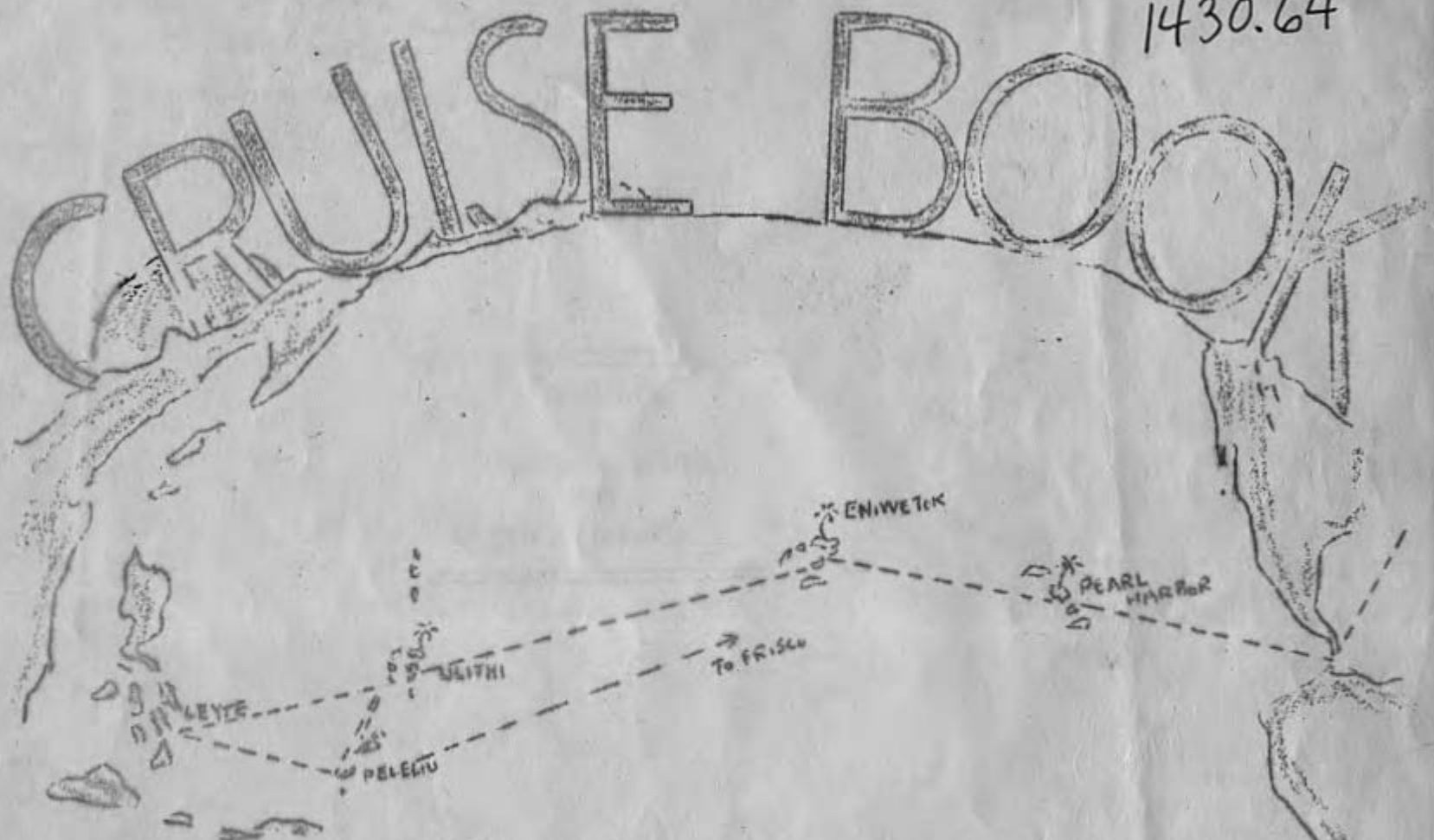


18th SPECIAL

1430.64



EIGHTEENTH SPECIAL

NAVAL CONSTRUCTION BATTALION

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DEDICATED
TO
MICHAEL J. CAZOLA
AND
LEO J. LAUBACH

PREFACE -

All men are familiar with the circumstances of the originally planned "Cruise Book". It is deeply regretted that the sudden ending of the war made it impossible to complete this project. However, through the efforts of the staff of the Personnel Office the contents of this booklet were compiled with the interests of all hand of the 18th Special U. S. Naval Construction Battalion in mind.

Credit is due to BRETZ, F. H., BRAUN, J. L., BORY, L. P., and BOUDREAUX, L. J., who accomplished the work involved and to the Supply Department which supplied the necessary materials to make this possible.

As the inactivation of the battalion approaches it is my earnest hope that you accept this booklet as a remembrance of the 18th Special.

L. W. Hallenbeck
L. W. HALLENBECK
Officer in Charge



It was July, 1943. The war had been in progress almost four years. America was in. The Seabees had already distinguished themselves on many fronts. More were needed. From all over the country they were converging upon Camp Peary, Virginia. The 18th Special was being born in recruiting stations from Washington to Florida, from Vermont to Mexico. By the end of August our men were hitting the deck or marching in every area under Captain Ware's command. Their hair was gone; serum ran where once had trickled civilian blood; Articles for the Government of the Navy pounded in their heads. Confusion was the only thing they could be sure of. "Everything will be okay when you get into a battalion" was the only slogan that gave them any hope.

Four weeks of Boot. Now the battalion! They had spoken too soon, for after their names in the final muster was a neat "Special Assignment" or "Replacement". A-2, B-1 B-2, 3, 4: code letters that meant Wainwright, K.P., Guard Duty, School, - waiting. So this was working at your own trade! Swamps, wood-cutting, road-building, pots and pans --all received the attention of the future stevedores. -- They learned all about Masters at Arms there, too.

Then at last it came. After watching the bulletin board for weeks there it was: Assigned to the 18th Special Battalion. On Monday, September 29, 1943 over a thousand potential Seabee heroes moved into the Quonset huts of A-9 to begin advanced training. On Tuesday a handful of Marines took over the heroes and pointed out how much civilian they still had in them. But in three weeks they were slowly beaten into something resembling military shape. Close order drill, hikes, extended order, problems, company front (Will you ever forget that dust?), and whenever the opportunity offered, a brisk run



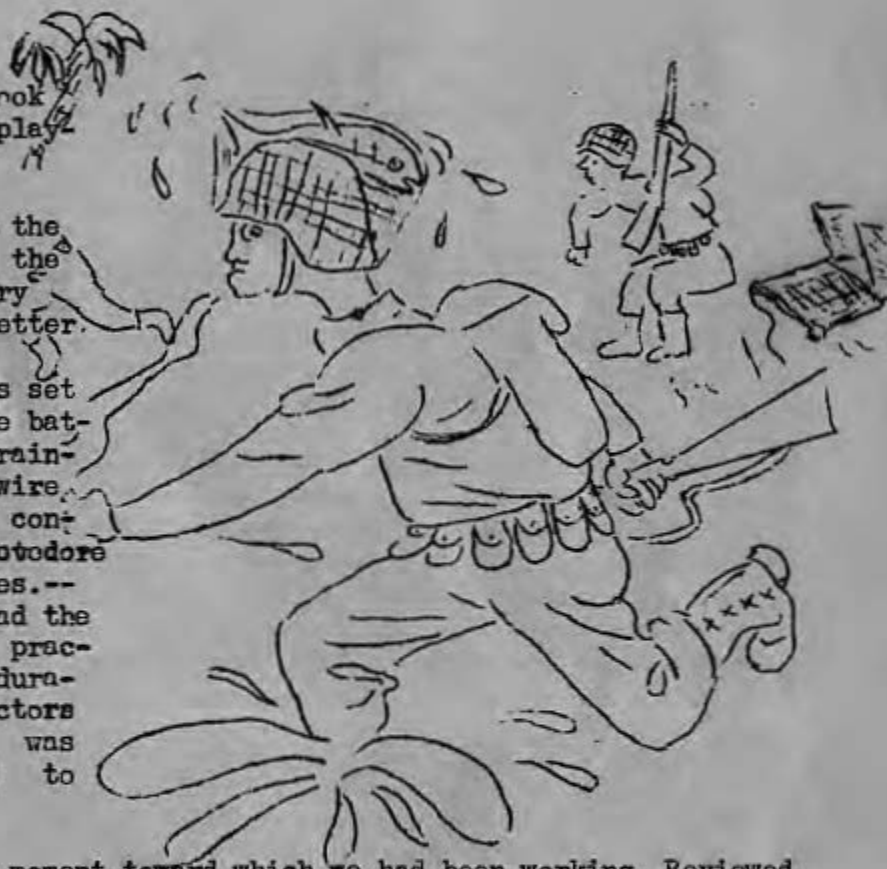
over the obstacle course. And let's not overlook that pleasant day in the James River when we played ed commando.

When ordered to represent the Seabees in the October 27th Navy Day parade in Williamsburg, the 18th Special proved it could present a military appearance. That company front never looked better.

During most of November the military was set aside and every morning at 0700 the men of the battalion mustered for many types of technical training schools: gunnery, refrigeration, Diesel, wire and rope splicing, tanks and masts, mosquito control, camouflage, communications, etc. Even stovedore CB's must have men familiar with many abilities. -- But it was the stovedore training ship that had the most students. There, night and day, our men practised the trade that would be theirs for the duration. And when the course was over the instructors agreed and so reported that the 18th Special was the best stovedore battalion they had trained to date.

On the morning of November 20th came the moment toward which we had been working. Reviewed by Commander Ransford and his aides, the 18th Special Naval Construction Battalion received its colors and standard. We were commissioned and ready.

But first --Oh Happy Day!-- that ten days embarkation leave. The return to B 5-6 Drill Hall was not a particularly happy one, but when we arrived the excitement change everything. Companies B and D had been formed into Detachments 1034 and 1036. Companies A, C and Headquarters had become the 18th Special N.C.B., and next day very happily entrained for ABD, Camp Thomas, Davisville, Rhode Island. In that first change we lost well-respected officers and many friends. Detachments 1034 and 1036 were to perform meritorious cargo-handling jobs in advance-areas. Two



officers we remember particularly are Commander Arthur, our first OinC, who went to the 19th Special, and Chaplain Herman Ihley, who in our short six weeks in A-9 had endeared himself to us all. Commander Arthur's executive officer, Lieutenant H.J. Carpenter, had become our new Officer in Charge and Lieut. (jg) G.L. Lytle his executive officer.

We arrived in Davisville at 0400, December 4th. For many of the boys it was the first experience with New England winter. They were destined to spend five months learning about it. The bus drivers were soon calling us 18th Station Force,--when they knew where to drop us, for during those five months we moved around the camp six times. One of these moves was into the Sun Valley military training area. It looked like the real thing that week: rifle range to get used to the new carbines, conditioning hikes, field maneuvers, and at the end of the week,--Restriction. But it was another false alarm and back we went to Camp Thomas to work.

Again commendation. A crew of our welders did such excellent work on a large base project that the officer in charge wanted to keep the men. A crew of our heavy equipment men were operating trucks, cranes, and bull-dozers on jobs throughout the station. We had been found dependable. But our chief contribution during those five months was stevedoring on the ABD dock. Putting into operation under actual conditions the lessons learned on the Peary training ship our gangs worked around the clock for several months to keep the cargo moving. Deck Superintendent Ferrol made a formal report of highest commendation and regretted that we could not be assigned as his permanent Seabee stevedore gang.

A basketball team had been ble showing against base teams. A Wolfe, Gonzales and Sculliere was job. Wolfe and Gonzales fought on bering bases. The 18th Special Biederman's direction was braving our company streets to ringing battalion newspaper HATCH CHATTER iter's chair and with a competent Chaplain Herbert Beardman had by him and the newspaper, the by Chief Cardinal and Larry Bory, tion Hall on the night of March music by Bob Biederman's dance



organized and was making a credit- team of boxers with such names as making appearances and doing a good the Camp Thomas team against neigh- augmented military band under Bob the morning blasts of winter to set with martial music. In February the was born with Art Johnson in the ed- staff to keep the presses rolling. joined the battalion and, sponsored battalion's second smoker, directed was given in the Camp Thomas Recrea- 27th. Emceed by Johnny King and with band, the smoker played to a packed

house and was a tremendous success. -- The Smoker occasioned the introduction of Lieut. Otto H. Johnson as Executive Officer, replacing Mr. Lytle.

The announcement by the Master of Ceremonies that the next band number "I'll Be Around" was the theme song of the 18th Special got a laugh but proved very untrue, however, for it was only a few days later that the battalion was really on its way.

While most of us left Camp Thomas with regret, thinking of weekend passes, Providence liberty and wives living in East Greenwich, we all knew it was time we were going out, doing our job and getting it over with. So at 1100, April 4th, loaded down with peacoats, packs, rifles, travelling bags, diddy bags, etc., and fortified by doughnuts and Red Cross coffee we rolled down the New Haven tracks on the first lap to Island X.



It was a cold, tired crew that boarded AP-46, the USS Knox, next morning in Norfolk, Va. Life on board ship was simple: sleeping, eating, reading, and sleeping (if you could find a place on deck to do it). Of course during the passage through the Caribbean Sea much of the eating and reading were given over to rail-leaning and sleeping it off. The day spent in the Panama Canal was undoubtedly the highlight of the trip. It must also be said that the 18th Special added another letter of commendation to an increasing file. During the trip many hours were put in by our shipfitters and splicers who did a typically Seabee job of showing Ship's Company how emergency repairs should be done.

On April 23rd land was sighted after much compass-watching and speculation as to destination. It was the Hawaiian Islands. No amount of eye-popping produced hula girls and grass shacks on the shore, but Diamond Head was unmistakable and across the unbelievably green water was the pink luxury of the Royal Hawaiian Hotel. The smell of land and the sight of those long board-of places was thrilling. As we docked there was the hula girl, too, only she was dressed on slacks and a very becoming sweater and was driving a dock jitney. During the subsequent months we were to add much to any previous ideas we had had about this Paradise of the Pacific.

Malihini quickly became haoles as our men explored the city of Honolulu and surrounding areas, took innumerable pictures, became more or less acquainted with the native and white residents, went on many battalion picnics with swimming, sunburn and free beer. We moved only three times during these five months and at last settled in the best area we'd ever had: Navy Hospital No. 128. We enjoyed our own beer garden, movies every night, a dance (in cooperation with our old friends the Y.W.C.A.) with music by our own dance band nobly directed by Norm Campbell. For many of these privileges we were grateful to Chaplain John ("Father John") Przewoznik who had replaced Mr. Beardman soon after we arrived.

But first and foremost these five months were to be filled by the job we had come to do. Beginning on Debarkation Day plus 1 our stevedore gangs and crew of checkers worked night and day on every dock around Pearl Harbor. From the Navy Supply Depot Cargo Officer and from Lt. Medlin, officer in charge of Merry's Point, came letters attesting to the excellent work the 18th Special had done. And then as the day for moving on approached came the proudest commendation of all: a letter from Vice-Admiral Ghormley on the emergency job two of our gangs had done discharging and restowing a cargo of tangled telegraph cable.

Our reputation as a crack stevedore battalion, carried with us from Peary, had been upheld. We went to our next Island X confident that we could handle any job offered us.

The climax of the war in the Pacific was approaching: the drive on the Philippines. And although we were not then aware of it, we were to have a part in maintaining the successful march of Halsey's and MacArthur's forces on that objective.

Without ceremony and with the ease that comes with practice we packed and vacated Pearl Harbor on September 19, 20, and 21st. It was a crowded convoy; we had to divide up into three units. Each of us has his memory of life on the S.S. Cushman K. Davis and the M.S. Sommeltdijk. We went

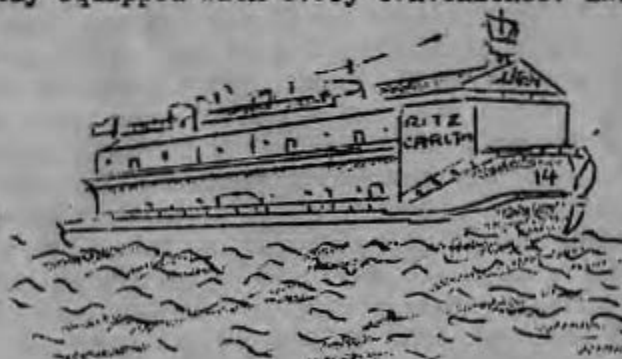


attempt to describe it here.

It was two weeks before land was sighted. Or was it land? Palm trees on a few grains of sand. It was our first sight of a battle area: Eniwetok Atoll in the Marshall Islands. A tremendous anchorage busy with war shipping! But Engebi, guardian island of the lagoon, bore mute testimony what a fierce battle had been fought to make that harbor safe for logistical use by the American fleets. Here was our job.

As we looked across the water at Eniwetok and the adjoining islands, we had visions of the rugged Island X life we'd been told about. Then all of a sudden scuttlebutt began to circulate. "No place to stay." They don't want us here." "Orders changed." It was true: the 18th was not just confused again; only reassigned: duty with Service Squadron Ten further west.-- But first the best surprise of all: the most palatial living quarters in the Pacific were to be ours: the APL-14, one of the Navy's new line of hotel barges, and we were the first Seabees to be berthed thus afloat. She was promptly named the Ritz Carlton. The Ritz was completely new and magnificently equipped with every convenience: laundry, ice cream dispenser, operating room, barber shop, library, plenty of fresh water, sleeping quarters that looked like a good deal to us.

We stayed aboard a gear and recuperate before our gangs were not idle. got their introduction to climbing Jacob's Ladders, landing craft instead of



few days to secure our the next trip. Meanwhile, Around the clock they going to work in an ICM, Transferring cargo to docks.

By October the fourth the 18th was on its way once more, this time more hopelessly separated than ever. Aboard ICI's, tankers, Liberty's, transports, in units of anywhere from ten to one hundred and twenty eight, the battalion set sail for its unknown destination. Again two slow weeks of uneventful sailing. How we longed for our Ritz Carlton as we tried furiously to soap up in salt water showers, or perspired in steaming compartments.

On Saturday, the 14th, land again! Another atoll and with an anchorage bigger than Eniwetok's. It was Ulithi, unknown to us till now. We were amazed to find it had been evacuated by the Japanese only a few days before. Already it was organized into a complete Naval depot, - equipped to perform any kind of servicing. The enemy was no more than seventy five miles off, but the service squadron was ready to work around the clock to keep the Fleets in operation. Our stevedores proceeded to their job as soon as they arrived. And this was the real thing. We were actually passing the shells for our fighting men. Day and night into the magazines of our mightiest warships went ammunition loaded by gangs of the 18th Special.

In the performance of this hazardous duty the battalion lost its second man. To the name of Michael J. Cazala, lost in a Davisville accident, we added that of Chief Leo J. Leubach who was drowned when he fell from a lighter into a rough sea. We remember, also, Charley Mahig, a good friend since the organization of the battalion, who was seriously hurt in the hatch and returned to the States.

On November 20th the 18th Special marked the first anniversary of its commissioning by a toast between shifts with free beer. It was to be a long pull in Ulithi Atoll. The Fleets returned regularly for us to load up the shells and powder. From Victory ship and Navy ammo ship to LCT and carrier or warship. Remember some of the names that appeared on the assignment list everyday: Bucyrus, Manderson, Elmira, Cape Trinity, Plymouth, Iran, Mount Baker, Nitro? Can you forget the IST's in the South Anchorage? Official consensus was that the IST's couldn't be loaded with ammo in the time or manner planned. We introduced the greased chute--the old Can Do did it. And it soon became obvious what part we were playing in the drive to Tokyo. We had filled the magazines of the Essex class carriers, of the Iowa class BB's that mopped up the Japanese Navy in the Philippine Sea. We were behind the salvos that prepared the way for the Marines on Iwo Jima. Our hands and sweat had been on the shells that softened Okinawa and sent hundreds of Nip fliers into the home waters of Hirohito. To put it bluntly we were doing two twelve hour shifts of dull, back-breaking work. When April 6th came we celebrated the anniversary we really cared about: one year overseas, and silently prayed for the prompt receipt from Uncle Sam of our return ticket when we hit that 18th month.

Concrete evidence of our job in Ulithi came not only in the news from the front but in commendations from Squadron Supply Officer, Captain W.J. Nowinskie, from Commodore W.R. Carter and from Vice-Admiral Halsey, Commandant of the Third Fleet, himself. Then, too, Correspondent

E.G. Valens of the Associated Press in a syndicated article that appeared all over the country spared no adjectives in describing the fleet servicing of ServRon 10, calling it "Nimitz's Secret Weapon", and throwing in a special bouquet to the Seabees of the Ritz Carlton. ... Lowell Thomas, in his Blue Network news program, expanded on the article and gave figures on the amount of cargoes we had handled. Our own figures showed 300,000 tons for ten months of our first year overseas.

Life on the barge had kept step. The receipt at year's end of 98 Firemen First Class (McMM) and (EM) raised our number to a normal 527. They soon stowed away their designations and became Seabee stevedores. All our ingenuity was mustered to make Christmas at least different from other days. A home-made tree, special chew and beer, 69 sacks of mail, festival divine services had the desired effect. When the schedule permitted there was liberty on Hog Hog, where five cans of beer, swimming, shell-hunting and fights with the Common Navy were featured. On New Year's Eve "The Eighteenth Specialities of 1945", our touring variety show was born. At the end of March the scuttlebutt about moving forward got as far as bulletin board orders. But we stayed to celebrate Easter. On April 16th were held the first of a series of examinations working toward the awarding of all the open rates, an objective which came closest to fulfillment during the last two months of the battalion. By now, also, YF 246, anchored close by, had been set up as the 18th Special Warehouse. In it were not only our supplies, but the Gobbler Shop, Issue Room, Carpenter Shop, Print Shop, Hobby Lobby and Rigging Loft.

Then came Embarkation Day again. On May 25th we headed west from Ulithi Atoll on the PA 192, the USS Rutland. The destination was Leyte Gulf in the Philippines, the newly opened advance base for the Seventh Fleet. Most of ComServRon Ten had preceded us: repair ships, tankers, etc., and the Seabee units necessary to construct shoreline installations. We arrived to take our place in the fleet servicing already begun.

We were not to see much of the Philippines, for the assignment was to be a short one. The scenery from the Ritz Carlton was much like that of Hawaii: undulating green hills. But there the similarity stopped. That green was dense tropical jungle. The climate was hot, humid and un-



healthy. The natives were friendly but pathetically low in living standards after years of Japanese domination. They had become shrewd traders, recognizing in the souvenir-minded American serviceman a source of clothing and other necessities of life. Their towns, as for example Talcoban, were a discordant mixture of Grecian-style state building and mud-surrounded shack.

Pelolliu, in the Palau Islands, was to be the next stop, we learned, with a section of the outfit returning to Asor Island, Ulithi. But we didn't leave as soon as we had expected. Com servRon 10 needed us to assist in the final preparations for the Naval push on Japan itself. The Third and Seventh Fleets were being serviced to move into the home waters.

On the APL-14 the war was affecting us in a somewhat different manner. Bacillary dysentery had infiltrated among us and was striking down men on every deck. Lt. Comdr. Walter B. Vercoe, who had replaced Lieut. Carpenter as OinC in June, gave the command to Dr. Hawken who organized the ship to battle the epidemic. It was a slow painstaking process of treating the sick, of sterilizing and disinfecting the sick, of trying to segregate the sick in close quarters. At its peak in July every man on the ship had a similar condition and many of the men were transferred to the APL-13 to keep the vital battle cargo moving. Also, two Logistic Support Units had arrived to relieve the 17th Special and us and our stevedores were coaching them in the handling of ammunition.



Then came the day when that magnificent fleet moved slowly past us where we lay at the entrance to San Pedro Bay. We knew that the end for Japan was near: V-J Day was in sight. B-29's had pounded the home islands from the air. The fleet would pound them from the home waters in preparation for the landing of the Army. Suddenly this well-schemed pattern was made unnecessary by the atomic bomb, and the war was over. On Friday evening, August 14th came the momentous announcement that surrender had been offered by the Japs.

The tension of months was relaxed and the spontaneous celebration in the bay will always be a joyful memory for us. Every ship broke out pyrotechnics. The sky was alive with red, green and white rockets and flares and weaving searchlights. Free beer made us even happier. Now, we said, it was only a question of time before we'd be homeward bound. Next day the Navy's first point system was published in AllNav 196: 44 points. No one had enough. But the outfit's 42 year olds were on the way anyway. Now the Navy must give points for overseas duty. All kinds of speculation and arguments were heard.

The most pertinent question, however, was whether we'd have to go to Peleliu and Asor. It was soon answered. By heroic measures the Medical Department had conquered the epidemic and the yellow jack came down the last week in August. Sailing orders arrived almost simultaneously. On August 31st the LST's 616 and 354 carried the 18th Special and its gear to Peleliu where we landed on D-Day plus 354 in a torrential downpour which continued for three days.

A small detachment of Headquarters men had been ashore for several weeks before our arrival working against great odds to prepare the old 17th Special camp for our accommodation. We had arrived at last on Island X as proper Seabees. Life on the barge had been getting cramped. This was more like downtown: quonset huts with natural ventilation, a movie area with plenty of seats, roads and transportation, space to move around. In a short time we were maintaining the camp and working the ships and the beach as if the war hadn't been terminated. C Company and 60 Headquarters men went on to Asor Island shortly as Detachment "A" under the command of Lieutenant Johnson. Mr. Vercoe had gotten his orders for home and had given the battalion into the hands of Lieut. Commander John R. Gehrig, former Exec of the 22nd Special. Under Mr. Gehrig's direction the battalion moved forward to finish its last mission with colors flying as proudly as they had in October 1943.

The island of Peleliu became of vast interest to us in our spare moments. We looked with respect and emotion at the places we had read and heard about: Bloody Nose Ridge, its caves, the reef beside our area where 700 Marines had died, the amazingly strong Jap emplacements and buildings, the white-crossed cemetery. This was a battleground for history.



But our most constant thoughts were not of history. They were at home. On September 13th

came A1Nav 252 giving $\frac{1}{4}$ point for every month of Overseas Duty. This was the beginning of the end of the 18th Special. On September 16th forty five men embarked for discharge under the provisions of this A1Nav. More left from time to time. The outfit carried on. October brought the news we had been waiting for for two years: A1Nav 345 which lowered the basic point score to 41 points and gradual further lowering month by month was the first, but more stupendous was the dispatch announcing the inactivation of the battalion on December 1st. All of the old 18th Specialists would go home.

On November 10th C Company returned to finish the time with the outfit. Lt. Commander Gehrig, satisfied that all was in readiness for the inactivation, left for home, weeks late. Lieutenant Hallenbeck took up the task of being the last Officer in Charge of the 18th Special U. S. Naval Construction Battalion and the one who would take it home after an active existence of just two years.



FUNGI-COOLER OXFORDS



OFF-THE-FACE CAP



WICKER DANGLE



Sea B & C

Styles



SHOWER CLOGS



WRAP-AROUND BRA-SHIRT



BARE-MIDRIFF

-TOWEL-

○

- "HOME ADDRESSES" -

○

C O N T E N T S

OFFICERS

ENLISTED PERSONNEL - Attached as
of 1 November 1945.

ENLISTED PERSONNEL - Discharged
prior to 1 November 1945

Officers on board as of November 1945.

Lieut. Condr. John R. GEHRIG
619 Miami Avenue
Terrace Park, Ohio

Lieutenant Lewis W. HALLERBECK
Hoffmans, New York

Lieutenant John A. PRZEWONNIK (Chaplain)
624 Ohio Avenue
Tronton, New Jersey

Lieut. (jg) Sewall K. STARCKE
1113 South Street
Pottstown, Pennsylvania

Lieut. (jg) Robert A. SUNDSTROM
5024 North Kedvale Avenue
Chicago, Illinois

Lieut. (jg) Lloyd G. GOIN
1767 North 38th Street
East St. Louis, Illinois

Ensign Paul G. SMYTHIE
48 - 4th Avenue
Berea, Ohio

Chief Carp. Tolo LIGHT
458 East 55th Street
Brooklyn, New York

Lieutenant Otto H. JOHNSON
828 West 10th Street
San Pedro, California

Lieutenant Berger CARLSON
1446 Jackson Street, Apt. #1
San Francisco, Calif.

Lieutenant Frank E. GREEN
2608 Avenue "L"
Birmingham, Alabama

Lieut. (jg) Uel M. WALKER
6527 - 54th Avenue N. E.
Seattle, Washington

Lieut. (jg) James F. SULLIVAN
44 Barrott Street
Maldon, Massachusetts

Lieut. (jg) Clifton R. IRELAND
668 North Kennore Avenue
Los Angeles, California

Ensign John D. NEESLEY
3780 Lowell Road
Cleveland Heights, Ohio

Carp. John A. CAMPBELL
1201 Ogden Avenue
New York, N. Y.

Carp. Thomas K. CULLEN
2133 East Oak Street
New Albany, Indiana

Officers detached prior to November 1945.

Lieut. Condr Elliot R. MOTLEY, Jr.
3025 Solwyn Avenue
Charlotte, North Carolina

Lieut. Condr Stafford W. HAWKEN
4020 Reno Road, N. W.
Washington, D. C.

Lieut. Condr. Walter B. VERCOE
1017 Lindon Avenue
Glendale (1), California

Lieutenant Hugh J. CARPENTER
1601 West Main Street
Lansing, Michigan

Lieutenant Paul C. SOUDER
Warron, Indiana

Ernest ALBERT
1460 Walton Way
Augusta, Georgia

William V. ALLDREDGE
2225 East Shelby Street
New Albany, Indiana

Elvin E. ANDERSEN
3218 Upland Parkway
Omaha, Nebraska

Jess W. ANDERSON
321 Main Street
Florence, Kansas

Winfred A. BACHMAN
Auburn, Iowa

Donald C. BAGWELL
General Delivery
Broken Arrow, Okla.

Burton R. BAILEY
1202 Elm Street
Beliot, Wis.

Kermit M. BAKER
Maple Street
Westfield, Penna.

Henry J. BANACH
30 Eastern Parkway
Jersey City, N. J.

Richard J. BARANSKI
3631 Miller Street
Hamtramck, Michigan

Billie M. BARFIELD
Box 142
McCamey, Texas

Edwin M. BARON
1340 Brussels Street
San Francisco, Calif.

James D. BARTON
1415 University
Lincoln Park, Mich.

John C. BARTON
Oregon City Route #2
Box 120 D
Rodland, Oregon

Charles BARYLSKI
1415a Dodier
St. Louis, Missouri

Robert F. BATSON
c/o O. L. Shaw
Route #1
Perry, Oklahoma

Gennaro A. BATTAGLIA
252 Mercer Street
Jersey City, N. J.

John J. BAUER
6734 South Justine
Chicago, Illinois

Alfred D. BAUM
Post Office Box 224
Grenville, New Mexico

Bruce L. BEAN
1917 SW 3rd Avenue
Portland, Oregon

William J. BECKMAN
413 South New York Ave
Evansville, Indiana

Floyd L. BEDSOLE
Route #1
Slocomb, Alabama

Walter J. BEE
1128 Banks Avenue
Superior, Wis.

Richard T. BELL
10227 59th Avenue S
Seattle 88, Wash.

Walter M. BEUSSE
6336 South Bell Ave
Chicago, Illinois

Bruce B. BILLINGS
30 Fifth Avenue
New Rochelle, N. Y.

Kenneth L. BILODEAU
3 Pleasant Street
Groveland, Mass.

Arthur C. BIRD, Jr.
Pinehurst Road
Bristol, Conn.

Arthur A. BLOTT
Route #3-Box 192
Mission, Texas

John G. BODIMER
1008½ W Michigan St.
Indianapolis, Indiana

Richard L. BOBERT
53 Wellington Place
Westwood, N. J.

Earl G. BOND
Elizabeth, Louisiana

Raymond F. BONDERSKI
358 May Street
Buffalo, N. Y.

Earl H. BONDHARDT
3125 E. Underwood Ave
Cudahy, Wis.

Dalton L. BORKOWSKI
Route #2
Coon Rapids, Iowa

Laurence P. BONY
436 East 84 Street
New York 28, N. Y.

Lester J. BOUDREAUX
Estell Road-Box 290
Marrero, Louisiana

Stanley T. BOWEN
R. F. D.
Ventura, Iowa

Roger N. BOYLEY
174 Neponset Avenue
Roslindale, Mass.

Jack H. BRANCH
2300 Bradley Street
Bristol, Virginia

John L. BRAUN
3059 W. 10th Lane
Milwaukee, (6) Wisconsin

Donald S. BRATTON
900 Elderado Street
Klamath Falls, Oregon

Philip D. BRAVERMAN
3921 Redbud Avenue
Cincinnati, Ohio

Frank Henry BRETZ
113 N. Carlisle Street
New Bloomfield, Penna.

Alfred M. BREZOVSKY
583 S. 15th Street
Lindenhurst, N. Y.

Richard Franklin BRIGGS
4 Upper North Avenue
Extention, Owego, N. Y.

Alvin F. BRINKDOPKE
Tekoa, Washington

Edward L. BROWN, Jr.
9427 239th Street
Bellerose, N. Y.

Raymond G. BROWN
Church Street
New Windsor, Maryland

Joseph BURICK
40 Frank Street
Struthers, Ohio

Harry F. BURNS
Osburn, Idaho

Robert F. BURNS
428 Belonda Street
Pittsburgh, Pa.

Robert H. BUSHEY
Charlotte, Vermont

Jimmie BYRN
Willmatheville, Missouri

Edgar L. CAPPS
Box 98
Bandon, Oregon

Angelo A. CAPOZZI
1227 Gilmore Way,
Pittsburgh, Pa.

Gerald T. CARDINAL
666 W. Minnehaha Avenue
St. Paul, Minnesota

Robert F. CARLEY
4352 W. Jefferson Ave.,
Ecorse, Michigan

Carl W. CARLSON
905 W. 4th Street
Long Beach, Calif.

Robert CARLSON, Jr.
78 West Munson Avenue
Dover, New Jersey

Robert J. CARR
1111 Harding Park
Bronx, New York City,
New York

Edward V. CARRILLO
8725 S. Crocker Street
Los Angeles, Calif.

Leonard F. CARROLL, Jr.
1314 18th Street
Santa Monica, Calif.

Albert J. CASANOVA
2225 26th Street
Akron, Ohio

Anthony P. CASOLA
1932 Loring Pl.
Bronx, N. Y.

Paul R. CATALDO
80 Oakley Street
New Haven, Conn.

William H. CAVIN
Box 258
Lennox, So. Dakota

Wallace F. CERVENY
308 E. 70th Street
New York, N. Y.

William C. CHARLES
Lee Heights,
Bristol, Va.

⁴⁸⁷⁴
Eugene W. CHILDERS
Route 1, Box 671
Fresno, Calif.

Theodore CHMIEL
2249 W. 19th Street
Chicago, Illinois

Gerald B. COCHRAN
Route #2, Box 470.
Dallas, Texas

Raymond Amico COLAIZZI
3958 Julian Street
Denver, Colorado

Edward P. COLLINS
3732 Old Frederick Rd.
Baltimore, Md.

Seth Z. COLTOFF
1436 Crotona Park E.,
Bronx, N. Y.

Andy COMBS
P. O. Box 104
Man, West Virginia

Walter A. CONNORS
34 Broad Street
Waterford, N. Y.

Samuel I. CONRAD
West Decatur, Pa.

Albert P. CONSIDINE
941 Victory Street
Akron, Ohio

William H. CONSTABLE
937 Benicia Road
Vallejo, Calif.

Robert W. COOK
306 Silver Street
Bennington, Vermont

Tony N. COSENTINO
P. O. Box 237
Gustine, Calif.

Melvin K. CRAIG
806 E. Miller St.
Bloomington, Ill.

Joseph B. DAVIS
Edgerton, Kansas

Lacy DAVIS, Jr.
851 Ruth Avenue
Akron, Ohio

Basil L. DeBARR
Route #2, Box 51
Grafton, W. Virginia

Robert R. DENMAN
731 Ash Street
Toledo, Ohio

Joseph DI BLASI
1013 Cook Street
Waterbury, Conn.

George J. DICKS
2717 N. Central Pk. Ave.
Chicago, Illinois

LeRoy B. DUVIC
Ponchatoula, Louisiana

Jack D. ELKINS
Route #2
Aline, Oklahoma

Edward R. ELSEY
1121 Telfair Street
Augusta, Georgia

Ronald G. ENGEL
Route #1
Middle Point, Ohio

Armand EUSEBIO
65 So. Sixth Street
New Bedford, Mass.

Donald "J" FAUSETT
106 S. First East
St. Anthony, Idaho

Walther H. FELDMANN, Jr.
4818 Russell Avenue, So.,
Minneapolis, Minn.

Walter P. FIGG, Jr.
2321 So. Floyd Street
Louisville, Ky.

Harvey C. FITZGERALD, Jr.
First Avenue
Thomson, Georgia

Robert LeRoy FOSTER
511 Park Avenue
Peoria, Illinois

George L. FOWLER
497 Park Avenue
Barberton, Ohio

Robert P. FOX
62 Trowbridge Street
Buffalo, N. Y.

Melvin E. FREES
605 Lancaster Avenue
Reading, Pennsylvania

Donald V. FRESHLEY
146 W. Oxford Street
Alliance, Ohio

John H. FREN
730 N. Section St.
Sullivan, Indiana

Carl L. FREY
510 N. 6th Street
Maywood, Illinois

William P. FROMM
700 Mercer Avenue
Sharpsville, Penna.

William D. FRY
McCordsville, Ind.

William T. FRYMAN
619 Buckner Street
Maysville, Ky.

Eugene P. FUNKE
5623 Harding
Detroit, Michigan

Robert W. GAEDKE
1509 So. 35th Street
Manitowoc, Wisconsin

Howard H. GAINES
1111 6th Street
International Falls, Minn.

John G. GANDI
1717 W. Burnside St.
Mayberry Hotel, Apt. 9
Cincinnati, Ohio

Leo GAROLA
Route #1, Box 265
Trinidad, Colo.

Vernon A. GARDNER
Box 582
Handley, Texas

William H. GARDNER
Route #8, Box 152
Lemay, Missouri

Walter H. GARNER
1013 Madison Street
Syracuse, N. Y.

William A. GARRETT
Box 104
Ashley, Michigan

John J. GARVEY, Jr.
18 Autumn Street
Somerville, Mass.

George B. GAY
77 Franklin Street
Tunkhannock, Penna.

Calvin L. GEIGER
RFD #1
New Smyrna Beach, Fla.

Winfred C. GEORGE
33 North Main Street
Midvale, Utah

Russell J. GILCHRIST
3507 James Road
Hannibal, Missouri

Elmer E. GILLINGHAM
1815 Waite Street
Pittsburgh, Pa.

Leroy "J" GINGRICH
731 Rieves Avenue
Yuba City, California

Ernest T. GONZALES
1578 Treat Avenue
San Francisco, Calif.

Clarence D. GOODWIN
54 East 4th North
Logan, Utah

Leo C. GRAHAM
2333 W. Glass Avenue
Spokane, Washington

Robert C. GRAMMER Todd Avenue Fort Howard, Maryland	Norman H. HAAS Mendon, Michigan	Jack L. HARDEN 1407 21st Street Phenix City, Ala.
Daniel J. GRANT 63 Conwell Avenue Somerville, Mass.	Adelbert H. HAFFNER 961 E. Oak Street Hillsboro, Oregon	Robert E. HARE 838 Putnam Avenue Detroit, Michigan
Thomas W. GRAY Minersville, Utah	Robert C. HAGER 3324 S. Damon Avenue Chicago, Illinois	Norman F. HARRIS 1843 Franklin Street Racine, Wisconsin
Dargon GREEN, Jr. Odd, Virginia	Warren E. HALEY 704 North Webster Street Kokomo, Indiana	Joseph J. HARTIGAN 115 Bennett Avenue Neptune City, N. J.
Paul Edward GREEN 1611 Saint Dennis Avenue Norfolk, Virginia	Gerald A. HALL 48 Devens Street Greenfield, Mass.	Raymond W. HASTINGS Ridge Road, Route #1 Savanna, Illinois
Joseph J. GRENIER 70 Day Street Paterson, N. J.	Richard J. HALL 456 N. Oakland Avenue Decatur, Illinois	Franklin E. HAWKINS 43 Magnolia Street Lafayette, Georgia
Edward A. GRESSLER 1122 W. 18th Street Lorain, Ohio	William H. HALL Route #1, Hugo, Oklahoma	Donald F. HAWKS Star Route, Deerwood, Minnesota
Andrew C. GRICH 280 Jackson Avenue Stratford, Conn.	Daniel J. HALLISEY 63 Wheeler Avenue Brockton, Mass.	William Richard Hawks 609 Montana Street Peoria, Illinois
Coleman R. GRIFFITH 954 N. Van Dyke, Decatur, Illinois	Ralph HALLS General Delivery Fruitland, New Mexico	Deral J. HAYCOCK Sandpoint, Idaho
Lawrence R. GROSKO 249 Orchard, Kansas City, Kansas	Phillip J. HALM 4116 Pingree Street Detroit, Michigan	Gerald T. HAYES Kersey, Pennsylvania
George A. GROVES 401 3rd Street East Alton, Illinois	Randolph W. HAMERDINGER 140 11th Street, S. E. Washington, D. C.	"J" "C" HELBERT Route #2 Hamilton, Texas
Ernest J. GUIMOND 20 Thornell Street Brockton, Mass.	Harry M. HAMRICH 1683 Brainard Road Lyndhurst, Ohio	William B. HELWIG 125 Gilbert Avenue Niles, Ohio
Gerald G. GUITTAR 13119 Schaeffer Road Detroit, Michigan	Kenneth E. HANSEN Columbus, North Dakota	John D. HENRY 3832 W. 136th Street Cleveland, Ohio
Arthur F. GUTZ, Jr. 489 Ashland Avenue St. Paul, Minnesota	LaVerne R. HANSEN 441 Page Mill Road Falo Alto, California	Edwin F. HENSCHEN Luckey, Ohio

Clarence A. HERZOG
236 Chestnut Street
Reading, Pa.

Frederick P. HETTESHEIMER
Washington Avenue
Port Jefferson Station, N.Y.

Theodore W. HIETALA
58 Marshall Street
Fitchburg, Mass.

Albert L. HILL
RFD #2, Box 73
Ridgeville, S. C.

Clyde R. HILL
1044 So. Wyoming
Butte, Montana

David A. HITZELBERGER
Dawes Avenue
Clinton, N. Y.

Thomas John HOCK
Patapsco, Carroll County
Maryland

Walter William HOFMANN
70-23 69th Street
Glendale, N. Y.

Elmer Franklin HOLCOMB
5518 Adams Avenue
Ashtabula, Ohio

John O. HORTON, Jr.
1043 W. Sharpe Avenue
Nashville, Tenn.

Donald R. HOUGH
610 12th Avenue
Munhall, Pa.

Dean Robert HULL
Cromwell, Indiana

Maurice D. HUNTT
436 Oneida Place, N.W.
Washington, D. C.

Paul L. HYATT
211 E. 10th
Lawrence, Kansas

Walter Wallace IMMONEN
405 E. Granite Street
Butte, Montana

Edward Junior ISNER
Herndon, Virginia

Woodrow JACOBS
412 Lynn Street
Oakwood Hts., N. Y.

Kenneth E. JAEGER
2635 W. 88th Street
Seattle, (7) Wash.

Amador C. JÄRIN
711 Jackson Street
Oakland, California

Norman M. JARVAIS
915 Main Street
Ogdensburg, N. Y.

Leo E. JEKELIS
3208 Glenmawr Avenue
Pittsburgh, Pennsylvania

Vernon W. JENKINS
1218 St. Michaels Ave.
Akron, Ohio

Orval V. JENNINGS
Route #9, Box 201-A
Aurora, Colorado

Russell Daniel JENNINGS
234 Ellenwood Avenue
Youngstown, Ohio

Rulon T. JENSEN
Route #1,
Firth, Idaho

Delverne R. JESSEWEIN
169 Elvern Drive
Benton Harbor, Michigan

James "J" JOBE
917 West 5th Street
Pine Bluff, Arkansas

Hartley E. JOHNSON
11702 Whithorn Street
Detroit, Michigan

Richard G. JOHNSON
238 Weatherfield
Hartford, Conn.

Robert A. JOHNSON
308 Marsh Street
St. Joseph, Michigan

Rudolph C. JOHNSON
314 Clark Street
Clear Lake, Iowa

Russell D. JOHNSON
900 Lafond Avenue
St. Paul, Minnesota

Willard JOHNSON
Clearbrook, Minnesota

James E. JOHNSTON
967 Missouri Street
San Diego, Calif.

Abner L. JONES
Lake Crystal, Minnesota

Dewey C. JONES
Route #4
Rogers, Arkansas

Jack J. JONES
665 W. 63rd Place
Los Angeles, Calif.

Wesley S. JONES
Knoxville, Georgia

Joseph J. JOOS
48 W. Exchange Street
St. Paul, Minnesota

Howard M. JOYCE
70 Clinton Avenue
Stamford, Conn.

Chester P. JUDD, Jr.
3017 Paxon,
Butte, Montana

Ray D. JUNKIN
Park River, N. Dakota

Walter S. KANIA
12321 Klinger Street
Detroit, Michigan

Frank H. KEENAN
1085 Taylor Street
Akron, Ohio

Kenneth A. KELLER
North Millgrove Rd.
Akron, N. Y.

Alvin S. KELLEY
Route #1
Clanton, Alabama

William J. KELLEY
60 Hamilton Street
Hyde Park, Mass.

Clifford R. KELLOGG
218 College Avenue
Elmira Heights, N. Y.

John C. KELLY
4230 Wabash
Kansas City, Missouri

Calvin F. KELSEY
12049 Longview Avenue
Detroit, Michigan

Joseph P. KENNEDY, Jr.
512 York Street
Springfield, Ohio

Edward Byron KERR
Irvington, Kentucky

Harvey F. KIMBRELL
911 Elm Street
Beloit, Wisconsin

Brendan J. KING
272 Sackett Street
Brooklyn, N. Y.

James R. KING
Ashford, N. C.

Bernard KLAUER
849 N. 18th Street
Manitowoc, Wisconsin

Jimmy J. KOCH
2348 Cumberland
Houston, Texas

Joseph F. LABRECQUE
193 Ashley Blvd.
New Bedford, Mass.

Norman M. LAVANGER
Anota, North Dakota

Kenneth F. LAWRENCE
R. D.
Windsor, Ohio

Conrad L. LEA
3532 S. Gusman
Tacoma, Washington

George C. LEITNER
148 State Street
Perth Amboy, N. J.

Edward J. LILLY
6716 Frankford Avenue
Philadelphia, Pa.

Earl G. LOKEN
R. R. #1,
Blair, Wisconsin

Thomas E. LOWERY
Pelican Lake, Florida

Dale V. LUTTRELL
1221 Walnut Street
Beardstown, Illinois

Justo E. MALASIG
P. O. Box 903
Oxnard, California

Harvey R. MANUEL
81 Broadway,
Huntington Station, N. Y.

Emil Edward Marchak
20 N. 3rd Street
Newark, N. J.

Italo V. MATTEI
1730 Courtland Avenue
Norwood, Ohio

Richard C. McCLELLAN
General Delivery
Hoopa, California

Thomas E. McCULLIAN
44 E. White Street
Summit Hill, Pa.

Joseph Patrick Mc GOVERN
4 Dexter Court
Dorchester, Mass.

Aloysius John McLAUGHLIN
Route #2
Carey, Ohio

Frank J. McLOUGHLIN
433 W. 11th Street
Jacksonville, Fla.

William H. MEWBOURNE, Jr.
Route #1,
Ragland, Alabama

Elmer A. MILBRIDGE
Box 1192
Soudan, Minnesota

Robert Francis MILLER
1233 21st North
Seattle, (2), Washington

Ralph E. MITCHELL
1203 N. Garrison
Olympia, Washington

Kenneth T. MORGAN
324 Boys Street
Streator, Illinois

Jimmie E. H. MORRIS
1122 Frederick Street
Bluefield, West Virginia

William Ellis MORRISSEY
814 "G" Street
Marysville, California

Carl T. NELSEN
Colby, Wisconsin

Virgil L. NEWEL
Midway SubStation
Hanford, Washington

Edward H. NIMMER
8510 W. Harrison Avenue
West Allis, Wisconsin

Rollin G. NUSBAUM
922 Frederick
Toledo, Ohio

Frank ORZOLEK
33 St. John Street
New Haven, Conn.

Leonard E. PAIR
101 High Street
Keene, N. H.

Raymond V. PARK
Route #1, Ashman Rd.
Midland, Michigan

James G. PATTON
218 Sunflower Avenue
Indianola, M

William A. RING
870 Fell Street
San Francisco, Calif.

Milo M. RITTERBUSH
Mills, Nebraska

Arthur A. ROAT
Finley Point,
Polson, Montana

William R. ROBERTS
1723 Rubio Street,
Chattanooga (6), Tenn.

Henry G. ROCKEFELLER
517 Ludington Avenue
Madison, Wisconsin

James M. RODGERS
3816 Edwards Road,
Cincinnati, Ohio

Edward Henry ROHREY, Jr.
1507 Roosevelt Avenue
Stoubonville, Ohio

Burton T. ROMINES
617 Flaherty Street
Orange, Texas

Arnold RUDOLPH, Jr.
4425 Elmbank
St. Louis, Missouri

William Russell RUSK
311 E. Excelsior
Excelsior Springs, Mo.

Oswald T. RUSTARI
Angora, Minnesota

Thomas D. RUTHER
Petersburg, Nebraska

Russell S. RYKER
R. R. #1
Moline, Illinois

Norbert G. SAUER
Rice, Minnesota

Roy L. SCHMELING
3477 Amethyst Street
Los Angeles, Calif.

Bernard J. SCHMIDT, Sr.
5601 S. Peoria Street
Chicago, Illinois

Gerald L. SHERLOCK
Saxton, Pa.

Donald D. SHOFF
Duke Center, Penna.

Rudolph SIKORA
898 Rodman Street
Fall River, Mass.

Cecil J. SILLS
308 N. St. Asaph Street
Alexandria, Virginia

Anthony SIMMONS
83 Gloucester Avenue
Gloucester, Mass.

Carl E. SIMMONS
2067 Pauline Street
Fort Wayne, Indiana

William W. SLONE
R. R. #1
Camden, Ohio

Charles A. SMITH
226 S. Main Street
New Lexington, Ohio

Claire James SMITH
122nd 8th Street, N. E.
Waverly, Iowa

Louis SMITH
230 Licking Street
Toledo, Ohio

Leo Marshall SNYDER
1097 Joy Avenue
Akron, Ohio

Gerard SOCHA
94-54 199th Street
Hollis, N. Y.

Paul SOLOBAY
136 Vine Street
Canonsburg, Pa.

Hubert E. SORENSEN
Odeboldt, Iowa

Zane E. SOULLIERE
Route #2
Adrian, Michigan

Atleo W. SPONSELLER
R. D. #1
Waynesburg, Ohio

Julius W. STAHL
Route #3
Aberdeen, Miss.

John J. STARZEC
287 Bedford Avenue
Brooklyn, New York, N.Y.

Everett H. STEPHENSON
R.D. #1
Fultonville, N. Y.

Ernest R. STOOS
Geraldine, Montana

Eugene J. SULLIVAN
5708 Media Street
Philadelphia, Pa.

Richard Thomas SWOPES
309 N. Reservoir,
Pomona, California

John E. TAYLOR
1800 Charleston Avenue
Portsmouth, Virginia

Anthony C. TIPONE
3447 Coldwell Street
Shreveport, La.

Hessel Dixon TRENHOLM, Jr.
16 Stedman Street
Brookline, Mass.

James Robert VAN DYKE
16 Wise Street
Boston, Mass.

Samuel R. VIELE
175 Springfield Avenue
Rochester, N. Y.

William S. VOCKE
345 W. Main Street
Napoleon, Ohio

George H. WAKSMUNDZKI
40 Wilson Avenue
South River, N. J.

Donald R. WALLEZ
3005 N. Heckett Avenue
Milwaukee, Wisconsin

Abraham P. WARCHAIZER
302 Albemarle Road
Brooklyn, N. Y.

Oliver B. WARD
Route #4
Longview, Texas

Ignatius S. WENCEK
72 Crescent Avenue
Dorchester, Mass.

Charles L. WHITE
469 W. 118th Street
Hawthorne, Calif.

James R. WHITE
327 S. Lafayette Street
Camden, Ohio

Kenneth E. WHITEHEAD
1026 Vina Avenue
Long Beach, California

Jesse Arthur WICKER, Jr.
72 Buchanan Avenue
Asheville, N. C.

Jeff D. WILLIAMS
217 S. Fares Avenue
Evansville, Indiana

Theodore J. WILLIAMS
R. F. D. #1,
Duncombe, Iowa

Lester WOLFE, Jr.
65 McGoffey Street
Youngstown, Ohio

Charles H. WROTEN
Newport Pike, R.F.D. #1
Cranston Heights, Delaware

Dale M. ALDRIDGE
Route Number 6
Madison, Indiana

James F. ALFORD
4910 Curtin Street
Houston (3), Texas

John J. ALLEGRETTO
1445 Otis Place, N. W.
Washington, D. C.

Julius S. ARENSBERG
807 N. 32nd Street
Camden, N. J.

Oren B. AUSTIN
1021 S. Harrison Street
Sedalia, Missouri

Ralph G. BAUM
534 Poplar Street
Lancaster, Pennsylvania

Clifford J. BEACH
3235 Glenwood Avenue
Toledo, Ohio

John O. BENJAMIN
25 Weston Avenue
Dalton, Mass.

Ernest J. BENNETT
718 East Carolina St.
Port Angeles, Washington

Parley BERNARDS
1263 Hughes Avenue
Santa Rosa, California

Russell E. BIGGER
2521 Eddy Street
Saginaw, Michigan

Clarence L. BIGHAM
Box 421
Lefors, Texas

William BILLOS
610 Main Street
Martini Ferry, Ohio

Bruce E. BLACK
Box 31
Garards Fort, Pa.

William K. BLACK
154 E. 3rd Avenue
Columbus, Ohio
c/o R. W. Ward

Woodford D. BLACKBURN
379 S. Broadway Park
Lexington, Kentucky

Stanley F. BLAKEMORE
RD #3
Gibsonia, Pa.

Joe BODIE
215 Malvina Street
R. R. Number 2
Pekin, Illinois

Eugene G. BOEHM
508 N. Jackson Street
College Park, Georgia

William B. BOGREN
Trimountain, Michigan

Joe Merl BOHLEN
7201 Lindell Boulevard
St. Louis (5), Missouri

Roland E. BOYD
5533 S. Princeton Ave.
Chicago, (21) Illinois

John A. BREEN
144 Holland Street
Somerville, Mass.

Francis E. BUCKLEY
235 Broadway
Saranac Lake, N. Y.

Fred A. BUCKLEY
Rural Route #1
Erie, Pennsylvania

Walter E. BURFITT
Route Number 1 - Box 1541
Edmonds, Washington

Francis L. CABRAL
64 Byron Street
East Boston, Mass.

Norman W. CAMPBELL
1103 S. 47 Street
Philadelphia (43), Pa.

Marshall CARTER
Oakwood Drive
Painesville, Ohio

Travis L. CARY
3322 Ellwood Avenue
Apartment "C"
Richmond (21), Virginia

Clarence O. CHAPPELL
201 West Aeronca
Oklahoma City (10), Okla.

Arthur J. CHARETTE
Barrows Street
Barrowsville, Mass.

Gordon L. CHAUNCEY
New Boston, N. H.

Burton S. CHIPPS
R. F. D. #1
Monroe, Iowa

Paul M. CHROBAK
1004 Dewey Avenue
Evanston, Illinois

Frank L. CLOUDMAN, Jr.
12 Warwick Road
Watertown, Mass.

Emerson R. COE
6 Jefferson Avenue
Taunton, Mass.

Fred W. COLE
303 High Street
Waterloo, Iowa

Patrick J. COLLINS
840 Valencis St., #1
San Francisco, (10) Calif.

John J. CONNORS
321 North Fairmont Street
Pittsburgh, Penna.

Louis H. COURTNEY, Jr.
239 Beverly Road
Hempstead, Long Island, N. Y.

Clinton W. CRANE
1279 Fulton Street
Rahway, N. J.

John J. CUDDY
9 Orchard Street
Palmer, Massachusetts

George A. DASTOUS
Lincoln Avenue
SWANSEA, Mass.

Charles J. DAVIS
218 Netta Street
Picher, Oklahoma

Ben C. DEACON
2627 N. Central Ave.
Phoenix, Arizona

Francis J. DE NAPOLI
627 Cemetery Street
Williamsport, Penna.

Martin J. DEUTSCH
1318 North Sherman
Bloomington, Illinois

James D. DEVLIN
29 Marion Road
Belmont, Mass.

Thomas DOHERTY
137 Quarry Street
Fall River, Mass.

Joseph DRATCH
87 Buena Vista Avenue
Yonkers, N. Y.

Ingmar H. DYBEVIK
Reville, South Dakota

Harry F. EHRHART
820 Fifth Avenue
Aurora, Illinois

Franklin C. ENGELKE
1423 East Berks Street
Philadelphia, Penna.

Burns W. FELLERS
Palisade, Nebraska

William F. FINNEGAN, Jr.
33 Bryan Road
Branford, Conn.

Ubaldo P. FOLLIN, Jr.
89 "B" Sheppard St.
Charleston, S. C.

Raymond E. FORSHAY
22 Boston Road
Avon By The Sea
New Jersey

Robert Lewis FOSTER
Chariton, Iowa

Walter M. FOSTER
141 Virginia St., West
Charleston, West Virginia

John F. FRESY
811 6th Avenue North
Great Falls, Montana

David FURTADO
7 Cordage Street
Plymouth, Mass.

James H. GILLILAND
Route Number 1
Gardendale, Alabama

Anthony J. GONCALVES
8515 Birch Street
Oakland, California

Gearold G. GOODNIGHT
902 Roosevelt Avenue
Frankfort, Indiana

Edward J. GRIFFIN
817 E. Broadway
South Boston, Mass.

Horace B. GRIFFITH
103 Grove Hill Street
San Anselmo, Calif.

Carl E. HAFKKE
2811 Adams Street
Omaha, Neb.

Harold C. HAGEN
Route Number 2
Barnum, Minnesota

Lloyd A. HANSON
316 3rd Street
Havre, Montana

Luverne E. HARBERT
11565 1/2 Ohio Avenue
West Los Angeles(3), Calif.

Frank A. HAYEST
238 East Market Street
Cádiz, Ohio

Begin File Mar 17
Alfred A. HEINONEN
8 Banta Place
Bergenfield, N. J.

William R. HIERONYMUS
1615 East 5th Street
Sedalia, Missouri

Joseph HOCKMEYER
110 Bedford Street
c/o Roberts
New York, N. Y.

Richard E. HOLLIFIELD
3201 Vintage Street
Houston, Texas

Henry F. HOLZRICHTER
Box 192
Burton, Kansas

Harold A. HUSTEAD
Gorin, Missouri

Harry M. HYDE
59 Lawrence Avenue
Lynbrook, Long Island, NY

Eugene J. JAMEYSON
2624 Division Street
Enumclaw, Washington

James JAMISON
c/o Mrs. Cunningham
4633 Plummer Street
Pittsburgh (1), Pa.

Robert F. JANDROW
11 South Street
Spencer, Mass.

Axel W. JOHNSON
47 Autumn Street
Manchester, Conn.

Walter B. JOHNSON
622 Lindenhurst
Los Angeles, Calif.

Armo B. KATZ
133 East 168th Street
Bronx, N. Y.

Charles J. KAUFFUNGER
2164 E. 38th Street
Brooklyn, N. Y.

Charles G. KENNEDY
1521 Jones Street
Sioux City, Iowa

Edward A. KERGER
428 Bellevue Avenue
Daly City (25), Calif.

John H. KING
523 Elderts Lane
Brooklyn, N. Y.

Edward R. KIRSTE
1236 E. 79th Street
Chicago (19), Illinois

Gerald G. KOESTER
1235 Graham Street
St. Louis, Missouri

Dean W. KRUEGER
825 Ash
Newton, Kansas

Frank J. LATHAM
Route Number 1
Mt. Carmel, Illinois

Neree J. LE BLANC
4 Lake Avenue
South Peabody, Mass.

Frank W. LEE, Jr.
314 Center Avenue
Bay City, Michigan

Stanley J. LIPINSKI
2903 Goul Street
Philadelphia (34), Pa.

Russell R. LONG
Town Line Road
Lancaster, N. Y.

Arthur J. LOTERBAUER
602 N. University Ave.
Beaver Dam, Wisconsin

Arthur B. LOTT
1403½ West Main St.
Lancaster, Ohio

Paul L. LUND
Post Office Box 595
Cheyenne, Wyoming

Donnel H. LUTGENS
Rising Star (Box 22),
Texas

Walter J. MAGNER
44 Timson Street
East Lynn, Mass.

Raymond J. MARLOWE
419 Herzberg Circle
Gadsden, Alabama

Joseph F. MARTIN
15 Woodrow Avenue
Dorchester, N. H.

Walter W. MARTIN
2152 Berteau Avenue
Chicago, Illinois

Basil G. McAUSLAND
29 Beecher Street
Jamica Plain, Mass.

William L. McCARTHY
34 Taylor Avenue
South Norwalk, Conn.

Kenneth T. McDONALD
331 Lime Street
Inglewood, California

Daniel P. McKENNA
386 Armory Street
Springfield, Mass.

Charlie H. MERRILL
244 N. 4th East
Logan, Utah

John T. MILFORD
Box 62
Canton, Georgia

Arthur "A" MILLER
Rayport, Minn.

Walter J. MILLER
Fulda, Minn.

Ralph A. MILLS, Jr.
114 Elm Street
Charlestown, Mass.

Gordon B. NEWTON
157 Lynn Street
Peabody, Mass.

James K. NICHOLS
1904 Highland Avenue
Knoxville, Tenn.

Alfred E. M. NOFFKE
2753 3rd Avenue South
Minneapolis, Minn.

Arthur NORBAK
453 Cabot Street
Beverly Mass.

John P. NUNZLANTE
27 Morris Street
New Haven, Conn.

Thomas J. O'BRIEN
268 Broadway
Cambridge, Mass.

Harold Marberry PERRY
1400 West 10th
North Little Rock, Ark.

Noel Lyman PICOTTE
Quadron, Nebraska

John J. PULASKI
124 Princeton Avenue
Dover, N. J.

Albert J. R-TELLE
86 Sylvester Street
Lawrence, Mass.

Glayton T. REESE
23 Ennis Street
Bedford, Ohio
c/o H. J. Prudent

Donald J. RHINEHART
213 West 2nd Street
Corning, N. Y.

Charles L. RICKER
13 Lyons Avenue
Brockton, Mass.

Steve F. RIZOR
Post Office Box 243
Guernsey, Wyoming

James ROSSO
25 West Walker Street
North McAlester, Oklahoma

Henry J. RUBIN
111 North Castle Street
Baltimore, Maryland

John F. RZONCA
22 Fowler Street, Ext.
Westfield, Mass.

Henry SAGER
5202 Lotus Way
Pittsburgh (14), Pa.

Walter F. SALGE
401 Garfield Street
Austin, Minnesota

Thomas L. SANDERS
1302 West 29th Street
Los Angeles, California

Alfred S. SEARS
323 Columbia Street
Cambridge, Mass.

Abc L. SHAFTON
303 N. 38th Avenue
Omaha, Nebraska

Albert H. SHILL
149 Bay Village
New Bedford, Mass.

Andrew W. SHIRREFF, Jr.
537 Berkloy Street
Palmyra, N. J.

Eli SILVERMAN
1440 East 13 Street
Brooklyn, N. Y.

Martin B. SKIFF
918 West 8th Street
Eric, Penna.

Lloyd C. SLIGHTER
Mohnton, Pennsylvania

Adolph J. SOMMERS
824 Clay Street
Woodstock, Illinois

Stanford E. SOWLE
1354 Central Avenue
San Carlos, Calif.

Howard L. STANLEY
Route #1
Merkel, Texas

John C. STEAD
1000 Newman Street
El Paso, Texas

Roscoe J. STILES
Route Number 1
Bangor, Pennsylvania

Edward F. STORM
125 Main Street
West Easton, Pennsylvania

Charles A. STRENKOWSKI
Box 176
Yantic, Conn.

Bernard P. SZUMIGALA
1011 Brown Avenue
Eric, Pennsylvania

James F. TAYLOR
Forrest City, Arkansas

Otto J. TILLMAN
12097 Prairie Avenue
Detroit (4), MICHIGAN

John W. TINSMAN
175 Harriet Street
South Portland (7), Maine

Wyant R. TOLAN
549 Saudo Avenue
Essington, Penna.

Edward J. TRACY
2036 E. 65th Street
Brooklyn, N. Y.

Grant J. VAN HAAREN
246 North Lincoln
Bay City, Michigan

Gordon A. VEATCH
500 Townsend Street
Morganfield, Kentucky

Herman Z. VELENZUELA
4415 West Walton Street
Chicago, Illinois

Joseph P. VERDUCE
1115 Main Street
Pockville, Pennsylvania

Dominic D. VITALE
25 West Street
New Haven, Conn.

Roland P. VOGES
363 North Central Street
New Braunfels, Texas

Hamilton C. WADE
8467 162nd Street
Janica, N. Y.

Stanley A. WERMINSKI
91 Chestnut Street
Hartford, Conn.

Smith I. WHAN
327½ South Market
Wichita, Kansas

Robert G. WHITESTINE
863 Oak Street
Alameda, California

Raymond C. WIELAND
c/o Pat O'Brien,
R. R. Number 2
Dunkor Hill, Illinois

Richard D. WILE
511 Williams Street
Huron, Ohio

Lawrence E. WILLIAMS
42 Ashland Avenue
Baldwin, N. Y.

Lester J. WILLIAMS
Box 104
Carcy, Idaho

Floyd M. WILSON
Route #1,
Radnor, Ohio

Oscar R. WILSON
4020 South "J" Street
Tacoma, Washington

Dorwood L. WORKMAN
1414 Van Duren
Saginaw, Michigan

Edward J. YOUNG
Box 218
Fordyce, Arkansas

