 Ernest A. Scheetz, dispatcher in the train movement section, is the father of a daughter, Nancy Jo. T/4 Marshall N. Clanton, Jr., Co. "C", is telling the world about Marshall N. III. The Clanton home is in New Braunfels, Texas.

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From the 794th.....

A contest was held by 794th enlisted men to decide on a name for their camp at Chalindrey, France. The winner was T/5 J. E. Devers, Waynesboro, Tenn., who suggested "Camp Ernie Pyle". The boys believe they may be amongst the first to name a camp in honor of the late columnist. The layout includes a service club, which serves as dance hall, bar and day room.

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Pvt Jack J. Levine, Allentown, Pa., recently spent a couple of days in Paris with his sister, Lt. Rose Levine, ANC. It was their first meeting in several years. Now the two are looking forward to a rendezvous with their brother, Sergeant Ben Levine, who is somewhere in Germany. If that doesn't materialize, then they'll just have to sweat out a family reunion after V-J Day — at 32nd and Hamilton streets, Allentown.

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The brothers Sanatello, twins, celebrated their 23rd birthday on May 15. Sgt Anthony P., and Cpl Nunzio L., of 1008 S. 4th St., Camden, N.J., are both members of the unit. They were feted on their anniversary by their buddies at the "Hot Box Club", 794th service club.

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High point man of Company "A" is Pfc Albert R. Timmer, Jr., Ackley, Iowa, who has 104. He was wounded in action while serving with the 899th T. D. Bn in the Tunisian campaign, and was awarded the Purple Heart. He doesn't feel that it will take him long to become oriented as a civilian. At least he's willing to try.

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From the 757th.....

Lt. Louis H. Rubin, 757th dental officer, was observed passing out cigars to dozens of outstretched hands. The reason: his promotion from 1st Lt. to Captain had just arrived.

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Armed with sickles, rakes, shovels, hoes and any other available tool, a gang of husky GI's tackled a large grassy lot and within a few hours had

converted it into a swell softball diamond. Credit for this bit of engineering goes to Cpl Jim D'Amato, Pfc Richard Riley, Cpl Richard Gombus and Pfc R. Browning.

A softball league has been organized, with teams from all four companies and a signal detachment scheduled to play three games weekly. Most of the wagering right now is on the Hq. team, but the rest are no pushovers.

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Sgt Auto Penti wants to do a little foot-racing, but can't find any competition. The reason: Auto hailed from Finland before going to the States, and those Finns are well-known for their ability as sprinters. Anybody want to race the sergeant?

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Personnel of the 757th have three bronze combat stars to their credit, having participated in the Normandy, Northern France and Germany campaigns.

— Cpl George Moroz.

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From Hq, 1st MRS.....

Our 2nd anniversary overseas was celebrated on May 11th. An excellent dinner was held the following day in the specially decorated mess hall. Felicitations were sent by General Gray, and expressed by Colonel Stoddard. The occasion was rounded off with a USO show and a dance, with music by the 766th Ry Shop Bn's orchestra.

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Happiest man in these parts is Pfc John J. McBride, Denver, Colo., who's the owner of 99 points. "I feel sea sick already," says John. The longest face in this territory goes with Pfc Joe W. Martin, Birmingham, Ala., low man on the totem pole with 32 points.

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Pfc Douglas Christgau recently spent a seven-day furlough with his sister, 2nd Lt. Genevieve R., of the Army Nurses Corps. Lieutenant Christgau has been overseas six months, and was stationed in England before her current assignment in France. Doug proceeded from Strasbourg to Rouen to join his sister. From there they went to Paris — it was the first time for both — and got re-acquainted all over again while seeing the city. Now the question is: How ya gonna keep 'em out in St. Paul, after they've seen Patee? (The Christgau home, is at 1843 Berkeley Ave., St. Paul, Minn.).

— Pfc John Sheehan.

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From the 741st.....

Although VE-Day brought no lull in the operations of the 741st, the men are enjoying a bit of pleasant relaxation now in off-duty hours, thanks to the opening of a new day room where they can drop in for a cold coke or beer, play ping-pong, read, or listen to the radio.

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After being scattered all over eastern Belgium, putting in long hours during the final offensive, 741st GI's have been brought together recently by a series of company dances.

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In 1919, Pfc Harry Langley, of the 318th Engineers in the U. S. Army of Occupation, was billeted in the Hotel H one-Acht near Coblentz in the Rhineland. His squad supervised German labor on road construction after World War I. Last week 1st Lt. Harry Langley, in Co. "B" of the 741st, revived old memories when he stopped off at this same Inn and viewed the surroundings he lived in 26 years ago. Strangely missing, though, observed the lieutenant, were the good schnapps and pretty frauleins of 1919.

SWITCH SHANTY...

(Continued from Page Four)

In between the two wars, Lt. Langley put in 20 years with the Missouri Pacific Railroad. He lives at Kansas City, Mo.

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From the 755th....

In a recent soft ball game between the Headquarters teams of the 755th and 752nd, the former won by a 17 to 6 count. Co. "A" of the 755th also trounced Co. "B" of the 752nd, 16 to 2. A nearby Air Corps unit has also felt the sting of defeat at the hands of the 755th teams.

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A full athletic program is under way during off-duty hours. A horseshoe tournament is being organized, and volleyball is also drawing considerable interest.

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Officers of the 755th and 752nd held a joint dance on May 18th. In charge of arrangements were: Capt. Frederick Stiff, 755th Special Service officer, and Lt. Lindley, who holds the same job in the 752nd.

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Pfc Joe Maldonado, of Encinal, Texas, a member of Hq. Co., was the first 755th man to take a Belgian bride. He was recently married to pretty Adele Louise Marie Billiard. After tying the knot in the presence of a Belgian priest, they went to the bride's home where a big wedding dinner was waiting. Present at the dinner were: Lt. Col. Miles G. Stevens, 755th CO; Major Meredith, executive officer; CWO Lawrence P. Johnson, Lt. Harry B. Donaldson, Jr., Lt. William O. Hunt, 1st Sgt. Roy Horton, Sgt. Robert E. Walkup, and Capt. Frederick Stiff, Hq. Company commander. Pfc Maldonado is a helper in the Maintenance Section of Hq. Co. In civilian life he was a cow-puncher in Texas.

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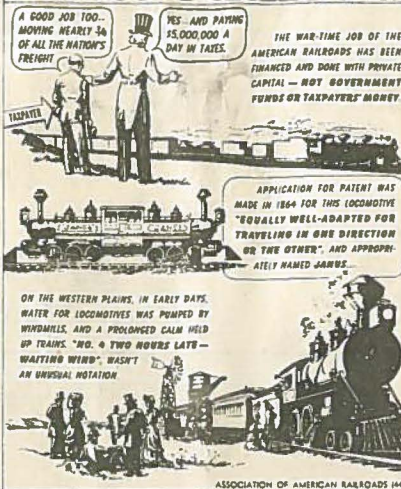
From the 759th....

Several men of Headquarters Company vow they'll never forget a certain USA caboose, following their latest change of station. It seems that during the night they were treated to a rude awakening when said crummy derailed all four wheels and gave them a rugged ride. Reports have it that a new record was set for getting out of a sleeping sack and hitting the floor. Thanks to the quick action of Sgt. H. A. Danielsen, Grand Forks, N. D., who was on the following car and flagged the train to a stop with his flashlight, there were no casualties.

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Company "C" men again showed their mettle when a crew comprised of Sgt John P. Terry, T/4 Wilbert V. McDonald, Pfc Lawrence E. Hunt, and Pfc Charles C. Coates, Jr. — aided by an unidentified train guard — saved a train of gasoline. Leaving a station in Germany, head brakeman Hunt was the first to notice that the head car was on fire. He immediately signalled engineer McDonald to stop the train. Conductor Terry cut the burning car away from the train, and it was pulled in the clear. Hunt and Terry threw dirt, coal dust, and anything available to smother the fire, but found it impossible to control. Then they started to toss the burning gasoline cans off the car — until the cans began to explode. Unable to save the car, they signalled the engineer to pull the train to a safer distance, protecting both mains by flag. Their quick action undoubtedly prevented further destruction. Sergeant Terry, from Logansport, Ind., is a former Pennsylvania railroad-

Rail oddities



er. T/4 McDonald, of Barren, Md., is off the Western Maryland. Pfc Hunt, 3560 Kroger Ave., Cincinnati, Ohio, worked for the Pennsy. And Pfc Coates, 3013 Harbor Ave., Tampa, Fla., was a trainman for the Seaboard Air Line Ry.

-0-

The 759th lost a popular officer when Capt Howard C. Carmer, 231 South Avenue, Battle Creek, Mich., was transferred to the 76th. Captain Carmer, recently promoted from 1st Lt., was employed by the Interstate Commerce Commission as a locomotive inspector before the war. He is succeeded as CO of Hq. Co. by 1st Lt. Russell R. Hilsinger, 729 Madison Ave., Reading, Pa. Lieutenant Hilsinger is a furloughed Pennsy railroader.

-0-

Company "C" trounced Hq. Co. in a soft ball game by a score of 7 to 2. The old timers among the pencil pushers managed to hold the youngster trainmen on even terms for five innings, but they folded up during the last two. As one of the oldesters put it: "You can't hit 'em if'n you can't see 'em." By cracky

-0-

The 759th Rathskeller is now open for business. Its popularity increases daily, and there's also a back room where the boys play ping pong after they've quaffed some suds. Open up them swingin' doors. Here comes Two Gun Nepi, the terror of the plains!

-0-

Our soft ball team played host to the 706th Ry Grand Division, and managed to eke out a 1-0 victory. Both sides went scoreless until the last inning. Following the game there was a movie at the local "Kine Palast". It wasn't dish night, however.

-0-

From the 764th....

From October 2, 1944, through April 30th this year, the 764th Shop Bn dispatched 4444 locomotives from the Paris yards. The daily average was 21.2, and, considering the fact that they had a few slow months, it's a nice record. Total locomotives through the shops were 1007, an average of 4.8 daily.

-0-

T/5 William O. Varner is even now mulling over some post-war problems. Bill's wife enlisted in the WAC, so he's wondering if the future holds such things as reveille and retreat, when they both get home again. Now if Bill's pet cocker spaniel can just be induced not to join the K-9 Corps.... (The Var-

ner home is at 429 Indiana St., Hammond, Indiana.)

-0-

On Friday, May 11, the 764th threw a victory party at the Coliseum in Gay Paree. It was listed as a dance, but turned out to be closer to mayhem. Our thanks to the 17th Base Post Office band for supplying plenty of sweet music. Our adjutant, Captain Edwin E. Regnell, drew plenty of applause with his tenor rendition of "If I Had My Way". To which a voice in the back of the hall added: "If I had my way, I'd be back in Brooklyn!" Captain Regnell himself hails from New York, at 23 Fendale St, Franklin Square. As a civilian he was secretary to the chief engineer on the Pennsy.

-0-

The 764th now has its own news sheet — "The Commonlookatit" — edited by T/5 Bill Varner, who really can dish out the dope.

-0-

Sgt Charles H. Fach, the motor pool wizard, met up with his brother, George, the other day. It was their first get-together in four years. They hail from 59 Witherspoon Ave., Middletown, Pa.

— T/4 Rubin Liff.

-0-

From the 382nd....

The Battalion moved out of Paris' "MP Barn" several weeks ago, and it was a general move — everything went with the outfit, lock, stock and barrel..... The new home is located in the famous Bois de Boulogne, one of Paree's biggest and most beautiful parks.

-0-

The Retreat Formations are attracting bigger crowds of promenading civilians each day. It was estimated that at least 400 persons were present last week when General Gray presented the Silver and Bronze Star Medals to seven enlisted men.

-0-

One of the most-used pieces of property in the Battalion is the ping-pong table in the dayroom. Consistent winners at the game are Sgt Ralph Gustafson of Youngstown, Ohio, and T/5 Johnny Thanos, of Suffolk, Va., who are in "D" and "A" Companies, respectively.

-0-

Residence in Paris—so to speak—has been responsible for many happy reunions for members of the Battalion, who are meeting up with former combat buddies and relatives every day. Pfc Jim Garney of "D" Company and Nashville, Tenn., ran into two friends he hadn't seen in more than seven years—Colin Dowe, who is with an Engineer outfit, and "Shorty" Bull, of the 385th MP's. Cpl Bill Daly (Co. "A") is now on the lookout for two more of his brothers after recently meeting up with a third one, Johnny, who was in on a three-day pass. All told, there are four Daly brothers in the ETO now—the other two are: S/Sgt Harold J. and Sgt Robert T. Another brother reunion came about when Sgt Cliff and Pfc Claude Henley joined forces the other day. The Sgt is from "A" Company, while Claude was on pass from his FA outfit. Both hail from Mammoth Springs, Ark.

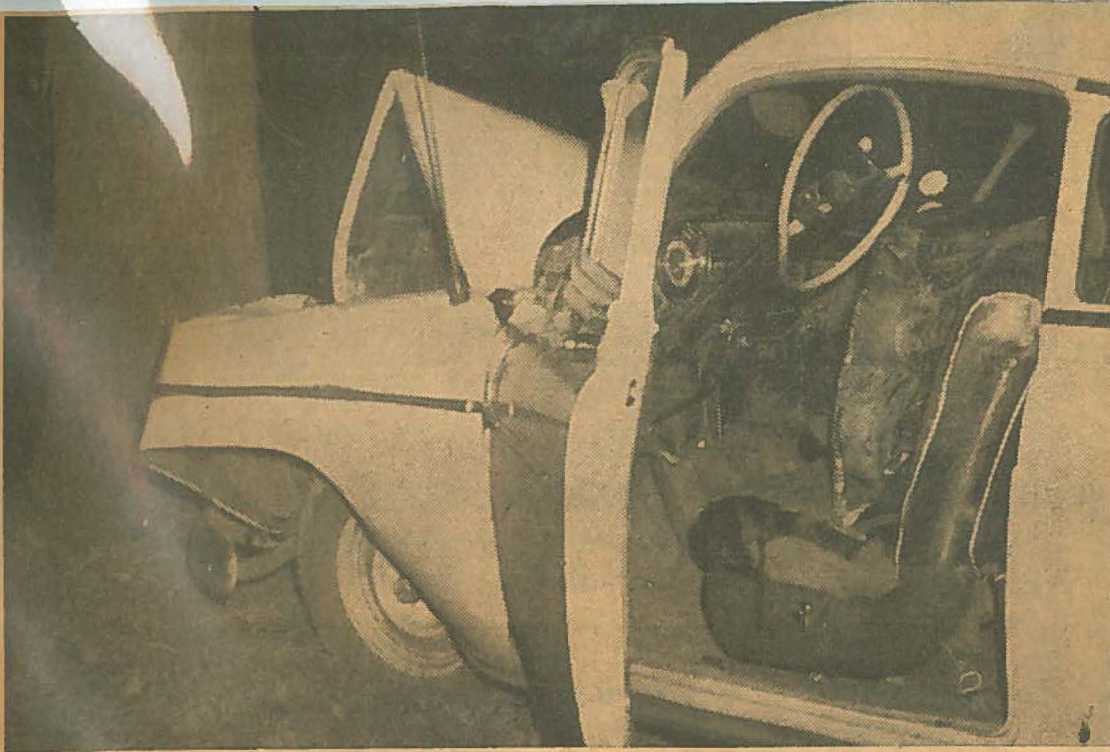
-0-

Spring is here—but definitely—and how well do T/4 Bennie Pixley and Pvt Bill Scherer know it! Both are on the verge of taking THE big step. The Sgt, whose home is in Winsboro, S. C., is sweating out a furlough to England—Birmingham, to be exact—where Dan Cupid will be called upon to finish something he started 16 months ago. Scherer is busy completing arrangements to marry an attractive Parisian Belle.

312 CARYLVE ST (HELLER DR) - 1946 - 1955?

MIZER ADDITION - E. STATE Rd. 1955 - 1966

435 S. RIVER ST - 1966



Dec 8 1959 **71-Year-Old Harry Sweitzer Was Caught In These "Cramped Quarters"** * * * * *

Nc'town Man Hurt In Route 21 Crash

Harry Sweitzer, 71, of 443 River St., Newcomerstown, was in "poor" condition at Union Hospital today with injuries suffered at 6:30 p.m. Tuesday when the car he was driving left Route 21 south of New Philadelphia and ran head-on into a large tree.

The State Patrol, which investigated, said the car continued straight off the highway at a left curve. It was badly damaged about the front end.

Sweitzer's injuries were listed as a cerebral concussion, multiple lacerations of the face, arms and legs and fractured ribs. The Patrol has been unable to get any details of the accident from him because

of his serious condition.

Four other accidents were investigated by the Patrol. Walter H. Ross, 67, of Uhrichsville, was cited into County Judge R. B. Musgrave's court on a charge of unsafe operation after he backed his car out of a driveway in Roanoke into a parked car owned by Frank Buss, 18, of Uhrichsville. Damage was minor.

Harold E. Bobzien, 16, of Uhrichsville, reported that his car was struck at 9:50 p.m. by a hit-skip driver who pulled out of a private drive into the side of the Bobzien car on Route 8 south of Dennison, and failed to stop at the scene.

A truck driven by Sam Cushing-

berry, 37, of Covington, Ky., struck and damaged a fence on Route 21 north of Stone Creek at 8:55 a.m. when a brake valve let go after the truck had been stopped on the highway because of a dead battery. The truck drifted back into the fence.

A school bus driven by Virgil B. Bliss, 38, of Bowerston, was struck by a car driven by Arvell A. Caldwell, 31, of Sherrodsville at 8:30 a.m. at County Road 11 and Church St. in Sherrodsville when the Caldwell car slid across the intersection into the left side of the bus. There were no injuries and damage was minor.



Harry Sweitzer Hurt In Crash

Harry Sweitzer, 71, 443 River st., was injured when his car hit a pole Tuesday evening, Dec. 8.

He was taken to Union Hospital, Dover, where his condition was listed as critical. Mr. Sweitzer was reported slightly improved this week.

Mr. Sweitzer was enroute to Dover. The accident occurred near the Jerusalem Reformed church on Route 21, 3.4 miles south of New Philadelphia.

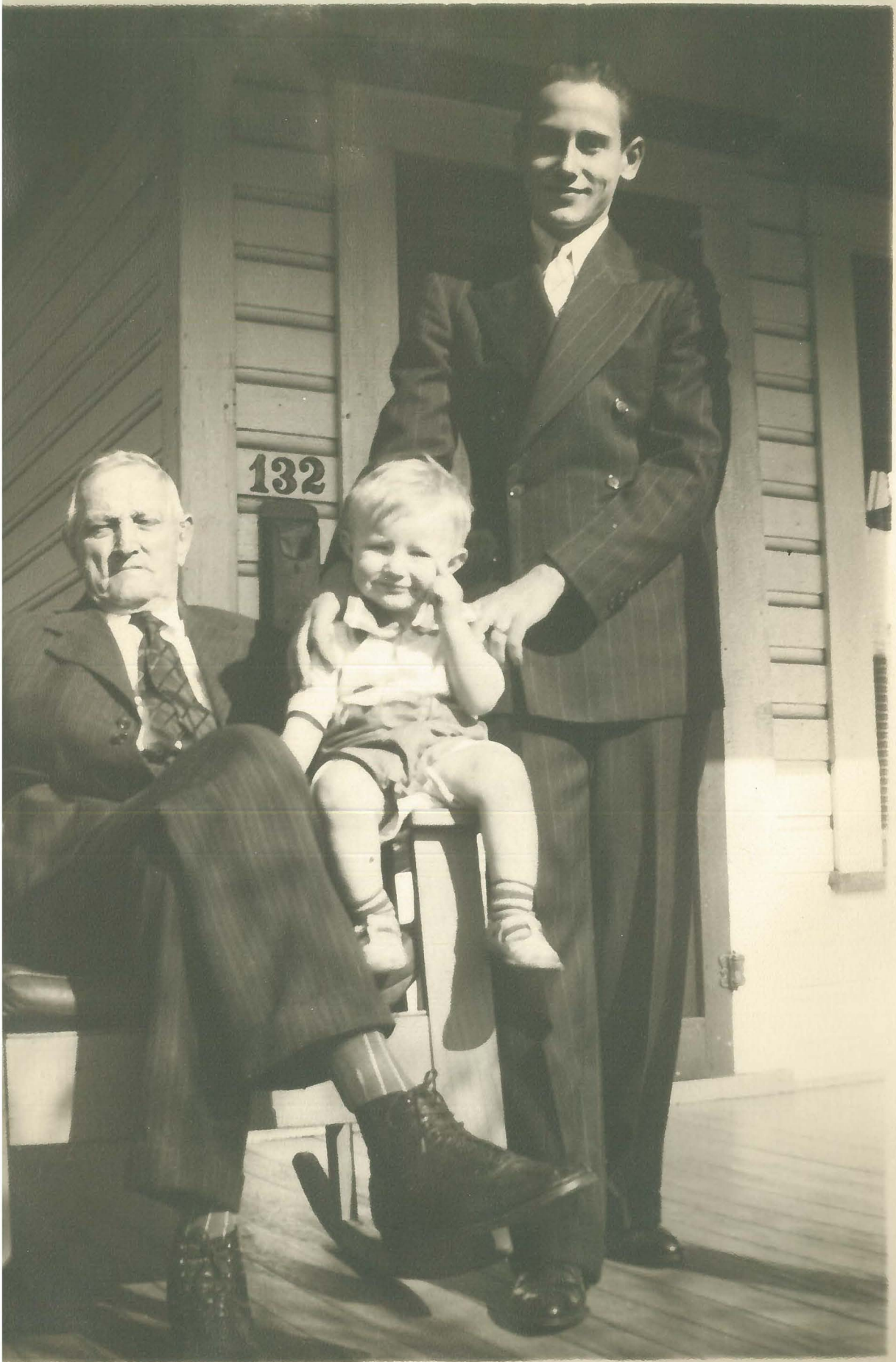
The car left the road and ran head-on into a large tree. The state highway patrol who investigated said the car continued straight off the highway into the tree.

Mr. Sweitzer sustained a cerebral concussion, multiple lacerations of the face, arms and legs and fractured ribs. Because of his serious condition they were unable to learn any details from him immediately.



1364756

Maggie Sweetzer



Grandpa Rodenstine (Cous Grandpa)

Charles Oaklief (son of Pauline + Waldo Oaklief)

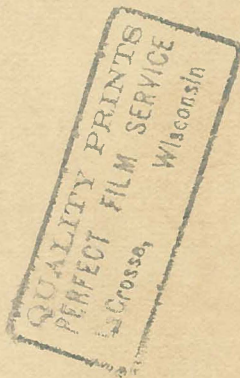
Carl C. (Dutch Switzer)

69 ✓

Born March 7, 1920
Died July 19, 1966



Carl C. Sweitzer
443 River St.
Newcomerstown, Ohio





Maggie Sweitzer
(Carl's Mom)

POST CARD

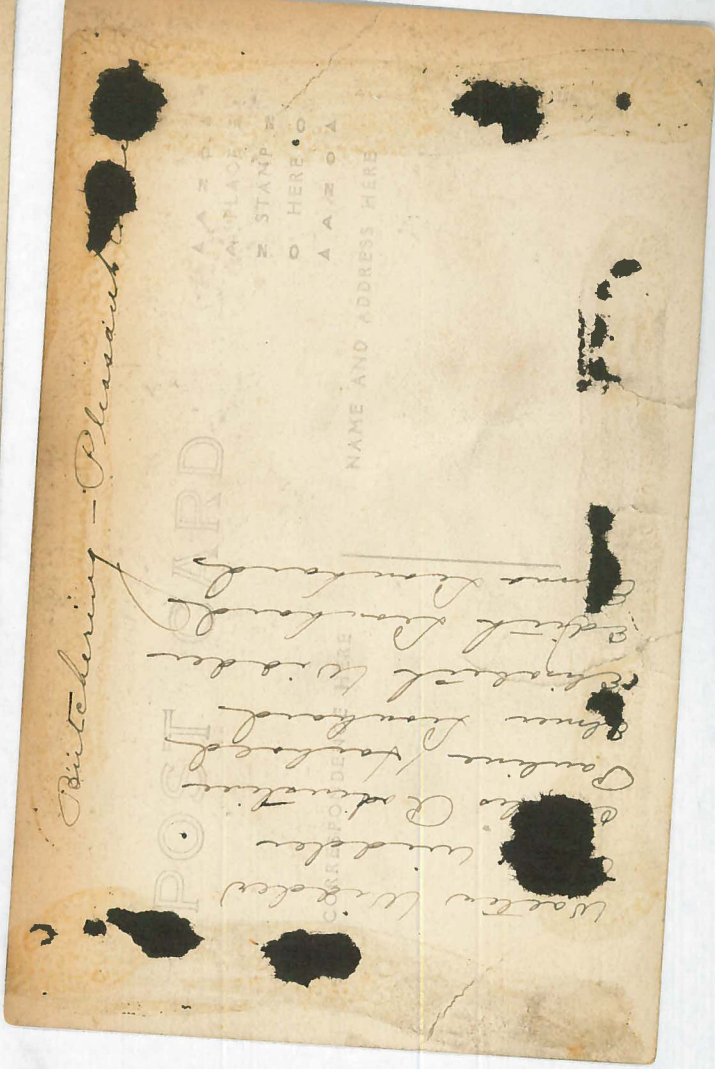
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CORRESPONDENCE HERE

Rep File Works
Newcomertown, O.
Maggie Rodenstine
(Sweitzer)

NAME AND ADDRESS HERE

In front
Jennie Becker
Nora Norman





Rip File Winkler
Maggie Rodendina

POST CARD
CORRESPONDENCE
ADDRESS
PLACE A STAMP HERE
Kaeler - Laura Rogers - 2nd grade
Carl Sweitzer
in school

taken at old
Guthrie church
1- Maggie Sweitzer
2- Vera Norman
3- Almine Wilson (Purdy)

Maggie Rodendina Purdy
Vera Norman
Almine Wilson
(Purdy)



Carl Davis &
Cheryl Sue
Nov 1954

THIS IS A
KODACOLOR PRINT
MADE BY
EASTMAN KODAK COMPANY
T. M. REGIS. U. S. PAT. OFF. 1955
Week of January 31, 1955

SWEITZER

(Caryle St.)
312 Heller Dr.
NEWCOMERTOWN

Baby Carl Sweitzer

File Workers

Maggie Rodenstine
(Sweitzer)

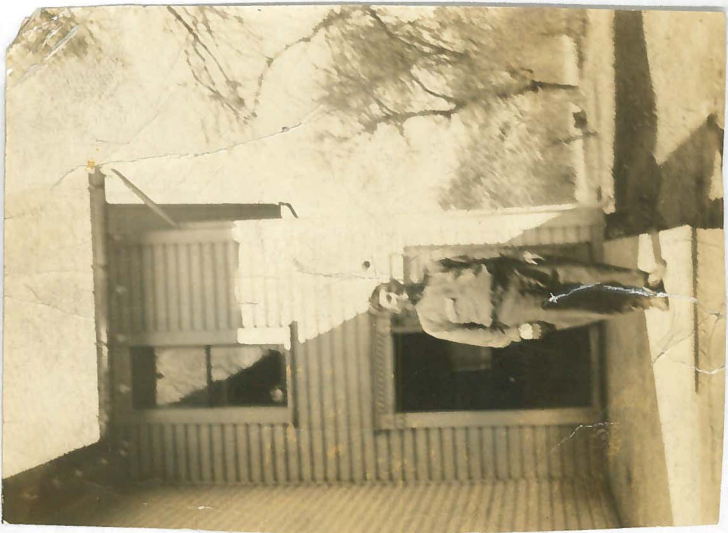
File Workers

MAGGIE

REX FILE
WORKERS

MAGGIE
RODENSTINE
(SWEITZER)

Maggie Sweitzer
Gertie Schubert
Eppie Rodenstine
Lydia Renner



1 - Tunis
Le Palais du Bardo.
L'escalier des Lions.

CORRESPONDANCE

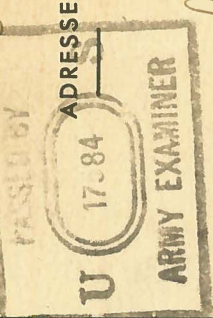
Mr. Care Sweetzer
Box 759
440 698
New York, N. Y.

Dear Dad:
I haven't anything to pay
up will write a card
for to-day. I am
fine and am in
good health. Hope
you are the same.
I went swimming
to-day and sure had
a good time to all.

Edition de "La Cigogne" - Baconnier, Imp. Alger

Free
S. ARMY
698
1943
SEP 21
POSTAL SERVICE

St. Carones



Mr. Harry Sweetzer
443 River St.
Newmarston,
Ohio.

QUALITY FILM SERVICE
PERFECT FILM SERVICE
La. Grosser
1 - 1 - 1 - Miscellaneous

Maggie Rodenstine
Sweetzer
Taken June 23, '40

A 8 8

Rep. File Workers
Maggie Rodenstine
(Sweetzer)

Harry Leroy Sweetzer



1902



Don Smalley
and
Dutch Sweetzer

831

POST CARD

▲ A Z O ▲
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O HERE O
▲ A Z O ▲

CORRESPONDENCE HERE

NAME AND ADDRESS HERE

Maggie
Rodenstene
(Sweetzer)
Carls' Mother

POST CARD

CORRESPONDENCE

ADDRESS ONLY

Maggie Rodenstene (Sweetzer)
Carls' Mother

Doris Ripley, Carl Sweitzer Wedding in Kentucky Church

The marriage of Miss Doris Ripley, daughter of Mr. and Mrs. Leland Ripley, 236 Main street, and Carl Sweitzer, son of Harry Sweitzer, River street, Newcomerstown, was solemnized Sat-

urday, Jan. 19, at Ashland, Ky.

The ceremony was performed in the parsonage of the First Methodist church, with Rev. Virgil L. Moore officiating. The bride wore a street-length dress of aqua blue with black and white accessories. Her corsage was of yellow roses and her only jewelry was a single strand of pearls, a gift of the bridegroom. The couple was unattended.

The new Mrs. Sweitzer is a graduate of Coshocton high school, class of 1944. Mr. Sweitzer is a graduate of Newcomerstown high school, class of 1938 and was recently discharged from the armed forces, after nearly four years service, 32 months of which were spent in the European theater. He is an employe of Heller Brothers company.

The couple will make their home in the near future on Carlyle street, Newcomerstown.

THE DAILY JEFFERSONIAN

Ohio JUL 18 1957

In Loving Memory of

Cheryl Sue Sweitzer

Newcomerstown—Cheryl Sue Sweitzer, 10-year-old daughter of Carl C. and Doris Fisher Sweitzer, E. State Rd, died at 9:10 p. m. Wednesday at Children's Hospital, Columbus, where she had been a patient two days. She had been ill for six weeks.

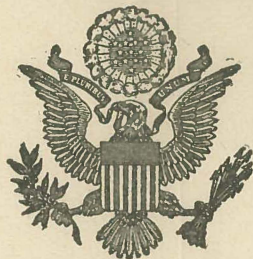
She was born Oct. 7, 1946, at Coshocton Hospital.

Surviving are her parents, maternal grandmother and step-grandfather, Mr. and Mrs. Kenneth Congdon, Coshocton; paternal grandfather, Harry Sweitzer of Newcomerstown.

She had been a member of the Community Class of Tuscarawas County for retarded children for two years.

Funeral services will be conducted Saturday at 1:30 at the Bonnell Funeral Home by Rev. John Pletcher. Burial will be in Westlawn Cemetery. Calling hours are 2 to 4 and 7 to 9 p. m. Friday.

Army of the United States



To all who shall see these presents, greeting:

Know ye, that reposing special trust and confidence in the fidelity and abilities

of Private Carl C. Sweitzer, 35272594, I do hereby appoint him

* Corporal (Temporary) H & S Co. 727th Engr Rwy Opn Bn., ARMY OF THE UNITED STATES,

to rank as such from the Fourteenth day of August

one thousand nine hundred and Forty-two He is therefore carefully and diligently

to discharge the duty of † Corporal (Temporary) by doing and performing all manner of

things thereunto belonging. And I do strictly charge and require all Noncommissioned Officers

and Soldiers under his command to be obedient to his orders as Corporal (Temporary)

And he is to observe and follow such orders and directions from time to time, as he shall receive

from his Superior Officers and Noncommissioned Officers set over him, according to the rules and

discipline of War.

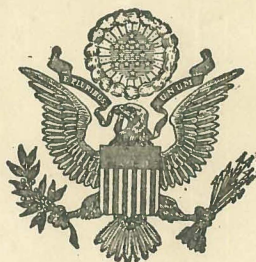
Given under my hand at Camp Shelby, Mississippi

this Fourteenth day of August in the year of our Lord one thousand nine

hundred and Forty-two



Lt., Col., 727th Engr. Rwy. Opn. Bn., Commanding.



Military Training Certificate

RESERVE OFFICERS' TRAINING CORPS

This is to certify that Carl Clifford Sweitzer

has successfully completed the prescribed course of instruction in the basic
course, Infantry Division, Reserve Officers' Training Corps,
in which he was enrolled from September 14, 1938, to June 3, 1940, and
that he is qualified to perform the duties of a Sergeant in the Organized Reserves.

Given at Ohio University, this third day of June
(Name of institution)
in the year of Our Lord One Thousand Nine Hundred and ~~Thirty~~ Forty

Remarks: _____

(Enter all subjects in prescribed course not successfully completed)

J. F. McNeill

(Signature)

T. F. McNeill

Colonel, Infantry.

(Grade)

Professor of Military Science and Tactics.

K847 39

ENLISTED RECORD AND REPORT OF SEPARATION HONORABLE DISCHARGE

1. LAST NAME - FIRST NAME - MIDDLE INITIAL SWEITZER CARL C		2. ARMY SERIAL NO. 35 272 594	3. GRADE T/5	4. ARM OR SERVICE CE	5. COMPONENT AUS
6. ORGANIZATION CO C 759TH ENGR BN		7. DATE OF SEPARATION 29 NOV 45	8. PLACE OF SEPARATION SEP CTR IGMR PA		
9. PERMANENT ADDRESS FOR MAILING PURPOSES 443 RIVER ST NEWCOMERSTOWN OHIO			10. DATE OF BIRTH 7 MAR 20	11. PLACE OF BIRTH NEWCOMERSTOWN OHIO	
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT SEE 9			13. COLOR EYES BLUE	14. COLOR HAIR BROWN	15. HEIGHT 5'8 1/2"
16. RACE <input checked="" type="checkbox"/> WHITE <input type="checkbox"/> NEGRO <input type="checkbox"/> OTHER (specify)			19. MARITAL STATUS <input checked="" type="checkbox"/> SINGLE <input type="checkbox"/> MARRIED <input type="checkbox"/> OTHER (specify)		20. U.S. CITIZEN <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
21. CIVILIAN OCCUPATION AND NO. STAMPER 8-93.37					

MILITARY HISTORY


22. DATE OF INDUCTION 19 JAN 42		23. DATE OF ENLISTMENT 19 JAN 42		24. DATE OF ENTRY INTO ACTIVE SERVICE 19 JAN 42		25. PLACE OF ENTRY INTO SERVICE FT HAYES OHIO	
SELECTIVE SERVICE DATA <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		26. REGISTERED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		27. LOCAL S.S. BOARD NO. 3		28. COUNTY AND STATE TUSCARAWAS CO OHIO	
30. MILITARY OCCUPATIONAL SPECIALTY AND NO. CLERK GENERAL 055				31. MILITARY QUALIFICATION AND DATE (i.e., infantry, aviation and marksmanship badges, etc.) NONE			
32. BATTLES AND CAMPAIGNS GO 33 40 WD 45 ROME-ARNO RHINELAND CENTRAL EUROPE							
33. DECORATIONS AND CITATIONS GOOD CONDUCT MEDAL AMERICAN CAMPAIGN MEDAL EUROPEAN AFRICAN MIDDLE EASTERN CAMPAIGN MEDAL WITH 3 BRONZE STARS WORLD WAR II VICTORY MEDAL							
34. WOUNDS RECEIVED IN ACTION NONE							
35. LATEST IMMUNIZATION DATES				36. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN			
TYPHOID 15 SEP 45		TYPHOID 10 JUN 45		TETANUS 29 JUL 43		OTHER (country) TYPHUS 19 DEC 44	
CONTINENTAL SERVICE YEARS MONTHS DAYS 1 3 14		FOREIGN SERVICE YEARS MONTHS DAYS 2 6 27		38. HIGHEST GRADE HELD CPL		DATE OF DEPARTURE 29 APR 43	
				DESTINATION AFRICA		DATE OF ARRIVAL 11 MAY 43	
				DATE OF DEPARTURE 14 NOV 45		DESTINATION U S	
						DATE OF ARRIVAL 25 NOV 45	
39. REASON AND AUTHORITY FOR SEPARATION AR 615-365 15 DEC 44 CONV OF GOVT RR1-1 DEMOBILIZATION							
						42. EDUCATION (Years) 8 4 2	

PAY DATA

43. MONTHS FOR PAY PURPOSES 3	44. MONTHS FOR PAY 10	45. SOLDIER PAY 11	46. TRAVEL PAY 300	47. TOTAL AMOUNT 100	NAME OF DISBURSER U J MAHER JR
				48. NONE	MAJOR FD

INSURANCE NOTICE

49. KIND OF INSURANCE <input checked="" type="checkbox"/> NAT. SERV. <input type="checkbox"/> U.S. ARMY <input type="checkbox"/> NONE	50. HOW PAID <input checked="" type="checkbox"/> X <input type="checkbox"/> V.S. <input type="checkbox"/> A.S.	51. Effective Date of Abolition of Insurance 30 NOV 45	52. Date of Next Premium Due 31 DEC 45	53. PREMIUM DUE EACH MONTH 3.30	54. INTENTION OF VETERAN TO <input checked="" type="checkbox"/> CONTINUE <input type="checkbox"/> CONTINUE (12) <input type="checkbox"/> TERMINATE
--	---	--	--	---	---

54.  RIGHT THUMB PRINT	55. REMARKS (This space for completion of above items or entry of other items such as: LAPEL BUTTON ISSUED ASR SCORE (2 SEP 45) 87		APPLICANT FOR W.D. DRESBACH
	56. SIGNATURE OF PERSON BEING SEPARATED <i>Carl C. Sweitzer</i>		57. PERSONNEL OFFICER (Type name, grade and organization - and sign) MILTON GOTTESMAN 1ST LT INF <i>Milton Gottesman</i>



Honorable Discharge

This is to certify that

CARL C SWEITZER 35 272 594 TECHNICIAN FIFTH GRADE
COMPANY C 759TH ENGINEERS BATTALION

Army of the United States

*is hereby Honorably Discharged from the military
service of the United States of America.*

*This certificate is awarded as a testimonial of Honest
and Faithful Service to this country.*

Given at SEPARATION CENTER
INDIANTOWN GAP MIL RES PENNA

Date 29 NOVEMBER 1945

Received For Record

DEC - 7 1945
VOL. 6 PAGE 357 OF THE
SOLDIERS DISCHARGE RECORD OF
TUSCARAWAS COUNTY, OHIO. NO FEE
DELBERT MYER, County Recorder

B. J. Ambrose

B. J. AMBROSE
Major, A. C.

Mrs. Sweitzer Funeral Today

Local Woman Dies On Monday Evening

Mrs. Margaret Eliza Sweitzer, 52, died Monday evening at 7:30 at her home 443 S. River street following an illness of one and a half years due to a complication of diseases.

She was born near Newcomerstown, March 1, 1891, a daughter of Charles and Mary Rothenstine. She was a member of St. Paul's Lutheran church and a member of the Ladies Aid society of both St. Paul's and St. Jacob's Lutheran churches.

She is survived by her husband Harry and one son, Pvt. Carl Clifford Sweitzer, stationed at Camp Jesse Turner, Van Buren, Arkansas and one brother, Clarence Rothenstine of Columbus.

Short services at the home this afternoon at 1:30 were followed by services at St. Paul's Lutheran church at 2 o'clock, conducted by Rev. Charles S. Foust and burial was made in West Lawn cemetery.

H. L. Sweitzer Dies at Age 77

Harry L. Sweitzer, 443 River st., 77, died Sunday at 12:17 a.m. at Coshocton Memorial hospital, where he had been a patient for one week and in ten days. Born in Guernsey county, Sept. 11, 1888, he was the son of Thomas and Susan Keast Sweitzer. He was married Dec. 17, 1917, to Margaret Rodenstine, who died March 29, 1943.

His only son, Carl Sweitzer, died July 19, 1966. Surviving are a daughter-in-law, Mrs. Doris Fisher Sweitzer, Newcomerstown and one sister, Mrs. Hatti Gadd, Newcomerstown. A granddaughter, three brothers and two sisters are deceased.

Mr. Sweitzer, was a retired employee of the Heller Tool co. He was a World War I veteran and a member of Thomas Montgomery Post, 431, American Legion.

Funeral services were held Tuesday from the Addy Funeral Home, conducted by Rev. Raymond Lyons and Rev. William Hewitt and burial was made in West Lawn cemetery.

Aug. 14, 1966

Mrs. Margaret Sweitzer Dies

Mrs. Margaret Eliza Sweitzer, 52, of 443 South River street, Newcomerstown, died yesterday at 7:30 p. m., at the home following 18 months' illness with a complication of diseases.

She was born March 1, 1891, near Newcomerstown, daughter of the late Charles and Mary Rodenstine. Mrs. Sweitzer was a member of the St. Paul's Lutheran church, St. Paul's Ladies' Aid Society, St. Jacob's Ladies' Aid and the American Legion Auxiliary.

Surviving are the husband, Harry; a son, Pvt. Carl C. Sweitzer of Camp Jesse Turner, Ark., and a brother, Clarence, of Columbus.

Brief funeral services at the home Thursday at 1:30 will be followed by additional services at 2 p. m., at the church, with Rev. Charles Foust officiating. Burial, in charge of the Jones and Lydick Funeral Home, will be made in West Lawn cemetery.

Teacher - Mildred Emerson (Murray)

This is the ~~1st~~ ^{1st} grade

grade class of
Newcomerstown Grade
School (which was located
on corner of State & River
Street where Kroger's is.
Bakus P.C. Store)

This picture belonged to
Carl C. Sweitzer who
was born March 7, 1920
and died July 19, 1966.

Shaded by in 1923, ^{the car in} picture marked
with an X.



Newcomerstown High School

Newcomerstown, Ohio

Graduating Class of 1938

Paul R. Alexander
Clayton Wayne Angle
Harry Charles Berg
George Henry Berkshire
Blake G. Boyd
Wilbur Merle Dorsey
Alfred Kenneth Draher
Gerald C. Emler
Dale Edmond Fenton
Virgil Franklin Fisher
Charles William Goettge
Wayne Luther Harstine
John Stewart Heller
Clarence David Huntsman
Otto Schoitz Jackson
Sidney Paul Jones
Robert Eugene Knowles
John Franklin McPeck
Walter Bernard Miller
Ralph L. Pollock
Harvey A. Reger Jr.
Chester Irvin Schlarb
Roland G. Schworm
Francis R. Stroup
Carl Clifford Sweitzer
Bernard Marquis Walters
Roger G. Widder
Frederick William Alfred Wilson
Verlie Dale Wilson
Paul Martin Wolff
Jane Elizabeth Ashelman
Evelyn M. Boltz
June A. Boltz
Emma Iona Booth
Mildred Irene Charleston
Esther Mae Coutts

Florence Alverta Cunningham
Violet Mae Cunningham
Anna Winifred Davis
Edith Eileen DeLong
Mabel F. Early
Martha Elizabeth Ellis
Myrtle Alice Funk
Eleanor Jane Gray
Edith Grewell
Betty Ellen Gross
Katherine Jane Hothem
Dorothy Irene Hill
Dorothy Jane Kohler
Jevene Doris Lacey
Norma June Latham
Gladys Anne Laughlin
Marjorie Alta Lease
Viviane Suzanna Lee
Ruth Leighninger
Josephine Frances Lenzo
Mabel Josephine Marlatt
Mary Pearl McAllister
Mary Elizabeth Norris
Viola Grace Ott
Alice Loraine Pope
Mary Elizabeth Rector
Margaret Sayre
Edna Melvne Schumacher
Ethel Marjorie Silverthorne
Florence Mildred Steffen
Thelma Irene Swigert
Juanita Twyman
Irene Elizabeth Wheeland
Eunice Lucile Wiandt
Susie Christina Williams
Grace Alice Zimmer

Newcomerstown High School

Newcomerstown, Ohio

This Certifies That

Carl Clifford Sweitzer

has satisfactorily completed a Course of Study prescribed
for Graduation from this School, a High School
of the First Grade, and is therefore awarded this

Diploma

Given this thirty-first day of May, one thousand nine
hundred thirty-eight.



A. R. Bonnell
President of Board
John J. Dutton
Clerk of Board
W. B. Hayes
Superintendent of School
A. C. May
Principal

HELLER BROTHERS COMPANY

HELLER BROS. CO. N.J.

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MANUFACTURERS OF THE CELEBRATED AMERICAN

FILES, RASPS, TOOLS AND STEEL

SEND REPLY TO

NEWCOMERSTOWN, OHIO

March 14, 1944

MAIN OFFICE
NEWARK, N. J.

FACTORIES
NEWARK, N. J.
NEWCOMERSTOWN, O.

TELEPHONE 311

To Whom It May Concern:-

This will confirm that writer has known Carl Sweitzer for several years and found him to be capable young man and recommend him for any position he may aim for and recommend him highly for good habits and excellent character.

Yours very truly,

HELLER BROTHERS COMPANY



Leo S. Heller
Secretary

LSH:tg





HELLER BROTHERS COMPANY

BRANCH OFFICES:
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NEWARK, N.J., U.S.A.

SEND REPLY TO →

NEWCOMERSTOWN, 2, OHIO

TELEPHONE 311

March 14, 1944

To Whom It May Concern:

Mr. Carl Sweitzer was in the employ of this firm from August 26/41 to January 8, 1942 at which time he was inducted into the U.S. Army.

We found him to be an ideal employee in every respect. He was honest, truthful, fair and thoroughly dependable.

Through his strict attention to duties he won the esteem and respect of not only his supervisors but his coworkers as well. He is therefore highly recommended for any type of work he may be able to perform.

Yours very truly,
HELLER BROTHERS COMPANY

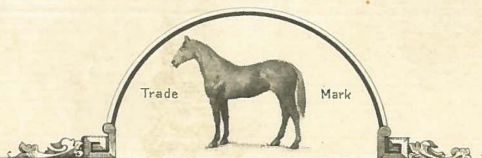
Grant O. Loader
Grant O. Loader
General Superintendent

GOL/o

O.N.F



SPEEDS
VICTORY WORK



"GOOD TOOLS SINCE 1836."

OVER 100



YEARS OF
EXPERIENCE

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NEWCOMERSTOWN, O.,

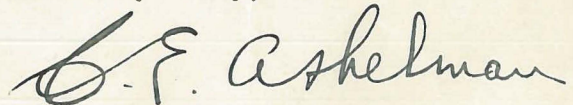
March 14, 1944

To Whom it May Concern:

This is to certify that the writer has known Carl Sweitzer since he was a very small boy. He is a graduate of our local High School and attended college for several years.

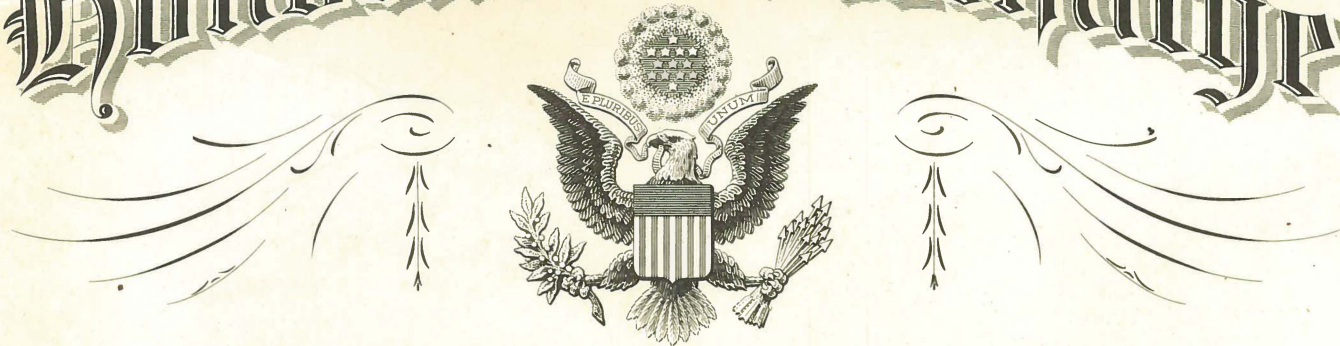
We understand he wishes this letter to enable him to transfer to the air corps and we are very glad to recommend him for such a change.

Yours very truly,



CEAshelman
JR

Honorable Discharge



from the Armed Forces of the United States of America

This is to certify that

PRIVATE FIRST CLASS CARL C SWEITZER ER 35 272 594 TC-Res who enlisted 29 Nov 45

was Honorably Discharged from the

Army of the United States

on the 28th *day of* November 1948 *This certificate is awarded*
as a testimonial of Honest and Faithful Service

Franklyn G Paris

FRANKLYN G PARIS, Lt Col, INF

TROJANS BOW TO DENNISON; SCORE, 37-26

Newcomers Defense Ragged Under Basket

Fighting stubbornly all the way Newcomerstown's Trojans went down to a 37-26 defeat to Dennison last night after playing the Orange Riders to a standstill during the first two periods. The game was played at Newcomerstown.

The Trojans jumped into an early lead and were out in front at the end of the first period by a score of 5-3. The Trojans remained in the running thruout the second quarter and the two teams went out at half time deadlocked 12-12.

In the final two quarters Newcomerstown's defense was ragged in the corners and under the basket and Dennison's superior passing brot the Orange Riders out in front. Dennison led by 25-19 at the end of the third period.

The Trojans lost the services of Atha, their star guard, early in the third period via the personal route. Wolfe and Galbraith of Dennison went out by the same exit.

Dennison also took the Reserve preliminary by the score of 19-13.

Box scores:

Newcomerstown 26	FG	F	TP
Sweitzer, f	2	1	5
Goettge, f	4	0	8
Jones, c	2	4	8
Atha, g	1	0	2
Roach, g	1	1	3
			26
Dennison 37	FG	F	TP
Luce, f	2	0	4
Wolfe, f	8	2	8
Galbraith, c	5	1	11
Sells, g	2	1	5
Galantine, g	4	1	9
			37

Referee—Scherrer, Coshocton.

Trojans Defeat Lafayette Club

Running into a too-tall Newcomerstown Trojan squad last night, West Lafayette went down fighting under a 49-26 count on its home floor. It was the lid-lifter for the veteran visiting quintet.

Atha, lanky Trojan guard, went on a scoring spree to drop in eight buckets and a free throw for a 17-point total. Sweitzer and Goettge were not far behind with 13 and 12 points, respectively. Tedlie, with eight points, paced the home team.

Newcomerstown led all the way, boasting a margin of 17-3 at the quarter, 26-10 at the half and 34-18 at the end of the third period.

Box scores:

West Lafayette	FG	F	TP
Martin, f	3	0	6
Tedlie, f	4	0	8
L. Thomas, c	1	1	3
Hackenbracht, c	3	0	6
Reddick, g	0	0	0
F. Thomas, g	0	1	1
Geese, f	1	0	2
Totals	12	2	26
Newcomerstown	FG	F	TP
Goettge, f	5	2	12
Sweitzer, f	6	1	13
Jones, c	3	1	7
Roach, g	0	0	0
Atha, g	8	1	17
Totals	22	5	49

Referee—Harmon, Sugarcreek.



Letter Award

Newcomerstown High School

Newcomerstown, Ohio

This is to Certify that

Carl Switzer

has been awarded the

School letter in _____ Football _____

for the season of _____ 1937 _____

A. C. May _____ *Clare Gaby* _____
Principal Coach

Letter Award

Newcomerstown High School

Newcomerstown, Ohio

This is to Certify that

Carl Switzer

has been awarded the

School letter in Basketball

for the season of 1936-1937

A. C. May
Principal

Harry Gorbey
Coach

This Certifies THAT

Larry Switzer
Maggie Podustine

WERE SOLEMNLY UNITED BY ME IN THE

M **HOLY BONDS**
OF
MARRIAGE

At Wheeling, W. Va

on the seventeenth day of December

in the year of our Lord, One Thousand Nine Hun-
dred and seventeen

Conformably to the } **ORDINANCE OF GOD** { and the Laws of the State

IN THE PRESENCE OF

SIGNED BY

E. Howard

Minister

Pupils' Library Reading

THIS CERTIFIES THAT

Carl Switzer

a pupil of the *Fifth Grade West* School
Newcomerstown, Ohio, is entitled to this Testimonial for having
completed the required number of library books
stated in our Course of Study.

Given at Newcomerstown, Ohio, this *21* day of *May* 1931

Nelson Cappel

TEACHER

H. B. Hayes

SUPERINTENDENT

REMEMBER BACK IN 1943

(Continued from Page 7)

select the best and most easily adapted lines for rehabilitation and operation. But things got to moving too fast. Advance armored columns were shooting ahead with such speed that the GI railroaders had to take to the air for their reconnaissance.

For some 2nd MRS units, which crossed France from the Normandy beachheads and then went up into Belgium, there was the hazard of German buzz bombs added to other dangers of war.

Liege, a city practically unmarked in the earlier stages of the war, suddenly became a military objective of the Jerries in their "Battle of the Bulge".

It was on Nov. 20th 1944, that the first V-1 attack fell on Liege. In a ten-day period, 331 buzz-bombs fell and detonated in the vicinity of the MRS troops stationed there. Then there was a lull until December 15th, when a second siege, obviously timed to coincide with a big German counter-attack south of the city, began to descend. By Christmas the V-1's has marked the city of Liege with scars resembling those of a prolonged artillery attack. The Luftwaffe came over, too, strafing and bombing at times in considerable strength. But the MRS railroaders declined to evacuate. They stayed on to control rail movements carrying supplies out of the danger area, and moving war material to US combat forces fighting the Germans almost at the gates of Liege.

Assistance in the rehabilitation of the strategic port of Antwerp was a high spot in MRS operations in Belgium.

On November 29th, 1944, a ship slid in through the early morning mists and scraped against the quay bumper. Ropes were made fast, huge doors swung open, gangplanks went reaching out, and the second largest port in the world was once more in operation after four years of idleness.

Weeks before this ship docked, GI railroaders were on the scene. Amidst the falling buzz-bombs, which came crashing in by the score, they held meetings with port and TC officials, and Belgian railroaders, then went to work. Maps were carefully checked. Then a test train went over foot of trackage in search of possible mines or booby-traps.

Meanwhile, back along the rail lines leading from Antwerp, in the towns and villages along the buzz-bomb routes, other MRS railroaders began to feel the

pressure. A backlog of 3,000 empty freight cars was wanted. With a target set up for movement of 18,000 tons of freight daily, it was estimated this many cars would be necessary to insure a continuous flow of supplies once operations were started.

With all this preparation, it is not surprising then, that on the same day that the first ship docked at Antwerp port, a train of supplies went puffing away toward the front line railheads, with a GI at the throttle.

One of the problems in hauling mili-

over the tops of swaying trains in the of best Wild West movie tradition.

But aside from policing the trains, MRS Military Police have made another important contribution to army railroading. They have set up and operated radio stations which have turned out to be life-savers in many instances when other forms of communication were not available.

In Italy the MP radio network reached out first from Salerno to Naples, and when the big push came and Rome was liberated, the radio men opened communication before telephone and telegraph communication had been restored. British Hq. in Rome found the MP radio their only means of keeping in touch with their forces on the east coast of Italy, and special commendation was received for this work. In the ETO, radio networks were rapidly expanded, and played an important part in the successful performance of the railway mission throughout the campaign.

Switch Shanty

Long years from now, GI railroaders will still be recalling stories of their experiences. Here's one that will bear telling many times:

The 713th was on the move again. "H&S" Co. had arrived at Sousse, Tunisia, after a long, hot trip. They pitched camp in a little olive grove, and everybody wearily dropped into bed rolls as soon as night came.

S/Sgt Ray Welker was assigned as sergeant of the guard. Having faithfully fulfilled his duties, with all the guards in their proper places, he also turned in.

At about 10:30 pm. a fleet of Nazi bombers came over. The sirens wailed, and several batteries of big guns in the vicinity began to blast away at the intruders.

The earth shook with the concussion. But Welker slept through it all.

This lasted 20 or 30 minutes, then the planes were gone. The men began drifting back to their beds, chattering in excited tones. Two or three of them went by Welker's tent, and he apparently awoke just in time to hear one of them say something about "air raid". His sleepy mind began to click. He grabbed his steel helmet, buckled on his pistol and, clad only in his underwear and army shoes, he ran out into the night, firing six rapid shots into the air — the signal for an air raid that was already over!

Breathes there a man
With soul so dead
Who never turned his head
And said:
"Ho, no bad."



GOODBYE AND 30

All good things must come to an end and it is with regret that I dictate this little obituary for the last issue of the BOOMER, as it was my great pleasure to write an editorial for its original number.

Germany and Japan have been whipped and the Military Railway Service contributed largely to the shellacking of Germany and would have contributed in Japan in due time. However, with the war being over, it is essential and right that we go home and resume our civilian positions.

The BOOMER was an effort on the part of the Director General and the staff to provide you with an outlet for your switch-shanty gossip, to record your doings, and to make an appropriate place to record your successes. We trust that it has served its purpose. One-hundred and four copies of two volumes of fifty-two numbers each is not a long life for a magazine, but it covers and records faithfully a great deal of our active life in the Army.

We have tried to make this closing issue our most interesting one. Many of us have gone home; more will go between (Continued On Page 2)

Newspaper for the personnel of the Military Railway Service. Edited and reproduced at General Headquarters, M.R.S.

M/Sgt. N. E. Kernell, Editor T/5 R. K. Waldron, Associate Editor



GOODBYE AND 30

(Continued from Page One) the time I dictate this and you receive it. We shall see each other constantly at home, and we must never permit ourselves to forget the days in North Africa, Italy and in Europe that we spent through 1943, 1944 and 1945.

This may be the Director General's last opportunity to express his great appreciation for the superior service you have rendered in this war and he does this from the bottom of his heart and with the greatest of admiration for you all. It is fitting that he should close this little editorial with a typical newspaperman's salutation: "GOODBYE AND 30".

CARL R. GRAY, JR. Brigadier General, USA Director General

IN APPRECIATION

In publishing this final edition of the YANKEE BOOMER the editors wish to take the opportunity to express their sincere appreciation for the efforts of all who have contributed to the success and growth of the paper during these past two years — to the public relations officers, correspondents and photographers of MRS units in the field; to the artists who gave so generously of their time and talents; to the members of the Map Reproduction Department, without whom the publication of this MRS newspaper would have been impossible, and to all others who contributed in any way.

It has been a broadening experience to be associated so closely in this journalistic tie with a group of railroaders from the four corners of America, who have proven that when it comes to railroading, they can do it anywhere, war or no war. Now our job is finished. May we add our own

30

R. K. Waldron

Selecting draftees for the branch of service which they are best fitted was most difficult in the case of the hillbilly who was so dumb he could only count to ten. "Where did you place him?" "We sent him around to different camps to referee boxing bouts."

20 YEARS FROM NOW: REMEMBER BACK IN 1943--

Every soldier will have his own special memories of this war. For GI railroaders of the Military Railway Service, many a memory of experiences in North Africa, Italy and the ETO will be brought into sharper focus in later years as they thumb the pages of a copy of the "Yankee Boomer", uncovered from amongst the snapshots, post cards, Stars & Stripes and other things mailed back home.

The "Boomer" had its beginning away back in October, 1943, in Algiers, North Africa. Said General Gray, on the occasion of the paper's birth:

"With this first issue of the 'Yankee Boomer' the Military Railway Service of



GENERAL PATTON LAUDS MRS UNIT

GENERAL PATTON'S Railroad Battalion Cited For Work In Sicily Campaign

EDITORIAL

North Africa, TO, establishes a 'switch shanty' in which we can tell each other all the gossip ordinarily generated therein. Railroad men are natural born gossips, and we get a lot of really keen enjoyment out of hearing the tales from the 'switch shanties' and 'sand houses' of our various units as they are scattered about in this general theater.

"News comes with action, and railroad men are active, for railroading is an active life. Railroad men, both Ameri-



FIRST ALLIED TRAIN ENTERS ROME

WORK TRAIN CUTS Freight Carries Coal Needed Way Past Debris

BRITISH HELP BUILD RAIL LINE TO ROME



BURPEE LEADS MRS ON FRENCH FRONT

(From "Training Art")

(Continued on Page 3)

can and British in this theater, have accomplished much in handling needed supplies to the combat troops. Railroad men have done remarkable work in repairing locomotives, cars, bridges and track. Railroad men have made leaky engines pull freight trains and have gone through the black of night without a headlight and have arrived at destination, maybe not 'on time', but always 'in time'."



UNIFY MRS COMMAND IN FRANCE

General Gray Directs 1st And 2nd MRS From New Headquarters

WAR HENRY L. STIMSON, who was then making a tour of the Italian front. The official "first train" brought in 25 carloads of much needed coal for Rome's fuel-starved public utilities plants.

While all this was going on, new things had been happening along the Normandy coast of France. The long-anticipated invasion from the UK had been launched, and railroaders of the 2nd MRS went ashore right along with the fighting men. They were led by Brig. Gen. C.

REMEMBER BACK IN 1943 --

(Continued from Page 2)

ment such as 2 1/2-ton trucks for motive power, and scraping together all the freight cars they could find. The railroaders were there to support the Fifth Army, and so well did they do their job that they were shortly awarded a special citation and plaque by Lieut. General Mark W. Clark.

There were torn-up yards and rail lines to rebuild, scores of bridges to be replaced, and rolling stock which had to be kept constantly in shape to move supplies forward to the front. But moving materials forward wasn't the only job. There were men to be moved back — wounded men who needed the facilities of rear area hospitals to pull them through. For them the MRS put into operation special "mercy trains" completely equipped with berths, surgery car, etc.

Nature Plays Some Tricks In their long years of experience, railroad-soldiers of the MRS thought they had seen tracks blocked by just about everything from simple washouts to Jerry mines. Then along came a new one — the eruption of Mt. Vesuvius. The awakening of the old volcano, in March, 1944, made news around the world. But it also made a lot of work for the GI's. Ashes and cinders clogged the railroad tracks, and MRS outfits had to get out with shovels and brooms and bulldozers to clear a path so the trains could get through.

One of the highlights of the Italian campaign was the running of the first train into Rome on July 4th, 1944, just one month to the day from the time the first Allied troops fought their way into the Eternal City. General Gray himself was at the throttle on the last stage of the journey. He had as a guest passenger Secretary of



732ND CROSSES REICH BORDER

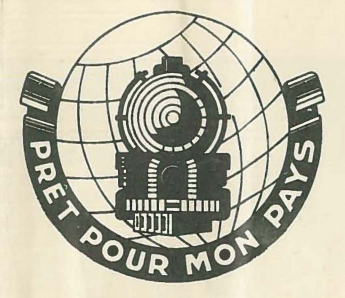
ADVANCES LINE OF SUPPLY FOR PATTON

HERE'S HOW THEY RAILROAD IN DENMARK

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MILITARY RAILWAY SERVICE U. S. ARMY



PASSENGER AND MAIL SERVICE ETOUSA

MAJ. GEN. FRANK S. ROSS Chief of Transportation Transportation Corps Headquarters, Comzone Etousa Col. A. E. STODDARD General Manager Headquarters 1st Military Railway Service Brig. Gen. C. L. BURPEE General Headquarters 2nd Military Railway Service Brig. Gen. Carl R. GRAY, Jr. Director General, Military Railway Service General Headquarters - Military Railway Service Comzone Etousa

Issued 20 June 1945

"TOOT SWEET" MAIL SCHEDULES

Table 21: PORTS TO PARIS. Includes columns for Incoming Mail, Outgoing Mail, and specific routes like Cherbourg, Carentan, etc.

Table 22: ANTWERP. Includes routes to Paris-Charleroi, Namur, Liege, Krefeld, Neubeckum.

Table 23: PARIS - VERDUN - HOMBURG - FRANKENTHAL MAINZ - WURZBURG. Includes routes to various German cities.

Table 24: PARIS - DIJON - MARSEILLE. Includes routes to Dijon and Marseille.

L. Burpee, who had been given a command of his own after first serving many months as a colonel with the MRS in North Africa and Italy.

Then came the invasion of France from the south, by troops from the Mediterranean area, and the pinch was on. Many of General Gray's railroaders from Italy were amongst the first waves to go ashore along the Riviera, and more followed soon after. Now the headquarters of both 1st and 2nd MRS were located in France.

In February, 1945, orders came through for unification of all Military Railway Service units in France, under one General Headquarters. General Gray was named Director General of the new setup, with supervision over both 1st and 2nd MRS operations. Commanders of 1st and 2nd Hq. were thereafter known as General Managers of their respective organizations. Selected as new GM of 1st MRS, succeeding General Gray, was Colonel A. E. Stoddard. The colonel had previously been stationed in Iran, where he helped speed vital supplies to the Russians by rail, then he occupied a post in the G-4 Division of SHAEP, with particular attention to railway matters.

Progress of Allied armies across Germany was so swift in the final weeks of the campaign that some MRS units finally resorted to airplanes to keep up on rail reconnaissance. Normal procedure heretofore had been to send out scouting parties, by auto, rail, or on foot, to

Across Last Barrier The Wesel bridge was erected in ten days by Army Engineers. Twenty-five minutes after the new structure was declared open, at ten minutes past midnight on April 9th, 1945, the MRS moved a train-load of rations across this last great natural barrier. A month later the war with Germany was over.

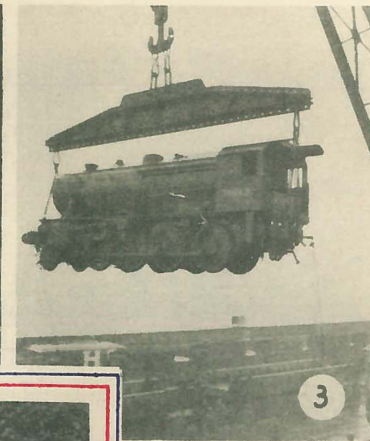
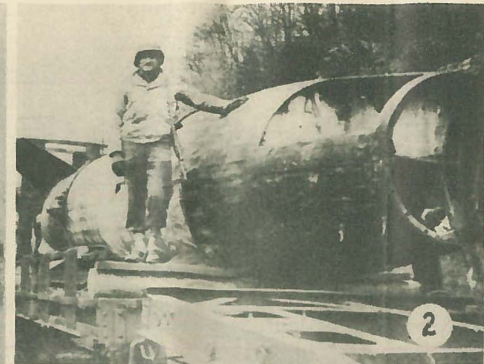
ans. The exchanges were made by train through Switzerland and across Southern France. Scores of bridges, big and little, were built by MRS troops, Army Engineers and civilian laborers in the race to keep supplies flowing to the fast-moving armies. There were the bridges across the Carigliano and the Voltorno, back in Italy. Then there were the ones across the Rhone at Avignon, the Durance at Cheval Blanc, the Seine at Argenteuil, and dozens of others scattered throughout France.

All of these were important, but the one which perhaps will go down as one of the most vital was the first bridge across the Rhine at Wesel, Germany, for its completion opened the first rail supply route into the heart of the Nazi stronghold.

Aside from moving men and materials from ports to the front, MRS railroaders piled up numerous additional accomplishments as they went along. One of these was the handling of a major role in the repatriation of several thousand Allied and German prisoners of war and civili-

ans. The exchanges were made by train through Switzerland and across Southern France. Scores of bridges, big and little, were built by MRS troops, Army Engineers and civilian laborers in the race to keep supplies flowing to the fast-moving armies. There were the bridges across the Carigliano and the Voltorno, back in Italy. Then there were the ones across the Rhone at Avignon, the Durance at Cheval Blanc, the Seine at Argenteuil, and dozens of others scattered throughout France.

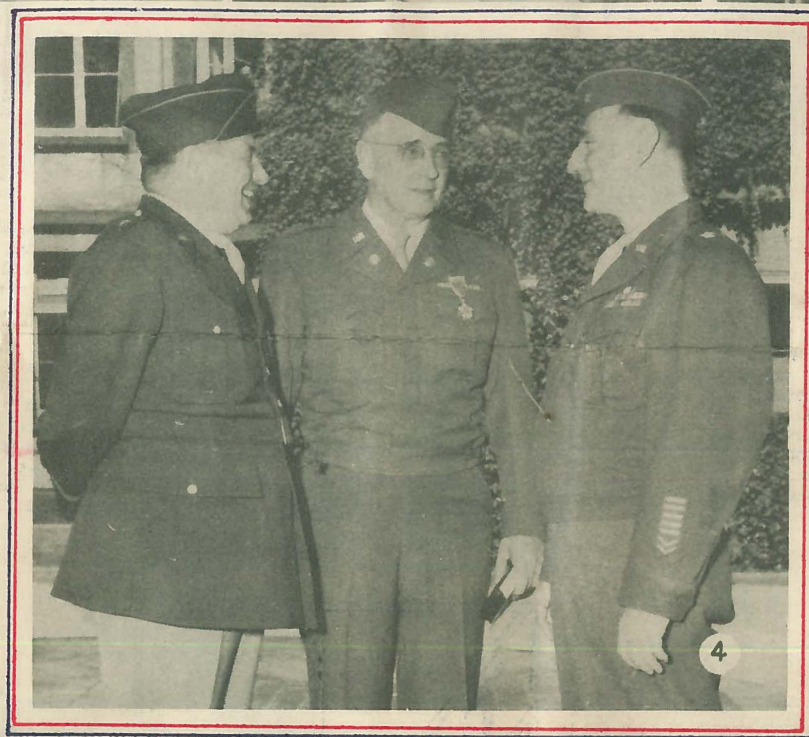
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Meanwhile, from the UK, the invasion of Normandy had taken place. Railroad cars crossed the channel on LST's (1), all ready for service. They were shoved out of the open mouths of the ships right onto specially built tracks. GI locomotives (3) likewise came ashore in France.

Buzz bombs gave MRS railroaders many an anxious moment, around Liege and Antwerp, in Belgium. The one in photo No. 2 isn't going to cause any more trouble, though.

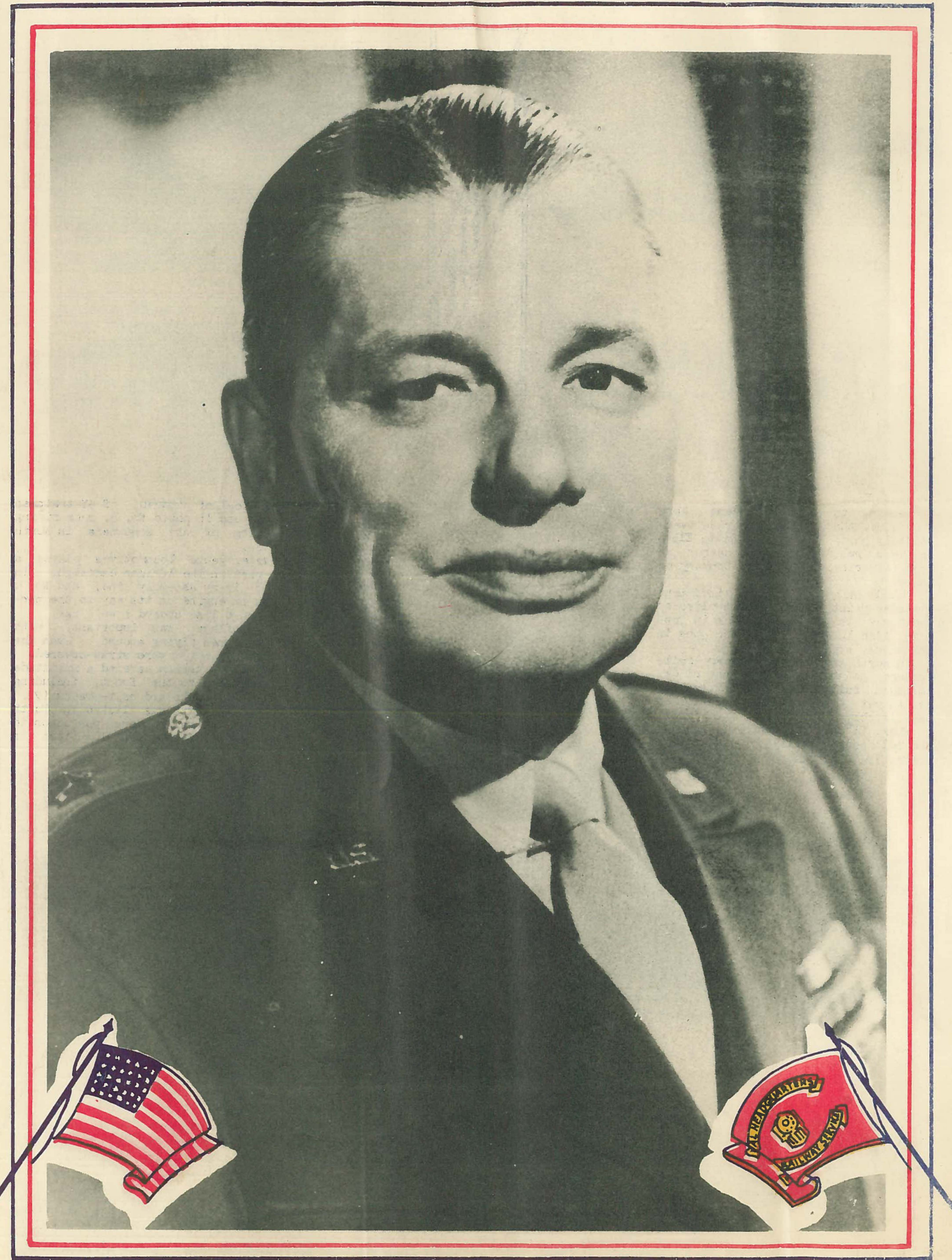
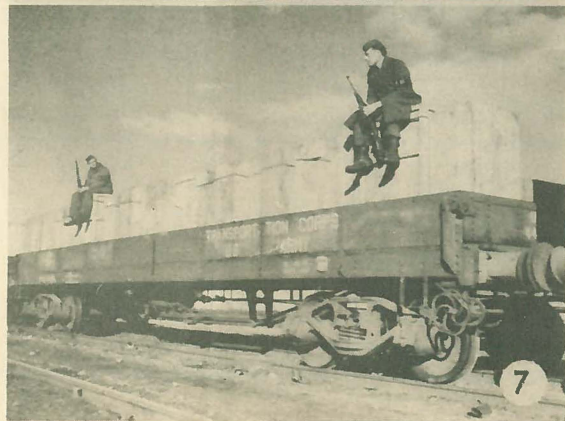
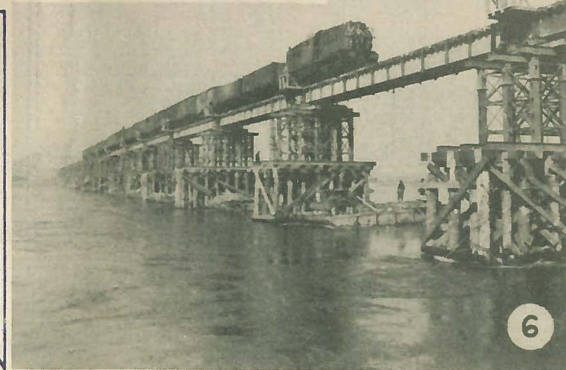
The "big 3" of MRS railroading in France get together (4) — General Gray, Colonel Stoddard, and General Burpee.



There was plenty of bridge repair to be done in the ETO. The Germans were experts at leaving scenes like that in photo No. 5, and the combined efforts of MRS railroaders, Army Engineers and French civilians were often employed to put up a new structure. That's the bridge over the Rhine at Wesel, Germany, in photo No. 6. Surveying (8) was an important bridge job.

Safeguarding the train-loads of supplies on the way to the front were MP's especially assigned to the MRS (7).

The last car erected in the ETO moves off Marseille assembly line (9).





AFRICA



Looking back now, it seems a long time since that first boat ride overseas. In photo No. 1, the Santa Elena is seen pulling into the harbor at Oran, Algeria, with MRS Hq. Company on board.

Ouled Rahmoun was an important transfer point (2) for war supplies on their way to the front lines in Tunisia. Arab laborers were given jobs in the yards, supervised by GI's.

In North Africa the soldier railroaders got their first sight of demolished rail lines (3), and learned how to put them back in operation in unbelievably short time.

When it came to making fills (4), the bulldozers really proved their worth in the hands of MRS operators.



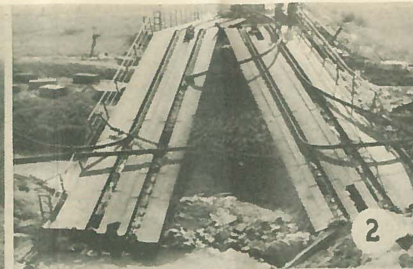
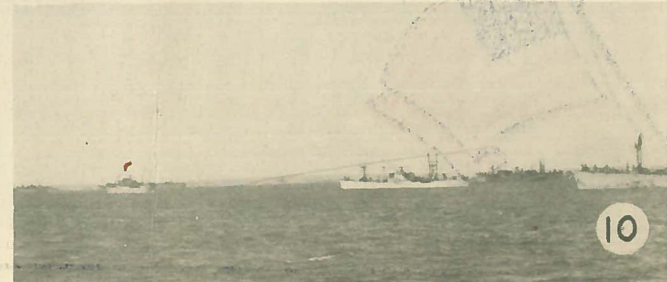
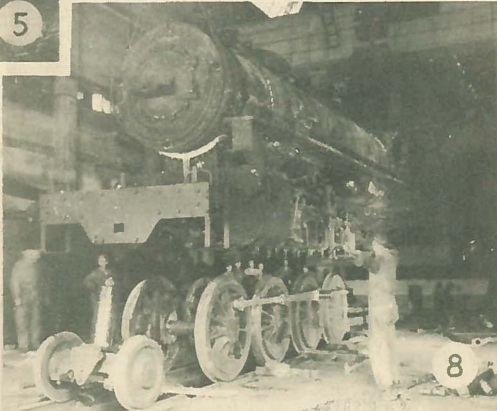
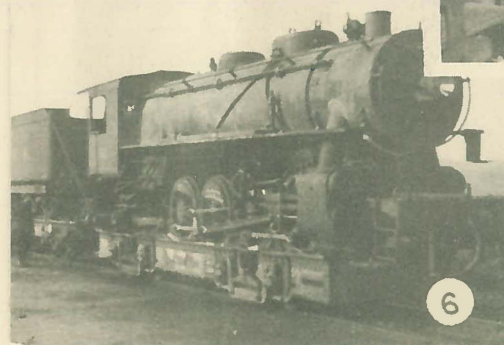
Typical of hundreds of GI trainmen is the one in photo No. 5, seen riding a string of cars somewhere in North Africa.

Meter gauge locomotives played a big part in the African campaign. In No. 8 is an assembly line, and No. 6 shows an engine on its way to the narrow gauge line aboard a well car.

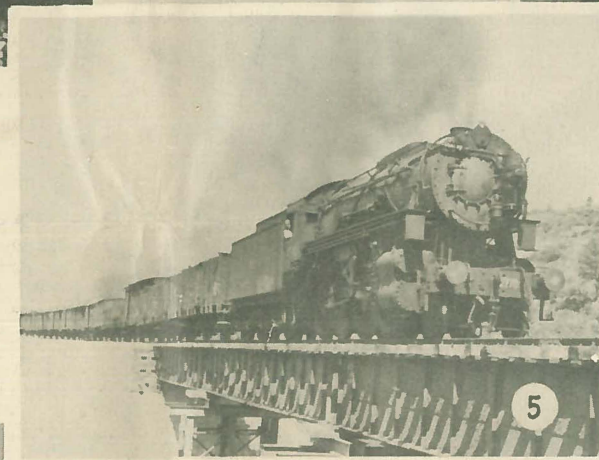
Camouflage was important, with enemy planes flying around. Even the water cranes (7) were straw-covered.

Military trains carried a multitude of supplies to the front, including strings of tanks and half-tracks (9).

When the Axis was licked in North Africa, the railroaders pushed on to new fields of conquest (10) first in Sicily, then in Italy.



Italy was a picture of destruction and chaos. Tracks had been torn to shreds by the German "big hook" (1). Bridges demolished by the retreating enemy (2) had to be replaced (3) before the trains could move on. It was a 2-way job — move the supplies and troops to the front and bring the wounded back (4) to the safety and care of rear area hospitals. Edging forward yard by yard as fast as new ground was captured, GI trains (5) were a familiar sight.



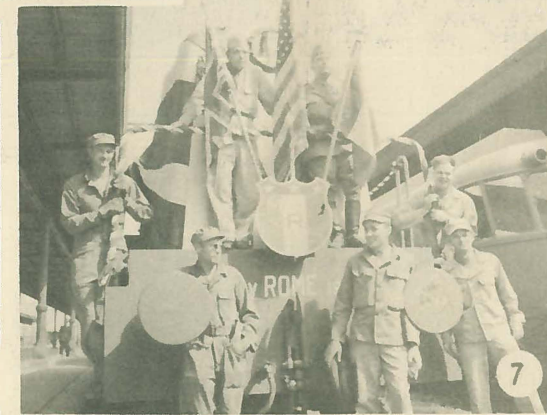
There was plenty of toil and sweat connected with getting those rail lines back in shape, as the steel gang in photo No. 6 can testify. And when that chow call came, it didn't take them long to drop their tools and make for the mess tent (8) on the run.

One of the high spots of the Italian campaign was that first train into Rome (7) with coal. On the way was Cassino (9).

While the fight still continued in Italy, a call came for the invasion of Southern France (10).



ITALY



HEADQUARTERS
MILITARY RAILWAY SERVICE
UNITED STATES ARMY

OFFICE OF GENERAL MANAGER

A. P. O. 400
15 April 1944

Lt. General Mark W. Clark
Commanding, Fifth Army
A. P. O. 464, U.S. Army

My dear General Clark:-

It is with humble pride that I acknowledge and accept on behalf of the Allied Force, Military Railway Service, your generous recognition of our efforts to supply your Army with required rail transportation service.

It is with equal pride that I acknowledge your personal letter of 14 April 1944. I think possibly the one thing that you said which pleases us most is your realization of our honest conviction and that I quote from your letter:

"From Commanding General to enlisted locomotive engineer, each displays a genuine desire to cooperate and to serve. Plans have been based, not on the easiest solution, but on the one that would most fully meet the needs of the Army."

In those two sentences, General, you have caught the spirit, and recognized the motive, which permeates our entire organization. I accept this distinctive award to the units of my command and on their behalf I express our appreciation for your recognition of our efforts to supply your Army with adequate rail transportation.

In order that the records of your Headquarters may show the individual units of the Allied Force, Military Railway Service, please be advised that the attached list shows the units of that force which contributed to whatever has been done from the landings at Paestum to date. Some of these units have been in and out and back again in the lines of construction and operation, but they are the ones that you have honored and made very happy.

May I in closing express my personal gratification for your recognition of the fine railroad soldiers that I have the pleasure and honor to command and to say to you that we shall carry on with you wherever you may go.

Most sincerely yours,

Carl R. Gray, Jr.
CARL R. GRAY, JR.
Brigadier General, USA
Director General

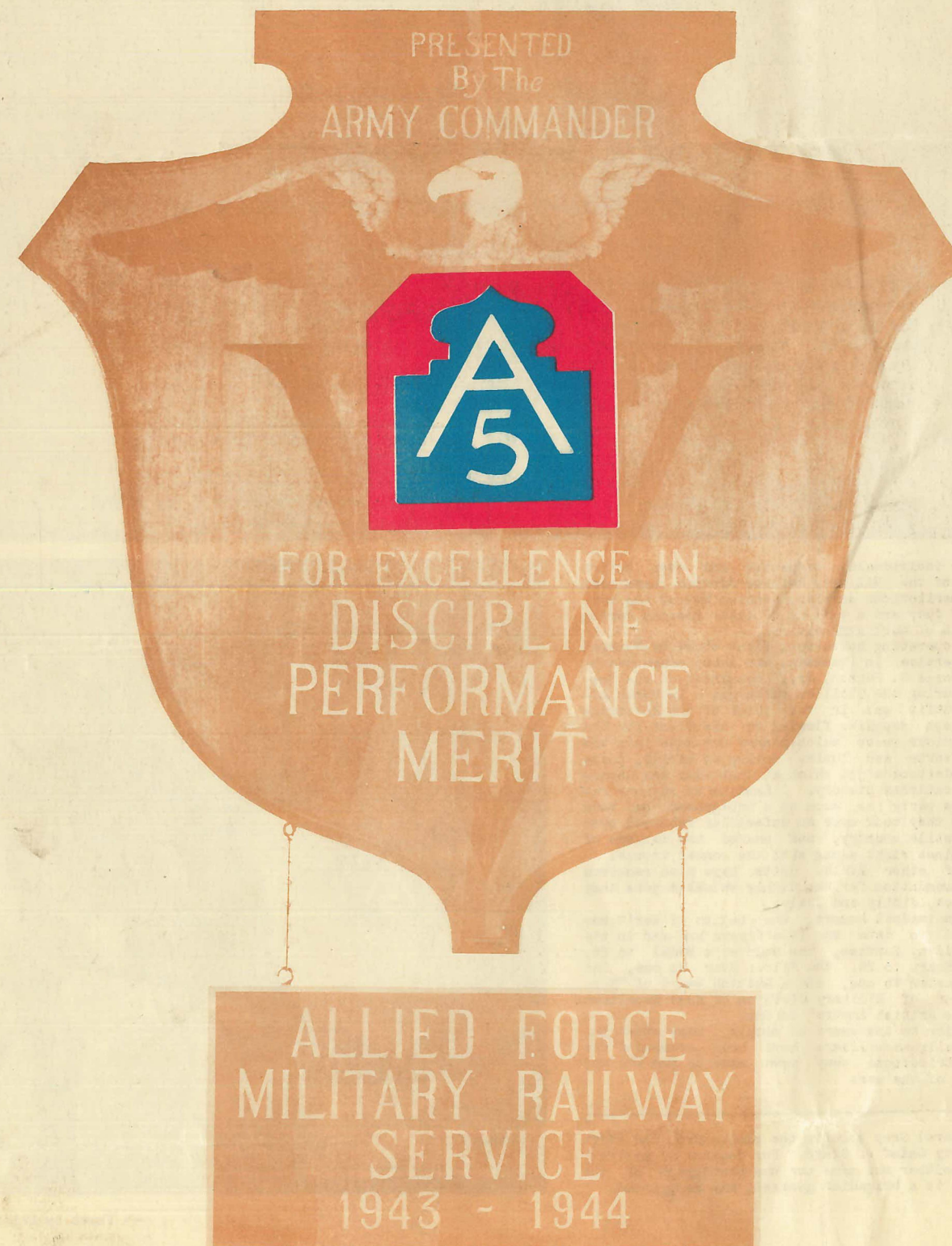
CITATION EDITION



VOL. 1, NO. 29

Passed for Mailing by Base Censorship Detachment No. 6

APRIL 20, 1944.



Headquarters FIFTH ARMY COMMENDATION

*To all whom it may concern
Allied Force Military Railway Service
is hereby commended for outstanding performance of duty*

CITATION

ALLIED FORCE MILITARY RAILWAY SERVICE is awarded the Fifth Army Plaque and Clasp for meritorious service 1943-1944. During the early days of the Fifth Army's Campaign in Italy, this organization reconstructed inoperative railroads which were able to carry substantial tonnages. In subsequent stages of the Italian Campaign they have enabled freight and hospital trains to come within close proximity of the front lines. The services performed by the Allied Force Military Railway Service have contributed materially to the military operations of the Fifth Army.

Mark W. Clark
MARK W. CLARK,
Lieutenant General, U. S. Army,
Commanding.

Numerous individuals, companies and even entire battalions of the Military Railway Service have been cited for meritorious service, heroism beyond the normal call of duty and a variety of other reasons during their months of work overseas.

One MRS operating battalion, first cited by General Gray for service in Tunisia, was later commended by Lt. Gen. George S. Patton, Jr., commander of the Seventh Army during the Sicilian campaign. In North Africa this outfit was in the thick of the Kasserine fight and kept supplies flowing to the front for the final victorious sweep which pushed the Axis into the sea at Bizerte and Tunis. Moving to Sicily, these same men undertook a job which at that time was unparalleled in railroad history. Landing an advance reconnaissance party as soon as a bridgehead had been established they took over an unfamiliar railroad system in a hostile country, and shared the dangers of bombs and mines right along with the combat troops.

Parts of other M.R.S. units have also received special commendation for the highly valuable jobs they did in Africa, Sicily and Italy.

As for individual honors, the Legion of Merit has been awarded to date to 14 officers and men in the Military Railway Service, the Soldier's Medal to 25, the Purple Heart to 25, the Silver Star to one, the Oak Leaf Cluster to one, and a British award of "Honorary Officer of Military Division of Most Excellent Order of the British Empire" to one.

In addition to the award of medals, many other individual railroad-soldiers have been commended for special contributions they have made to the MRS and the winning of the war.

Here General Gray accepts the plaque from the Fifth Army's Deputy Chief of Staff. For reasons of military security, neither the name nor the photograph of the latter, who is a brigadier general, may be printed.



--- Photo by Krinke.

HEADQUARTERS FIFTH ARMY

Office of the Commanding General
A. P. O. #464, U. S. Army

14 April 1944.

Brig. Gen. C. R. Gray, Director General,
Allied Force Military Railway Service,
A. P. O. #400, U. S. Army.

Dear General Gray:

I have regarded with mounting admiration the operations of the Military Railway Service in its support of the Fifth Army. From the early days at Paestum, the effectiveness of those operations has been inextricably linked with the success of the Italian campaign.

In planning, construction, and operation, the Military Railway Service has habitually performed the impossible. Despite clever enemy demolition, your engineers have executed near-miracles of reconstruction.

The spirit of the Military Railway Service Staff is outstanding and speaks of leadership of the highest quality. From Commanding General to enlisted locomotive engineer, each displays a genuine desire to cooperate and to serve. Plans have been based, not on the easiest solution, but on the one that would most fully meet the needs of the Army. With unswerving concentration on the task ahead, your officers and men have labored often under fire in planning, constructing and operating the rails to the forward areas, virtually to the Army front lines. Time and again, crucial material and reinforcements could not have been brought into action except for the outstanding performance of the Military Railway Service.

It is therefore with genuine pleasure that I pay tribute to this outstanding service by the honorary award of the Fifth Army Plaque and Clasp to the Allied Force Military Railway Service for exceptionally meritorious service in the movement of supplies for the Fifth Army. Although this plaque is normally given only to organizations under Fifth Army control, I believe that it is particularly fitting that on your birthday this tribute be presented to you, who as Director General, organized, trained and now guide and direct the Service which has played such an important role in Fifth Army operations.

With sincere gratitude and respect for your accomplishments.

Sincerely,

Mark W. Clark

MARK W. CLARK,
Lieutenant General, USA,
Commanding.





SEPARATION QUALIFICATION RECORD

SAVE THIS FORM. IT WILL NOT BE REPLACED IF LOST

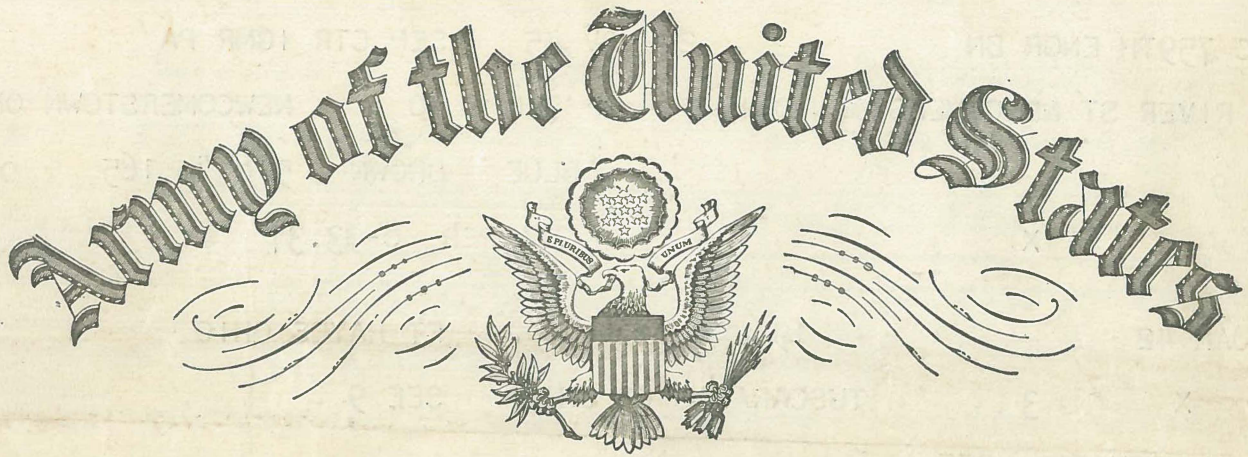
This record of job assignments and special training received in the Army is furnished to the soldier when he leaves the service. In its preparation, information is taken from available Army records and supplemented by personal interview. The information about civilian education and work experience is based on the individual's own statements. The veteran may present this document to former employers, prospective employers, representatives of schools or colleges, or use it in any other way that may prove beneficial to him.

1. LAST NAME—FIRST NAME—MIDDLE INITIAL				MILITARY OCCUPATIONAL ASSIGNMENTS				
SWEITZER CARL C				10. MONTHS	11. GRADE	12. MILITARY OCCUPATIONAL SPECIALTY		
2. ARMY SERIAL NO.		3. GRADE		4. SOCIAL SECURITY NO.		3½	pvt	Basic Trng Inf 521
35 272 594		T-5				40	T/5	Clerk General 055
5. PERMANENT MAILING ADDRESS (Street, City, County, State)								
443 River St. Newcomerstown, Tuscarawas Co., O								
6. DATE OF ENTRY INTO ACTIVE SERVICE			7. DATE OF SEPARATION			8. DATE OF BIRTH		
			29 Nov 45					
9. PLACE OF SEPARATION								
Indiantown Gap, Penna								

SUMMARY OF MILITARY OCCUPATIONS

13. TITLE—DESCRIPTION—RELATED CIVILIAN OCCUPATION

CLERK GENERAL 055: Served in the field of combat in France, Germany under hazardous conditions. Worked as a clerk making pay rolls and making entries on service records. Has also served as a railroad yard clerk and orderly room clerk.



Honorable Discharge

This is to certify that

CARL C SWEITZER 35 272 594 TECHNICIAN FIFTH GRADE
COMPANY C 759TH ENGINEERS BATTALION

Army of the United States

*is hereby Honorably Discharged from the military
service of the United States of America.*

*This certificate is awarded as a testimonial of Honest
and Faithful Service to this country.*

Given at SEPARATION CENTER
INDIANTOWN GAP MIL RES PENNA

Date 29 NOVEMBER 1945

Received For Record

DEC - 7 1945
VOL. 6 PAGE 357 OF THE
SOLDIERS DISCHARGE RECORD OF
TUSCARAWAS COUNTY, OHIO. NO FEE
DELBERT MYER, County Recorder

B. J. Ambrose

B. J. AMBROSE
Major, A. C.

IDENTIFICATION CARD—ENLISTED RESERVE CORPS

This is to Certify That Carl Sweitzer ^{Tec 5} MC
(Name) (Grade) (Army or service)
 Serial No. 35272594 Home address Newcomerstown, Ohio
(City) (State)
 was ^{transferred to} ~~enlisted in~~ *grade shown in Transportation Corps.
 Enlisted Reserve Corps of the Army of the United States, on the 29th day of
November, one thousand nine hundred and Forty-Five, for
Three yrs. or dur of war ^{plus transferred} ~~in the period of, whichever is longer~~ *he was 25 years of age, and
 by occupation a File Stammer. He has Blue eyes, Brown
 hair, Ruddy complexion, and is 5 feet 9 inches in height.
 Dates of immunization: Smallpox _____ Typhoid _____
 Other _____ Blood type _____

Given at Headquarters Sep Ctr, I G M R, Pa., this
29th day of November, one thousand nine hundred and Forty-Five

*Cross out words not applicable.
 FOR THE COMMANDING OFFICER W. O. Trindle Jr.
 W. D., A. G. O. Form No. 166—October 22, 1942 (Rev) W. O. TRINDLE, Jr.

IMMUNIZATION REGISTER 1

LAST NAME Sweitzer FIRST NAME Carl ARMY SERIAL NO. 35272594
 GRADE C COMPANY C REGT. OR STAFF CORPS# AGE RACE

SMALLPOX VACCINE

DATE	TYPE OF REACTION ⁶	MED. OFFICER ¹
<u>1-20-42</u>	<u>Immune</u>	<u>TCM</u>
<u>7-6-43</u>	<u>Immune</u>	<u>TCM</u>
<u>6-20-44</u>	<u>Immune</u>	<u>TCM</u>
<u>15 Sept 45</u>	<u>Immune</u>	<u>TCM</u>

TRIPLE TYPHOID VACCINE

SERIES	DATES OF ADMINISTRATION			MED. OFFICER ¹
	1ST DOSE	2D DOSE	3D DOSE	
1st	<u>1/29/42</u>	<u>1/27/42</u>	<u>2/3/42</u>	<u>TCM</u>
2d	<u>4/9/43</u>	<u>4/12/43</u>	<u>4/16/43</u>	<u>TCM</u>
3d	<u>7-29-43</u>	<u>6-20-44</u>	<u>10 June 45</u>	<u>TCM</u>

TETANUS TOXOID

INITIAL VACCINATION		STIMULATING DOSES	
DATE	MED. OFF. ¹	DATE	MED. OFF. ¹
1st dose. <u>3/24/42</u>	<u>TCM</u>	<u>4/16/43</u>	<u>TCM</u>
2d dose. <u>4/16/42</u>	<u>TCM</u>	<u>7-29-43</u>	<u>TCM</u>
3d dose. <u>5/14/42</u>	<u>TCM</u>		

YELLOW FEVER VACCINE

DATE	LOT NO.	AMOUNT	MED. OFF. ¹
<u>3-14-42</u>	<u>373</u>	<u>0.5cc</u>	<u>TCM</u>

OTHER VACCINES

TYPE OF VACCINE	DATE	MFRS. LOT NO.	AMOUNT	MED. OFF. ¹
<u>TYPHOID</u>	<u>4-7-45</u>		<u>1cc</u>	<u>TCM</u>
<u>"</u>	<u>4-30-43</u>		<u>"</u>	<u>TCM</u>
<u>"</u>	<u>5-7-43</u>		<u>"</u>	<u>TCM</u>
<u>"</u>	<u>9-16-43</u>		<u>"</u>	<u>TCM</u>
<u>"</u>	<u>3-15-44</u>		<u>"</u>	<u>TCM</u>
<u>"</u>	<u>9-16-43</u>		<u>"</u>	<u>TCM</u>

Typhus 19 Dec 44
Yellow fever 20 Oct 45
TCM

INSTRUCTIONS

1. A record will be kept on this form of all vaccinations given under the direction of medical officers to military and civilian personnel. See AR 40-210 for further details.

2. Appropriate entries will be made at the time prophylactic vaccinations are made *and the entries will be authenticated by the written initials of the medical officer making the inoculation.*

3. In the case of a civilian employee, the character of his employment (clerk, teamster, etc.) and the staff corps or department in which he is employed will be noted in the space *Regiment or Staff Corps*. A brief notation of the status of other civilians will be made in the same space.

4. All officers, warrant officers, nurses, civilians, and others furnished authenticated vaccination registers will preserve them for reference purposes to be exhibited to examining medical officers at home and to foreign health and quarantine officers upon transfer to overseas duty. See AR 615-250.

5. The duplicate copy of the immunization register will be held for at least 2 years in an alphabetical immunization file maintained with the Medical Department records of the station at which the record was prepared. See AR 40-1005.

6. Record as vaccina, vaccinoid, or immune reaction. If there is no reaction, or if the reaction fails to conform to any of the three recognized types, *vaccination will be repeated.* The use of the term "unsuccessful vaccination" on official records will not be used.

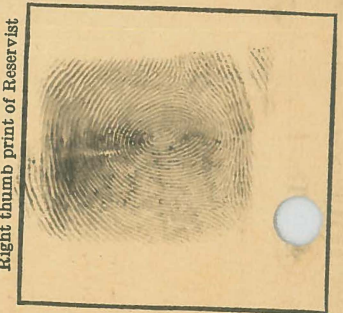
Form 81
MEDICAL DEPARTMENT, U. S. A.
(Revised Sept. 23, 1942)

U. S. GOVERNMENT PRINTING OFFICE 16-20202-1

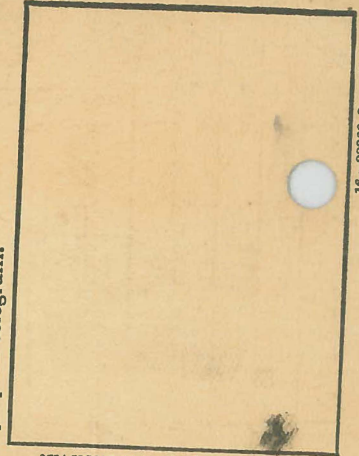
INSTRUCTIONS FOR RESERVISTS UPON MAKING CHANGE OF ADDRESS

Immediately upon making a change of residence, a member of the Enlisted Reserve Corps will notify his commanding officer of the fact, or the commanding general of the service command, if not assigned to a unit, stating his new place of residence and address. He will also send a duplicate copy of the report to the commanding general of the service command in the event he is assigned to a unit. The report should be made on W. D., A. G. O. Form No. 167 (Individual Report of Enlisted Reservist), which may be obtained from the nearest Army station or post. However, it may be by letter, post card, or prepaid telegram.

Right thumb print of Reservist



Photograph optional to Reservist



16-28006-6 GPO

(Signature of Reservist)

Case C. J. Smith

REGISTRATION CERTIFICATE
 This is to certify that in accordance with the
 Selective Service Proclamation of the President of the United States

Carl Clifford Sweitzer
(First name) (Middle name) (Last name)

River Street Newcomerstown, Ohio
(No. and street or R. F. D. No.; city or town, county and State)

has been duly registered this 1 day of July, 1945

Maryn R. Craig
(Signature of registrar)

Registrar for LB #3 Unrichsville, Ohio
(Precinct) (Ward) (City or county) (State)

BE ALERT { Keep in touch with your Local Board.
 Notify Local Board immediately of change of address.

CARRY THIS CARD WITH YOU AT ALL TIMES

D. S. S. Form 2 16-17105

9 11 12

TROOP ASSIGNMENT CARD

50 Ship's Company No. _____ Bunk No. _____
 49
 48 Each man upon finding his bunk will place his
 47 equipment and himself thereon until released by his
 46 Ship's Company Commander.
NO SMOKING in Troop Quarters At Any Time.
 45 This card will be used as a meal ticket through-
 44 out the voyage. **SAVE IT! DON'T LOSE IT!**
 By Order Of _____

43
 42 _____ 27 36 35 34 33 32 31 30 29 28

**MILITARY RAILWAY SERVICE
 WATCH CERTIFICATE**

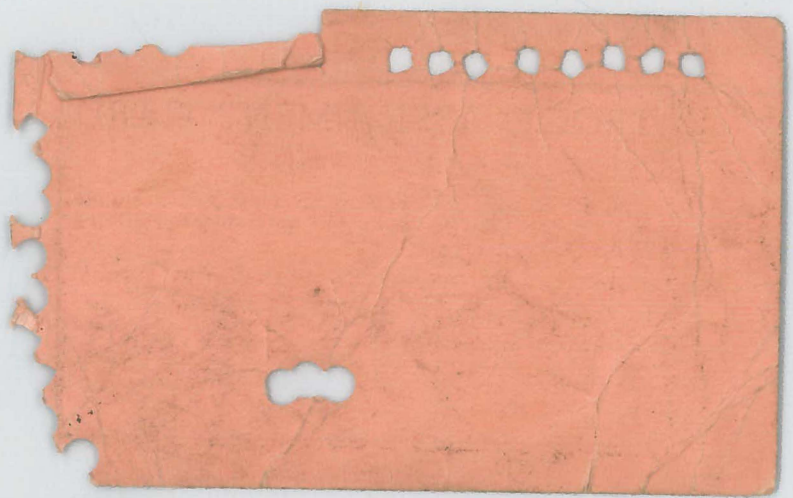
This certifies that watch No. 4329 Make H
 movement No. _____ Issued to SWEITZER
 on 19 _____ has been inspected: is up to the standard of
 excellence required by the MILITARY RAILWAY SERVICE
 and is performing as per record on back of the certificate..

Examined }
 Repaired } by _____ 19 45

Watch inspector [Signature]
 Organization 759 F O B

Holder must keep this card and present it with watch it
 covers to DIVISION SUPERINTENDENT every 30 days and
 obtain new card. DO NOT SOIL OR DEFACE COMPARISON RECORD....

ED MRS FORM 300



TIME RECORD

MARK TIME IN SECONDS

MO. DAY	DATE		SEC. SLOW	SEC. S. SET	INSPECTOR OR PARTY HAVING STANDARD TIME SIGNATURE..
	FAST	REG			
1	5	18			<i>[Signature]</i>
2					
3					
4					
5					
6					
7					
8					

Each officer or soldier whose watch is subject to inspection must report to an inspector or watch with this card in order that condition and performance of watch may be noted. Personnel must have this certificate of hand at all times in order to present for examination to proper authority when called for.....

DESCRIPTION OF REGISTRANT

RACE	HEIGHT (Approx.)		WEIGHT (Approx.)		COMPLEXION	
	5-9		165			
White	EYES		HAIR		Sallow	X
					Light	
Negro	Blue	X	Blonde		Ruddy	
	Gray		Red		Dark	
Oriental	Hazel		Brown	X	Freckled	
	Brown		Black		Light brown	
Indian	Black		Gray		Dark brown	
Filipino			Bald		Black	

Other obvious physical characteristics that will aid in identification

THE UNITED STATES OF AMERICA
VETERANS' ADMINISTRATION
WASHINGTON, D. C.

National Service Life Insurance

DATE INSURANCE EFFECTIVE FEBRUARY 1, 1942

CERTIFICATE No. N- 998 218

This Certifies That CARL C. SWEITZER

has applied for insurance in the amount of \$ 5,000., payable in case of death.

Subject to the payment of the premiums required, this insurance is granted under the authority of The National Service Life Insurance Act of 1940, and subject in all respects to the provisions of such Act, of any amendments thereto, and of all regulations thereunder, now in force or hereafter adopted, all of which, together with the application for this insurance, and the terms and conditions published under authority of the Act, shall constitute the contract.



Frank D. Suisse
Administrator of Veterans' Affairs.

Countersigned at Washington, D. C.

April 2, 1942
(Date)

E. Berg
Registrar.

Mr. Harr. Leroy Sweitzer
443 River St.
Newmerstown, Ohio

WWS

APPLICATION FOR NATIONAL SERVICE LIFE INSURANCE
UNDER SECTION 602 (a) NATIONAL SERVICE LIFE INSURANCE ACT OF 1940 AND REGULATIONS OF THE VETERANS ADMINISTRATION
WITHOUT REPORT OF PHYSICAL EXAMINATION

(For use by persons who enter the active service in the land or naval forces of the United States after October 8, 1940. Application must be made to the Veterans Administration while in the active service and within 120 days after entrance into such service. NOTE.—Persons in the active service on October 8, 1940, and persons who thereafter reenlist or reenter the active service immediately following discharge from previous enlistments or who thereafter are discharged to immediately accept commissions and whose services are continuous, must make application on Insurance Form 350 a, which requires a complete report of physical examination.) USE INK OR TYPE.

1. NAME IN FULL: (Please print or type) First Middle Last name
Carl Clifford Sweitzer

2. HOME ADDRESS: Number Street or rural route County, city, town, or post office State
443 River St. Newcomerstown O.

3. I WAS BORN AT City, town, or post office State Day of month Month Year Age nearest birthday
Newcomerstown O. 7 March 1920 22

4. DATE OF ENTRY INTO PRESENT TOUR OF ACTIVE DUTY **Jan. 19, 1942**

5. PRESENT ORGANIZATION Rank, grade, or rating. Organization, regiment, station, ship, etc. **Pvt. Unasgd.**

6. SERIAL NUMBER **35272594**

7. DATE OF SEPARATION FROM LAST TOUR OF ACTIVE DUTY. (If no previous active duty, state "none.") **None**

8. ARE YOU NOW DISABLED ON ACCOUNT OF INJURY OR DISEASE? IF SO, STATE DETAILS **No**

9. I HEREBY APPLY FOR INSURANCE ON THE FIVE-YEAR LEVEL PREMIUM TERM PLAN IN THE AMOUNT OF **5,000**

10. I WILL PAY PREMIUMS AS INDICATED BELOW:

BY DEDUCTION MONTHLY	BY ALLOTMENT MONTHLY	PAYMENTS TO BE MADE DIRECT TO VETERANS ADMINISTRATION AS FOLLOWS:			
		Monthly	Quarterly	Semiannual	Annual
\$ 3.30		<input checked="" type="checkbox"/>			

11. ARE YOU NOW CARRYING GOVERNMENT LIFE INSURANCE? (ANSWER "YES" or "NO") **No** IF "YES" GIVE AMOUNT OF INSURANCE AND POLICY NUMBER IF AVAILABLE. AMOUNT, \$ _____ POLICY NO. _____
(No person may carry a combined amount of National Service Life Insurance and U. S. Government Life Insurance in excess of \$10,000 at any one time)

	FULL NAME OF BENEFICIARY (If married woman, her own first and middle name and husband's last name must be stated)	Relationship	Amount for each beneficiary	Post-office address (Number and street, city, town, or post office)
PRINCIPAL	Harry Leroy Sweitzer	Father	5,000	443 River St., Newcomerstown, O.
CONTINGENT				

Permitted class of beneficiaries: Husband or wife, child, parent, brother or sister of the insured. (See reverse side, Paragraph 4.)

13. I REQUEST THAT THE EFFECTIVE DATE of this policy be made the _____ day of _____, 19____. If no date is specified the insurance herein applied for shall become effective as follows:
a. If the first premium is to be paid by allotment or deduction, the insurance will become effective on the first day of the month following the month in which the application and allotment or authorization for deduction are executed, provided the amount of the premium is deducted from the applicant's active service pay in accordance with the allotment or authorization, or
b. If the first premium is paid by direct remittance, the insurance will become effective as of the day on which the application and tender of premiums are made and forwarded to the Veterans Administration.
(See reverse side, Paragraph 1, for further information as to effective dates of insurance)

THE UNITED STATES IS NOT LIABLE FOR DEATH OCCURRING PRIOR TO THE EFFECTIVE DATE OF THE POLICY

14. I REQUEST THE POLICY BE MAILED TO— **Harry Leroy Sweitzer** **Same as above**
(Name) (Please print or type) (Address)

15. (A) I WILL AUTHORIZE ^{Allotment} _{Deduction} from my pay for month of **Jan. 19, 1942** to cover the monthly premium of \$ **3.30** on the amount of insurance applied for. (This authorization may be effective during periods of active service only.)

(B) I enclose herewith remittance payable to the TREASURER OF THE UNITED STATES by ^{Draft} _{Money order} _{Check} in the amount of \$ _____ to cover the first _____ premium of \$ _____ on the amount of insurance applied for.
(Write above whether monthly, quarterly, semiannual, or annual)

SIGNED AT **Fort Hayes, Ohio** ON THE **20** DAY OF **Jan. 1942**, 19____

WITNESSED BY: _____
INFORMATION AS TO SERVICE CERTIFIED BY: _____

(Rank and organization. See reverse side, Paragraph 6)

JOHN H. WOOD II
1st Lt. Infantry
(Applicant sign here. Do not print signature)

NOTE.—Penalties for fraud in securing for self or another the issue or payment of insurance; \$1,000 to \$5,000 fine and imprisonment. Insurance will be forfeited for mutiny, treason, spying or other specified offenses. (Sections 613, 615, and 612, National Service Life Insurance Act of 1940.)

DO NOT USE THIS SPACE

Effective Date _____ Age _____ Amt., \$ _____ Premium: Mo. \$ _____ Qr. \$ _____ S. A. \$ _____ A. \$ _____

Beneficiary _____

Action taken _____

Examiner _____ Reviewer _____

Certificate issued _____ Policy issued _____

ALL QUESTIONS MUST BE COMPLETELY ANSWERED