DEDICATED

TO THE MEN OF THE
FORTIETH BATTALION
WHO HAVE GIVEN THEIR
LIVES IN THE SERVICE
OF THEIR COUNTRY
<table>
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<th>Name</th>
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<tr>
<td>E. J. ALVARADO</td>
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<tr>
<td>D. W. ANDEEN</td>
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<td>R. L. CONVIRS</td>
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<td>W. F. FENDSACK</td>
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<td>W. FRANDSEN</td>
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<td>F. H. GABLE</td>
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<td>M. L. GAVIN</td>
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<td>L. F. HARRIS</td>
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<td>J. A. HERMESDORF</td>
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<td>E. B. HOLLAND</td>
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<td>H. U. HUFFORD</td>
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<td>W. A. HUGHES</td>
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<td>R. D. HUTCHINS</td>
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<td>P. P. KARAIWU, JR.</td>
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<td>D. A. KATALINICH</td>
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<td>J. G. LOZADA</td>
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<td>D. B. MATHIS</td>
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<tr>
<td>P. O. MAUS</td>
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<tr>
<td>L. W. McCASLIN</td>
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<td>T. W. MILLIKEN</td>
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<td>O. T. PAGE, SR.</td>
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<tr>
<td>J. A. PEIGHTAL</td>
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<tr>
<td>P. A. PRINCE</td>
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<td>S. R. ROBERTS, JR.</td>
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<tr>
<td>G. ROSSETTO</td>
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<td>E. H. SHIELDS</td>
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<td>W. E. TOOKEr</td>
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<td>T. URBANEK, JR.</td>
</tr>
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<td>H. A. WIECHMANN</td>
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LT. COMDR. HENRY J. RUMBARGER
Officer-In-Charge
LT. COMDR. HORACE GRANT
Executive Officer
SECOND VOYAGE
On a Tuesday afternoon in September, 1944, the Fortieth stood at attention on the black-topped drill field of Camp Parks as Major General Bonesteel presented them with the Presidential Unit Citation for distinguishing themselves in action at Los Negros.

Back from their thirty days leave, the men settled down to stateside life at Camp Parks, with military training and technical schools during the day and liberty every other night. Camp Parks wasn't home but it tried to make up for it. As replacements came from all over the states the battalion was re-formed and on the thirty-first of October, Lt. Comdr. Rumbarger assumed command with Lt. Comdr. Grant as executive officer.

The holiday season went by, followed by the first soft breeze of scuttle-butt. We spent a week at the rifle range getting used to the carbine. When we received our inoculations and overseas equipment we felt that our time in the states was drawing to a close.

The first of February was cold and wet, and was the day we boarded our ship, the Adabelle Lykes, a small transport with practically every branch of the service represented in her complement. We anchored in the bay that night with the lights of San Francisco casting their reflections dimly on the waters around our ship. Outside, the air was damp and chilly with wisps of gray fog brushing by; while down in the holds the men were trying to acclimate themselves to the crowded and stuffy conditions.

Some of the ships in the harbor pulled out the next afternoon. The Adabelle's innards emitted a dull rumbling, pulled anchor, and took after them. As the sky darkened we passed under the Golden Gate Bridge and out to sea.

"Old Man Neptune" played havoc with many appetites for the first few days. The weather was bad and our little ship tossed like a cork in a washing-machine. Our convoy cut through the blue hillocks, bearing south-west. The weather cleared in a few days and as they passed, the sun appeared nearer and warmer. The decks were covered with small groups of men playing interminable games of cards. The days turned hot, at night the holds were stifling but on deck it was cool and serene.

We knew that our destination was the code word "HODE." In a short while we learned it meant Saipan, our staging area. We stopped at Pearl Harbor and spent two weeks; during which the Adabelle was repaired and waited for another convoy. We went on liberty five or six times, invading Honolulu, Waikiki and Fleet Landing. These unexpected liberties caught us unprepared and we had to borrow money and whites ... At Eniwetok in the Marshalls we stopped again and spent another nine days, monotonously hot in the flat lagoon. By now we were well sick of the Adabelle with its dingy holds, inadequate food and imposing restrictions. The afternoons were long and the music played on deck only deepened our melancholy.
On the 18th of March the Adabelle Lykes finally docked in Tanapag Harbor, Saipan. By evening all but a few who remained for unloading and guard duty had gone ashore. Meanwhile trucks had been loaded with men and left for our camp site. It was a flat, level area overlooking the sea; and in the background were the tall, grey cliffs, shell-blotched in a battle that is now history.

16'x50's were set up in the semi-darkness. Cots were handed out and small groups gathered outside the tents, mulling over the latest rumors. Our target area was called "BIVE" in code. In a short while we learned it meant Okinawa.

The temporary camp was erected quickly. Tents rose up and the mess hall was in use in a few days. After the staging work had been started, carbines were issued and target practice began... By the end of the month news came in that our Ryukyus were being blasted by the fleet... Then on Easter Sunday, the mess hall's radio announced that Okinawa had been invaded. The next day trucks began loading for our future home, all staging work had been secured and by the end of the week LST lists had been posted with approximately seven hundred men scheduled for the first echelon. An advance group of fifty-one men had been selected which included the bomb disposal unit, surveyors, and water-supply men. They embarked on the 11th.

Two days later the first echelon's LST's had been loaded. The troops went on board, carrying bulging packs, rifles, helmets, and other gear. Some were lucky enough to be assigned bunks in the hold, the majority rigged up sleeping quarters on deck between the superstructure, trucks, and other Seabee equipment. Two days passed; and we moved; but only to anchor in the harbor. Down in the hold the radio spoke of increasing resistance on Okinawa. The days passed... and we wondered.

A week after boarding ship we left for Okinawa. The weather was excellent during the days, a calm sea and a clear sky, but the nights were rainy. Men awoke to find the rain pelting down on them and their gear under the cots floating away on the small lakes of rain water that washed across the deck. At dawn and dusk we went below as the gunnery crews took their battle stations. Submarine alerts came—but nothing happened. Our convoy went on, and on the 26th we passed a task force. It was good to see all that power and on our side. The sight of the ships put us in a mood of eager anticipation.

Our LST's steamed into Nakagusuku Wan the next afternoon and anchored off-shore; then a barrage of signaling began. The bay itself seemed strange. The air was quiet except for the occasional distant, hollow booming of the fleet shelling the opposite shore. American planes were diving out of the clouds in the distance and skimming above the tree-tops, then zooming away. They were dive bombing but little could be heard except for a distant pounding. Towards evening the bombarding of the fleet increased in
tempo. Our air-raid signal clanged and we went below as the ship's crew raced to their gun positions. Down in the holds we settled about as comfortably as possible, smoking and playing poker with our invasion currency. The alert lasted for hours and another followed it. We were restless and the morning brought no signs of our going ashore.

During the latter part of the day our small convoy pulled anchor and steamed to the next bay up, Kimmu Wan. It was dark by the time we anchored and soon after the first alert was sounded. Fingering beams of light scraped the sky and when a Jap plane was found, four or five lights converged on him. Streams of 40's poured up as he crawled slowly above. A blotch of yellow fire mushroomed, followed by a dull "Errupmp" as the 90's opened up. The Jap blossomed into fire and began his dive . . . then in a few minutes all was quiet again except for the distant fleet and the artillery in the hills beyond. Alerts came and went, the steady rumbling kept on.

We set up a temporary camp near the beach where we unloaded. A few days later we moved on to Kin, a town of twenty thousand, most of whom appeared to be old people and children. A few days after our arrival the children of Kin, literally hordes of them, were out mooching cigarettes and rations from us, and yelling "Haba-Haba" at the passing trucks. By July it was a ghost town, for the "Gooks" as we termed the Okinawans had been moved to the northern sector of the island and the town had been torn down by our men and equipment; nothing remained but piles of rubble.

In the meantime, the second echelon had arrived from Saipan in two ships, the Mormacport and the Josiah Snelling, arriving in Nakagusuku Bay on the 14th of May. Two weeks later the Snelling, still being unloaded, was struck by a Kamikaze plane. Five thousand sacks of cement were lost but luckily none of our men were hurt.

Our permanent camp was set on four hills, overlooking the bay and not far from the town. Work in the camp went on, day after day. Roads were cut in the area, offices, shops, mess-halls and tents were erected. It was many weeks before common luxuries such as a movie area, electric lights and tent decks were installed because a more important job had been started as soon as we arrived. Our main assignment was to build an airfield for Marine Corsair flyers and have it in operation by July 1st. That meant we had less than two months and the rainy season was already upon us. When the days were dry the roads lay covered with a dusty powder which rose in clouds as the trucks roared by. When the rain came it was all transformed into a syrupy mire. Despite sixteen days of rain in May alone, the work went on. The site for our airfield was a nondescript little valley of rice paddies and cane fields. Under steady work the transition was becoming apparent. We worked in shifts, all day and all night, grading the runway, cutting
down hills and clearing the way. Hardstands and taxi-ways were completed, more were started. In the coral pit the dynamite crews were sweating over their jack-hammers and wagon-drills, blasting loose the coral for the shovels that loaded the never-ending stream of trucks. The men on night shift worked under flood lights, despite alerts unless the enemy planes were directly above. More trouble broke loose as infiltrating snipers using knee mortars, lobbed shells into our transportation area injuring four guards and causing minor damage to machinery and at the same time fifty drums of our fuel were blown up by a time bomb. Alerts came nearly every night, sometimes three or four of them. Men stood on their foxholes, draped in towels or shorts, helmets on heads as they waited for the planes, watching red ribbons of tracers unravelling to the sky as a plane was caught in the web of lights. The strip worried us, it was close to camp and when the moon was full it was visible from a great distance. We crossed our fingers and hoped we would not be hit, and our luck held fast. The morning of July 1st one hundred planes arrived—Chimu Airfield was in operation on schedule. Everyone took a deep breath—then went back to work, for the strip had to be lengthened, broadened, and more hardstands were needed.

Besides our main job we had a tank farm to build and when it was partially completed we were assigned the construction of a Fleet Recreation Base on Tsugen Shima and the transforming of Route No. 13 from a native foot road to a super highway. Bridges were constructed on the highway and labor crews helped cut down hills for the widening of the road. The strip itself was completed on the last day of war. We didn’t get to Tokyo but we succeeded in building the nearest Seabee airfield to Japan. Back in camp the Navy point system became the number one topic of the day.

After the hours of work the time passed slowly and monotonously but during August a little entertainment helped relieve it. We had two stage shows, the first featuring native religious dancing and the second, Kay Kyser and his troupe. Kyser’s audience began streaming into the movie area from early morning, carrying home-made chairs and ration boxes for seats. The sun was hot and heavy and by the time Kyser arrived there were thousands in the audience. It was good to see American girls again.

Our camp area was wrecked twice by typhoons. We hardly had finished repairing the damage of the first one, when the second struck, almost completely demolishing the camp. Tents, offices, shops, and mess-halls alike were ruined. Quonset huts were twisted and torn from their concrete foundations during the height of the storm. We built the camp up once more, but it was only a half-hearted attempt since everyone was thinking of going home. The battalion had shrunk to two-thirds its original size and more men were leaving the outfit each month. But for all of us civilian life wasn’t far off. We were thankful of that...
SAIPAN
WE PITCHED A TEMPORARY CAMP
AND COMPLETED OUR PLANS FOR OKINAWA
OUR EQUIPMENT CLUTTERED THE BEACH
IN PREPARATION FOR LOADING THE LST’S
OKINAWA
WE UNLOADED AT RED BUOY BEACH
AND SET UP ANOTHER TEMPORARY CAMP AROUND AN ABANDONED SUGAR MILL
HOT FOOD WAS SERVED THE FIRST NIGHT
EXCEPT FOR THE VOICES OF CHILDREN, ALL WAS QUIET AROUND THE JAPANESE NAVY MEMORIAL AT KIN WHEN WE ARRIVED
KIN WAS A TOWN OF OLD PEOPLE AND CHILDREN
UNTIL WE ARRIVED, THE WATER POINT AT KIN WAS THE BATHING CENTER AND LAUNDRY
SOON THE EQUIPMENT WAS LEVELING AND FILLING
AND WITH A CORAL TOP THE RUNWAY WAS COMPLETED
WORK ON THE TAXI-WAYS WENT ON IN EARNEST
ROLLING AND GRADING THE CORAL
ONE WEEK BEFORE SCHEDULE A C47 LANDED
AND ON THE 1st THE MARINE CORSAIRS LANDED AND THE STRIP WAS IN OPERATION
IN A FEW WEEKS HUNDREDS OF PLANES
WERE IN OPERATION AGAINST THE ENEMY
THE NEAREST SEABEE
CONSTRUCTED FIELD TO JAPAN
MATERIALS WERE SALVAGED FROM A SUGAR MILL
THE DYNAMITE CREW PRIOR TO BLASTING MORE CORAL
WORK ON THE STRIP CONTINUED AS MORE PLANES
WERE BROUGHT TO CHIMU AIRFIELD
JAP SHIPPING WITH TINY TIMS
WE EVEN USED "GOOK" LABOR
CORAL HILLS WERE TORN DOWN AND THE ROCK WAS USED FOR STRIP SURFACE
THE RAINY SEASON TRANSFORMED ALL.
INTO A SEA OF MUD
A CONTROL TOWER WAS BUILT
THE MESS HALL PREFABRICATED AT SAIPAN WAS QUICKLY ERECTED
THE MESS HALL COMPLETE
WITH LONG CHOW LINES
AND "C" RATIONS AT ALL MEALS
COMMON LUXURIES SUCH AS A LAUNDRY WERE BUILT AND SOMewhat EASed OUR WORK
THE LAUNDRY WAS "CASH AND CARRY"
ADMINISTRATION AREA
THE COBBLER SHOP WAS OPENED
AS WELL AS CHIEF'S MESS HALL
AS USUAL, SEABEE INGENUITY WENT TO WORK
WAREHOUSES, MESSHALLS, ETC. WERE BUILT ON CHINO FIELD.
P.E. HATHAWAY AND R.T. DAY ARE DECORATED WITH NAVY AND MARINE CORPS MEDAL BY COMMODORE BISSET FOR RESCUING A PILOT FROM HIS BURNING PLANE.
PURPLE HEARTS ARE AWARDED TO H. L. FELKER, W. F. HEBER, T. V. LETIZIA AND M. N. VINNES BY THE SKIPPER
ONE OF OUR SEABEES SMACKING IT OUT ON THE DIAMOND
WE HAD MOVIES EVERY NIGHT
KAY KYSER'S SHOW
ON AN AUGUST AFTERNOON
EVERY BRANCH OF
THE SERVICE WAS PRESENT
AN AUDIENCE OF THOUSANDS
THE FINALE OF KAY KYSER'S SHOW
THE FIRST OF OUR "HIGH-POINT" MEN CHECK OUT WITH CHIEF BOURQUE
SOON THEY WERE TO BE CIVILIANS
IT WAS BEFORE DAWN
WHEN THEY LEFT
VIEW OF SCUTTLED SHIPPING IN NAHA HARBOR

RELIGIOUS SHRINE IN OKINAWA
JAPANESE SAMPAN WRECKED AND ROTTING ON KIMMU BEACH

HIGHWAY No. 13 BEFORE OUR CONSTRUCTION WORK BEGAN
WE PURCHASED SMALL ITEMS FROM OUR SHIP'S STORE.

THE 40TH'S BASEBALL TEAM.
HEADQUARTERS COMPANY OFFICE

"A" COMPANY OFFICE
"D" COMPANY OFFICE

A GROUP OF OUR OFFICERS
OUR DOCTOR, DENTIST, AND CORPSMEN

THE "8 BALL" CONSTRUCTION OUTFIT
THE NEW AND IMPROVED WATER POINT

WITH OUR WATER SUPPLY MEN
THE MALARIA CONTROL UNIT

AND THE ARMORY
LUBRICATION CREW WITH "GOOKS"

TRUCK SHOP
MORE "CAT" REPAIRMEN

TRANSPORTATION MEN AND A FEW "GOOKS"
OUR MOVIE AREA WAS WRECKED IN THE TYPHOON

AS WELL AS MOST OF OUR TENTS
TSUKEN SHIMA SUFFERED FROM THE STORM

AND OUR "CAT SHOP" WAS FLATTENED
"THERE'S NO PLACE LIKE HOME"
HEADQUARTERS
COMMANDER CONSTRUCTION TROOPS
ISLAND COMMAND
APO 331

RESTRICTED
Serial No.  703
From:  Commander Construction Troops.
To:  Officer in Charge, 40th U. S. Naval Construction Battalion.
Via:  Headquarters, 10th U. S. Naval Construction Brigade.
Subject:  Commendation.

1. On this day that the Chimu Airfield has been placed in operation, I commend you and all of the officers and men of your Battalion for the excellent work you have accomplished. By careful planning, hard work and tireless effort you have done in two months a task that many considered impossible.

2. You have struck a telling blow against our enemy as the airplanes that will operate from your field will strike at the heart of Japan.

3. Please accept my compliments and thanks for a good job, well done.

/s/ A. G. BISSET
<table>
<thead>
<tr>
<th>Name</th>
<th>Address 1</th>
<th>Address 2</th>
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<tbody>
<tr>
<td>RUMBARGER, H. J.</td>
<td>1014 Garfield Avenue, Havertown, Pennsylvania</td>
<td></td>
</tr>
<tr>
<td>GRANT, H.</td>
<td>114 Lafayette Avenue, Chatham, New Jersey</td>
<td></td>
</tr>
<tr>
<td>BIRCH, G. W.</td>
<td>4609 Logan Street, Denver, Colorado</td>
<td></td>
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<tr>
<td>STIMSON, C. R.</td>
<td>121 6th Street, Petaluma, California</td>
<td></td>
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<tr>
<td>FRIED, O. F.</td>
<td>190-12 Hillside Avenue, Hollis, New York</td>
<td></td>
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<tr>
<td>WERNER, C. A.</td>
<td>3001 10th Avenue, Sacramento, California</td>
<td></td>
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<tr>
<td>BOURGEOS, L. J., Jr.</td>
<td>1034 City Park Avenue, New Orleans, Louisiana</td>
<td></td>
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<tr>
<td>HALFORD, M. L.</td>
<td>Richardson, Texas</td>
<td></td>
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<tr>
<td>BRODE, G. G.</td>
<td>407 East Canal Street, Newcomerstown, Ohio</td>
<td></td>
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<tr>
<td>RHEIN, F. B.</td>
<td>410 Noble Road, Jenkintown, Pennsylvania</td>
<td></td>
</tr>
<tr>
<td>ROVER, J.</td>
<td>237 E Street, Brooklyn, New York</td>
<td></td>
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<tr>
<td>LOKEY, C. W.</td>
<td>4344 Cliff Road, Birmingham, Alabama</td>
<td></td>
</tr>
<tr>
<td>PARKER, H. G.</td>
<td>Box 6, Brea, California</td>
<td></td>
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<tr>
<td>WIDEN, L. A.</td>
<td>c/o Mrs. H. L. Spear, 537 Bailey Avenue, Mountain View, California</td>
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<tr>
<td>HARDING, E. D.</td>
<td>581 Monmouth Street, Independence, Oregon</td>
<td></td>
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<tr>
<td>ALBRECHT, R. J.</td>
<td>1753 East 7th Street, Brooklyn, New York</td>
<td></td>
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<tr>
<td>DEVITT, R. M.</td>
<td>415 E. First Street, Canton, South Dakota</td>
<td></td>
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<tr>
<td>NELLE, J. C.</td>
<td>2672 9th Avenue, Sacramento, California</td>
<td></td>
</tr>
<tr>
<td>OLSON, M. E.</td>
<td>111 Newtown Street, Medford, Oregon</td>
<td></td>
</tr>
<tr>
<td>DOWNING, E. B.</td>
<td>Wauchula, Florida</td>
<td></td>
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<tr>
<td>HELLWIG, W. R., Jr.</td>
<td>63 Saratoga Boulevard, Gloversville, New York</td>
<td></td>
</tr>
<tr>
<td>CHADWICK, J.</td>
<td>8047 Marty Street, Overland Park, Kansas</td>
<td></td>
</tr>
<tr>
<td>PETRUS, A. F.</td>
<td>1669 E. Huntington Park Avenue, Philadelphia, Pennsylvania</td>
<td></td>
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<tr>
<td>BLEDSOE, C. W.</td>
<td>818 N. Baylen Street, Pensicola, Florida</td>
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<tr>
<td>READ, J.</td>
<td>720 W. 13th Avenue, Corsicana, Texas</td>
<td></td>
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<tr>
<td>WILLIAMS, F.</td>
<td>c/o J. C. Penny &amp; Co., Jackson, Mississippi</td>
<td></td>
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<tr>
<td>HALLIDAY, JAMES</td>
<td>c/o J. T. Dudley, Route 2, Lynchburg, Virginia</td>
<td></td>
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<tr>
<td>MILLER, A. C., DR.</td>
<td>Hazlehurst, Mississippi</td>
<td></td>
</tr>
<tr>
<td>CLAYTON, C. H.</td>
<td>7713 N. Mississippi, Portland 3, Oregon</td>
<td></td>
</tr>
<tr>
<td>JENKINS, A. L.</td>
<td>Ashland, Alabama</td>
<td></td>
</tr>
<tr>
<td>WALKER, ALLAN M.</td>
<td>421 Story Place, Alhambra, California</td>
<td></td>
</tr>
</tbody>
</table>
BATTALION ROSTER

ABDOUGH, J.
917 7th Street
Sioux City, Iowa

ADAMS, A. G.
1026 E W 36th Street
Los Angeles, California

ADAMS, R. B. F.
Route I
Danielville, Georgia

ADCOCK, J. H.
Box 54
Ashton, Texas

ALDRIDGE, V. A.
San Pedro, California

ALLEE, S. T.
Crockett, Texas

ALLEN, C. E.
R. F. D. 3
Anderson, South Carolina

ALLEN, E. L.
984 E 9th South
Salt Lake City, Utah

ALLGOOD, T. J.
Box 1631
Bartow, Texas

ALLOWAY, W. W.
Leavenworth, Washington

AMES, R. B.
1457 Emporia Street
Aurora, Colorado

ANDERSEN, P. M.
R. F. D. 2
Council Bluffs, Iowa

ANDERSEN, R. C.
Route 6, Camden Station
Minneapolis, Minnesota

ANDERSON, A. W.
1232 S. Penn Street
Denver, Colorado

ANDERSON, J. D.
2263 Ximeno
Long Beach, California

ANDREASSI, M. W.
8344 Haverford Street
Philadelphia, Pennsylvania

ANDREWS, F. G., Jr.
1907 E. 34th Avenue
Denver, Colorado

ANDREWS, J. D.
Box 223
Eastlake, Texas

ARAGON, F.
1502 Jefferson Avenue
Redwood City, California

ARP, G. A.
Box 48
Silverdale, Washington

ASHBY, J. N.
258 N. Wood Street
Battle Creek, Michigan

ASHCRAFT, W. L.
Shannon, Mississippi

ATKINSON, D. K.
Route 2
Filer, Idaho

AZCUENAGA, W. J.
1715 18th Street
Boise, Idaho

BAILEY, G. T.
411 Wallace Street
Porterville, California

BAILEY M. S.
2872 Westshire Drive
Los Angeles 28, California

BAKER, R. W.
Shirley, Arkansas

BALDINI, A.
2731 Stillwell Avenue
Brooklyn, New York

BALDRIDGE, L. E.
Box 423
Hayward, Wisconsin

BALES, D. G.
868 Crescent Avenue
Covington, Kentucky

BALL T. H.
1625 Ocean View Avenue
Berkeley, California

BALLEW, G. H.
Texola, Oklahoma

BANDOS, J. C.
128 Summit Avenue
Bloomfield, New Jersey

BANE, R. D., Jr.
2416 S. Jennings Avenue
Fort Worth, Texas

BANES, M. J.
220 Sheridan Avenue
Highwood, Illinois

BANKSTON, T. F., Jr.
4515 McPherson
St. Louis, Missouri

BARNARD, W. H.
Rolling Fork, Mississippi

BARNES, E. H.
1797 Wilson Avenue
Louisville, Kentucky

BARNETT, R. O.
R. F. D. 1
Reeds, Missouri

BARONE, F. F.
General Delivery
Mt. Vernon, New York

BARRY, G. D.
Route 1, Box 359
Puyallup, Washington

BARTLETT, D. F.
431 LeLux Street
El Paso, Texas

BARTON, J. R.
1101 15th Street
Meridian, Mississippi

BASS, R. C.
5722 Newport Street
Houston, Texas

BASSNETT, C. H.
818½, State Street
Quincy, Illinois

BATTAGLIA, S. S.
1931 N. Callington Ave.
Baltimore, Maryland

BAUGHMAN, C. M.
225 Vista Avenue
San Jose, California

BECKER, C. L.
273 S. 2nd Street
St. Clair, Pennsylvania

BECKER, G. F.
114 Manning Avenue
Jersey City, New Jersey

BEERS, W. B.
Box 424
Garnett, Iowa

BERRY, C. R., Jr.
227½ W. Center
Marion, Ohio

BELL, O. L.
Sullivan, Missouri

BELL, W. M.
2160 Leavenworth
San Francisco, California

BELLISSIMO, A. N.
41 Tommy Street
Newberg, New York

BELLOLI, A.
59 Dow Street
Framingham, Massachusetts

BENEDICT, J. A.
East Washington Street
Upland, Indiana

BENIKO, M.
122 Bell Avenue
Elyria, Ohio

BENNETT, N. D.
2414 Telegraph Avenue
Berkeley, California

BENNION, G. R.
603 38th Street
Niagara Falls, New York

BENSON, M. V.
912 Maple Street
Bellingham, Washington

BERG, R. O.
Truscott, Texas

BERGER, A. W.
2081 E. Victoria Street
Philadelphia, Pennsylvania

BERRY, R. G.
508 S. 10th Avenue
Portland, Oregon

BEST, G. W.
24 Lawn Street
New Rochelle, New York

BIANCHI, J. J.
4611 Railroad Avenue
Pittsburgh, California

BIANCHINI, J. J.
3406 Lynd Street
Oakland, California

BILLINGS, E. E.
222 N. 9th Street
Pasco, Washington

BILLINGS, H. A.
1306 Florida Street
Silver City, New Mexico

BILLINGSLEY, W. C.
1026 Matador Street
Afton, Texas

BIRDSSELL, R. B.
Route 1, Box 227
Lockside, California

BLACK, J. L.
412 Prosperity Street
Corterville, Illinois

BLACKLEDGE, L. A.
4912 N. E. Going Street
Portland, Oregon

BLAIR, M. H.
Box 213
Colera, Alabama

BLODGETT, W. N.
4100 Tompkins Avenue
Oakland, California

BOLT, C. W.
Box 283
Rogers, Arkansas

BONURA, F. J.
600 S. Date Avenue
Alhambra, California

BOOMER, J. O.
1305 Idlewood Avenue
Richmond, Virginia

BORDA, H. V.
Box 33
Aromas, California

BOURQUE, C.
3139 17th Street
Port Arthur, Texas

BOYCE, W. M., Jr.
181 S. 2nd
Artesia, New Mexico

BRACKETT, A.
625 N. Weber
Colorado Springs, Colorado

BRADFORD, F. C.
Livingston Drive
Long Beach, Calif.

BRADFORD, H. H.
421 Soledad Street
Solinas, California

BRADLEY, J. W.
205½ South Main Street
Maquoketa, Iowa

BRANDT, J.
5263 N. 2nd Street
Philadelphia, Pennsylvania

BRAXTON, L. H.
1810 Sawyer Lane
Key West, Florida

BRENNEMAN, J. A., Jr.
R. F. D. 3
Mechanicsburg, Pennsylvania

BREWER, J. F.
258 W. Elm Avenue
Burbank, California

BREWSTER, J. D.
20th and T. H. Sauny
Bianco Star Route
San Marcos, Texas

BRIGGS, E. E.
206 S. Rose
Compton, California
<table>
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<th>Last Name</th>
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<th>City, State</th>
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<td>BRIGHT, C. S.</td>
<td>Box 601 Coral Gables, FL</td>
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<td>BRODERICK, W. J., JR.</td>
<td>146 W. Shapack Street</td>
<td>Philadelphia, PA</td>
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<td>3010 3rd Street</td>
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<td>Winneconne, WI</td>
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<td>534 E. 38th Street</td>
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<td>BROWN, A. P.</td>
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<td>Rossville, GA</td>
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<td>Route 4</td>
<td>White Plains, NY</td>
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<td>BROWN, R. W.</td>
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<td>R.D. 201</td>
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<td>6313 Bonbury Road</td>
<td>Baltimore, MD</td>
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<td>BURNS, E. P.</td>
<td>1403 Center Avenue</td>
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<td>3856 Mohawk</td>
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<td>1973 S. 4th Avenue</td>
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<td>D'ANDREA, A. J.</td>
<td>49 E. 22nd Street</td>
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<td>DANIEL, L. E.</td>
<td>2309 W. Walnut</td>
<td>Jackson, MS</td>
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<td>319 1st Street</td>
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<td>DAVIDSON, L. C.</td>
<td>Route 6</td>
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<td>DAVIS, J. C.</td>
<td>658 Lynwood Avenue</td>
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<td>Box 3</td>
<td>La Jolla, CA</td>
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<td>2505 S. Pershing Street</td>
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<td>1616 23rd Street</td>
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<td>DAVIS, W. P.</td>
<td>1167 Bush Street</td>
<td>204 San Francisco, CA</td>
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<td>DAWLEY, R. R.</td>
<td>1926 15th Street</td>
<td>Seattle, WA</td>
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<td>DAY, R. T.</td>
<td>Route 3</td>
<td>Orlando, FL</td>
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<td>DEGLER, D. O.</td>
<td>817 S. 1st Street</td>
<td>Kress, TX</td>
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<td>DENNIS, A. L., JR.</td>
<td>Rock Hill, SC</td>
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<td>DEWAR, H. A.</td>
<td>1791 Pine Street</td>
<td>Apt. 16</td>
<td>San Francisco, CA</td>
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</tbody>
</table>
BATTALION ROSTER (Continued)

DEWEY, G. H. 721 Home Avenue
Vancouver, Washington
DEWEY, R. A. 4638 Dyer Street
La Crescenta, California
DEWLAND, J. J. 114 Summit Avenue
Union City, New Jersey
DIBERN, D. E. 512 N. Vine Street
Grand Island, Nebraska
DICKEL, J. H. 130 N. Broad Street
Lancaster, Pennsylvania
DIEHL, B. A. 1242 Sawyer Street
Johnstown, Pennsylvania
DIGIROLAMO, F. A. 737 E. 4th Street
Brooklyn, New York
DI LEVA, J. A. c/o General Delivery, P. 0. 34
New York, New York

DOBINS, P. K. 9524 Magnolia Avenue
Arlington, California
DOBREZ, E. S. 7109 Eugene Avenue
St. Louis, Missouri
DONALDSON, G. O. 620 Hubbell Avenue
Mankato, Minnesota
DONOVAN, J. J. 84 Chelsea Avenue
Chelsea, Massachusetts
DORIAN, C. J. 1016 Palma Garden
Winston, Oregon
DONNIE, C. H. 1708 Greenleaf Street
Pittsburgh, Pennsylvania
DOUGLASS, H. M. Route 1, Box 146
Greenville, Florida
DRAKE, C. L. 501 "F" Street, Long 16
Sacramento, California
DREWREY, R. Route 1
Midland, Arkansas
DRENNON, J. M. 721 Sardare Avenue
Lebanon, Tennessee
DUCLOS, C. G. 121 S. Fraley Street
Compton, California
DUNHAM, A. W. 2136 E. Ankney Street
Portland, Oregon
DUNN, J. A. 45 Heygate
Brighton, Massachusetts
DUVALL, F. E. 2136 W. Burnside
Portland, Oregon
DYER, J. B. Compton, California

EAGLE, J. D., SR. Route 1, Box 92
Denton, Arkansas
EARL, J. O. 2611 "F"
Laverne, Minnesota
EDWARDS, B. F. Route 3
Cleburne, Texas
EDWARDS, K. D. 14224 Emile Street
Van Nuys, California
EIDSON, A. L. R. R. 2
Monticello, Indiana
EKUND, C. H. 12424 Emile Street
San Diego, California

FALLEY, J. E. 12424 Emile Street
San Diego, California
FALLS, C. C. 2206 E. Sunset Drive
Bellington, Washington
FAULKNER, J. J. Box 61
Lancaster, South Carolina

FAXIER, A. No. 4 21st Street
Merced, California
FELIX, M. C. H. Route 3, Box 345
Santa Cruz, California
FELKER, H. L. Route 4
Spokane, Washington
FELKER, R. B. 15 Center Street
Old Town, Maine

FIREOVED, E. B. 736 Lincoln Avenue
Alameda, California
FISHER, H. V. Route 9, Box 1880
Portland, Oregon
FLETCHER, L. R. Route 1, Box 2
Biloxi, Mississippi
FLUMERT, R. O. 403 Hill Street
Raton, New Mexico

FODER, R. A. Huntington, Massachusetts
FODER, G. B. 1370 Humboldt Street
Reno, Nevada
FOTHERINGHAM, M. E. 3631 Rockton Avenue
Riverside, California
FOUNTAIN, M. 6112 Carpenter
North Hollywood, California

FRANCISCO, J. E. 229 W. Government Street
Penasco, Florida
FRANKLIN, H. 614 S.W. Montgomery Street
Portland, Oregon
FREDRICKSON, H. E. 2024 Reclamation Street
Klamath Falls, Oregon
FREMOW, W. E. 181 Sawyer Street
Rochester, New York
FURTADO, C. E. 428 E. 19th Street
Bronx 54, New York
GALLAGHER, G. E. 554 Lexington
St. Ignatius - Seminary
Walham, Massachusetts
GALLAGHER, J. M. 1128 Douglas Street
San Francisco, California
GARDNER, C. L. General Delivery
Bisbee, Arizona

GARDNER, R. E. 4041/5 Tennessee Avenue
Charleston, West Virginia
GARRETT, F. W. 1826 Artesia Street
Long Beach, California
GAUTHIER, L. L. Pikes, New Hampshire
GEESAMAN, R. L. 5311 Center Point Road
Cedar Rapids, Iowa
GENTRY, J. K. Kalamazoo, Michigan

GERVAIS, D. E. 716 Ralston Street
Gary, Indiana
GIBBS, J. O. Goodells, Michigan
GIESSE, P. C. Irvington, New Jersey
GILBERTSON, R. 604 E. 23rd Avenue
Spokane, Washington
GILSAULT, G. G. 501 North 15th Street
Atlantic, Georgia
GLASGOW, R. H. 3815 Ames Avenue
Omaha, Nebraska
GOLDBERG, M. 292 S. 5th Street
Brooklyn, New York
GOLEBIEWSKI, J. S. 1271 Broadway Street
Buffalo, New York
GOODELL, V. N. Box 28
Cove, Oregon
GOODMAN, J. N. 121 W. Swartzel
Vicenness, Indiana
GOODWIN, J. H. 2005 "F" Street
Sacramento, California
GROSSLINE, L. L. 918 Aston Avenue
Santo Rosa, California
GOTCHY, C. E. 507 Riverfront
Bend, Oregon
GRAHAM, A. M. 2795 Evergreen
Salt Lake City, Utah
GRAINGER, C. S. 1016 Hillibeman Street
Birmingham, Alabama
GRAMCO, L. 802 Claybrook
Burbank, California
GRAMMLICH, L. J. Eastern and Street Roads
Nashville, Bucks County, Penn.
GRASEY, A. S. 515 Miller Street
Toledo, Ohio
GRAY, R. A. 1411 S. Washington Street
Bloomington, Indiana
GRAY, M. E. Rt. 23
Buford, Georgia
GRAY, C. W. Rt. 1
Wakulla, Florida
GRAY, E. R. Rt. 26
Fayetteville, Arkansas
GRAY, J. E. Girdletree, Maryland
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<td>216 Wegman Parkway</td>
<td>Jersey City, New Jersey</td>
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<td>Gunderson, H. W.</td>
<td>127 S. Belmont Street</td>
<td>Glendale, California</td>
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<td>Gustafson, V. C.</td>
<td>Guthrie, Minnesota</td>
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<td>Guthrie, B. V.</td>
<td>2142 6th Street</td>
<td>Bremerton, Washington</td>
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<td>Guyan, J. H.</td>
<td>Upper High Street</td>
<td>Bath, Maine</td>
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<td>Haar, H. R.</td>
<td>Box 349</td>
<td>Toppenish, Washington</td>
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<td>Hasa, D. W.</td>
<td>1033 Court Street</td>
<td>Allentown, Pennsylvania</td>
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<td>Haboski, R. A.</td>
<td>1211 S. Chilton Street</td>
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<td>Haddick, C. A.</td>
<td>706 North Canton Street</td>
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<td>Haigman, W. G.</td>
<td>189 Main Street</td>
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<td>Hahn, J. F.</td>
<td>2772 N. 37th Street</td>
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<td>Haines, K. N.</td>
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<td>Hall, A. W.</td>
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<td>Rt. 2</td>
<td>Burlington, North Carolina</td>
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<td>Hambright, M.</td>
<td>715 E. 2nd Street</td>
<td>Dayton, Ohio</td>
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<td>Hammernick, W. P.</td>
<td>64 Fulton Lane</td>
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<td>Hamilton, A. F.</td>
<td>Box 18</td>
<td>Hermit, New York</td>
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<td>Sacramento, California</td>
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<td>1349 Svehn Boulevard</td>
<td>New York City, New York</td>
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<td>S. Ozone Park 20, Long Island, N.Y.</td>
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<td>Orchard Street</td>
<td>Nanuet, New York</td>
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<td>Route 20, Box 23</td>
<td>Electro, Texas</td>
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<td>234 Union Street</td>
<td>Schenectady, New York</td>
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<td>575 S. 9th Street</td>
<td>Hillsboro, Oregon</td>
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<td>Haynes, J. E.</td>
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<td>Santa Monica, California</td>
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<td>1231 Crane Street</td>
<td>Schenectady, New York</td>
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</table>
HAYS, J.
28 N. Uranin Avenue
Greensburg, Pennsylvania

HEALEY, K. N.
Chester, New Hampshire

HEATH, J. E.
Elmorro, New Mexico

HEATH, R. P.
Box 67
Burns, Oregon

HEATON, J. C.
R.R. 1
Mt. Sterling, Kentucky

HEBER, W. F.
Waterloo Road
Ellicott City, Maryland

HEBERLING, K. E.
1496 Ebull Avenue
Lakewood, Ohio

HEBERT, F.
Star Route 8, Box 17
New Iberia, Louisiana

HECKMANN, C. R.
Centra Country
Spring Mills, Pennsylvania

HEINCHON, R. J., JR.
16 Center
Brewster, New York

HELLWIG, J. A.
Route 2
De Soto, Missouri

HELMICK, E. J.
Route 2
Staunton, Virginia

HEMME, R. H.
308 N. "C" Street
Modesto, California

HEMP, W. F.
542 Warran Street
Patio, Illinois

HENDERSON, A. M.
Windsorville, Maine

HENDRICKSEN, I. L.
145 W. Broad Street
Westerly, Rhode Island

HENDRICKSON, J. H.
303 Brush Street
Grafton, West Virginia

HENGGEGER, W. C.
3242 Jefferson Avenue
Cincinnati, Ohio

HENKEL, F. J.
2608 S. 12th Street
Philadelphia, Pennsylvania

HENRY, P. Y.
41 Island Park Avenue
Roxbury 19, Massachusetts

HERRERA, J.
Route 3, Box 815
Albuquerque, New Mexico

HERTZ, R. S.
816 Thore Street
Reading, Pennsylvania

HESLER, A. J.
505 Howard
Ventura, California

HEWITT, O.
Box 226
Celateo, Texas

HEYMER, R. L.
74 Beach Street
Jersey City 7, New Jersey

HIBBS, G. D.
907 Fairview
Dallas, Oregon

HICKEY, J. J.
225 W. 20th Street
New York, New York

HICKEY, W. J.
381 Willoughby Avenue
Brooklyn, New York

HICKS, R. J.
37 Elm Street
Newport, Rhode Island

HIETT, T. J.
593 Shinnick Circle
Zanesville, Ohio

HIGGINS, R. W.
8 Garner Avenue
Buffalo, New York

HILL, B.
8 Concord Street
Concord, New Hampshire

HILLS, H. J.
R.P.D. 2
Tampa, Pennsylvania

HIRSCH, H. J.
3641 E. 15th Street
Cleveland, Ohio

HOCKENBURY, F. R.
30 W. Main Street
Highbridge, New Jersey

HODGKINS, J. D.
98 Washington Street
Charlestown, Massachusetts

HOELD, F. J.
344 Blackman Street
Wilkes-Barre, Pennsylvania

HOEHN, G. A.
3936 Broadale Avenue
Oakland, California

HOERLEIN, F. A.
Lynbrook, New York

HOPFA, D. W.
1000 Dupont Avenue N.
Minneapolis, Minnesota

HOFFMANN, A.
Box 224
Anisha, Wisconsin

HOFFMAN, W. F.
34 Frederick Street
Dallas, Pennsylvania

HOINSKY, J. P.
46s Delaware Street
Jeromy, Pennsylvania

HOLCOMB, A. L.
Box 25
Jennison, North Carolina

HOLCOMB, L. J., JR.
31st Street
Norwick, New York

HOLLAND, C. P.
Route 2
Hamilton, Alabama

HOLLAND, W. E.
Route 1
Kinley, North Carolina

HOLLIDAY, J. M.
815 Center Street
Trenton, New Jersey

HOLLY, C. R.
Route 3
Rockmart, Georgia

HOLMES, D. E.
493 "F" Street, N.E.
Linton, Indiana

HOLMES, H. F.
201 Germantown Road
Gray Manor
Baltimore 25, Maryland

HOLSTENKO, H. F.
10 Home Street
New Brunswick, New Jersey

HOLTP, E. F.
5257 Roosevelt Boulevard
Philadelphia, Pennsylvania

HOLSHEUE, C.
850 Zerril Street
Butta, Montana

HOLSTEEN, J. K.
476 Centre Street
Trenton, New Jersey

HOLT, H.
1909 30th Street
Snyder, Texas

HONEA, J. B.
Route 2
McKinney, Texas

HOOD, D. A.
Parkton, Maryland

HOOKE, W. E.
9 Richardson Street
Malden, Massachusetts

HOOVER, G. R.
1406 Oldale Street
Chico, California

HOOVER, C. H., JR.
Box 111
Minotola, New Jersey

HOOVER, S. W.
102 Fisher Avenue
Middletown, Pennsylvania

HOOVER, W. E.
Stockbridge, Georgia

HOPPE, R. W.
202-05 34th Avenue
Bayside, Long Island, New York

HOPWOOD, W. G.
Box 190
Billings, Montana

HORES, T. R.
9514 Linden Boulevard
Ozone Park 16, New York

HORIGAN, H. K.
Cassville, New York

HORNBACKER, C. E.
R.P.D. 1
Kingman, Kansas

HOROWITZ, S. M.
35 Crown Street
Brooklyn, New York

HORVATH, M. T.
617 Williams Street
Bethlehem, Pennsylvania

HOSMER, G. S.
R.D. 2
Hayesville, New York

HOUDLE, L. J.
Esmont, Rhode Island

HOVENESIAN, A. K.
430 Challenger Street
Worcester, Massachusetts

HOWARD, R. A.
821 Herkimer Road
Utica, New York

HOWARD, R. W.
41 Pleasant Street
Keene, New Hampshire

HOWDEN, R. E.
1895 Atria Avenue
Apartment 5
Long Beach, California

HOWER, R. W.
225 E. Railroad Street
Oshawa, New York

HOWLIN, R. J.
524 W. 184th Street
New York, New York

HOWZE, L. C.
430 S. Commerce
Sebring, Florida

HUBBARD, G. A.
2042 18th Avenue
San Francisco, California

HUBER, R. G.
P.O. Box 877
Toledo, Ohio

HUGHES, J. M.
172 Belling Springs
East Rutherford, New Jersey

HUGHES, J. A., JR.
Saginaw Avenue
Goss Manor
Dallas, Pennsylvania

HUGHES, J. E.
718 Cadwell Street
Wartowne, New York

HUGHES, K. H.
2264 6th Avenue
Troy, New York

HUGHES, L. E., JR.
7th Street
Morris Park
Philippines, New Jersey

HUNTER, J. P.
1256 Paga Street
San Francisco, California

HUNTING, J. E.
1671 Washington Street
Santa Clara, California

HURD, G. E.
P.O. Box 625
Contra Costa County
Brantwood, California

HUSTED, W. D.
R.D. 1
Dallas, Pennsylvania
BATTALION ROSTER (Continued)

JANSON, F. H.
99 Lincoln Street
Bangor, Maine

JARVIS, E. M.
3310 6th Street North
Minneapolis, Minnesota

JARVIS, R. R.
Route 3, Box 20
North Wilkesboro, North Carolina

JEEFFERS, R. L.
Littleton, Colorado

JELLENIUSKI, H. J.
11 Franklin Street
Harrison, New Jersey

JENKINS, F. C. J.
1845 Willow Avenue
Niagara Falls, New York

JETTE, R. H.
58 Oakes Street
New Bedford, Massachusetts

JOHNSON, D. E.
218 6th Avenue
Fairbanks, Minnesota

JOHNSON, E. P.
Argonia, Kansas

JOHNSON, H. V.
Box 44
Gervais, Oregon

JOHNSON, J. W.
Osako, Wyoming

JOHNSON, P. A.
760 S. Woods Avenue
Los Angeles, California

JOHNSON, R. L.
212 E. Bascom Street
Toledo, Ohio

JOHNSON, W.
1117 Mackinaw Street
Cheboygan, Michigan

JOHNSON, W. R.
Route 2, Box 557
Longview, Washington

JOHNSTON, A. L.
5405 S.E. Henderson Street
Portland, Oregon

JOHNSTON, B. G.
2597 San Pablo
Oakland, California

JOHNSTON, C. L.
513 11th Avenue & Juniata Avenue
Altoona, Pennsylvania

JOHNSTON, O. W.
R.F.D. 1, Kill Road
Albany, New York

JONES, F. L.
627 56th Street
Brooklyn, New York

JONES, G. C.
929 Peace Terrace
Raleigh, North Carolina

JONES, H. E.
Crump, North Carolina

JONES, J. E.
217 1/2 Lynch Street
Rome, New York

KELLER, J.
1834 63rd Street
Brooklyn, New York

KELLY, C. L.
6336 Elmwood Avenue
Chico, Pennsylvania

KELLY, H. D.
155 Main Street
Beacon, New York

KELLY, J. M.
361 Manchester Street
Manchester, New Hampshire

KELLY, J. A.
118 Second Street
High Spire, Pennsylvania

KELLY, R. A.
167 Gaithersburg Street
Philadelphia, Pennsylvania

KELLAM, Z.
Herlong, California

KELLER, J.
1834 63rd Street
Brooklyn, New York

KELLY, C. L.
6336 Elmwood Avenue
Chico, Pennsylvania

KELLY, H. D.
155 Main Street
Beacon, New York

KELLY, J. M.
361 Manchester Street
Manchester, New Hampshire

KELLY, J. A.
118 Second Street
High Spire, Pennsylvania

KELLY, R. A.
167 Gaithersburg Street
Philadelphia, Pennsylvania

KELLAM, Z.
Herlong, California
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<td>4 Ferguson Place Holyoke, Massachusetts</td>
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<td>25 Warner Drive Trenton, New Jersey</td>
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<td>2011 Highland Avenue St. Joseph, Missouri</td>
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<tr>
<td>MARSH, W. W.</td>
<td>53 Watson Street Chicopee Falls, Massachusetts</td>
<td></td>
</tr>
<tr>
<td>MARSHALL, C. A.</td>
<td>P. O. Box 723 Oswego, Oregon</td>
<td></td>
</tr>
<tr>
<td>MARSHALL, R. L.</td>
<td>Timber Lake, South Dakota</td>
<td></td>
</tr>
<tr>
<td>MARTENS, W. F.</td>
<td>6816 Bay Cliff Terrace Brooklyn, New York</td>
<td></td>
</tr>
<tr>
<td>MARTIN, D. JR.</td>
<td>280 Lindsey Street Fall River, Massachusetts</td>
<td></td>
</tr>
<tr>
<td>MARTIN, J. W. D.</td>
<td>118 Brockfield Street Lawrence, Massachusetts</td>
<td></td>
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<tr>
<td>MARTIN, R. A.</td>
<td>1413 N. 19th Street Lafayette, Indiana</td>
<td></td>
</tr>
<tr>
<td>MARTINEZ, E. J.</td>
<td>Ranches De Taos, New Mexico</td>
<td></td>
</tr>
<tr>
<td>MARTINO, L.</td>
<td>10 Awood Avenue Pawtucket, Rhode Island</td>
<td></td>
</tr>
<tr>
<td>MARTORILLI, J. C.</td>
<td>33 Vernon Street Waltham, Massachusetts</td>
<td></td>
</tr>
<tr>
<td>MARZOLF, L. G.</td>
<td>712 St. Claire Avenue Grosse Pointe JD, Michigan</td>
<td></td>
</tr>
<tr>
<td>MASSA, J. R.</td>
<td>1460 Stafford Road Foll River, Massachusetts</td>
<td></td>
</tr>
<tr>
<td>MASTIN, A. L., JR.</td>
<td>1315 4th Street N.W., Cedar Rapids, Iowa</td>
<td></td>
</tr>
<tr>
<td>MASTROIANNI, V. D.</td>
<td>1649 Ivanston Avenue Bridgeport, Connecticut</td>
<td></td>
</tr>
<tr>
<td>MATEYCHICK, M.</td>
<td>533 N. Maine Street Taylor, Pennsylvania</td>
<td></td>
</tr>
<tr>
<td>MATHIAS, H.</td>
<td>205 E. Simpson Street LaFayette, Colorado</td>
<td></td>
</tr>
<tr>
<td>MATSON, H. A.</td>
<td>445 Fir Street Fort Bragg, California</td>
<td></td>
</tr>
<tr>
<td>MATTHEWS, H. B.</td>
<td>Box 244 Towson, Maryland</td>
<td></td>
</tr>
<tr>
<td>MATTHEWS, P. N.</td>
<td>Box 19 Reegan, Texas</td>
<td></td>
</tr>
<tr>
<td>MATTHYS, R. L.</td>
<td>R.R. 8 Lafayette, Indiana</td>
<td></td>
</tr>
<tr>
<td>MATTINGLY, J. M.</td>
<td>Bardstown, Kentucky</td>
<td></td>
</tr>
<tr>
<td>MATURE, M. C.</td>
<td>11 Redwood Avenue Beachlyn, Pennsylvania</td>
<td></td>
</tr>
<tr>
<td>MAUCERI, F. D.</td>
<td>625 Wayside Avenue Cleveland, Ohio</td>
<td></td>
</tr>
<tr>
<td>MAUK, J. G.</td>
<td>East Fultton, Ohio</td>
<td></td>
</tr>
<tr>
<td>MAYO, C. E., JR.</td>
<td>23 Jackson Street Concord, New Hampshire</td>
<td></td>
</tr>
<tr>
<td>McALLISTER, J. A.</td>
<td>44 Porter Street Wabum, Massachusetts</td>
<td></td>
</tr>
<tr>
<td>McBRIDE, G. W.</td>
<td>Box 201 Portales, New Mexico</td>
<td></td>
</tr>
<tr>
<td>McCABE, J. L.</td>
<td>294 Broadway Bayonne, New Jersey</td>
<td></td>
</tr>
<tr>
<td>McCAUGHAN, D. D.</td>
<td>41-12 23rd Avenue Astoria, New York</td>
<td></td>
</tr>
<tr>
<td>McCAUSTY, J. T.</td>
<td>1751 &quot;P&quot; Street Sacramento, California</td>
<td></td>
</tr>
<tr>
<td>McCAUSTY, R. H.</td>
<td>Lehman Avenue Dallas, Pennsylvania</td>
<td></td>
</tr>
<tr>
<td>McCLEAREN, J. D.</td>
<td>Vernon, Tennessee</td>
<td></td>
</tr>
<tr>
<td>McCLORY, D. W.</td>
<td>19 Botchedals Court Lynn, Massachusetts</td>
<td></td>
</tr>
</tbody>
</table>
BATTALION ROSTER (Continued)

McCOLLOUGH, R. L.  
415 Willow Street  
Webster City, Iowa

McDONAGH, W. F.  
3642 26th Street  
San Francisco, California

McCREARY, L. J.  
Monroe, New York

McDONALD, K. M.  
Parkersburg, Illinois

McDOWELL, A. H.  
27-D Scott Drive  
Dravosburg, Pennsylvania

McEACHERN, J. W.  
200 N. Main  
Brentwood, Alabama

McGRAY, I.  
209 Morris Street  
Phoenixville, Pennsylvania

McINTYRE, P. A.  
404 N. Broadway  
Marlow, Oklahoma

McKENNA, S. L.  
Box 202  
Box 473  
Lucero, California

McLaughlin, F. J.  
1212 Railroad Avenue  
Carnegie, Pennsylvania

McLaughlin, J. J.  
109 N. 7th Street  
Easton, Pennsylvania

McNinch, C. G.  
P.O. Box 7  
Rock Falls, Illinois

Mead, J.  
320 N. Burnett  
Denison, Texas

Meixner, R. A.  
Waite Park, Minnesota

Melton, C. F.  
Route 2  
Camp Hill, Alabama

Mendhall, L. L.  
5126 N.E. 20th Avenue  
Portland, Oregon

Meyer, K.  
Box 202  
Hackettstown, New Jersey

Meyer, R. L.  
2232 49th Street  
Cedar Rapids, Iowa

Meyer, W. H.  
522 West State Street  
Columbus, Ohio

Michiono, N.  
618 80th Street  
Brooklyn, New York

Mika, J. G.  
201 S. Northern  
Sugar Creek, Missouri

Mikkelsen, P. J.  
Route 2  
Montague, Michigan

Milani, A. D.  
2967 Esay Avenue  
Darmont, Pennsylvania

Miller, M. L.  
1203 N. 4th Street  
Kelso, Washington

Miller, M. A.  
15929 S. Western Avenue  
Gardena, California

Miller, N. L.  
La Crosse, Missouri

Miller, W. A.  
1337 S.W. Washington Street  
Portland, Oregon

Milligan, P. E.  
5946 Princeton Avenue  
Chicago, Illinois

Mills, G. J.  
Eastaport, North Carolina

Mims, K. H.  
Hot Springs, New Mexico

Minkel, J. V.  
611 Coyugo Street  
State ton, Pennsylvania

Minton, T. C.  
3606 Lamano Avenue  
Fresno, California

Mohr, G. J.  
Francis Creek, Wisconsin

Monaghan, R. J.  
Route 1  
Damma, Washington

Moore, E. F.  
Euclid Avenue, Rt. 2  
Westenache, California

Moore, E.  
919 Irma Street  
Fort Worth, Texas

Morlan, D. L.  
1630 Avenue D  
Council Bluffs, Iowa

Morris, L. B.  
1216 E. Sycamore Street  
Evansville, Indiana

Morris, O. P.  
Oakley, Oklahoma

Moses, L. L.  
6 Market Street  
Belfast, Maine

Mosier, G. M.  
3240 Holli s Street  
Oakland, California

Mosley, A. W.  
678 Garden Street  
Maywood, New Jersey

Mounta in, D. E.  
755 Garden Street  
Maywood, New Jersey

Mouze, G. R.  
1409 E. 4th Street  
Long Beach, California

Moyhannah, T. V.  
426 E. 67th Street  
New York, New York

Mudd, F.  
15 Bruce Street  
North Andover, Massachusetts

Mulvey, M.  
Dilley, Oregon

Murdoch, R. F.  
2309 S. Cedar  
Lansing, Michigan

Murnin, H.  
1326 Nevada Avenue  
Butte, Montana

Murray, E. S.  
1768 Hayes Street  
Nashville, Tennessee

Myrick, J.  
Box 61  
Centerville, California

Myer, H.  
134 Cherry Street  
Sta tef ord, Pennsylvania

Nardy, V. L.  
1063 Grey Avenue  
Youngstown, Ohio

Needham, A. I.  
Route 3, Box 801  
Salem, Oregon

Needham, L. L.  
Box 404  
Raymond, Washington

Nelson, D. E.  
Route 1  
Zimmerman, Minnesota

Nelson, K. R.  
West Main Street  
Batavia, Illinois

Newhouse, S. E.  
8909 Beverly Boulevard  
Los Angeles, California

Newman, F. J.  
1219 S. 2nd Street  
Alhambra, California

Newman, N. W.  
757 Miller Avenue  
Columbus, Ohio

Newton, A.  
Route 8, Box 1547  
Sacramento 17, California

Nolan, W. J.  
39 Newell Street  
Brooklyn, New York

Norris, B. L.  
200 S. Arthur  
Eldorado, Kansas

O'Byrne, D. F.  
51 Church Street  
Woburn, Massachusetts

O'Byrne, E. J.  
27 Howard Street  
Melrose Highlands, Massachusetts

O'Byrne, J. C.  
451 Maple Street  
Williamsport, Pennsylvania

O'Connor, D. A.  
2522 Blakemore Avenue  
Nashville 5, Tennessee

Oden, J. B.  
Route 2  
Staples, Minnesota

O'Donnell, R. J.  
104 Fowlerweather Street  
Cambridge, Massachusetts

Olson, G. A.  
4126 North Dupont  
Minneapolis, Minnesota

Olson, L. C.  
Afton, Wyoming

Olson, R. C.  
3805 Alder Street  
East Chicago, Indiana

Olson, R. T.  
211 Sonoco Street, Apartment 204  
Seattle, Washington

Oswell, J. P.  
Ely, Nevada

Overy, C. J.  
914 S. Rennsah Street  
Aberdeen, South Dakota

Owen, H. W.  
1107 W. 46th Street  
Los Angeles, California

Pack, O. L.  
1115 Fountain Way  
Fresno 4, California

Parker, W. J.  
Humbolt, Nebraska

Patterson, J. E.  
11024 Coe Ave, Apartment 222  
Detroit, Michigan

Patton, A. R.  
Crawf ord, Idaho

Payne, H. R.  
Poli, Missouri

Payne, R. E.  
113 N. 19th Street  
Monte Bell, California

Pearson, G. H.  
Route 9  
Stevensville, Arkansas

Peddie, W. F.  
14001c, Poplar Street  
Cairo, Illinois

Pederson, R. J.  
3210 Long Fellow S.  
Minneapolis, Minnesota

Pellegrini, M. J.  
888 N. Corinth Avenue  
Philadelphia 10, Pennsylvania

Pendergast, W. L.  
Box 341  
Boulder, Montana

Penfield, C. H.  
10250 Helendale Avenue  
Tujunga, California

Perecich, N. J.  
2 Patricus Court  
Grass Valley, California

Perry, F. A.  
1228 N. Valley Street  
Burbank, California

Perry, G. W., Jr.  
1105 S. 15th Street  
Mattoon, Illinois

Pertz, E. J.  
155 Pike Street  
Weston, West Virginia
QUADROS, R. H.  
1659 27th Avenue 
San Francisco, California

ROSEN, N. Y.  
440 Hyde Street, Apartment 15  
San Francisco, California

PETERS, A. J.  
Tishomingo, Oklahoma

ROSS, C. J.  
11024 Stovall  
Sunland, California

PETERS, J. H.  
Box 559  
Bluefield, West Virginia

ROSS, C. V.  
8115 Swan Street  
Parkersburg, West Virginia

PETERSON, R. E.  
618 E. Orange Grove  
Burbank, California

ROSS, J. P.  
214 Rio Grande Avenue  
Modesto, California

PHELPS, T. C.  
P.O. Box 2684  
521 West Myrtle Street  
Odessa, Texas

RASLETT, R. H.  
1739 S. Bronson Avenue  
Los Angeles, California

PITMAN, L. H.  
Florence Apartments, 405  
Eugene, Oregon

RAYMOND, E. H.  
8011 N. 31st Street  
Omaha, Nebraska

PORTER, F. M.  
601 S. 3rd Street  
Silverton, Oregon

REDICAN, J. J.  
1129 Dorchester Avenue  
Dorchester, Massachusetts

PORTER, K. V.  
844 W. 72nd Street  
Kansas City, Missouri

REEVE, R. G.  
336 Palomar Road  
New Rochelle, New York

PORTERFIELD, J. T.  
South Mildred Street  
Charlestown, West Virginia

REGAN, F. J.  
15 Davidson Street  
Fall River, Massachusetts

PORTER, W. N.  
2002 E. 33rd Street  
Vancouver, Washington

RICH, R. R.  
760 19th Street  
Merced, California

POWELL, A. H.  
409 North Railroad Avenue  
Palmyra, Pennsylvania

RICKETTS, C. R.  
Route 2, Box 410  
Salem, Oregon

POWELL, A. P.  
Bellingham Hotel  
Bellingham, Washington

RIGGIN, R. R.  
5017 Thompson  
Kansas City, Missouri

POWELL, K. W.  
2002 E. 33rd Street  
Vancouver, Washington

RIEHE, C. L.  
Route 1  
Overton, Texas

POWERS, A. M.  
Route 4  
Rusk, Texas

RINGER, S. F.  
428 S. 8th Street  
Walla Walla, Washington

PRAIRIE, R. L.  
B.B.L., Box 197  
Bridgeport, Indiana

RILEY, H. E.  
Route 1  
Oxerton, Texas

PRICE, M. I.  
Box 24  
Salinas, California

RILEY, E. W.  
Morrison, Oklahoma

PRINTZ, O. B.  
752 W. Great Falls Street  
Falls Church, Virginia

RIPLEY, R. D.  
Chinook, Montana

PRIVATSKY, V. P.  
Puyette, Idaho

ROBEEDEE, F. G., JR.  
103 Lynwood Avenue  
Syracuse, New York

PULLIAM, F. E.  
Box 907  
Shelby, Montana

ROBERTS, B. L.  
137 W. Linden Street  
Burbank, California

PURDOM, R. G.  
5700 Michigan Avenue  
Kansas City, Missouri

ROBERTS, N. L.  
505 James Street  
Salinas, California

PUTNAM, H. J.  
824 7th Avenue South  
Great Falls, Montana

ROBERTSON, D. K.  
605 S. Main Street  
Yuma, Colorado

RUSSELL, J. C.  
99 Centre Street  
Natick, New Jersey

RUSSELL, R. D., JR.  
1824 Logan Street  
Harrisburg, Pennsylvania

RUSSELL, W. J.  
928 E. 113th Street  
Los Angeles, California

RYDER, A. H.  
277 W. 7th Street  
St. Paul, Minnesota

RYDE, J. H.  
37 Palomar Street  
Brooklyn, New York

RYAN, L. S.  
777 Cornell Avenue  
Paso, California

RYDER, J. W.  
35th Street  
Baltimore, Maryland

SALBAUGH, W. M.  
2829 "B" Street  
Evansville, Indiana

SALWAGHER, G. D.  
2875 Ralston Avenue  
Glendale, California

SADR, J. L.  
1520 Columbia Drive  
Glendale, California

SAGE, C. L.  
New York, New York

SALDIN, D. W.  
1305 W. 4th Street  
Tampa, Florida

SAMPSON, A.  
535 Roselle Street  
Linden, New Jersey

SANTAGATA, F.  
2624 9th Avenue  
Astoria, Illinois

SANTORELLA, N. P.  
324 Jackson Street  
Hoboken, New Jersey

SCHMIDT, C. A.  
125 Arch Street  
Philadelphia, Pennsylvania

SCHILLER, J. R.  
5123 Wakefield Street  
Philadelphia, Pennsylvania

SCHMUCH, J. F.  
121 3rd Street  
Wadena, Minnesota

SCHWARZ, K. H.  
1732 N. Lockwood Avenue  
Chicago, Illinois

SCOTT, H. C.  
Route 1, Box 79  
Longview, Washington

SCRIBNER, G. S.  
Box 339  
Nelson, Nebraska

SELTZER, G. E., JR.  
Box 5151  
Portland, Oregon

SHARKEY, C. J.  
199 Walnut Street  
Lebanon, Pennsylvania

SHARKEY, E. H.  
c/o A. Grindley  
Winamac, Indiana

SHEARING, C. B.  
956 W. Pacific Street  
Springfield, Missouri

SHEPHERD, H. M.  
Star City, Arkansas

SHONKFORSTER, W. L.  
Box 66  
Manteno, Illinois

SHOOK, L. E.  
Keenes, Illinois

SIDDOPI, J. W.  
393 10th Street  
Troy, New York

SMITH, F. L.  
409 W. Central Avenue  
Harrison, Arkansas

SILFIES, L. C.  
5222 Horracks Street  
Philadelphia, Pennsylvania

SILVA, J. C.  
1800 7th Avenue  
Oakland, California

Simmons, J. W.  
501 W. 3rd Street  
Booneville, Missouri

SINGLETARY, J. W.  
Route 1  
Hartford, Georgia

SKAGGS, P. A.  
Route 1  
Bishop, California

SKINNER, F. V.  
1621 N. 9th Street  
Carter Lake, Iowa

BATTALION ROSTER (Continued)
SKOWRONK, D. J.  7558 Dobel Street  
Detroit, Michigan

SLAVIC, W. E.  Greenvale, Pennsylvania

SLIMMER, G. W.  727 W. 129th Street  
Hawthorne, California

SMITH, C. W. JR.  4470 11th Avenue W.  
Vancouver, British Columbia

SMITH, F. L. JR.  131 N. 6th Street  
Clarksburg, West Virginia

SMITH, L. M.  369 Montclair Street  
East Boston, Massachusetts

SMITH, P. L.  Sargent, Nebraska

SMITH, W. D. JR.  9813 Dimson Street  
Philadelphia, Pennsylvania

SNIYER, A. C.  2233 Burnside Avenue  
Los Angeles, California

SNIYER, R. E.  R. F. D. 1  
Tyrone, Pennsylvania

SOLE, S. J.  Endicott, West Virginia

SOLOMON, G. J.  308 N. 21st Street  
Matteson, Illinois

SORRELLS, B. E.  East Prairie, Missouri

SPEAKMAN, S. P.  Hartsville, Alabama

SPERRY, D. F.  2203 Markburg Avenue  
Dallas, Texas

SPICER, G. E. JR.  Gettysburg, South Dakota

SPIEWAK, S. T.  7103 Charles Street  
Philadelphia, Pennsylvania

STAHL, G. L.  Route 1  
Worthington, Indiana

STANG, H. E.  50 Laguna Street  
San Francisco, California

STANLEY, L. T.  1400 Willis Street  
Redding, California

STATEN, J. F.  928 Main Street  
Evansville, Indiana

STECKO, J.  324 Ball Avenue  
McKees Rock, Pennsylvania

STEINWANDEL, F. H.  31 Muskingum Street  
Depew, New York

STEPHENS, H. M.  915 Ridge Avenue  
Scranton, Pennsylvania

STEVENSON, J. E.  961 E. Schiller Street  
Philadelphia, Pennsylvania

STEWARD, R. J.  2243 South 34th Street  
Shreveport, Louisiana

STIDHAM, D. B.  c/o Customs House  
New Orleans, Louisiana

STILTNER, R. W.  D 913 E. 50th Avenue  
McLaughlin Heights  
Vancouver, Washington

STINSON, D. H.  1600 N. 4th Street  
Miami, Florida

STOLTZ, M. K.  N. 3004 Cincinnati Street  
Spokane, Washington

STONEHOCKER, L. J.  1108 W. 95th Street  
Socorro, Washington

STORIE, R. H.  Box 141  
Keke, Washington

STORY, J. D.  Route 1  
Cove City, Arkansas

STOWE, H. M.  322 Flint Street  
Charlotte, North Carolina

STRAINE, C. A.  Route 3  
Cienega, Missouri

STRENGE, H. V.  1424 W. York  
Spokane 12, Washington

STYER, R. K.  829 Front Street  
Marietta, Ohio

SULLIVAN, K. E.  Garrison, North Dakota

SWANSON, R. E.  511 Prince Street S.E.  
Grand Rapids, Michigan

SWEET, J.  658 Fairall Street  
Brooklyn, New York

SWORDS, W. J.  626 "O" Street  
Fresno, California

TALONI, C. A.  c/o Mary Osborn  
S. E. Washington  
Wineland, New Jersey

TARKENTON, J. W. JR.  Route 1, Box 692  
Johnston Avenue  
Hampton, Virginia

TAYLOR, C. E.  3866 S. Hobart Boulevard  
Los Angeles, California

TAYLOR, R. L.  Route 1  
Newport, North Carolina

TAYLOR, T. W.  600 3rd Avenue  
Asbury Park, New Jersey

TEDESCO, D. J.  924 School Street  
Des Moines, Iowa

TEMPER, A.  Box 518, Iowa Street  
Ashton, Oregon

TERRY, C. W.  1632 W. 2nd Street  
Santa Ana, California

THOMAS, D. S.  Guthrie Center, Iowa

THOMPSON, E. R.  214 N. Mann Street  
Pensacola, Florida

THOMPSON, E. L.  Box 140 Manana, California

THOMPSON, H. A.  Box 288  
Nyoosa, Oregon

THOMPSON, L. N.  1002 Washington Street  
Chicagoo, Missouri

THOMPSON, R. J.  Atlanta, Illinois

THOMPSON, W. W.  Route 1, Box 23  
Oxen, Texas

TIBONI, O. E.  532 Minnesot Avenue  
San Francisco, California

TOLAND, L.  713 S. Stout Street  
Pratt, Kansas

TORES, H. I.  1508 Seventh Avenue  
New Orleans, Louisiana

TOUCHBERRY, J. L.  12831 147th Street  
South Lake Park 20  
Long Island, New York

TOWNSEND, O. D.  500 Kimber Place  
Columbus, Ohio

TOWNSEND, Y. G.  108 9th Street N.W.  
Faribault, Minnesota

TRIMBLE, C. M.  545 N. California Street  
Stockton, California

TROWBRIDGE, B. I.  12300 W. 6th Street  
Los Angeles, California

ULREY, H. L. JR.  R. F. D.  Box 681  
Gary Road  
Indianapolis, Indiana

UNITIS, E. J.  415 Pennsylvania  
Westville, Illinois

VAN BUSKIRK, D.  25 E. Morton Street  
Walla Walla, Washington

VANNATTER, W. B.  3814 Bowser Avenue  
Fort Wayne, Indiana

VANOVER, N. E.  P. O. Box 107  
Salem, Oregon

VAN SCHOONHOVEN, D. R.  2469 Buena Vista  
Glendale, California

VANCOSY, R.  937 S. Harry Avenue  
Elkins, West Virginia

VARGA, N. A.  12 Allen Street  
Passaic, New Jersey

VASCURA, J.  5074 S. Maplewood Avenue  
Chicago, Illinois

VERONDA, E. J.  2300 Monterey Road  
San Marino, California

VINNES, M. N.  Mountian, Iowa

VIRGIN, H. J.  1123 Souvail Avenue  
Winona, California

VOSS, C. C.  2521 Hazzard Street  
Houston, Texas

VOSS, J. W. JR.  Box 371  
Jackson, California

VUKELICH, T.  351 Woodside Allee  
Middletown, Pennsylvania

WAGENGEM, D. F.  403 2nd Street  
Belpre, Ohio

WAGNER, S. G. E.  2924 Wabash Avenue  
Spokane, Washington

WALKER, T. B. JR.  1701 E. Willetto Street  
Phoenix, Arizona

WALLACE, H. E.  1625 N. Corona  
Colorado Springs, Colorado

WALLACE, J. L.  1816 W. Houston Street  
San Antonio, Texas

WALLACE, M. L.  Bogue Chitto, Mississippi

WALLGREN, G. W.  931 W. Central Avenue  
St. Paul, Minnesota

WALONGEVICH, B. P.  10 Tremont Street  
Newton, Massachusetts

WARNOCK, J. C.  263 E. 4th Street  
Jacksonville, Florida

WARREN, C. E.  9845 41st Avenue S. W.  
Seattle, Washington

WARNER, E. J.  Box 42-B, Rt. 1  
Park Hill  
Escondido, California
BATTALION ROSTER (Continued)

WARREN, J.
Route 4
Berryville, Arkansas

WASSON, R. F.
403 Jackson Street
East Liverpool, Ohio

WATKINS, E. H.
Rt. 1
Reed, Kentucky

WATSON, H. J.
321 First Street S.W.
Carmel, Indiana

WATSON, W.
Box 1250
Elko, Nevada

WAUGH, H. F.
20 Ridge Street
Asheville, North Carolina

WEAVIL, H. V.
Route 2, Box 68
High Point, North Carolina

WEISS, L. B.
73 Union Street
Westfield, New York

WELBURN, D. L.
Rt. 2, Box 343
Ashland, Oregon

WELSCH, O. H.
317 W. Fishers Avenue
Philadelphia, Pennsylvania

WENWILL, R. R.
2121 14th Avenue S.
Minneapolis, Minnesota

WERTZ, L. L.
1124 35th Street
Sacramento, California

WEYERTS, R. L.
623 N. 143rd Road
Seattle, Washington

WHIPPLE, W. R.
144 7th Avenue East
Twin Falls, Idaho

WHITAKER, W. C.
1647 10th Avenue
Oakland, California

WHITE, D. C.
729 Broadway
South Portland, Maine

WHITE, G. L.
230 Olive Street
Auburn, California

WHITEHAIR, J. A.
P. O. Box 226
New Kensington, Pennsylvania

WHITTLE, J. W.
Rt. 2
Pike, Georgia

WIBLISHAUSER, N. C.
721 S. 51st Street
Tacoma, Washington

WIGGINS, S. A.
1536 Walnut Street
Jacksonville, Florida

WIGINTON, D. E.
Rt. 3
Altus, Oklahoma

WITAlA, G. C.
Gray River, Oregon

WILBURN, J. H.
Louisville, Tennessee

WILCOX, A. N.
Concordia, Kansas

WILKERSON, M. H.
Box 667
Wellington, Texas

WILLBOND, R. J.
38 Walnut Street
Oberlin, Ohio

WILLET, C. A.
R.F.D., #1
Santa Maria, California

WILLIAMS, A. L.
2517 St. George Street
Los Angeles, California

WILLIAMS, C. H.
1002 Federal Avenue
Morgan City, Louisiana

WILLIAMS, T. M.
Rt. #2, Box 892A
Arlington, Texas

WILSON, B. F.
Grove Springs, Missouri

WILSON, J. H., Sr.
Rt. 2
Marietta, Georgia

WILSON, O.
360 Thomas Street
Newport, Rhode Island

WILSON, T. E.
346 S. Tenth Street
Baton Rouge 10, Louisiana

WINSLOW, C. L.
Route 2
L engaging, Washington

WISE, C. J.
1018 Fletcher Street
Charlotte, North Carolina

WOMAC, L. W.
1350 Jacobsen Boulevard
Bremerton, Washington

WOODS, C. L.
Box 132
Zivolle, Louisiana

WOOSLEY, W. M., Sr.
210 S. 6th Street
East St. Louis, Illinois

WORTHINGTON, B. L.
3084 S.E. 4th Street
Salt Lake City, Utah

WRIGHT, J. B.
6115 Lura Avenue
East St. Louis, Illinois

WRIGHT, N. P.
Bruceston, Tennessee

WRIGHT, R. E.
25 Hesla Street
Dorchester, Massachusetts

YORK, H. B.
Marengo, Iowa

YOUNG, D. E.
112 Lancaster Place
Dayton, Ohio

YOUNG, H. W.
1705 S. Montgomery
Sedalia, Missouri

YOUNGBLOOD, F. J. L.
Minter, Alabama

ZIMMERMAN, C. J.
Box 73
Sanborn, Minnesota

ZIRSKY, L. G.
5118 S.E. 78th Avenue
Portland, Oregon

ZIVKOVICh, F. A.
381 E. 16th Street
Cleveland 10, Ohio
Autographs