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SAN FRANCISCON * CAMP PARKS

* PORT HUENEME

CAMP PEARY

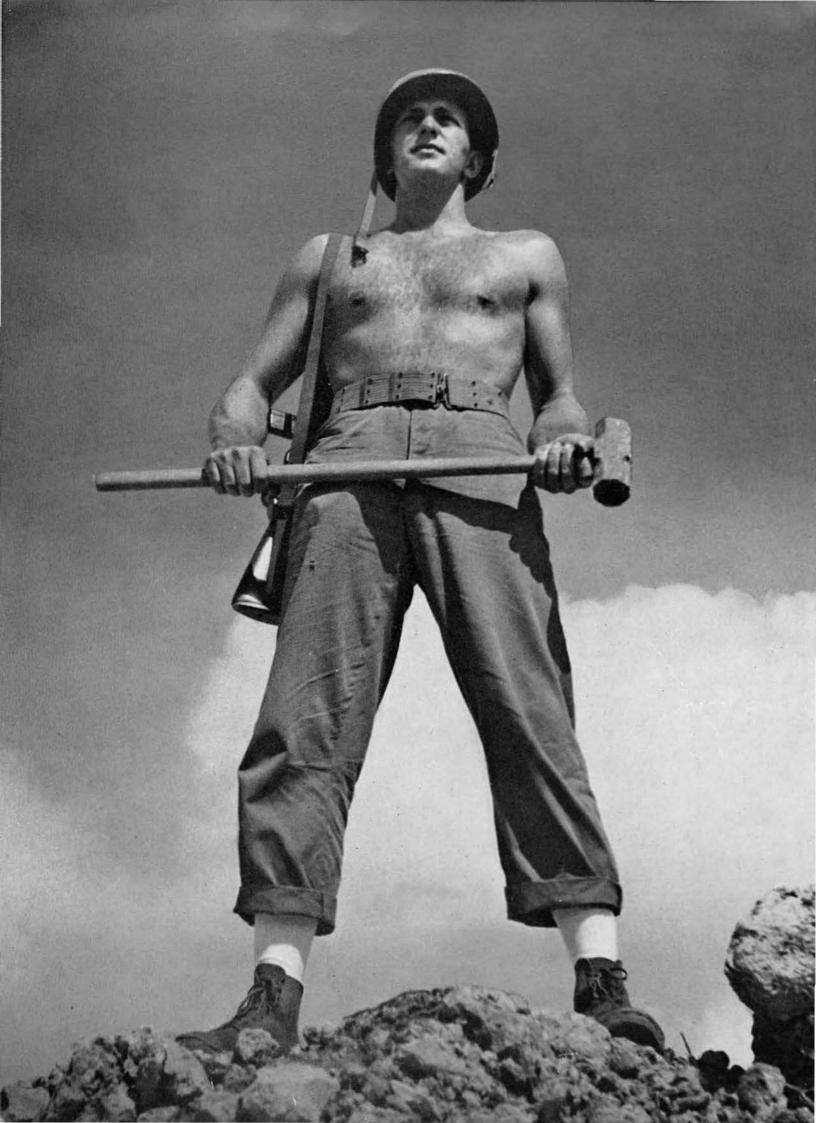
RETURN TO

Atanselil & Elling. 10-Oct. 1969-Patert of Mates 15756 Fried Rush Dr. Howarda Hts, Caly Abuchel B. Calling. 27- June 1975 Capt. on. E. Scanlan CEC USIN (Rt) 31 Mar 7 Harold Reelgale 8/9/82 Sacrament Colifornia
Joseph Funcia 8-12.83 Ventura, Colif Lylvio Exposito 9/23/83 Elmont n.4. John P. Hakim 9/23/83 Neer Park in- y. Stanley Baar 4/10/84 Pasadena Ca. John Spillane Stange J. Benson 3/27/85 Fairport n.y. 8/17/85 8381 NW 37 PL SURRISE FL 33321 John & Cheetlen 8/26/85 429 CORDOVA LN STOCKTON, CH - 95207 Harold Topololy 12/30/86 FAIR LAWN NJ 07410 Robert Strucken 7/13/88 7924 TENTH AVES. ST. PETE PLA 3370 6/12/91 Clori Co. Rutich 711 Riverent Dr. Sacramente, Co 6333 CANOCA AVE #114 95831 11-3-00 Harold Topolsky

BASE PACIFIC

a history of

U. S. Naval Construction Battalion



The one thing that has always symbolized American civilization is not the power to destroy but the power to construct . . . And this power to construct, that works under front line fire, that works under the most primitive conditions, that combines speed and quality on an utterly unprecedented scale is symbolized in one stalwart human figure—the Seabee.

MAJOR CRUM, USAAF

FOREWORD

This book contains a record of the 122nd U. S. Naval Construction Battalion at home and abroad. It covers a period of two years, from August, 1943, when the unit was formed, until August, 1945, when eighteen months of overseas duty in the War against Japan were completed. The daily lives, the hopes and even disappointments of the men who make up the Battalion are described along with the story of their accomplishments.

The 122nd has a record of which it can be justly proud, made possible through the combined efforts of every man. This Battalion has been commended for this record and each man has received the official Navy "Well Done."

If in the future this book helps to keep alive memories of your years with the Battalion; if it serves to recall your pride of achievement, and some of the warmth of the comradeship you enjoyed, it will have served its purpose.



BATTALION OFFICERS

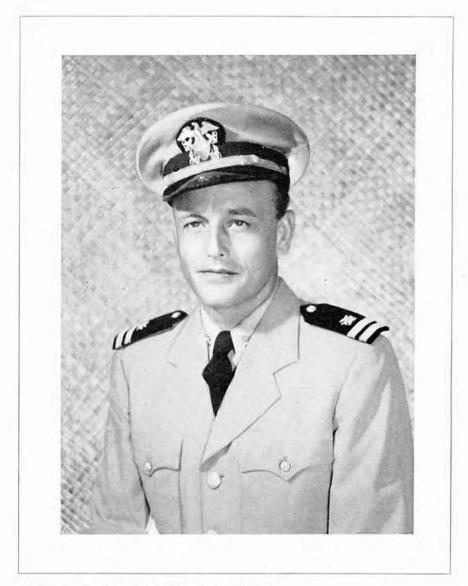


LT. COMDR. V. K. CATES, CEC USNR

OFFICER IN CHARGE

MELROSE, MASS.

1



Lieut. L. M. VAN DOREN, CEC USNR EXECUTIVE OFFICER HAYES, KANSAS

Executive Officer and Staff



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Lieut. J. R. MATHIS, MC USNR CHATTANOOGA, TENN.



Lieut. J. V. CANNADAY, DC USNR ROANOKE, VA.



Lieut. J. S. VAN MATER, MC USNR NEW BRUNSWICK, N. J.



Lieut. L. N. PEARCE, SC USNR CLEARFIELD, PA.



Lt. (jg) J. M. McFARLAND, SC USNR LOS ANGELES, CALIF.



Lt. (jg) P. R. TORTI
CEC USNR
GLEND HEAD, L. I., N. Y.



Lieut. R. G. HOLDEN, CEC USNR HDQ. COMPANY COMMANDER PITTSBURGH, PA.

Headquarters Company



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Ch. War. M. E. SCOTT, CEC USNR PATCHOGUE, N. Y.

Lieut. N. P. AHRENS, CEC USNR COMPANY A COMMANDER ENGLEWOOD, N. J.

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Licut. J. L. HYDE, CEC USNR MEMPHIS, TENN.



Ens. J. H. STREIT, CEC USNR ALGONA, IA.

Lieut. P. R. KELLY, CEC USNR COMPANY B COMMANDER PHILADELPHIA, PA.



'Ens. W. C. TURNBULL, CEC USNR HAMILTON, OHIO



Ch, War. C. B. LIVINGSTON, CEC USNR
SHOSHONE, IDAHO

Company B



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Ch. Wor. R. J. BAER, CEC USNR LIVINGSTON, N. J.

Lieut. A. G. MAC MILLAN, CEC USNR COMPANY C COMMANDER EMMAUS, PA.

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Company C



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Ch. War. N. E. LATSON, CEC USNR AUSTIN, TEX.

Company D



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Ch. War. F. G. FULKERSON, CEC USNR NORTH KANSAS CITY, MO.



Lieut. T. M. LESLIE, CEC USNR COMPANY D COMMANDER DETROIT, MICH.



Ch. War. A. C. ANDERSON, CEC USNR HOLLYWOOD, FLA.



Ch. War. J. H. ARSZMAN, CEC USNR INDIANAPOLIS, IND.

Replacement Officers



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Ens. W. E. THALMAN, CEC USNR DANVILLE, ILL.



Ens. C. R. BARNES, SC USNR AMES, IOWA



Ens. L. G. LENDZION,
SC USNR
GROSSE POINT WOODS, MICH.



BATTALION CPOs

511 WEST PARK AVENUE KELLOGG, IDAHO



JOHNNIE WESLEY BERRY BOX 175 PLATTEVILLE, COLORADO

THEODORE ANDERSON
1218 WASHINGTON STREET
HOBOKEN, NEW JERSEY



JOE RUSSELL BEVERLY
1905 NORTH HASKELL STREET
DALLAS, TEXAS

DOLPH MOSES BAUM 351 ROSITA COURT PASADENA 2, CALIFORNIA



JAMES EARL BORDERS 611 HOWARD GLASGOW, MISSOURI

CURTIS CHARLES BELL 432 FOOTHILL DRIVE FILLMORE, CALIFORNIA



RAYMOND BORGMANN 6312 EIGHTH STREET N.W. WASHINGTON, D. C.

LOUIS JOSEPH BOUER

34 LEXINGTON AVENUE
JERSEY CITY, NEW JERSEY



ALBERT BROOKS BUTTERS
351 EAST BETHANY ROAD
BURBANK, CALIFORNIA

JOE MARIO BUFFO 60 WEST SEVENTH STREET PITTSBURG, CALIFORNIA



JAMES EDISON CALLAHAN
119 CAMERON AVENUE
FAYETTVILLE, NORTH CAROLINA

ROBERT HORACE BUSHONG
615 ST. JOSEPH STREET
LANCASTER, PENNSYLVANIA



THOMAS FRANCIS CONLON 210-08 93RD AVENUE, BELLAIRE LONG ISLAND, NEW YORK

JAMES HENRY BUTLER
20 WOODVILLE STREET
ROXBURY, MASSACHUSETTS



REGINALD SINCLAIR COOK 2611 TUXEDO DETROIT, MICHIGAN

WILLARD K. COX BASIN, WYOMING



CHARLES LESLIE FRAZIER
921 STARLING STREET
GREENVILLE, MISSISSIPPI

3079 MICKLE STREET CAMDEN, NEW JERSEY



BOX 207 LUDLOW, PENNSYLVANIA

ARTHUR WILLIAM FITZGERALD 318 WASHINGTON STREET CANTON, MASSACHUSETTS



FRANCIS RAYMOND GOLDEN ELMWOOD, WISCONSIN

LAJOIE JESSIE FOULK 408 NORTH PARK HILL STREET WEST FRANKFORT, ILLINOIS



WILLIAM ARMSTRONG GRAHAM
7 WASHINGTON STREET
EAST WALPOLE, MASSACHUSETTS

VINCENT GEORGE GUIDA 1359 EAST NINETEENTH STREET BROOKLYN, NEW YORK



EDWARD G. KELLY
EL RENO, OKLAHOMA

LOUIS BENTON HANSON
BOX 203
COWETA, OKLAHOMA



DeWITT LELAND KNAPP c/o DR. R. S. KNAPP ARANSAS PASS, TEXAS

RALPH ANDREW HAYWARD WEST TOWNSEND, MASSACHUSETTS



JESSE CLYDE LITTLEJOHN 5807 WILLOUGHBY AVENUE LOS ANGELES, CALIFORNIA

FLOYD CLEMENT JAMES 2761 STRATFORD DRIVE SAN DIEGO 10, CALIFORNIA



EDWARD WALLACE LOHMAN 1014 THIRD STREET CLAY CENTER, KANSAS

THEODORE HENRY MANGELSDORF
2250 NORTH KILDARE
CHICAGO, ILLINOIS



FRED JOSEPH MASSARELLI
19 BINGHAM AVENUE
DEDHAM, MASSACHUSETTS

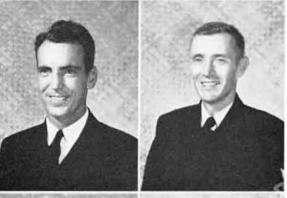
JACK MARTIN
1265 OAK GROVE AVENUE, S.E.
ATLANTA, GEORGIA



L. O. MOORE

APT. #3
211 STRATFORD STREET
HOUSTON, TEXAS

ALBERT NATHANIEL MASON
309 JEFFERSON STREET
EMPORIA, VIRGINIA



GEORGE S. NEANDROSS 500 NORTH OAK STREET RIDGEFIELD, NEW JERSEY

JAMES CORNELIUS MARTIN, JR.
ORD, NEBRASKA



ALBERT R. NEILSON EAST 823 GORDON AVENUE SPOKANE, WASHINGTON

HENRY IRVIN NEWSOME
1835 FLAT ROCK STREET
WINSTON-SALEM, NORTH CAROLINA



ROBERT P. RYAN 119 OGDEN AVENUE JERSEY CITY, NEW JERSEY

LEON NICHOLAS
619 ASH STREET
PINE BLUFF, ARKANSAS



JESSE WILIBER SANDIFER RFD #2 WESSON, MISSISSIPPI

417 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA



GEORGE SEKERAK
59 SOUTH GATES AVENUE
KINGSTON, PENNSYLVANIA

CHARLES J. RICHARDS 4812 LONGSHORE AVENUE PHILADELPHIA, PENNSYLVANIA



JUDSON P. STEPHENS
1017 PARKER STREET
NORTH LITTLE ROCK, ARKANSAS

RICHARD HAMPDEN SPILLER, JR.
1403 WINDSOR ROAD
AUSTIN #21, TEXAS



SAM TRAVIS TAYLOR
2015 WEST EIGHTEENTH STREET
LITTLE ROCK, ARKANSAS

MAURICE EDWARD STANLEY
QUEEN CITY, TEXAS



ERNEST ROBERT THOMPSON 732 SANTA FE TRAIL BOONVILLE, MISSOURI

HOWARD STOUT ROUTE #1, BOX 28 CLARKSBURG, MISSOURI



JOE TINER BOX #107 GARDEN CITY, KANSAS

FREDERICK CARL STURMER
4367 GRAY
DETROIT, MICHIGAN



GEORGE HOWARD TOTTEN
511 MAIN STREET
PORT JEFFERSON, NEW YORK

HENRY BURGES TOWNSEND c/o 62 SOUTH FRONT STREET MEMPHIS, TENNESSEE



JACK R. YOUNG
2208 MARSHALL STREET
COLUMBIA, SOUTH CAROLINA

HENRY SPURGEON VOGAN

R.F.D. #4

NEW CASTLE, PENNSYLVANIA



FRITZ ZIMMERLI 279 STATION HOSPITAL APO #516, c/o POSTMASTER NEW YORK, NEW YORK

WILLIAM LONNIE WILLINGHAM 400 GRADY STREET ALABAMA CITY, ALABAMA

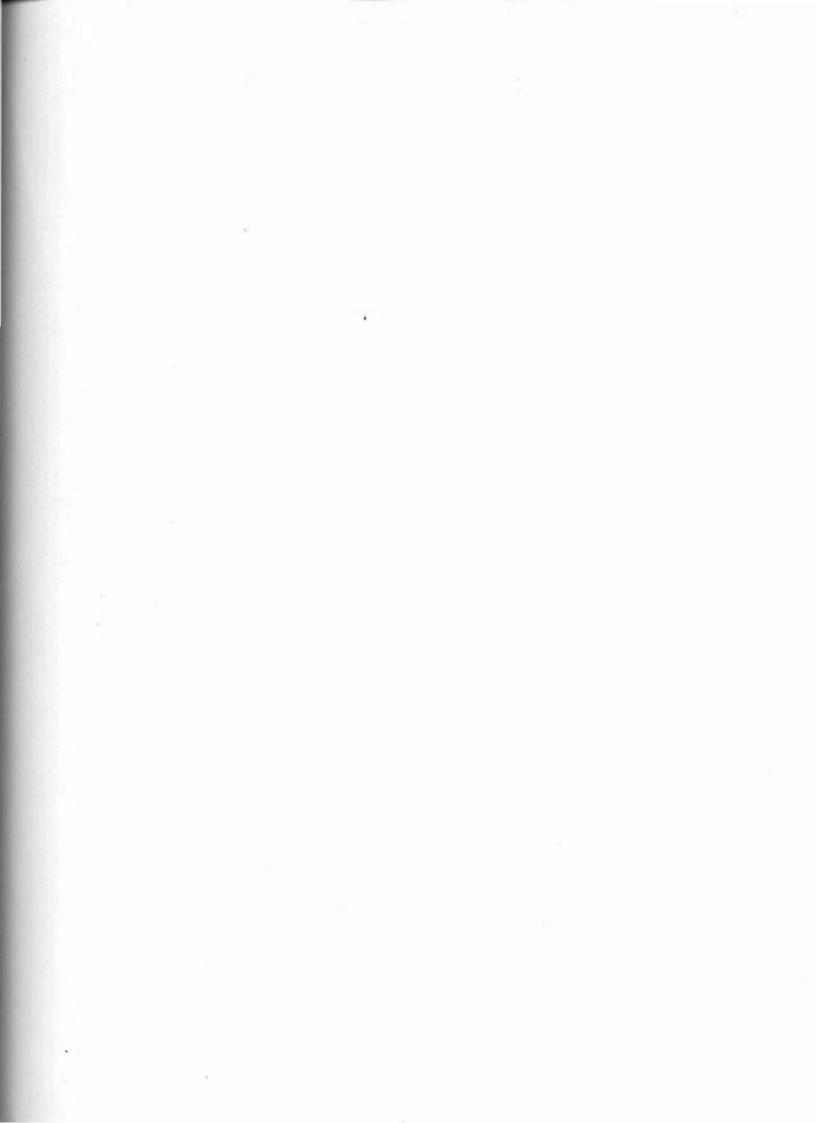


CLIFFORD RALPH SELLERS 481 COZY STREET SPRINGFIELD, MISSOURI

JOHN ANDREW WILSON 626 TERRACE AVENUE INDIANAPOLIS, INDIANA



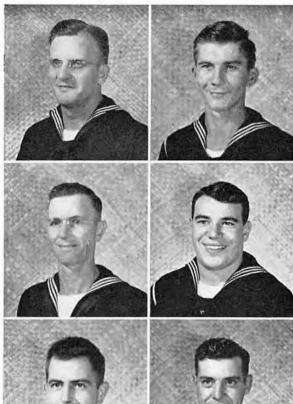
THOMAS A. VANDEGRIFT
ROUTE #2
NORTH LITTLE ROCK, ARKANSAS





ENLISTED MEN

GEORGE FREDERICK ABBOTT 301 SOUTH MAIN STREET BROOKSVILLE, FLORIDA



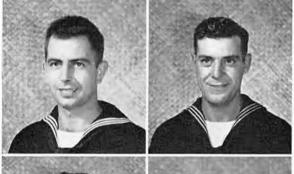
CHESTER DOMINICK ADAMICKI 1459 STATE STREET BRIDGEPORT, CONNECTICUT

JOSEPH MARLIN ABELL 464 SOUTH MAIN STREET REIDSVILLE, NORTH CAROLINA

FRANCISCO AFFONSO 6921/2 SOUTH WATER STREET NEW BEDFORD, MASSACHUSETTS

2416 PARADE STREET ERIE, PENNSYLVANIA

ROBERT HAROLD ACKLEY



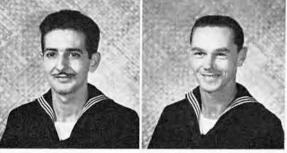
TONY ALESSIO 804 SECOND AVENUE N.E. OELWEIN, IOWA

PETER CHARLES ACTIS 615 TWENTY-FIRST STREET SACRAMENTO, CALIFORNIA



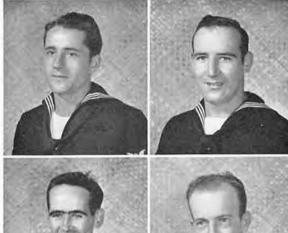
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MICHAEL ADAJIAN 25 EMMONS PLACE NEW BRITAIN, CONNECTICUT



WILLIAM B. ALLEN 1042 SOUTH ORANGE AVENUE WEST COVINA, CALIFORNIA

FRANK GREGORY ALLSTON
YOUNGS ISLAND, SOUTH CAROLINA



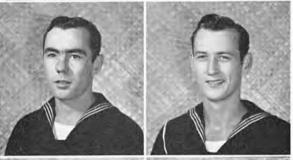
PHILIP WILLIAM ANASTASIA 106 COTTAGE AVENUE WINTHROP, MASSACHUSETTS

RODERICK JOSEPH ALMEIDA 306 LEXINGTON STREET EAST BOSTON, MASSACHUSETTS



LEWIS LEE ANDERSON
321 SOUTH SALUDA STREET
COLUMBIA, SOUTH CAROLINA

JOSEPH FERRIS ALUM
5051 WASHINGTON STREET
WEST ROXBURY, MASSACHUSETTS



PAUL LESLIE ANDERSON
GRAFTON, NORTH DAKOTA

JOHN PACHECO AMARAL

19 ASHLEY STREET
NEW BEDFORD, MASSACHUSETTS



WILLIAM EDWARD ANDERSON 148 MILNA AVENUE WHITTIER, CALIFORNIA

JOSEPH ANDREW AMBROSE
318 WHARTON STREET
PHILADELPHIA, PENNSYLVANIA



THOMAS ANDRADE 1032 THIRD SAGINAW, MICHIGAN

ALBERT JAMES ANDREOLI
77 KNIGHT STREET
PROVIDENCE, RHODE ISLAND



WILLIAM JASON ANTIS FULLERTON, KENTUCKY

WILLIAM ANDREWS, JR.

BOX #62
CHADBURN, NORTH CAROLINA



MICHAEL PAUL ANTONOVICH
764 EAST THIRD STREET
SOUTH BOSTON, MASSACHUSETTS

EDWARD ANTHONY ANDRUSAITIS
537 MEDFORD STREET
CHARLESTOWN, MASSACHUSETTS



MARION FRANK ARCHER 3102 STATE STREET BOISE, IDAHO

DONALD MILTON ANGENY

221 ROSEMARY

AMBLER, PENNSYLVANIA



WILLIAM HAROLD ARMITAGE
720 WEST LAFAYETTE STREET
STOCKTON, CALIFORNIA

JOHN ARTHUR ANNARINO 2036 MANADA STREET HARRISBURG, PENNSYLVANIA





ELBERT WILLIAM ARMSTRONG RFD #2 BOX 113 SONOMA, CALIFORNIA

WILLIAM FREDERICK ARNBURG 2825 SOUTH HARCOURT STREET LOS ANGELES, CALIFORNIA

BENEDICT JOSEPH ATAMAN 12644 KENTUCKY DETROIT, MICHIGAN

ROBERT LEE ARNOLD ROUTE #1 WAYNESBORO, MISSISSIPPI

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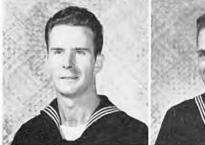
GEORGE WILLIAM AUERBACH **ROUTE #19, BOX 134X** CASKILL AVENUE NEW BRUNSWICK, NEW JERSEY

ROBERT DILLEY ASBURY 2130 EAST MICHIGAN STREET INDIANAPOLIS, INDIANA



MICHAEL CHARLES AVINO BOX 92, WALL STREET HUNTINGTON, NEW YORK

ROWLAND HAROLD ASTON 844 MONTEREY STREET DUQUESNE, PENNSYLVANIA



STANLEY ALAN BAAR 365 NEW YORK AVENUE BROOKLYN, NEW YORK

HIGHAS BABAIAN, JR. 28 LOVETT PLACE LYNN, MASSACHUSETTS

IRVING JOSEPH BAKER

1015 GORDON STREET

NEW ORLEANS, LOUISIANA

ERHARDT RUDOLF BACH
225 GREY STREET
BUFFALO, NEW YORK



JAMES OTIS BAKER BOX 85 LUXORA, ARKANSAS

ALBERT BACHAND, JR.
7 POTTER PLACE
NORTH ADAMS, MASSACHUSETTS

KENNETH DOSS BAKER, SR. RFD #2, BOX 217 COLUMBUS, MISSISSIPPI

LESTER BAILEY
1709 PLEASANT STREET
FALL RIVER, MASSACHUSETTS



LAVERT BAKER 813 CHICKAMAUGA AVENUE ROSSVILLE, GEORGIA

REX KENNETH BAIRD 2109 SCOTT ROAD BURBANK, CALIFORNIA



PETER RAYMOND BAKER, JR. DEWITT, KENTUCKY

485 EMPIRE BOULEVARD BROOKLYN, NEW YORK

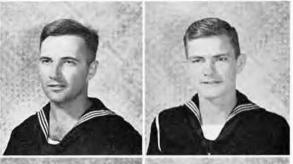
OTIS VERNON BARNES 415 THORNE STREET FRESNO, CALIFORNIA

STEPHEN BARAN 607 INDIANA AVENUE GLASSPORT, PENNSYLVANIA



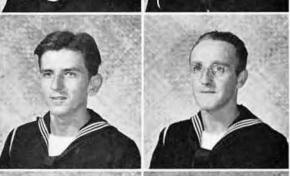
JEROME EARL BARON 169 HANCOCK STREET BANGOR, MAINE

HEBER WILLIAM BARBER
7121 STANLEY AVENUE
BERWYN, ILLINOIS



JAMES EDWARD BARRETT BOX 1098 AUSTIN, TEXAS

JOSEPH THOMAS BARBO 14805 HALE AVENUE CLEVELAND, OHIO



LEONDORE BERKEY BARRON
REAR 157 EAST PATRIOT STREET
SOMERSET, PENNSYLVANIA

FRANK ARTHUR BARGEBUHR 300 FORT WASHINGTON AVENUE NEW YORK, NEW YORK



P. O. BOX 1731 EL PASO, TEXAS

SAMUEL VICTOR BARTHOLOMEW 2012 LOUISA STREET NEW ORLEANS, LOUISIANA

WILLIAM ADDISON BATTERSON 1617 FORTY-FOURTH STREET SOUTH ST. PETERSBURG, FLORIDA

ERWIN CYRIL BARTLETT 15 MERRILL AVENUE WOLLASTON, MASSACHUSETTS

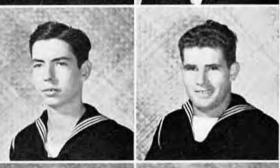
CHARLES FREDERICK BAUMANN 3623 BOULEVARD JERSEY CITY, NEW JERSEY

ANTHONY JAMES BASILE 1545 EIGHTIETH STREET BROOKLYN, NEW YORK



EDWARD PAUL BAUMGARTEN 2954 WEST FIFTY-SEVENTH STREET CHICAGO, ILLINOIS

HARDIE LENSFORD BASS TULLOS, LOUISIANA



KENNETH BURDETTE BEARD ROUTE #1 CHAMPION, NEBRASKA

VINCENT ALBERT BATTAGLIA 69 SALEM STREET BOSTON, MASSACHUSETTS



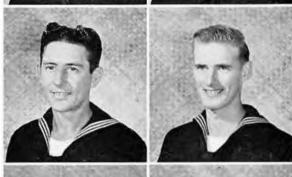
WALLACE ROTHWELL BEARD 562 WEST PRINCETON AVENUE YOUNGSTOWN, OHIO

EMILE THEODORE BEAUDOIN

40 JEWELRY STREET
WATERBURY, CONNECTICUT

PAUL BELEC 242 NOBLES LANE PITTSBURGH, PENNSYLVANIA

HENRY HAROLD BEAVER
1050 CENTRAL AVENUE
CHARLESTON, WEST VIRGINIA



ALLAN KINGSLEY BELFIELD, JR. 75 VERNON PLACE YONKERS, NEW YORK

RICHARD CARL BEAZELL

449 ALEXANDER STREET
MONONGAHELA, PENNSYLVANIA

WALLACE DELOR BENNETT
69 MILLER STREET
SPRINGFIELD, MASSACHUSETTS

PAUL ARTHUR BEHRENT
BOX 44
SELDEN, KANSAS



GEORGE FRANK BENSON 335 SIXTH STREET ATLANTA, GEORGIA

CECIL RICHARD BEHRINGER
1400 PORTLAND AVENUE
MINNEAPOLIS, MINNESOTA



MONROE REED BENSON 222 WINTERS AVENUE OLEAN, NEW YORK

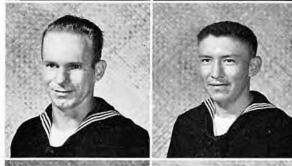
THOMAS EDWIN BENTLEY

1042 B STREET, APARTMENT #2

HAYWARD, CALIFORNIA

CHARLES CLEMENT BEUERLEIN
ROUTE 5
LAWRENCEBURG, TENNESSEE

ARNOLD JOHN BERGH BOULDER JUNCTION, WISCONSIN



JOE BIAKEDDY
BIG MOUNTAIN STORE
ORAIBI, ARIZONA

JOHN BERNARDI 48 ALDEN STREET ASHLAND, MASSACHUSETTS



ABE BIALER
202 HARRISON STREET
PATERSON, NEW JERSEY

MELVIN LOYDE BERRIER
1921 MOLTKE STREET
HARRISBURG, PENNSYLVANIA



WILLIAM BIBERFELD
213 LEE AVENUE
BROOKLYN, NEW YORK

JOHNSTON YOUNG BERRY

17 HOPE STREET
WATERBURY, CONNECTICUT

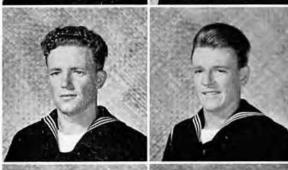


EUGENE RALEIGH BIEBER 1402 OAK STREET LEBANON, PENNSYLVANIA

JOSEPH GEORGE BIELLO 414 TAYLOR AVENUE GIRARD, OHIO

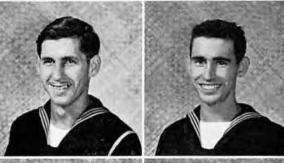
VICTOR HENRI BITTER, JR. SOUTH CEDAR STREET SEAFORD, NEW YORK

ROY LEE BIGGS 915 FREEDOM AVENUE PORTSMOUTH, VIRGINIA



RAYMOND ROMAN BLACHOWICZ 1251 NORTH MAPLEWOOD AVENUE CHICAGO, ILLINOIS

DONALD LEWIS BINGLE 499 HIGH STREET HOLYOKE, MASSACHUSETTS



PAUL RUSSELL BLAIS

171 CARNATION STREET
WOONSOCKET, RHODE ISLAND

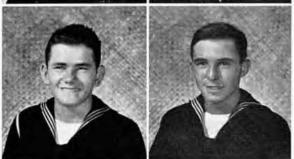
SAMUEL M. BIRD 2720 GARDON STREET VERNON, TEXAS



MELVIN THOMAS BLAKE GENERAL DELIVERY CROWLEY, TEXAS

ARTHUR HERBERT BISHOP

308 YUCCA
TRONA, CALIFORNIA



LIONEL EDWARD BLANCHETTE 42A HARBOR AVENUE NASHUA, NEW HAMPSHIRE

DANIEL JOSEPH BLANEY, JR.

39 HAMPSTEAD ROAD
JAMAICA PLAIN, MASSACHUSETTS

WIL 509 MAD

WILLIAM CHARLES BODE 509 LAKE STREET MADISON, WISCONSIN

GEORGE RAYMOND BLAU

23 WELDON STREET
JERSEY CITY, NEW JERSEY



MARK EARL BODINE GOSS, MISSOURI

THEODORE JOSEPH BLOCH 4823 CAPITAL AVENUE OMAHA, NEBRASKA



ROBERT DOUGLAS BODINGTON

SOUTH COMMONS

LITTLE COMPTON, RHODE ISLAND

HENRY HERZEL BOBBITT

BOX 264

PONTA, TEXAS



ELMER FREDERICK BOEGE 10601 ELIOT AVENUE CLEVELAND, OHIO

JOSEPH ANTHONY BOBIN
76 LEVERETT STREET
BOSTON, MASSACHUSETTS

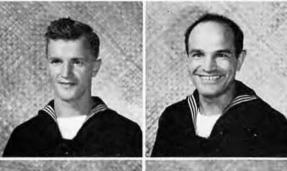


HOWARD ERMANN BOGASH 8154 SOUTH MORGAN AVENUE CHICAGO, ILLINOIS

BERNARD FRANK BOLEY 6725 EAST FRY STREET BELL, CALIFORNIA

CALVIN MARTIN BORDELON MOREAUVILLE, LOUISIANA

STANLEY CHESTER BOLMANSKI 1022 ASH STREET ERIE, PENNSYLVANIA



MICHAEL BORDONARO 260-C MAIN STREET MEDFORD 55, MASSACHUSETTS

BERNARD BENNIE BONITO

15 RICHMOND STREET
DORCHESTER, MASSACHUSETTS

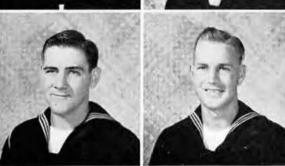
P.O. BOX 124 MURFREESBORO, TENNESSEE

MILTON PATTERSON BOONE ROUTE #8, BOX 428-A BIRMINGHAM, ALABAMA



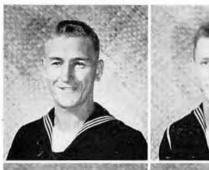
ROUTE #1
NEWTON, NORTH CAROLINA

JACK WENDELL BOORDE 601 SHERMAN STREET DANVILLE, ILLINOIS



GEORGE THOMAS BOSWELL 2316 GOULD FORT WORTH, TEXAS

FREDERICK BOTHNER, JR.
401 PRINCE AVENUE
ESSINGTON, PENNSYLVANIA



WALTER FRED BOYD 45 MECHANIC STREET RED BANK, NEW JERSEY

EDWARD WILLIAM BOULANGER

RFD

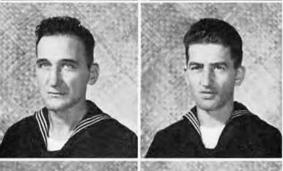
ASHBURNHAM, MASSACHUSETTS



GERALD DALE BRADLEY
1129 SUMMIT STREET
FORT WAYNE, INDIANA

ARTHUR WILLIAM BOULAY

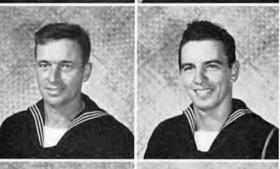
14 LAWNFAIR STREET
WORCESTER, MASSACHUSETTS



RICHARD KENNETH BRAITHWAITE 8453 SOUTH WOOD STREET CHICAGO, ILLINOIS

SHEROD LeROY BOURNE

14 BOURNE TERRACE
WAREHAM, MASSACHUSETTS



CLAUDE BRATCHER, JR. #2 HIXON, TENNESSEE

JOE MILFORD BOYD

BOX 601

DONNA, TEXAS





RUSSELL GARTH BRAYBROOKS 313 EAST PINE STREET PAW PAW, MICHIGAN

LOUIS ONESIMO BRETON 40 GREEN STREET BERLIN, NEW HAMPSHIRE

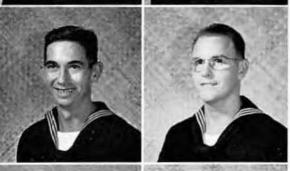
EARLAND VICTOR BROWN BOX #27 GLENCLIFF, NEW HAMPSHIRE

ROBERT FRANCIS BRINKLEY 3400 NELSON STREET, WESTHAVEN PARK PORTSMOUTH, VIRGINIA



JOHN BROWN 20 HERKIMER STREET WATERBURY, CONNECTICUT

JAMES EDWARD BROOKER 51 OAKDALE AVENUE AKRON, OHIO



RAY LANDIS BROWN 3867 FLAD AVENUE ST. LOUIS, MISSOURI

FRANK BROW 27 EAST MONTANA STREET PASADENA, CALIFORNIA



ROBERT HUNTER BROWN 536 NORTH WELLS STREET RENTON, WASHINGTON

BERNARD BROWN 1546 ST. JOHN'S PLACE BROOKLYN, NEW YORK



WALTER JOSEPH BROWN 176 WEBSTER AVENUE JERSEY CITY, NEW JERSEY

WILLIAM ALLEN BROWN 4517 LACARA LONG BEACH, CALIFORNIA

BRAXTON COMER BRUNSON BOX 243 ELBA, ALABAMA

WILLIAM CHARLES BROWN, JR.
1127 OMENA PLACE
CINCINNATI, OHIO

CLIFFORD ADAM BRYDON
317 NEW CASTLE STREET
SLIPPERY ROCK, PENNSYLVANIA

WILLIAM HENRY BROWN 884 WASHINGTON STREET WEYMOUTH, MASSACHUSETTS

ARTHUR ELDON BRYMER
61-06 THIRTY-SEVENTH AVENUE
WOODSIDE, LONG ISLAND, NEW YORK

HAROLD EDWIN BRUCE 744 TWELFTH STREET S.E. WASHINGTON, D. C.

JOHN EDWARD BRYMER

33-45 SIXTY-FIRST STREET

WOODSIDE, LONG ISLAND, NEW YORK

FRANK WILLIAM BRUEGGEMAN R.R. 2 ALTON, ILLINOIS



GEORGE ROBERT BUCHHOLZ R.R. #4 BRAZIL, INDIANA

JOSEPH WALTER BUDGIN
920 HOVEY STREET
GARY, INDIANA

ROBERT CHAUNCEY BURGESS
308 EAST FOURTH STREET
CNAWA, IOWA

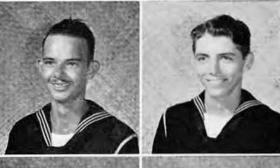
BLMER ARTHUR BUNSELMEIER
3922 WASHINGTON AVENUE
CINCINNATI, OHIO



WALTER ALTON BURKS
ROUTE 1, BOX 269-A
SPRINGHILL, ALABAMA

NICHOLAS HAROLD BURAK

124 NEPTUNE AVENUE
JERSEY CITY, NEW JERSEY



LELAND EDWARD BURNS
117 EAST LINDA VISTA AVENUE
ALHAMBRA, CALIFORNIA

CLARENCE PAUL BURDICK 243 WEST GIRARD BOULEVARD KENMORE, NEW YORK



WILBUR WILLIAM BURRIS ROUTE #1 BROKEN BOW, OKLAHOMA

STEPHEN MICHAEL BURG 105 COLONIAL AVENUE, WHITE HORSE TRENTON, NEW JERSEY



FRANCIS SIDNEY BURT

302 SALEM STREET

MEDFORD, MASSACHUSETTS

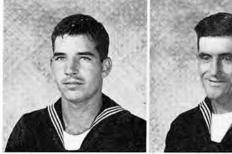
ALBERT CLEMANCE BUSH 60 WEST ENTERPRISE STREET GLEN LYON, PENNSYLVANIA

ARTHUR PETER CAMPBELL 710 BRUSH AVENUE BRONX, NEW YORK

CHARLES McKNIGHT BUSSEY

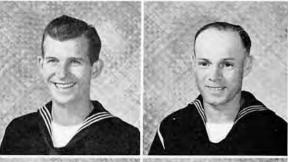
ROUTE #5

LONGVIEW, TEXAS



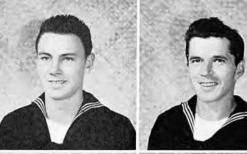
ADRIEN ARMAND CAMPION 1274 NORTH MAIN STREET FALL RIVER, MASSACHUSETTS

THAYER LYMAN BYERLY
1103 STATE STREET
ERIE, PENNSYLVANIA



JAMES ARTHUR CARLOW
292 BEAVER STREET
NORTH ADAMS, MASSACHUSETTS

WOODROOF EUBANK CAGLE
GENERAL DELIVERY
HENDERSON, TENNESSEE



JOHN FRANCIS CARLOW 148 WEIR STREET TAUNTON, MASSACHUSETTS

CLAYTON EUGENE CAIN
GLENBUM, MAINE





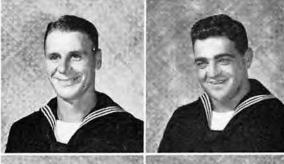
JOHN BLAKELY CARLTON
505 WINSTON ROAD
CHATTANOOGA, TENNESSEE

JAMES OTIS CARMACK
11 RIGBY STREET
MONTGOMERY, ALABAMA



JOHN WARREN CAVELL 151-29 FOURTEENTH ROAD WHITESTONE, NEW YORK

CHARLES JOHN CARON 8003 COLFAX AVENUE CHICAGO, ILLINOIS



FREDERICK GEORGE CECCHI 403 EAST JEFFERSON STREET MISHAWAKA, INDIANA

ANDREW BURLESON CARTER
1229 PATTIE AVENUE
WICHITA, KANSAS



ALFRED JOSEPH CERVO
BOX #191
MORRISDALE, PENNSYLVANIA

HAROLD GLENNON CASHION

ROUTE #4

PERRYVILLE, MISSOURI

CLIFFORD OLIVER CHAMBERLAIN
3217 EAST WASHINGTON STREET
DES MOINES, IOWA

LAWRENCE VAN CASTON
BOX 248
NEW LONDON, TEXAS



JOHN SHERMAN CHANEY 522 LAING AVENUE CUMBERLAND, MARYLAND

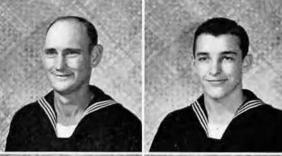
HAROLD WESLEY CHAPIN 404 EAST EIGHTH KINGSLEY, KANSAS





JAMES ROBERT CLARE 3210 HAUGHTON DRIVE TOLEDO, OHIO

CLARENCE ALFRED CHAPMAN
309 RIX STREET
TYLER, TEXAS



EMMONS EDMOND CLARK 2114 PLEASANT AVENUE FORT WAYNE, INDIANA

JOHN FRANCIS CHEETHAM 214 NORTH THIRD AVENUE, EAST DULUTH, MINNESOTA



CHESTER ERSKINE CLAXTON GROVE SPRINGS, MISSOURI

PHILIP RICHARD CHESBROUGH

12 MAPLE STREET
SHIRLEY, MASSACHUSETTS

FORREST DEE CLAYWELL

160 NORTHEAST HALSEY STREET
PORTLAND, OREGON

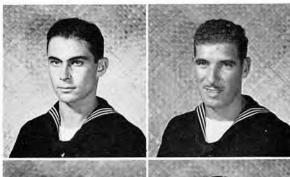
GEORGE CICCONE
531 GRIFFIN STREET
PITTSBURGH, PENNSYLVANIA





NAZZERENO CLERICI 757 WEST CHERRY STREET PALMYRA, PENNSYLVANIA

WILLIAM JOSEPH COE, JR.
45 ORCHARD STREET
TAUNTON, MASSACHUSETTS



VICTOR REED COOMBS

102 PEARL STREET

SOMERVILLE, MASSACHUSETTS

EDDIE LEE COLE

ROUTE #1

McCURTAIN, OKLAHOMA



ROBERT WALKER COPLEY
105 WALNUT STREET
PAINTSVILLE, KENTUCKY

JAMES CARLTON COLE

RFD #2

HENDERSON, TEXAS



GENERIO JERRY COPPOLA 68-08 THIRTY-SEVENTH ROAD WOODSIDE, NEW YORK

EDWARD LEWIS COLEGROVE
222 WILLIS STREET
BRISTOL, CONNECTICUT



RALPH JOSEPH CORAPI 780 PROSPECT PLACE BROOKLYN, NEW YORK

THOMAS JOSEPH CONA 278 SEVENTH STREET BROOKLYN, NEW YORK



LLOYD CORBIN 112 GREGORY AVENUE PASSAIC, NEW JERSEY

SALVATORE FRANK CORBO 203 SKILLMAN STREET BROOKLYN, NEW YORK



THOMAS JULIAN COTA

334½ EAST SIXTEENTH STREET
TUCSON, ARIZONA

LOUIS ALEXANDER CORDRAY

362 ADELPHI STREET

BROOKLYN, NEW YORK



HENRY CONRAD COUSINEAU TAFT AVENUE SWANSEA, MASSACHUSETTS

CHARLES ANTHONY CORRAO 516 PAULSON AVENUE PITTSBURGH, PENNSYLVANIA



JOSEPH EMILE COUSINEAU
65 TUTTLE STREET
FALL RIVER, MASSACHUSETTS

ANTONE FONSECA COSTA
96 STEWART STREET
FALL RIVER, MASSACHUSETTS



FREDERICK WILLIAM COYLE
273 WEST THIRD STREET
SOUTH BOSTON, MASSACHUSETTS

REGIS GERARD COSTELLO 126 KEARSARGE STREET PITTSBURGH, PENNSYLVANIA



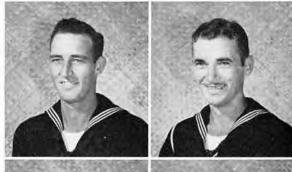
JOHN ROBERT CRAWFORD 1712 GREENLEAF STREET PITTSBURGH, PENNSYLVANIA

RONALD CRAWFORD

14 DEMOTT AVENUE
CLIFTON, NEW JERSEY

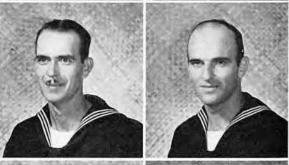
STEVEN CURTIS
519 NORTH MATHILDA STREET
PITTSBURGH, PENNSYLVANIA

THOMAS JOSEPH CREGAN, JR. 4742 WEST MONROE STREET CHICAGO, ILLINOIS



ALEXANDER RAYMOND CYCHOWSKI 2934 TULIP STREET PHILADELPHIA, PENNSYLVANIA

ODES KENNETH CREMER
GENERAL DELIVERY
CHESTER, ILLINOIS



ODO DAMBOISE ROUTE 209 KERHONKSON, NEW YORK

PATTERSON HIGH SCHOOL LEGERWOOD, NORTH CAROLINA

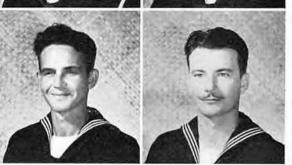


RALPH EUGENE DAVID
WEST JONES STREET
MILFORD, ILLINOIS

JOHN WAYNE CUNNINGHAM

BOX 47

AKELEY, MINNESOTA



CHARLES SYLVESTER DAVIS 8430 SOUTH ABERDEEN STREET CHICAGO, ILLINOIS

CLARENCE MARION DAVIS, JR. 410 WEST JEFFERSON KIRKWOOD, MISSOURI

ROBERT FORMAN DE FOREST 7808 SOUTH PEORIA STREET CHICAGO, ILLINOIS

GEORGE WILLIAM DAVIS

32 COTTAGE STREET
JERSEY CITY, NEW JERSEY



EDMOND JOSEPH DELAGE
48 EAST DOVER STREET
WATERBURY, CONNECTICUT

EVERETT THOMAS DAYISON 1047 BOND STREET MOBERLY, MISSOURI



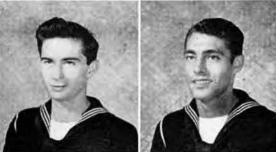
JOHN RALPH DE MAIO
110 PROSPECT PARK WEST, ROUTE 15
BROOKLYN, NEW YORK

RANALD GEORGE DE BOER 125 ENGLEWOOD AVENUE WEST HARTFORD, CONNECTICUT



ELWOOD GORDON DERAS BOX 41, BONNY DOON ROUTE SANTA CRUZ, CALIFORNIA

STEPHEN WILLIAM DECKER
107 STATION AVENUE
PRINCE BAY, S. I., NEW YORK



CARLO DE VITO 1071 47TH STREET BROOKLYN, NEW YORK

WILLIAM PAUL DI BENEDETTO 87-89 ELLWOOD STREET NEW YORK, NEW YORK

HOWARD ELOF DINGFELDER R.F.D. #1 CORRY, PENNSYLVANIA

SAMUEL THEODORE DI GATE

KING STREET
EAST HAMPTON, NEW YORK

VITTORIO DI NINNO 1830 RIVER STREET HYDE PARK, MASSACHUSETTS

CLYDE AMES DIEHL 515 EAST BURGESS STREET MOUNT VERNON, OHIO



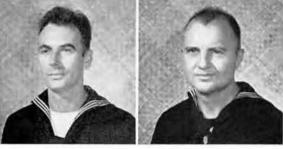
ROBERT MITCHELL DOBKINS
2501 NORTHWEST THIRTY-SECOND
OKLAHOMA CITY, OKLAHOMA

EARL HENRY DIEHL
1313 DEARBORN STREET
JOLIET, ILLINOIS



PAUL HAYDEN DODGEN
254 EAST SIDE AVENUE SOUTHEAST
ATLANTA, GEORGIA

ELBERT EDWIN DILL
21 OAK STREET
MIDDLEBORO, MASSACHUSETTS



BILLY BURKE DONHAM BOX 292 WEST HELENA, ARKANSAS



HORACE EDWARD DORTON 1536 TUSCALOOSA AVENUE BIRMINGHAM, ALABAMA

JOHN JAMES DONLON 920 SEVENTY-SECOND STREET BROOKLYN, NEW YORK

JAMES DEAN DOUGHERTY 631 NORTH DAKOTA AVENUE SIOUX FALLS, SOUTH DAKOTA

GEORGE THOMAS DONOVAN 123 WEST FIRST AVENUE CONSHOHOCKEN, PENNSYLVANIA

HAROLD FRANKLIN DOUGLAS 327 PERRINE STREET CEMENT CITY, MICHIGAN

GEORGE EDWARD DOROTHY 65 ALLEY STREET LYNN, MASSACHUSETTS



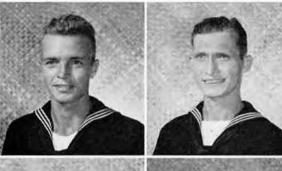
FRANCIS JOSEPH DOWLING WEST HENRIETTA ROAD HENRIETTA, NEW YORK

PAUL QUINTIN DORT RFD #1 ALLEGANY, NEW YORK



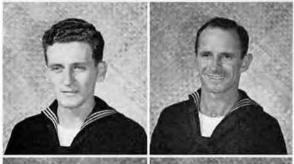
FRANK ROBERT DUBITSKY 675 BROADWAY GRAND RAPIDS, MICHIGAN

P.O. BOX 462
PLANO, TEXAS



STANLEY STEPHEN DZIEDZIC 120-02 144TH STREET JAMAICA, NEW YORK

NORMAND ERNEST DUHAMEL 1917 PLEASANT STREET FALL RIVER, MASSACHUSETTS



WILLIAM RICHARD ECCLES
21 SEA VIEW STREET
FALL RIVER, MASSACHUSETTS

JOHN DUPLECHAN
2616 IDELL STREET
LOS ANGELES, CALIFORNIA



JAMES HURLEY EDGAR 700 JENNE STREET GRAND LEDGE, MICHIGAN

PRINEST McGREGOR DURBIN

937 EAST FIFTY-THIRD STREET

AUSTIN, TEXAS



JOHN ALBERT ELLIOTT

14 WEST CLIFFORD STREET
PROVIDENCE, RHODE ISLAND

EDWARD JOHN DYKI 30 HURON AVENUE JERSEY CITY, NEW JERSEY



HERSCHEL PORTER ELLIS, JR. 438 COMMERCE STREET BEAVER, PENNSYLVANIA

P.O. BOX 162 CYRIL, OKLAHOMA

EDWARD VERNON ETHINGTON LaBELLE, FLORIDA

DONALD EDWARD ENGEL
5021 WEST NINETY-EIGHTH STREET
INGLEWOOD, CALIFORNIA



GEORGE EDWIN EURICH 1005 SOUTH DUKE STREET LANCASTER, PENNSYLVANIA

SANFORD FOUNTAIN ENNIS 2250 DAVID PARK DRIVE BALTIMORE, MARYLAND



JOSEPH ENOCH EVANS 150 EAST MAIN STREET FROSTBURG, MARYLAND

SYLVIO ESPOSITO 375 GRAND AVENUE BROOKLYN, NEW YORK



BURTON LAWRENCE EVARTS 149 NEW HAVEN AVENUE MILFORD, CONNECTICUT

VANCE HAMMAKER ESSIG 221 SWATARA STREET STEELTON, PENNSYLVANIA



VICTOR EMANUEL FALSETTO 218A EAST CAMERON KELLOGG, IDAHO

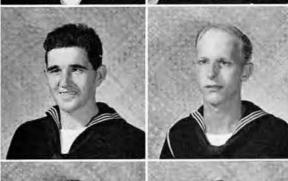
KENNETH RAY FARRAR

MAIN STREET
WEST UPTON, MASSACHUSETTS



PAUL WILLIAM FIDLER
1420 TURNER STREET
ALLENTOWN, PENNSYLVANIA

DENNIS JAMES FARRELL 50½ WARREN STREET RANDOLPH, MASSACHUSETTS



ROBERT WILLIAM FILLBRIGHT, JR. 2307 SULLIVAN AVENUE ST. LOUIS, MISSOURI

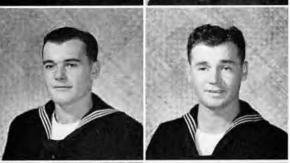
JOHN ELMER FAUTH
199 SOUTH WHEATLAND AVENUE
COLUMBUS, OHIO



ROGER FINELLI 306 SIXTH STREET BROOKLYN, NEW YORK

RICHARD JOSEPH FEENEY

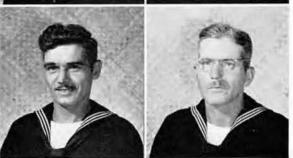
447 DE KALB AVENUE
BROOKLYN, NEW YORK



HOWARD THOMAS FINNELL 3301 GUERNSEY STREET BELLAIRE, OHIO

JOHN BURNETT FERGUSON, JR.

20 SEWELL STREET
FRAMINGHAM, MASSACHUSETTS



FREDERICK JOHN FINNIN 1800 ESPLANADE AVENUE NEW ORLEANS, LOUISIANA

ORVILLE LEWELLYN FISH 108½ SOUTH BROADWAY WHEELING, WEST VIRGINIA

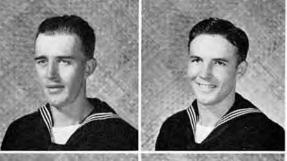
FRANCIS LAWRENCE FLYNN 8 DINLEY AVENUE TAUNTON, MASSACHUSETTS

JOHN RAPHAEL FISHER
718 ELM STREET
CUMBERLAND, MARYLAND



GEORGE JERRY FODOR 8485 VANDERBILT STREET DETROIT, MICHIGAN

JOHN FRANCIS FITZPATRICK
235 NELSON AVENUE
SARATOGA SPRINGS, NEW YORK



HAROLD B. FORD 1519 SOUTH ARKANSAS AVENUE RUSSELLVILLE, ARKANSAS

WILLIAM PATRICK FLEMING
28 EAST COTTAGE STREET
ROXBURY, MASSACHUSETTS



HERMAN HUEY FORD
1110 NORTH ARKANSAS AVENUE
RUSSELLVILLE, ARKANSAS

ROBERT WESTON FLETCHER
R.F.D. #3
BELLEVUE, WASHINGTON



KENNETH ELWYN FORD PILGRIMSPORT ROAD LYONS, NEW YORK

JOSEPH ALPHONSE FORTE 53 TOWER STREET HUNTINGTON STATION, L. I., NEW YORK

HOWARD MINARD FRAYER c/o J. O. FRAYER DEERFIELD, MICHIGAN

JOHN JOSEPH FOSCALDO 2 EMMET STREET SOUTH BOSTON, MASSACHUSETTS

FREDERICK FRAZIER CLAY CITY, ILLINOIS

GUY CLIFTON FOWLKES ROUTE 2 AMORY, MISSISSIPPI



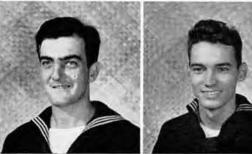
EDWARD ARTHUR FREEMAN CLINTON, LOUISIANA

TOM FOX 4213 BREWSTER STREET LYNWOOD, CALIFORNIA



JOSEPH FRISCIA 2170 WEST STREET NEW YORK, NEW YORK

LESTER SAMUEL FRANKFORD 2030 FULTON STREET HARRISBURG, PENNSYLVANIA



LEROY FURR 2024 NORTH MAIN STREET NEWTON, NORTH CAROLINA

AMEDEE ARTHUR GALLANT
412 CHESTNUT STREET
GARDNER, MASSACHUSETTS

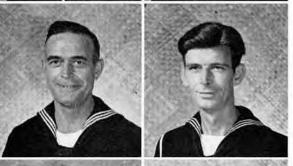
EDWARD WALTER GLOSSON 306 NORTH MAPLE JOPLIN, MISSOURI

EMIL SAMUEL GALLIK 220 YONKERS AVENUE YONKERS, NEW YORK



HARRY HERMAN GOLDLUST
19 MAPLE DRIVE
YOUNGSTOWN, OHIO

ELI WEBSTER GARDNER
1216 MARKET STREET
HARRISBURG, PENNNSYLVANIA



LEO SAMUEL GOODALL
1111 WINDSOR AVENUE
COLUMBUS, OHIO

WALTER JOSEPH GASIOR
517 RODMAN STREET
FALL RIVER, MASSACHUSETTS



STANLEY ALEXANDER GORCZYCA
7 HERBERT PLACE
JERSEY CITY, NEW JERSEY

LAWRENCE GETHERS
20 WEST 117TH STREET
NEW YORK, NEW YORK



BERNARD HAROLD GOTLER
244 COOKE STREET
WATERBURY, CONNECTICUT

ANDREW GUSTAV GRANT
7430 WINONA
SEATTLE 3, WASHINGTON

JOHN LAWRENCE GROVER 34 MARKET STREET ATTICA, NEW YORK

MICHAEL PATRICK GREELEY

126 WEST 165th STREET

BRONX, NEW YORK



CURTISS GEORGE GUILD 316 WEST FRONT STREET GRAND LEDGE, MICHIGAN

EDWARD NICHOLAS GREISLER 1031 DELAMONT AVENUE SCHENECTADY, NEW YORK



MITCHELL PERRY GUINN 4326 BROOKLYN AVENUE KANSAS CITY, MISSOURI

OTIS GUY GRIFFIN GENERAL DELIVERY HENDERSON, TENNESSEE



MAX GUISE

221 SOUTH STATE STREET
KENDALLVILLE, INDIANA

BRADLEY CLARENCE GRIFFITH

715 EAST STATE STREET
PRINCETON, INDIANA



OTIS GILBERT GUNNARI
ROUTE 3, BOX 304
DAVIS TERRACE
KELSO, WASHINGTON

GLENN ROY HAFFORD BOX 245, 411 FOURTEENTH STREET CAIRO, ILLINOIS

HAROLD ELVIN HANSON
733 NORTH FOURTEENTH STREET
MILWAUKEE, WISCONSIN

ORA BERT HAMILTON OWENSBURG, INDIANA



ROBERT JOHN HARMON 426 PARK AVENUE DUBOIS, PENNSYLVANIA

WALTER FAY HAMILTON 216 NORTH OAKLAND AVENUE INDIANAPOLIS, INDIANA

CHARLES WYVIL HARNER HELENA, MONTANA

JOSEPH BENEDICT HAMMILL
611 WEST MAIN STREET
MORRISTOWN, PENNSYLVANIA



LEWIS ATKINSON HARPER 1319 SHEPHARD STREET SOUTH BOSTON, VIRGINIA

JOHN D. HAMMOND

1057 ONYX STREET

JACKSONVILLE, FLORIDA



JAMES MATTHEW HARRIS 1102 ARGELER AVENUE BALTIMORE, MARYLAND

JAMES THOMAS HARRIS
EMMA, KENTUCKY



DORVAL JAMES HASKINS
450 BELMONT AVENUE
SPRINGFIELD, MASSACHUSETTS

CHARLES EDWARD HARRISON
210 MAPLE AVENUE
DRAVOSBURG, PENNSYLVANIA



DEWEY HATTEN, JR.
202 PROVIDENCE STREET
HATTIESBURG, MISSISSIPPI

DANIEL EDWARD HARRISON 1411 NORTH MORLEY MOBERLY, MISSOURI



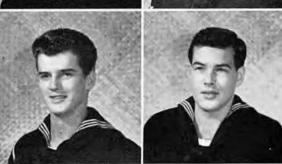
JAMES RAY HAWKINS 310 EAST BUCHANAN HARLINGEN, TEXAS

RONALD JEAN HARRISON 310 NORTH ASH STREET WICHITA, KANSAS



WELDON GORDON HAYTERELM MOTT, TEXAS

GERALD ROBERT HARVEY 1528 VIRGINIA AVENUE ROCKFORD, ILLINOIS



KENNETH HEBB 11 BEECH STREET GRAFTON, WEST VIRGINIA

HERBERT SOMMER HEFFLER
1483 HOE AVENUE
BRONX, NEW YORK

RICHARD ARTHUR HENRIKOWSKI 5144 THIRTY-THIRD DETROIT, MICHIGAN

MARTIN ANTONE HEGEL FROMBERG, MONTANA



CLARENCE OTTO HIPKE R.R. #1 SALZBURG ROAD BAY CITY, MICHIGAN

ARTHUR GRANT HELIN
3539 NORTH COMMERCIAL AVENUE
PORTLAND, OREGON



WILLIAM BARRETT HOPKINS
2316 WALTON AVENUE, OVERBROOK
PITTSBURGH, PENNSYLVANIA

WARREN ELLSWORTH HENDERSON 215 MONTROSE TERRACE PITTSBURGH, PENNSYLVANIA



PETER GEORGE HUBER 11429 HARVARD AVENUE CHICAGO, ILLINOIS

CLEMENT CHARLES HENDRICKSON
1338 THIRD STREET
WEST SALEM, OREGON



MARTIN JOHN HUEBSCHMAN 10 NORTH LUZERNE AVENUE BALTIMORE, MARYLAND

HENRY FURMAN HUGHEY 223 VIRGINIA AVENUE GREENVILLE, SOUTH CAROLINA

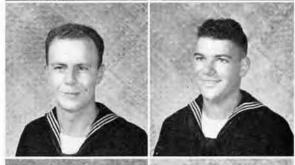
ROBERT LEO HANSEN 1328 NORTH HOBART BOULEVARD HOLLYWOOD, CALIFORNIA

JOHN RAYMOND HUMBLE 32 MATTOON STREET SPRINGFIELD, MASSACHUSETTS



JAMES EUGENE IGNATIUS, JR. 906 NORTH KEYSTONE AVENUE CHICAGO, ILLINOIS

RAYMOND EDWARD HUNT 52A WOODLAND TERRACE CLAIRTON, PENNSYLVANIA



ANTHONY JOHN ILARDO, JR. 1302 WEST SEVENTY-THIRD PLACE CHICAGO, ILLINOIS

JAMES CHARLES HURLEY 8352 SOUTH MARSHFIELD AVENUE CHICAGO, ILLINOIS



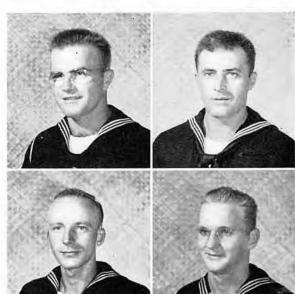
FRANCIS BERNARD IMHOLT 2401 VIRGINIA STREET EVERETT, WASHINGTON

JAMES ROBERT HUTTON 4625 WEST HURON STREET CHICAGO, ILLINOIS



RICHARD NOLAN IRWIN 1832 EAST LOGAN DES MOINES, IOWA

MILAN STEPHEN JANOTA 10445 WENTWORTH AVENUE CHICAGO, ILLINOIS



FRANK JOHN JIROUS 3842 NORTICA SAN DIEGO, CALIFORNIA

LOUIS JOHN JANYSZEK 3160 EAST TILTON STREET PHILADELPHIA, PENNSYLVANIA

RICHARD WALTER JOHNSON AURELIA, IOWA

JOHN JAMES JENKINS 1920 SOUTH 18TH STREET EXT. PITTSBURGH, PENNSYLVANIA



HAROLD CLARK JOHNSTON ROUTE #1 GRAMPIAN, PENNSYLVANIA

DONALD EADIE JENSEN 68 WILLARD STREET SOUTH PORTLAND, MAINE



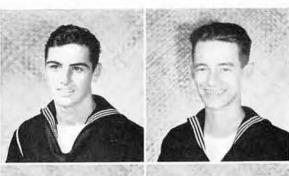
ROBERT EMMET JONES, JR. 573 EAST AVONDALE AVENUE YOUNGSTOWN, OHIO

NORRIS MARCELL JENSEN 608 PARK STREET SHERIDAN, WYOMING



ROLAND ROOSEVELT JONES 1229 BANNOCT STREET DENVER, COLORADO

MARTIN THOMAS JOYCE 560 WEST 179TH STREET NEW YORK, NEW YORK



KENNETH FRANKLIN KAUTZ 522 CHESTNUT AVENUE DuBOIS, PENNSYLVANIA

RICHARD WILBUR JURGENSON
STAR STREET
BRAINEKA, MINNESOTA



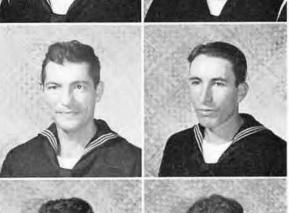
EUGENE LEROY KEATH
2138 NORTH SEVENTH STREET
HARRISBURG, PENNSYLVANIA

JOHN URVIN KAHLER
1110 LAWRENCE ROAD, NORTHEAST
CANTON, OHIO



EDWARD DONALD KEATON BOX #21 IAEGER, WEST VIRGINIA

STEPHEN KALINSKI 4237 NORTH OZARK AVENUE CHICAGO, ILLINOIS



DONALD HENRY KEE RODNEY, IOWA

REGINALD JOHN KASIOREK 4845 SOUTH WOOD STREET CHICAGO, ILLINOIS



GERALD CHARLES KEELER ROTARY INT. 35 EAST WACKER DRIVE CHICAGO, ILLINOIS

JOHN FRANCIS KELLY 23 GRAHAMVILLE STREET NORTH EAST, PENNSYLVANIA

ALBERT JOHN KONOP 3530 SEVENTY-THIRD STREET JACKSON HEIGHTS, L. I., NEW YORK

R.F.D. #5, BOX 530, BELMONT AVENUE

FRANCIS JOSEPH KENNY 128 PALISADE AVENUE JERSEY CITY, NEW JERSEY

HOWARD MILLARD KERR

2225 CHAPLINE STREET

WHEELING, WEST VIRGINIA

JOSEPH KRYSL

1804A GEYER AVENUE

ST. LOUIS, MISSOURI

STEPHEN ROBERT KOSNAC

NEW BRUNSWICK, NEW JERSEY

JAMES CLAYTON KING ROUTE #1, BOX 11-A HAMMOND, LOUISIANA



WALTER KURYWCHAK 1222 WOODS RUN AVENUE, N. S. PITTSBURGH, PENNSYLVANIA

MARLAN ROGER KLINGAMAN 1117 FREMONT DES MOINES, IOWA



GEORGE JOSEPH KUSNIR 523 SOUTH CHICAGO STREET JOLIET, ILLINOIS

JOHN KYER

6 HIGH STREET
GREEN ISLAND, NEW YORK



THOMAS LATHAM

ROUTE #2, BOX 402-A

DALLAS, TEXAS

THEODORE OLIVER LAIRD
259 NORTH MORRISON AVENUE
SAN JOSE, CALIFORNIA



OSCAR JOSEPH LeBLANC
14 MARGUETTE
GARDNER, MASSACHUSETTS

ALFRED BERTFORD LANE
2408 ELM STREET
BUTTE, MONTANA



WILFRED JOSEPH KANE
5225 BLOOMINGTON AVENUE
MINNEAPOLIS, MINNESOTA

WALLACE GLEN LANGFORD

1018 SHELLEY AVENUE
AUSTIN, TEXAS



BERNARD CHESTER LEMON

8 DORAN ROAD

WORCESTER, MASSACHUSETTS

JOHN EUGENE LASURE
234 LINCOLN STREET
JOHNSTOWN, PENNSYLVANIA



JOHN DEAN LEWIS
235 NORTH FRANKLIN STREET
RENSSELAER, INDIANA

JOHN EDGAR LISLE 519 WASHINGTON BEAUMONT, TEXAS

ARTHUR AUGUST LORENZ COMFORT, TEXAS

JAMES BENJAMIN LOCHRIDGE 2748 MAIN STREET BUCKLEY, WASHINGTON



PAUL LOTHER
ROUTE #2
GODFREY, ILLINOIS

GEORGE NAPOLEON LOISELLE

107 JOLIETTE STREET
MANCHESTER, NEW HAMPSHIRE



WOODDY DOUGLAS LUCAS
2413F SIXTH AVENUE
NORTH BIRMINGHAM 4, ALABAMA

FRANK GUY LOMBARDO 214 HAMILTON STREET HARRISBURG, PENNSYLVANIA



ALEXANDER LUKINCHOOK
5 FULTON STREET
PEABODY, MASSACHUSETTS

JACK LeROY LOONEY 3200 NORTHWEST 28TH STREET OKLAHOMA CITY, OKLAHOMA



ROSARIO JOSEPH MACCHIANO 110 HARMON STREET BROOKLYN, NEW YORK

EDWARD THEODORE MACHUGA 802 HESS AVENUE ERIE, PENNSYLVANIA

JOHN FREDERICK MARSH 301 RIVER YPSILANTI, MICHIGAN

RALPH HENRY MAGOON

BOX 606

CASS LAKE, MINNESOTA



EDWARD JOHN MARSHALL BOX 116, R.D. #1, ARNOLD P.O. ARNOLD, MARYLAND

WARREN EDWARD MAISCH 5815 MADISON STREET WEST NEW YORK, NEW JERSEY



ERNEST RIVES MARTIN
4205 FORTY-SIXTH AVENUE, NORTH
BIRMINGHAM, ALABAMA

PASQUALE CHARLES MARANO
1328 SEVENTY-FIFTH STREET
BROOKLYN, NEW YORK



JAMES DAY MARTIN 527 GORDON AVENUE GAINESVILLE, GEORGIA

HAROLD ALVA MARKS

GENERAL DELIVERY
ITTA BENNA, MISSISSIPPI



ARTHUR HORACE MATHIS R.F.D. #4, BOX 255 WACO, TEXAS

EARL WILSON MATTHEWS 515 SOUTH HOUSTON STREET SCOTTSBORO, ALABAMA

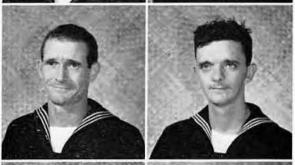
VAN HAROLD McBRIDE WINNIE, TEXAS

HERBERT HENRY MAUCHLY
2114 MILES AVENUE
TOLEDO, OHIO



FRED WILSON McCLELLAN
7704 SOUTH LAFLIN STREET
CHICAGO, ILLINOIS

WILLIAM REGIS MAYBERRY
209 NORTH 54TH AVENUE, WEST
DULUTH, MINNESOTA



KENNETH DAWN McCORD

131 STAFFORD STREET
LEAVENWORTH, WASHINGTON

HERMAN ALVIS MAYES 3110 CAPLAN HOUSTON, TEXAS



RICHARD HENRY McDONALD HEWITT, TEXAS

HENRY ARBA McAFOOSE

R.D. #5, BOX 14

KITTANNING, PENNSYLVANIA



EDWIN JOHN McFADDEN 2536 EAST CLEARFIELD STREET PHILADELPHIA, PENNSYLVANIA

CHARLES EDWARD McKAY 6648 SOUTH MAY STREET CHICAGO, ILLINOIS



FRANCIS LEWIS MELTON 607 WEST PELLAM ROAD, N.E. ATLANTA, GEORGIA

THOMAS CHARLES McKIMMIE
509 INDIANA AVENUE
SOUTH HAVEN, MICHIGAN



FRANK PAUL MERCURIO
14 GROVE STREET
BELMONT, MASSACHUSETTS

748 GARFIELD BOULEVARD CHICAGO, ILLINOIS



GEORGE PATRICK MERRILL

17 PATTISON STREET

WORCESTER, MASSACHUSETTS

CHARLES CURTIS McLIN 2420 MORGAN SAGINAW, MICHIGAN



WESLEY WILLIAM MEYER
78 LINDEN STREET
SPRINGFIELD, MASSACHUSETTS

ORRIN ROY McNAUGHTON
507 DUBOIS AVENUE
DUBOIS, PENNSYLVANIA



KENNETH GORDON MEYERS
622 VILLAGE AVENUE
KALAMAZOO, MICHIGAN

THOMAS HENRY MEZZA 3193 BENSON DETROIT, MICHIGAN

ROBERT MICETICH MITCHELL 6343 LAFLIN STREET CHICAGO, ILLINOIS

STANLEY MICOL 6425 GLADYS STREET DETROIT, MICHIGAN



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3440 TWENTY-NINTH STREET
ASHLAND, KENTUCKY

WARREN WADSWORTH MOMEYER 562 BRISTOL TERRACE #2 BRISTOL, PENNSYLVANIA

HENRY STANLEY MISTARZ 2719 EVERGREEN AVENUE CHICAGO, ILLINOIS



LYLE DARWIN MOORE BLANCHARD, MICHIGAN

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RICHARD LeROY MOORE

30 BEACH STREET

SOUTH PORTLAND, MAINE

FRANK DALTON MORRIS

11A BELVIDERE STREET
BOSTON, MASSACHUSETTS

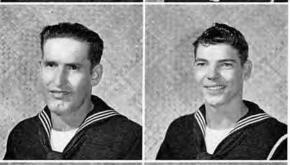
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JOHN MORRIS 2302 WEST OXFORD STREET PHILADELPHIA, PENNSYLVANIA



WILLIAM WALLACE MURPHY 215-12 FORTIETH AVENUE BAYSIDE, NEW YORK

T. L. MOTT ROUTE 1, BOX 22 BROADDUS, TEXAS



BEMIS THEODORE NAKKEN 606 ELM STREET WAYLAND, MICHIGAN

CHARLES VERNON MOUNT
697 CREW STREET, S.W.
ATLANTA, GEORGIA



JOHN NESTOR 104 AVOCA AVENUE SYRACUSE, NEW YORK

OLIVER PATRICK MUNDT 620 TRUMAN BOULEVARD HAMMOND, INDIANA



MICHAEL JOSEPH NIESSEN 51 OXFORD AVENUE CAMPBELL, OHIO

ELMER HERBERT NODINE, JR. 264 PARK ROAD WATERBURY 83, CONNECTICUT

THOMAS SIDNEY O'CONNOR ARGYLE PARK BABYLON, NEW YORK

SAM ADAM NULL SOMERVILLE, INDIANA

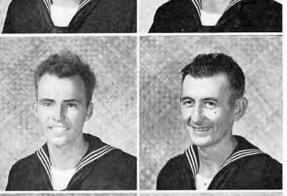
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CLIFFORD WILLARD NYLAND 803 NORTH FORTY-NINTH STREET SEATTLE 3, WASHINGTON



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JOHN JOSEPH O'HARE 1036 SEVENTY-EIGHTH STREET BROOKLYN, NEW YORK

THOMAS JOSEPH O'LEARY
323 SEVENTY-THIRD STREET
BROOKLYN, NEW YORK

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HARRY OLOF OLSON 529 EAST 112TH STREET CHICAGO, ILLINOIS



JEROME FRANCIS O'SHEA 6329 SOUTH FAIRFIELD AVENUE CHICAGO, ILLINOIS

FRANK JOHN OPALECKY, JR.
5641 WEST TWENTY-THIRD PLACE
CICERO, ILLINOIS



EINO JOHANNES OVASKA BROWN AVENUE NORTH LEOMINSTER, MASSACHUSETT

ROBERT ARTHUR OPPEGARD
711 SIXTIETH STREET
BROOKLYN, NEW YORK



NOLAN FREEMAN OVERTURF 2585 HARTFORD AVENUE CENTERBURG, OHIO

JOHN BERNARD ORLOWSKI

707 McKINLEY AVENUE
EAST VANDERGRIFT, PENNSYLVANIA



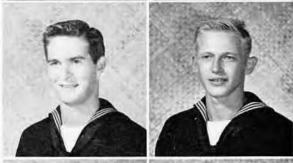
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WILLIAM JOSEPH MUSCARA 8523 WEST VERNOR DETROIT, MICHIGAN



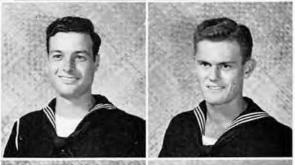
FRANK PASQUALE PAPPALARDO
COLD SPRING HARBOR
LONG ISLAND, NEW YORK

RUSSELL STUART NIEMI 195 EAST FRANKLIN AVENUE ASTORIA, OREGON



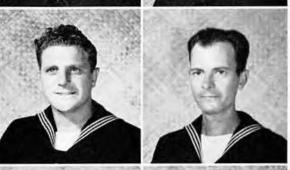
CLIFFORD FRANK PARKER
2405 SOUTH ALBANY AVENUE
CHICAGO, ILLINOIS

ALBERT RUDOLPH PALESE
1636 SOUTH FIFTY-FIRST AVENUE
CICERO, ILLINOIS



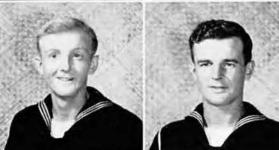
JOHN DEEM PARKER BOX 803 LOVELL, WYOMING

LAWRENCE JOHN PALMA
2511 EAST ANN STREET
PHILADELPHIA, PENNSYLVANIA



VINCENT JOSEPH PARKER 6731 JEFFERY AVENUE CHICAGO, ILLINOIS

ALFRED BURTON PALMER, JR.
1714 EGLESTON
KALAMAZOO, MICHIGAN



GEORGE WARREN PARRY
89 SOUTH MAIN STREET
MECHANICVILLE, NEW YORK

AUBREY ODELL PARTIN
NELSON ROUTE
ANTLERS, OKLAHOMA

PAUL JULIUS PAULOFF 419 OAK AVENUE WATERLOO, IOWA

ALEX CHESTER PARUSZKIEWICZ 8416 EXCHANGE AVENUE CHICAGO, ILLINOIS



PAUL EMILE PAYEUR 26243 ETON DEARBORN, MICHIGAN

JAMES DANIEL PATTERSON, SR. 3011 NORTH SECOND STREET HARRISBURG, PENNSYLVANIA



BURNARD ALBERT PEACOCK
101 SOUTH THOMPSON STREET
TYLER, TEXAS

GEORGE ARNOLD TENNANT

138 AMITY STREET

SPENCEPORT, NEW YORK



FRANK JOSEPH PEASE

332 SOUTH SECOND STREET
STEELTON, PENNSYLVANIA

WILLIAM JOSEPH PAUL 120 WEST END STREET LAFAYETTE, LOUISIANA



EDWARD BERNARD PELICAN 7954 SAGINAW AVENUE CHICAGO, ILLINOIS

EDWARD CEPHAS PENNINGTON

BOX 123

BLACKSTONE, VIRGINIA



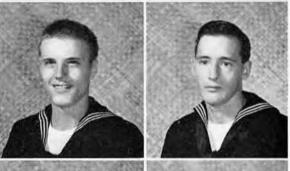
MIECZYSLAW STANLEY PIANKA
15 DUBOIS STREET
WESTFIELD, MASSACHUSETTS

HAROLD ALBERT PETERSON 116½ WASHINGTON AVENUE FERGUS FALLS, MINNESOTA



HOWARD PHILIP PITTMAN R.R. #2 HILLSBORO ROAD EDWARDSVILLE, ILLINOIS

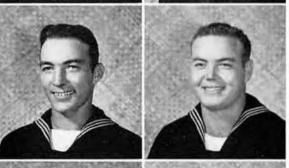
WILLIAM EDWARD PETERSON
1423 ARGALL AVENUE
BELOIT, WISCONSIN



LOUIS PLOURDE 313 BAY STREET LEWISTON, MAINE

NORBERT AMBROSE PFEIFER

346 CERRITO AVENUE
REDWOOD CITY, CALIFORNIA



WALTER DAVIS POARCH, JR. BOX 1132 ROSWELL, N. M.

JOHN WILLIAM PFEIL 162 WASHINGTON STREET HAMILTON, OHIO



JAMES JEROME POHLMAN 1947 PARK PLACE WICHITA, KANSAS

WILLIAM POLASKI
244 JASPER STREET
PITTSBURGH, PENNSYLVANIA

PAUL ALTON PRINGLE BOX 1396 MOUNT MORRIS, MICHIGAN

WILLIAM JAMES POLUMBO
56 BRACEWELL AVENUE
NORTH ADAMS, MASSACHUSETTS

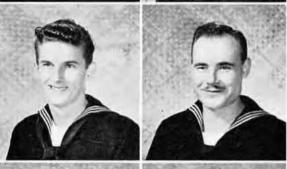
JUSTIN EDWARD PRIOR
200 COMMONWEALTH AVENUE
SPRINGFIELD, MASSACHUSETTS

DALE DWIGHT PORTER
1310 TENNESSEE AVENUE
MICHIGAN CITY, INDIANA



BURNACE PRITCHARD, JR. R.R. #2 GREENCASTLE, INDIANA

EUGENE ANTHONY PRENTKI 2724 MEADE DETROIT, MICHIGAN



ROBERT WALTER PROUTY

174 HIGHLAND AVENUE
WESTFIELD, MASSACHUSETTS

FLETCHER SIDNEY PRESTWOOD ROUTE #7, BOX 190 LENOIR, NORTH CAROLINA



JAMES CURTIS PUCKETT
1016 WEST PRATT STREET
BALTIMORE 23, MARYLAND

WOODY MORDANT PUCKETT

209 HIAWATHA STREET

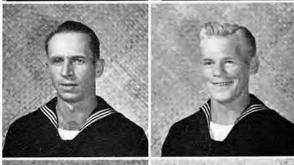
CORPUS CHRISTI, TEXAS

WILLIAM ALOYSIUS QUINN
764 HALL STREET
MANCHESTER, NEW HAMPSHIRE

DONALD CLARE PULYER

ROUTE 4

JACKSON, MICHIGAN



GERHARD RADKE 3418 SERRA WAY SACRAMENTO, CALIFORNIA

ALBERT SIDNEY PURNELL, JR.

ROUTE #6

MARSHALL, TEXAS



SALVATORE FRANK RAMONDINO 35-51 VERNON BOULEVARD ASTORIA, L.I., NEW YORK

JOHN STEWART PURTELL 7430 SOUTH PEORIA STREET CHICAGO, ILLINOIS



ROBERT WILKINSON RANDALL 6929 BINNEY STREET OMAHA, NEBRASKA

NEIL OWEN PUTZIER
GILMORE AVENUE
WINONA, MINNESOTA



WILLIAM HOWARD RANDALL
R.F.D. #1
GREENWOOD, MISSISSIPPI

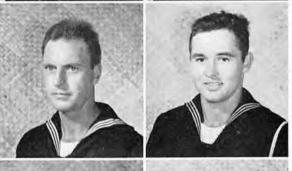
JAMES ORION PRICE BOX 554 ERLANGER ROAD ERLANGER, KENTUCKY



GILBERT ELLSTON RECTOR

3039 SOUTH BONFIELD STREET
CHICAGO, ILLINOIS

CHARLES WILLIAM RASMUSSEN
1010 JEFFERSON STREET, S.E.
GRAND RAPIDS, MICHIGAN



HAROLD HENRY REDGATE
3925 SECOND AVENUE
SACRAMENTO, CALIFORNIA

WALTER WALLINGSFORD RATH

MAINE & CEDAR

CROYDON, PENNSYLVANIA



ALBERT FRANK REDMAN P.O. BOX 170 ALAMEDA, CALIFORNIA

HAROLD THOMAS RAWDON
BOX 123
MANSFIELD, TEXAS



DONALD REEVES
BOX #61, ROUTE C
LAMESA, TEXAS

166 BLUE HILL AVENUE ROXBURY, MASSACHUSETTS



RAYMOND BACHLOR REEVES
WELSH ROAD
MAPLE GLEN, PENNSYLVANIA

DONALD STEWART REID 17 WEST MAIN STREET BAY SHORE, NEW YORK

ALLAN EDWIN RIEHL 300 MADISON AVENUE ALTON, ILLINOIS

WILLIAM EDWARD REID

136 McCULLOUGH STREET

DuBOIS, PENNSYLVANIA

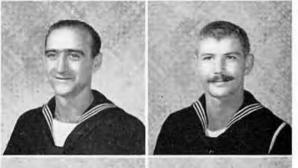


ALDO CARMEN RINALDI 4 ST. PAUL STREET WATERBURY, CONNECTICUT

JAMES PHILIP REILLY

R.F.D.

ATLANTIC HIGHLANDS, NEW JERSEY



EDWIN VINCENT RINES

43 GOODWIN STREET
FITCHBURG, MASSACHUSETTS

MILES FREDERICK RENDELL

BOX 412

HOLLY HILLS, FLORIDA



ELMER LEROY ROACH
R.D. #1
WELLSVILLE, PENNSYLVANIA

SYLVESTER REWCZUK
2300 MENARD
ST. LOUIS, MISSOURI



JOSEPH STEPHEN ROBACZEWSKI 89 SALEM STREET BOSTON, MASSACHUSETTS

JAMES MINOR ROBBINS
218 GASTON AVENUE
FAIRMONT, WEST VIRGINIA

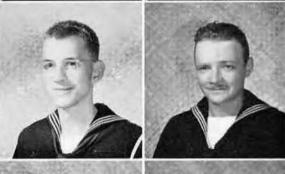
JOSEPH EDWARD ROCHE ROUTE 3, BOX 77 TURLOCK, CALIFORNIA

BUDD ARNOLD ROBERTS
17318 WALTHAM STREET
DETROIT, MICHIGAN



HAROLD RODDEN 5406 MAGNOLIA AVENUE ST. LOUIS, MISSOURI

SHEPARD DOUGLAS ROBINSON
216 WHEELER
DARTMOUTH COLLEGE
HANOVER, NEW HAMPSHIRE



DAVID CHARLES RODGERS

1040 WELFER STREET
PITTSBURGH, PENNSYLVANIA

WAYNE NEWTON ROBINSON
553 SEYMORE AVENUE
JACKSON, MICHIGAN



EUGENE RICHARD RODGERS 1827 BERKLEY AVENUE BESSEMER, ALABAMA

ROY ROBSON 518 SOUTH SIXTH AVENUE COLUMBUS, MISSISSIPPI



LEONARD JOSEPH ROKOVITZ 6119 CARPENTER AVENUE CLEVELAND, OHIO

PHILIP ROMANO 32-48 103RD STREET CORONA, NEW YORK

CHESTER ROZANSKI 3181 TROWBRIDGE HAMTRAMCK, MICHIGAN

FRANCIS PATRICK RONAN
735 SIXTIETH STREET
BROOKLYN, NEW YORK



WILLIAM ROZMAN 2472 "C" STREET CALUMET MICHIGAN

LOUIS ALPHONSE ROSTAIN
510 KENTUCKY STREET
BAKERSFIELD, CALIFORNIA



SOLOMON RUBENSTEIN
1777 BRYANT AVENUE
BRONX, NEW YORK CITY, NEW YORK

WILLIAM ROUSE 11434 SOUTH PARK AVENUE CHICAGO, ILLINOIS



STANLEY JOHN RUBIS

R.R. #1, WEST 127TH STREET
LEMONT, ILLINOIS

OLAV MAGNUS ROYNESDAL
63 BEACON AVENUE
STATEN ISLAND, NEW YORK



VINCENT JOSEPH RUCCIO
70 CHESTER STREET
ALLSTON, MASSACHUSETTS

WILLIAM FRANKLIN RUFFNER

BOX 223

LOMPOC, CALIFORNIA



ALVIN GEORGE RUTSCH EMORY, SOUTH DAKOTA

BERNARD JOSEPH RUGGIERO 1166 SEVENTY-FIRST STREET BROOKLYN, NEW YORK



9 WEST SEVENTIETH STREET NEW YORK, NEW YORK

73 CENTER AVENUE R.F.D. #5 BUFFALO, N.Y.



JAMES ALBERT RYAN 647 EAST 229TH STREET BRONX, NEW YORK

NORBERT JOSEPH RUMENAPP 14461 FORESTER AVENUE DETROIT, MICHIGAN



RAYMOND EDWIN RICHARDS MICHIGAN CITY, INDIANA

EDGAR L. RUTHERFORD

2359 BROAD STREET
MEMPHIS, TENNESSEE



GEORGE RAYMOND SAGE 4527 TUDOR STREET PHILADELPHIA, PENNSYLVANIA

PAW PAW, MICHIGAN

EDWARD SAMUEL SANDOLI 632 WHARTON STREET PHILADELPHIA, PENNSYLVANIA

JAMES COLLINS SAMUEL
252 NORTH FORTY-SEVENTH STREET
BIRMINGHAM, ALABAMA



LYLE CHARLES SAWYER
310 LINCOLN AVENUE, EAST
ALEXANDRIA, MINNESOTA

AARON SAMUELS 82-29 ST. JAMES STREET ELMHURST, L.I., NEW YORK



KERMIT CARL SCHADE ROUTE #2 GIBSONBURG, OHIO

CHARLES EDWARD SANDERS

ROUTE #2

HINTON, OKLAHOMA



EDWARD HERMAN SCHARTNER 712 PORTLAND STREET, S.E. WASHINGTON, D. C.

JOSEPH BENJAMIN SANDMANN, JR.
101 EAST JEFFERSON STREET
LOUISVILLE, KENTUCKY



ALBERT SCHATZHUBER
61-60 ELIOT AVENUE
MIDDLE VILLAGE, QUEENS, NEW YORK

RUSSELL LEVEER SCHLICHER

MAIN STREET

EMERALD, PENNSYLVANIA

CLAIRE MELVIN SCHONE 819 ADAMS CHARLESTON, ILLINOIS

WALTER NEAL SCHMIDT R.R. #2, BOX 36 GRANITE CITY, ILLINOIS

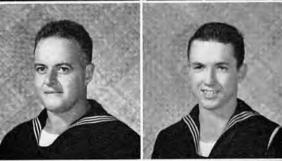


DALE ELLIS SCHUCHMANN 120 FOURTH AVENUE, S.E. OELWEIN, IOWA

WALTER HERMAN SCHMITTEL

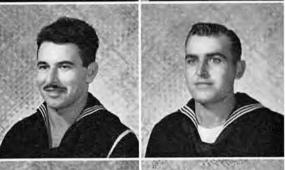
1751 DALLAS AVENUE

AKRON, OHIO



MELVIN EDWARD SCHUCK 4043 WEST FORTY-FOURTH STREET CLEVELAND, OHIO

HERMAN SCHMULSON 39 ONONDAGA STREET YONKERS, NEW YORK



MATTHEW JOSEPH SCHULTZ SCALES MOUND, ILLINOIS

EDWARD CHARLES SCHNECK
58 DUPONT STREET
BROOKLYN, NEW YORK

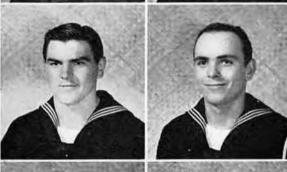


ROBERT EUGENE SCHULTZ
2324 NORTH EIGHTH STREET
PHILADELPHIA, PENNSYLVANIA

GEORGE AUSTIN SCHUMAKER
210 SOUTH JAMES STREET
ROME, NEW YORK

THOMAS WILBURN SEATON
ROUTE #1
GRANT, OKLAHOMA

WILLIAM FRANCIS SCHUSTER 420 ORANGE AVENUE JOHNSTOWN, PENNSYLVANIA



JOHN JOSEPH SEMBER 172 ORLANDO STREET BUFFALO, NEW YORK

PATRICK NEAL SCOTT

35 WOLCOTT STREET
HARTFORD, CONNECTICUT



ALEXANDER SENIUK 1025 SPRING STREET OLD FORGE, PENNSYLVANIA

CHARLES C. SCULLIN 2910 NORWOOD AVENUE ST. LOUIS, MISSOURI



WALTER FRED SENN 927 NORTH GERTRUDE STREET BURLINGTON, IOWA

WILLIAM CLARK SCURRY
R.F.D. #2
McRAE, GEORGIA



BENJAMIN SERAVALLI 63 DOWNING STREET NEW YORK, NEW YORK

CHARLES LEWIS SEVER 2644 SOUTH WEST TWENTY-SIXTH OKLAHOMA CITY, OKLAHOMA

ROBERT SHARP 1071/2 NORTH MAIN STREET FOSTORIA, OHIO

LESTER THOMAS SEYLER R.D. #1 STONY CREEK MILLS, PENNSYLVANIA

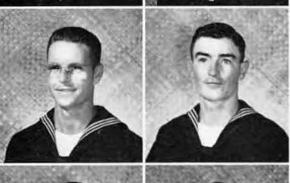
WILLIAM SHANNON SHARP 108 WASHINGTON AVENUE NEWPORT, KENTUCKY

URBAN JOSEPH SEYMOUR 1097 CHARLES AVENUE FLINT, MICHIGAN



RAYMOND ALOYSIUS SHAUGHNESSY 312 RAYMOND STREET PITTSBURGH, PENNSYLVANIA

HOWARD RUSSELL SHADRICK 15100 DACOSTA DETROIT, MICHIGAN



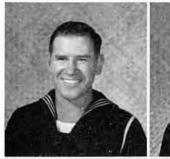
JACK LEEDOM SHAUL 2535 EAST ELEVENTH STREET CHEYENNE, WYOMING

JOSEPH SHAPIRO 1515 NORTH FRANKLIN STREET PHILADELPHIA, PENNSYLVANIA



RALPH EUGENE SHAW R.R. #1 GREENCASTLE, INDIANA

RICHARD BARTHELMAS SHAY 1032 SOUTH CAMERON STREET HARRISBURG, PENNSYLVANIA



ALBION CARRINGTON SCRUGGS NEWANT VALLEY, NEW YORK

JOHN HENRY SHEDLOCK 530 DONNELLY STREET DURYEA, PENNSYLVANIA



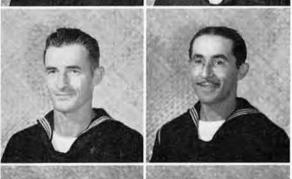
CHARLES ALLEN SHEETS
BOX 402
ST. FRANCISVILLE, LOUISIANA

THOMAS DAVID SHEEAN SCALES MOUND, ILLINOIS



CHARLIE JEWELL SHELTON 114 WEST WASH STREET ANADARKO, OKLAHOMA

323 SOUTH WILLOW COMPTON, CALIFORNIA



1RVING BERT SHERMAN 693 RIVERDALE AVENUE BROOKLYN, NEW YORK

WILLIAM LOUIS SCHILLING, JR. 2731 WEST THIRTY-NINTH PLACE CHICAGO, ILLINOIS

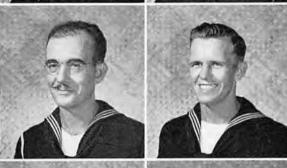


THURMAN EARL SHERMAN
219 EAST HOLLY STREET
GOLDSBORO, NORTH CAROLINA

ROBERT ALAN SHETZLINE 304 CRESTWOOD AVENUE CRESTWOOD, NEW YORK

MILTON SIEGAL 352 ALAHAMA AVENUE BROOKLYN, NEW YORK

LEON PAUL SHOWERS
69½ LOGAN STREET
LEWISTOWN, PENNSYLVANIA



MARTIN MICHEAL SIEKAS ROUTE 2, BOX 62 CHASSELL, MICHIGAN

CHARLES MAURICE SHULER
334 BOYD STREET
HARRISBURG, PENNSYLVANIA



JOSEPH A. SIMINITUS

P.O. BOX #351

MINERSVILLE, PENNSYLVANIA

GEORGE THOMAS SHULL MT. PULASKI, ILLINOIS

JEREMIAH SIMKIN
141 EAST TWENTY-FIRST STREET
BROOKLYN, NEW YORK

ROBERT GEORGE SHULLICK
STOP 48, OLIVE STREET
LORAIN, OHIO



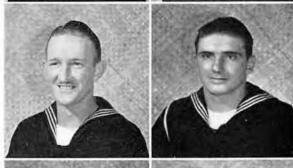
JOHN ROBINSON SIMMERMAN MAX MEADOWS, VIRGINIA

D. L. SIMS 116 FIRST AVENUE, N.W. OELWEIN, IOWA

RAYMOND PARKER SLAGLE 135 CREED STREET STRUTHERS, OHIO

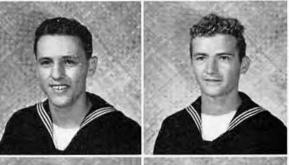
EVERETT BARR SINGER

225 MOORE STREET
MILLERSBURG, PENNSYLVANIA



JOHN EDWARD SLISZ, JR.
31 WELLS STREET
HARTFORD, CONNECTICUT

STANLEY JOSEPH SINTES, JR. 4457 DEMONTLUZIN STREET NEW ORLEANS, LOUISIANA



ROBERT ALFRED SMAY
245 MAIN STREET
CONEMAUGH, PENNSYLVANIA

ANTHONY LEON SIPPIE

72 MAIN STREET

MOREA, PENNSYLVANIA



JOHN SMIGELSKI 64 NORTH FIELD STREET GREENWICH, CONNECTICUT

JOHN FRANCIS SKOTAK
5938 OTIS
DETROIT, MICHIGAN



L. E. SMILEY
14 ATLANTIC AVENUE
DUBOIS, PENNSYLVANIA

DURWARD HARRY SMITH GLEN AUBREY, NEW YORK



NOBLE ALMYRON SMITH
728 FIRST STREET, S.W.
CEDAR RAPIDS, NEBRASKA

GLEN TAYLOR SMITH ROUTE #2, BOX 479 DALLAS, TEXAS



PAUL EUGENE SMITH 1090 GRACE STREET BATESVILLE, ARKANSAS

JOHN DELBERT SMITH

HARDING AVENUE
MINERAL RIDGE, OHIO



RUBY EDWARD SMITH 121½ NORTH BYERS JOPLIN, MISSOURI

LAWRENCE LEONARD SMITH 451 BROADWAY AUGUSTA, KANSAS



EDWARD H. SMITOWSKI 1355 CRANE STREET SCHENECTADY 3, NEW YORK

MILFORD C. SMITH 29 ADELIA AVENUE TRENTON, NEW JERSEY



VIRGIL CECIL SNIDER, JR. 2506 TWENTY-EIGHTH STREET GRANITE CITY, ILLINOIS

PAUL HAROLD SNODGRASS

101 CONNECTICUT STREET
KNOXVILLE, TENNESSEE

GEORGE THOMAS SOBON

322 HOOKER ROAD

BRIDGEPORT, CONNECTICUT

GERARD HENRY SNYDER
1335 SEVENTY-SEVENTH STREET
BROOKLYN, NEW YORK



STANLEY SOKOL

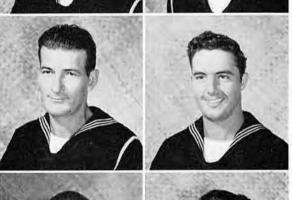
2507 EAST TWENTY-FIRST STREET
BROOKLYN 29, NEW YORK

HARRY MARLIN SNYDER 137 KENSINGTON AVENUE JERSEY CITY, NEW JERSEY



PETER PAUL SOLTYS
29 BALTIC STREET
ELIZABETH, NEW JERSEY

JAY JOHN SNYDER 154 WORTHINGTON STREET TOLEDO, OHIO



CHARLES CLAYTON SOUTH
GENERAL DELIVERY
CALVIN, OKLAHOMA

ROBERT WILLIAM SNYDER
226 CHESTNUT STREET
WEST READING, PENNSYLVANIA



RALPH KENNETH SOWERS

1028 EAST MARKET STREET
YORK, PENNSYLVANIA

ROUTE #2
FESTUS, MISSOURI



CHARLES R. SPENSER

BOX 443

DRAYTON PLAINS, MICHIGAN

WILLIAM ELBERT SPARKS
415 BROAD STREET
CENTRAL CITY, KENTUCKY



HERBERT DUANE SPICER 1136 SIXTEENTH STREET PORT ARTHUR, TEXAS

CLIFFORD JEROME SPEARS
75 COURT STREET
CACONIA, NEW HAMPSHIRE



JOHN EDWARD SPILLANE
29 FEDERAL STREET
ROCHESTER, NEW YORK

HOMER ALEXANDER SLOUGH

ROUTE #2, BOX 138-A
CHINA GROVE, NORTH CAROLINA



HARRY FRANCIS SPLITT
34 NEW AVENUE
LEMONT, ILLINOIS

MILLARD FRANKLIN SPECIE 428 FULTON AVENUE MOBERLY, MISSOURI



JOSEPH SPRAGG 13597 STAHELIN DETROIT 23, MICHIGAN

WILLIAM GEORGE SPRINGER 1853 WALKER STREET CINCINNATI, OHIO

FRANK JOSEPH STANTON
308 SIXTY-EIGHTH STREET
BROOKLYN, NEW YORK

WENDALL L. STACY 372 PROSPECT STREET PONTIAC, MICHIGAN



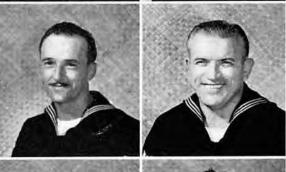
PETER STARINSKY
MOREA COLLIERY, PENNSYLVANIA

WALTER JOHN STAKULSON
57 PHELPS STREET
EAST HARTFORD, CONNECTICUT



THOMAS JOHN STARR
1235 WEST NINETY-FIFTH STREET
CHICAGO, ILLINOIS

ANDREW C. STAMPFER
2531 NORTH WEIL STREET
MILWAUKEE 12, WISCONSIN



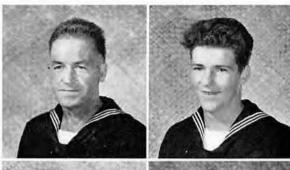
JOSEPH WILLIAM STAUBER 709 SOUTH PARK AVENUE OSHKOSH, WISCONSIN

ALFRED BOWDEN STAMPS, JR. 506 NORTH SIXTEENTH STREET GRIFFIN, GEORGIA



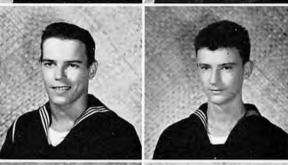
C. J. STEIN CLEVELAND AVENUE, NORTH FERGERS FALLS, MINNESOTA

EDWIN E. STEIN
19 PARKER STREET
WINCHESTER, NEW HAMPSHIRE



WILLIAM CARLIN STEVENSON 951 EAST SCHILLER STREET PHILADELPHIA, PENNSYLVANIA

JOHN PATRICK STEIN 32 FRANKLIN AVENUE NILES, OHIO



JOHN NELSON STEWART, III
1837 NAPOLEAN AVENUE
NEW ORLEANS, LOUISIANA

HOWARD RAYMOND STEINBACH
1911 SOUTH ELEVENTH STREET
ST. LOUIS, MISSOURI



WILLIAM FREDERICK STINSON 820 WEST COLUMBUS AVENUE BELLEFONTAINE, OHIO

JAMES F. STEVENS
ROUTE #2
TELLICO PLAINS, TENNESSEE



CHARLES FREDERICK STRECKFUS 114 ROCHESTER PLACE BALTIMORE, MARYLAND

NORMAN GILCHRIST STEVENS 403 CRESCENT STREET WALTHAM, MASSACHUSETTS



L. B. STROMSLAND 1422 SIXTIETH STREET BROOKLYN, NEW YORK

1740 MAIN STREET BUFFALO, NEW YORK





WILLIAM PARIS SULLIVAN
BARTON ROUTE
CORBIN, KENTUCKY

ROBERT ELLIOTT STRUCHEN
3357 SILSBY ROAD
CLEVELAND HEIGHTS, OHIO





HILLERY GERALD SUMMERS
PITTSBURG, ILLINOIS

ROY EUGENE STRUWING
26 LINDEN AVENUE
BURGETTSTOWN, PENNSYLVANIA





ABBOTT WESLEY SUTHERLAND
156 HIGHLAND STREET
WEST NEWTON, MASSACHUSETTS

FRED LESLIE STUDLEY
ACORN, MARSHFIELD, MASSACHUSETTS





PEDER NORMAN SVENNEVIK 143 GANSEVOORT BOULEVARD STATEN ISLAND, NEW YORK

CHARLES ARMON STURDIVANT

BOX 263

KENSETT, ARKANSAS





FRED IRVING SWEET
286 CHESTNUT AVENUE
JAMAICA PLAIN, MASSACHUSETTS

ELMER ADDISON SWEPSTON
SHERWOOD, TEXAS

SION RUBEN TANN
132 FIFTH AVENUE, N.E.
OELWEIN, IOWA

CHARLES ART SZALAI 218 NORTH CAMPBELL DETROIT, MICHIGAN



ALBERT JOSEPH ST. CYR

16 BRAE ROAD

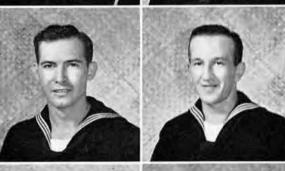
NORTH WEYMOUTH, MASSACHUSET

HERBERT WILLIAM SZYDLOWSKI 4497 TWENTY-EIGHTH STREET DETROIT, MICHIGAN



WILLIAM JOSEPH SPELLMAN
19 GEER AVENUE
UTICA, NEW YORK

CLINTON HAROLD TALLANT
3609 RINGESIDE ROAD
CHATTANOOGA 4, TENNESSEE



LOUIS THEODORE TARABULA 242 EAST 123RD STREET NEW YORK, NEW YORK

ANTHONY CHARLES TAMBURELLO

1414 SEVENTY-SIXTH STREET
BROOKLYN, NEW YORK



GILLIES LEONARD TARDIF 257 ST. JAMES STREET VILLE ST. PIERRE MONTREAL, CANADA

ALLEN WESLEY TARRANT
1248 WEST FIFTY-NINTH STREET
CHICAGO, ILLINOIS



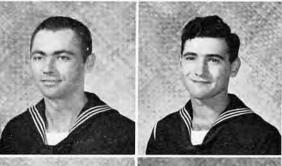
FRANK MILLET TEMPLE
52 POND STREET
NATICK, MASSACHUSETTS

BERNARD PETER TAVANO
507 ASHLEY BOULEVARD
NEW BEDFORD, MASSACHUSETTS



PETE TERLECKI
39 SOUTH THIRTEENTH STREET
PITTSBURGH 3, PENNSYLVANIA

FRED LEANDER TAYLOR, JR.
141 SALEM STREET
FITCHBURG, MASSACHUSETTS



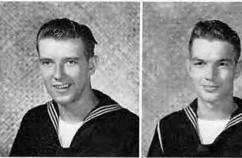
CHRISTOPHER RICHARD TESTONE
9 ELM STREET
DERBY, CONNECTICUT

WILLIAM TAYLOR
68 WINTHROP AVENUE
LAWRENCE, MASSACHUSETTS



EARL ANDREW THIERY 5805 SOMERSET STREET DETROIT, MICHIGAN

ROMAN SYLVESTER TEKLINSKY
SPANGLER, PENNSYLVANIA



ALBERT HALE THOMAS

10 LEE STREET
LINCOLN, MAINE

JOHN NOTAR THOMAS 88 FULTON AVENUE JERSEY CITY, NEW JERSEY

IVAN TIBBS
290 PLEASANT STREET
BENTON HARBOR, MICHIGAN

GUY ARTHUR THOMPSON RUDYARD, MICHIGAN



MELVILLE ARTHUR TIESS
507 WEST SIXTIETH STREET
CHICAGO, ILLINOIS

HAROLD THOMPSON
42 CORT STREET
WEST POINT, MISSISSIPPI



KENNETH PAUL TILLSON
291 DONALD STREET
MANCHESTER, NEW HAMPSHIRE

HOWARD GORDON THOMPSON 48 NORTH FOURTH STREET EVANSVILLE, WISCONSIN



RICHARD LEWIS TINKER 632 SOUTH HOLLY ROAD FENTON, MICHIGAN

VERNON KAY THOMPSON 1022 MAPLE STREET MUSKOGEE, OKLAHOMA



JOSEPH ANTHONY TIRAN 1316½ LUDINGTON STREET ESCANABA, MICHIGAN

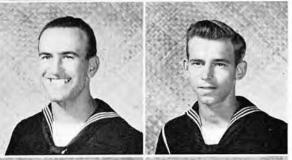
ROBERT FREDERICK TITUS 83 JOHNSON AVENUE NEWARK 8, NEW JERSEY

PETER TORIELLO 51 SOUTH TWENTIETH STREET EAST ORANGE, NEW JERSEY

EARNEST SCOTT TOBEY 1105 SOUTHEAST FOURTH AVENUE MINERAL WELLS, TEXAS

MICHEAL EDWARD TORONSKI 5316 FILO AVENUE CLEVELAND, OHIO

VITO ANTHONY TOMASELLO 1319 NORTH WASHINGTON AVENUE SCRANTON, PENNSYLVANIA



GEORGE PAUL TOTH 4034 HAMILTON AVENUE DETROIT, MICHIGAN

ALBERT TOMKINSON 148 WOODBINE STREET BROOKLYN, NEW YORK



FRANK LEHMAN TOURVILLE, JR. 879 TWENTIETH AVENUE, S.E. MINNEAPOLIS, MINNESOTA

HAROLD TOPOLSKY 856 EAST 172ND STREET BRONX, NEW YORK



RICHARD LEON TRACY 85 REXFORD STREET NORWICH, NEW YORK

SAMMY WESLEY TRIPLETT
2925 WERGES STREET
ALTON, ILLINOIS

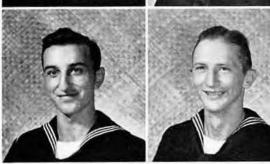


MILTON STANLEY TWEEDLE STAR ROUTE PALACIOS, TEXAS

NICHOLAS FRANCIS TROISI, JR.

BOX #6

RETSOF, NEW YORK



CHRISTAIN ALOIS UNTERKOFLER 79 WEST 103RD STREET NEW YORK, NEW YORK

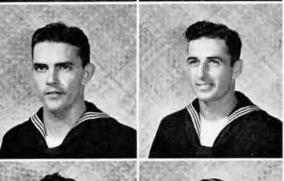
TONY TROMBINO 300 STOCKHOLM STREET BROOKLYN, NEW YORK



LEO JOHN VAICIULIS

11 ANDERSON AVENUE
WORCESTER 4, MASSACHUSETTS

JAMES EDWARD TROVER
R.R. #2
MT. CARMEL, ILLINOIS



JOSEPH ARTHUR VALCOURT 162 HARBOR TERRACE FALL RIVER, MASSACHUSETTS

PORTER OTIS TUCKER
706 EIGHTH STREET, N.W.
WASHINGTON, D. C.

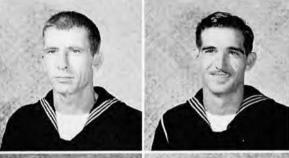


DALLAS VALENTINE BAUGHMAN, KENTUCKY

JOHN EDWARD VAN BUREN 76 CUST STREET PITTSBURGH, PENNSYLVANIA

CHARLES F. VAN VOLKENBURG 123 KENSINGTON AVENUE BUFFALO, NEW YORK

RUFUS EARL VANCE 4411 RIVER AVENUE SOUTH CHARLESTON, WEST VIRGINIA



CRICKET WOODROW VARVELL 211 PARK AVENUE WATSEKA, ILLINOIS

THOMAS ALBERT VANDERGRIFT

ROUTE #2

NORTH LITTLE ROCK, ARKANSAS



ROBERT HUMBERT VASOLI 404 CHANDLER STREET PHILADELPHIA, PENNSYLVANIA

CHARLES ARMBRUSTER VAN DONGEN 98 MERRILL STREET ROCHESTER, NEW YORK



HOMER FREDERICK VAUGHAN 116B PERDIDO STREET PRICHARD, ALABAMA

HERBERT KENDEL VanVACTOR 405 EAST SIXTH STANBERRY, MISSOURI



SAMUEL ANDREW VELLA 7115 EIGHTH AVENUE BROOKLYN, NEW YORK

RALPH JOHN VENEZIO

13 SPENCER STREET
ELIZABETH, NEW JERSEY

LYLE BRUCE VINSON
821 NORTH "C" STREET
ARKANSAS CITY, KANSAS

BERNARD JOHN VENN 405 EAST SIXTH STREET BLUE EARTH, MINNESOTA



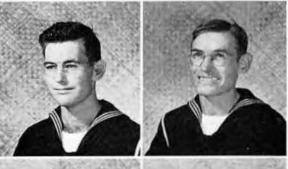
FRANCIS JOSEPH VIOLA 4017 POPLAR STREET PHILADELPHIA, PENNSYLVANIA

LEO ARTHUR VEZINA
55 MELROSE STREET
FITCHBURG, MASSACHUSETTS



WILLIAM NATHAIS VOGEL 1136 VANDALIA STREET HILLSBORO, ILLINOIS

322 WEST YOUNG MAUD, OKLAHOMA



GEORGE VRANA 1421 WISCONSIN AVENUE BERWYN, ILLINOIS

MARTIN VILLNEAUVE BELCOURT, NORTH DAKOTA

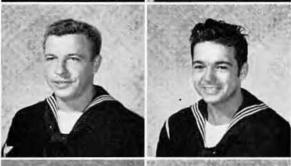


OSCAR JEWEL WADE BOX 584 GOULD, OKLAHOMA

HARLAND MARSHALL WAHL
1020 SIXTH AVENUE
HUNTINGTON, WEST VIRGINIA

ALFRED BERNARDINO WALTERS
BOX 40
NORTH SAN JUAN, CALIFORNIA

CHARLES HENRY WALKER DILLTOWN, PENNSYLVANIA



THURSTON LEROY WALTERS
1301 VIRGINIA AVENUE
HAGERSTOWN, MARYLAND

JAMES MONROE WALKER 401 NORTHWEST THIRTEENTH OKLAHOMA CITY, OKLAHOMA

EMIL KENNETH WALZ R.D. #1 HOLLAND, OHIO

JOHN THOMAS JEFFERSON WALKER

1738 SPRUCE STREET
INDIANAPOLIS, INDIANA

WILLIAM EVERETT WAMPLER R.F.D. #1 FROSTBURG, MARYLAND

EMMITT DOYLE WALLER

ROUTE #2

JACKSONVILLE, TEXAS



EDWIN CORRIGAN WARD 127 EMERY STREET PORTLAND, MAINE

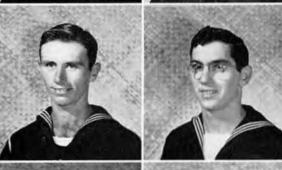
JOSEPH ROBERT WARD

1621 EDNA STREET
PITTSBURGH, PENNSYLVANIA



JOE WATCHMAN
TOHATCHI, NEW MEXICO

THOMAS WALTER WARD
7015 SOUTH MORGAN STREET
CHICAGO, ILLINOIS



HENRY ALFRED WATSON
613 WHITE HORSE PIKE
HADDON HEIGHTS, NEW JERSEY

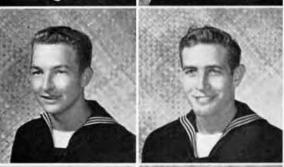
KENETH McCARTY WARE 2425 TWENTY-NINTH STREET BIRMINGHAM, ALABAMA



WALLACE NEAL WATSON
4723 FACULTY
LAKEWOOD VILLAGE 8, CALIFORNIA

DONALD JACKSON WARING

37 SCHOOL STREET
BREWER, MAINE



SIDNEY JAMES WAY

131 PARKSIDE STREET

SPRINGFIELD, MASSACHUSETTS

HAROLD BELLMORE WARING
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LAKEWOOD, NEW JERSEY

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1044 ELLICOTT STREET

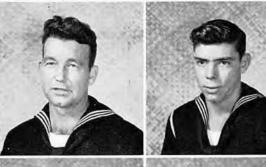
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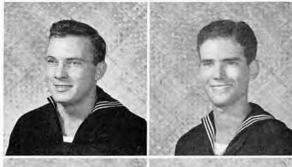


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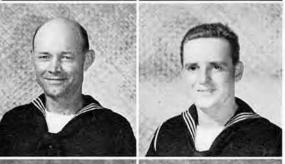


BILLY DONALD WHITTINGTON MOUNT IDA, ARKANSAS

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ROUTE #2

GRAND SALINE, TEXAS



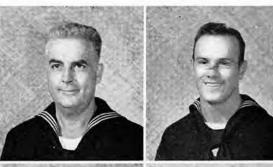
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CHARLES CHESTER WHITEHEAD
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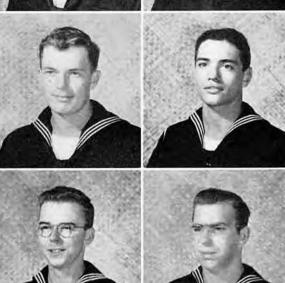
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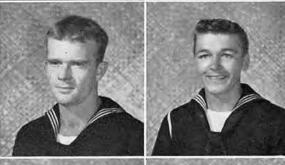
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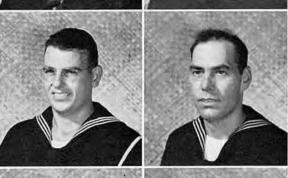
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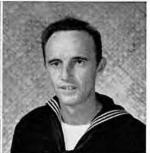
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ROBERT LESLIE YATES
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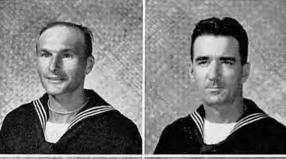
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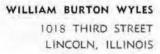
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"WELL DONE"

P-15

COMMANDER SERVICE FORCE SEVENTH FLEET

91 KCA/gjn

Fleet Post Office, San Francisco, Calif.

Serial: CF-702

JUN 18 1945

From: To: Commander Construction Forces, Seventh Fleet.
Officer-in-Charge, 122nd U. S. Naval Construction

Battalion.

Subject:

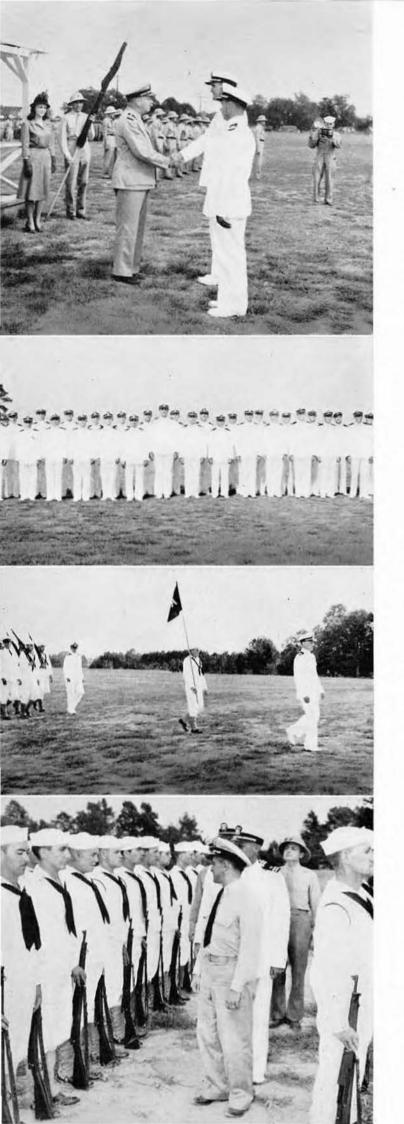
Commendation.

- The Commander Construction Forces, Seventh Fleet upon his impending detachment desires to commend the officers and men of the 122nd U. S. Naval Construction Battalion on their fine spirit and outstanding performance.
- Projects assigned to this Battalion during the construction of Advance Bases in New Guinea and in the Philippines have been completed well within schedule and have been marked by excellent workmanship.
- 3. The Officer-in-Charge of the 122nd "Seabees" can be justly proud of the cooperative spirit and high level of morale among the men of the Battalion.
- 4. In recognition of the splendid record of the officers and men of the 122nd Naval Construction Battalion, the signal "Well Done" is extended.

/s/ W. M. Angas W. M. ANGAS

COLOR GUARD THE 122nd PASSES IN REVIEW





THE 122nd



COMMISSIONING OF THE BATTALION
SEPTEMBER 1943, CAMP PEARY, VIRGINIA

SCOMMISSIONED

NDER a broiling September sun, thirty officers and more than 1,000 men stood stiffly at attention on Bolles Field, along the banks of the James River. It was "commissioning" day at Camp Peary, Virginia, and the men who only a few short months ago had been cat skinners and clerks, linemen and bus boys. Park Avenue socialites and factory hands, were being fused into the 122nd U. S. Naval Construction Battalion.

Row upon row of men, resplendent in their white uniforms, stretched the length of the parade grounds. The inspecting party, led by Comdr. Ransford, the Camp executive officer, passed by each man, and only the click of the bolts, as the pieces were brought to "inspection arms." broke the summer silence. The sun beat down and sweat glistened on the foreheads-sun and sweat, which were to be constant companions in the many months ahead in the tropics. Finally the inspection was over-and the band broke out in a brisk martial air. The columns started forward in practiced formation, past the reviewing stand. There Captain and Mrs. Ware and other dignitaries, including the top ranking Battalion officers, witnessed the men on parade. Miss Agnes Troy and Mrs. L. M. Van Doren presented the colors to Lieut. Cates (later Lt. Comdr.). the Officer in Charge, and Lieut. Glunt, the Executive Officer. The Battalion was formed. Many wives and relatives were on hand to greet the men as they milled about when the review was over. It had been a hot and tiring, yet an impressive day. For most of the men assembled it was a beginning and an end-the beginning of a long association that was to carry them through the mud and jungles of New Guinea and the Philippines, and it was the end of the awkward days of boot camp. . . .

Many of the men who participated in the commissioning review were construction men in civilian life, who had enlisted in the Naval Reserve; others were right out of school or from a variety of occupations, inducted into the Navy and assigned to the Scabees. Some were only 17 or 18 years old, and others were in their forties. Many left wives and children behind when they boarded the train for Camp Peary to begin their Navy life,

It was a hot stuffy July day when most of them for the first time saw Camp Peary, stretching out with its dreary rows of barracks. The first stop was the "detention area," completely surrounded by a high fence, and suggesting a concentration camp. From the oldtimers came cries of "You'll be sorry," as the erstwhile civilians raggedly marched to the barracks. It was a discouraging beginning, made none the more heartening after an hour's wait for chow, and a taste of the warm, chlorinated solution that passed for drinking water.

The boot at Peary passed through a nightmare during the few first days, being herded from building to building, having a physical examination, discarding civvies, and getting Navy issue. The tiring and discouraging process of being outfitted was climaxed by the indignity of getting a "boot" hair cut. Then each man, clad in dungarees and minus his curly locks, was photographed, and the resulting convict-like picture made a permanent part of his identification card. Any resemblance between the picture and the person was purely coincidental.

Then began boot training, a sun-up to sun-down routine of drilling and lectures, with time out only for a quick meal, a hastily written letter, and a session with the scrub brush in the laundry. There was a lot to be learned in a few short weeks when the transition had to be made from a carefree civilian to a snappy sailor. The program called for instruction in military courtesy. Navy regulations, chemical warfare, camouflage, infantry tactics, signalling, and scores of other basic military subjects.

Before long everyone discovered that he didn't stand on a floor, but a deck, and that to "square your hat" meant to jam it down on your eyebrows in correct Navy style. The all-powerful fellow who bellowed out orders was found to be a chief petty officer, and not an Admiral. The "port" side of the barracks turned out to be the left side, only it wasn't a "side" but a "bulkhead." The "smoking lamp" proved to be as imaginary as the equator, and the honor of being appointed "Captain of the Head" a dubious one which involved cleaning out toilet bowls and other distasteful tasks.

The training began in the heat of a southern summer sun, which taxed the resources of even the hardiest. Before long it dawned on most that to be a Seabee one not only had to be a sailor, but a marine, and a construction man too. It was quite an order to pack all this training in a few weeks. Day after day of practice in infantry infiltration tactics, the use of the machete, close order drill, hand grenade throwing, and extended order in the woods, made everyone conscious that the transition from civilian to "Fighting Builder" was not easy.

More than anything, boot training meant standing in line. There was a line for chow, a line to buy a coke, a line to the laundry, and worst of all the shot line. Had they but known, they would have been aware that all during their Navy careers they would be standing in line. When the first shots were given, the old legend of the "square needle" was first heard. The gullible boots were told that their first shot series would include one given with a square needle. So there were white-faced shaking men standing outside Sick Bay waiting for the square needle, which never materialized, just as they would be standing in shot-lines periodically all through the war. Odd, how a man who can face danger without a shudder, flinches at the mention of the needle!

Boot camp was a time of restriction. No one could stray from the immediate area in which he lived during all the weeks of training. Just to be able to go down to the beer garden for a tall cool glass of brew would have seemed like paradise after drilling for hours at 100° in the shade. The day when they would "break boot" became for them almost the main goal of life. Later they would always be impatiently awaiting some other goal—the embarkation leave—boarding the trans-

port—moving from island to island—arriving back in the States. Always a goal in sight, and always a lot of hard work to be done before accomplishing it.

Finally the drudgery and restriction of boot camp was over, and the assignment lists were posted. Most of the men found that they were assigned to the 122nd Construction Battalion, which on August 22, 1943, assembled for advanced training in Area A-6. From then on the men ceased being individual recruits and became part of a well rounded team that would soon be ready for whatever came its way.

ADVANCED TRAINING

There was a sense of freedom when boot days were over. There was liberty every fourth night, and the run of the camp during other free time. The beer garden and nightly movies at camp were popular, but not sufficient to keep the men from excursions to Williamsburg and Richmond on liberty nights for their first public appearances in their "monkey suits," as the enlisted man's uniform was called. But most of the time was spent in more training and more schooling.

The marines were in charge of the military training. Close order drill still was a daily feature, with a snappy marine sergeant cracking the whip. Gradually more intricate maneuvers were learned in anticipation of the commissioning review. There was a series of lectures on "security on the march," extended order formation, construction of fox holes, maintenance of contact under battle conditions, camouflage, etc. With each lecture went practice under simulated battle conditions in the field. Frequently an observer could find men crawling on their bellies through the underbrush. in squad formation, using hand signals. One day there was a memorable forced march when all hands turned to, fully equipped with infantry pack, canteen, mess gear, and rifle for a long trek. After an entire day of rugged going, hundreds of weary men trudged back, wondering if they were really in the Navy, or through some mischance in the infantry. But that wasn't all in the day's program. The obstacle course came nexta diabolical instrument of torture, through which the men had to crawl and climb, jump and stagger, Most of them got through somehow, but others not so fortunate fell into a pond from an overhanging rope or dropped out somewhere along the line. Before long this "commando course" was a familiar part of the routine.

In the newly formed Battalion, the men were beginning to know their officers. The Officer in Charge, Lieut. Cates, had long been aide to the Executive Officer of the camp. Lieut, Glunt, the Battalion Executive Officer, had been in charge of the technical training; and Lieut. Van Doren (later Executive Officer) had been base operations officer. With them from Ship's Company came many hand picked men who had long served at the camp in a variety of responsibilities. Most of the officers, like the men, had just finished their indoctrination training, and Navy life was as new to them as to the men.

Of great importance to an organization as versatile as the Seabees was the technical training received during this period. The courses covered practically every phase of work that would be encountered overseas, including welding, fire-fighting, seamanship, rigging, malaria control, water supply, and many others. In all more than thirty subjects were taught in these classes, which involved not only lectures, but also actual work in the field. The class in marine pipe laying broke the camp record for the speed with which they laid a line during their training period.

Most thorough of all instruction was that in the use of rifles and automatic weapons. Each man went through an intensive course with the Springfield 3.03 rifle, culminating when he fired for score on the range. Classes were held on the firing of anti-aircraft guns, mortars, machine guns, Thompson sub-machine guns, and the Browning automatic rifle. To prepare for

some possible D-day a practice landing was made from Higgins Boats under mock combat conditions.

Each morning the Battalion lined up on the drill field for colors. A fledgling band began to play for these occasions, at which muster was taken and the Company Commanders reported to the Officer in Charge. Battalion inspections began, and the 122nd tradition for neatness and cleanliness was founded during the first few weeks of its existence. The first smoker was staged, with the singers, musicians and entertainers giving their first performance. In short the conglomerate mass of individuals was beginning to round itself out into a team that could build, fight, if necessary, and amuse itself during its long months on remote Pacific islands.

Uppermost in everyone's minds was the approaching embarkation leave—ten days away from the service, for most the last visit with the folks before going overseas. Late in September these leaves began, and only a few short days after they were over, the Battalion embarked by train for California for more training and eventual departure for overseas. The 4th of October, 1943, was the day the trains pulled out—and that day is recorded as the official date of the commissioning of the 122nd U. S. Naval Construction Battalion.

California – HERE WE COME

LIGHT-HEARTED and cheerful over the prospect of seeing California before embarkation, the Battalion boarded the three sections of the train headed west. For some it was the first trans-continental trip, and even for those who had been west, the glimpses of the Rocky Gorge, the Salt Flats of Utah, and the Feather River Canyon couldn't fail to be inspiring. In the five days and nights there was time for a good rest, and a surfeit of reading and card playing, as well as simply gazing out the window.

The end of the trip proved to be Camp Parks at Shoemaker, California, within a few hours ride of San Francisco, Oakland and other of the State's famous cities. The camp itself seemed luxurious after Peary. The large two-story barracks, automatically heated. with heads and showers in each, were a happy contrast to the dismal tarpaper shacks of boot days. The ship's service stores, with their thick malted milks and juke boxes were always popular, and the elaborate theaters enabled men to pass their evenings in camp pleasantly.

Each morning the Battalion formed and marched to the parade grounds for the daily ceremony of colors. There all men stationed at the camp lined up in the chill foggy morning, as the band played and the flag was raised. On Saturdays began the routine of the dress parade, where the familiar commands "Battalion, Company, Platoon" rang out to the accompaniment of the Battalion military band. It was then that the legend began that when the unit went overseas it should go by aircraft carrier, to have room for weekly dress parades.



For the first time the Battalion really began to function as a self-contained unit, with its own galley and mess hall, its own offices, sick bay and library.

A recreation program was inaugurated, with basket-ball, football and baseball highlighting the sports program. A Photo Lab was set up, where each man could have his picture taken in dress clothes or battle garb, to send to his one and only. The band and orchestra practiced and performed for the men and for dances held in neighboring USOs. Company smokers gathered together the home talent in an occasional evening show.

The Battalion area was fortunately located near the main liberty gate, and every evening and weekend found hundreds of "liberty hounds" headed toward town. Nearby Hayward was popular with some, but others went regularly to San Francisco, Oakland, and Sacramento. To a man the 122nd has the fondest memories of northern California, whose bars, restaurants, night clubs, and dance halls, as well as hospitable civilians, provided the best liberty most of them have ever had in the service.

It wasn't all fun, though. The daily routine at camp consisted of both military and technical training. Emphasis was placed on Judo, hand-to-hand combat with the machete and bolo, and the everpresent obstacle course. A memorable mock battle was held on a cliff, with one group storming up the side, and the other doing its best to keep them down. "Anything Goes" might well have been the name of the engagement.

Hikes were almost daily features of the program, designed to toughen everyone for that rapidly approaching day when a landing would be made on an unknown "Island X." The Mount Diablo hike, a tough up-hill trip of some thirty miles, made with full infantry equipment, brought back the grueling bootdays. For the first (and it was hoped, vainly, the last time) K rations were eaten. Mount Diablo proved to be appropriately named. At the bivouac area pup tents were set up in

which to get a night's rest; but no sooner was the first snore heard than the devil broke loose. A mock battle began and continued through most of the night, with rough and tumble fighting, ambushing and infiltration. Then before dawn the return trip was begun. It was a ragged, footsore group that returned to camp that afternoon; and that night for probably the first and only time, no one seemed to want to go on liberty.

It was at Parks that the Battalion undertook its first construction work. Several homes, a number of quonsets, and a road were constructed. This was the first opportunity to learn what the men could do on an actual job, and proved invaluable in lining up the crews that would handle the many large projects to be tackled overseas.

The technical training begun at Peary was continued here. Once again the classes got together to refresh their knowledge of such subjects as tank erection, heavy equipment operation, welding, communications, demolition and dozens of other operations of importance to the Seabees.

Thanksgiving and Christmas days were celebrated during this period, for which occasions the commissary department provided meals unequalled before or since in the service. The time spent at Camp Parks was one of good food, excellent living conditions, and the best





Camp Parks Obstacle Course

M. TIESS, PTR 3 C

of liberty towns. It was the experience everyone remembered fondly when overseas, and hoped would be his lot when he returned.

The make-up of the Battalion changed somewhat during this interlude. About fifty men were transferred directly overseas to other activities, and about seventy-five others went into general service for duty with the fleet. Replacements were received from casual drafts direct from Camp Peary; and quite a number of the men who were to play a large part in the Battalion's overseas effort were received aboard at this time.

Mid-way between Christmas and New Year, another move developed. To the strains of the band, the men regretfully hoisted their gear and entrained for Port Hueneme, some 60 miles north of Los Angeles. It rained when the train pulled out, and when it arrived in Hueneme it poured, beginning the long tradition that whenever the 122nd moved it rained. With few exceptions this held true throughout the career of the Battalion.

Port Hueneme was a let-down after Parks. Seen in a downpour at dawn, the dreary rows of quonsets looked bleak indeed in comparison with the comfortable barracks that had been left behind. But it was to be "home" for about two months, and before long all hands had accustomed themselves to their new environment.

During this period the City of Los Angeles organized a big Army-Navy show at the Coliseum, and it fell to the 122nd to play a large part in this show. A





Movie Star Kay Francis adopted the Unit at a special dress parade held in her honor

couple of weeks before the opening, a construction crew was sent to town on detached duty to build the sets. An entire "Island X" in miniature was constructed as part of the set. In its spare time while in town, the carpenters made alterations to the Hollywood Guild Canteen, where so many servicemen lived while on liberty.

Practically all of the Battalion participated in the show. Before an audience of many thousands, the 122nd Military Band joined with the Station Band, with the Battalion drum major at the head. Following the band came platoons, each dressed in a different uniform and carrying various weapons, from rifles, automatic weapons and machetes, to brush hooks and shovels. Due to a dramatic build-up and the excellence of the band, the Seabee part of the show, in which the 122nd figured prominently, was the hit of the evening.

Back in camp the Battalion "went Hollywood." On one memorable occasion, Movie Star Kay Francis was guest of honor, and "adopted" the unit at a special dress parade held in her honor. On another occasion, Monty Wooley made a special visit to the Battalion for an afternoon's session with the fellows. Another time, some of Santa Barbara's important families sponsored a ball, the proceeds of which went to the Battalion Welfare Fund. On all of these occasions and others, the military band and dance orchestra participated.

With only a few short weeks of Stateside duty remaining, liberty became ever more important, and very few missed their weekends in Hollywood and their overnight liberties in Ventura and Oxnard. There were final good-byes to families, and the frenzied last good times in the night spots of the film capital. The memories of these liberties had to last a long time, for there wouldn't be much merriment to be found in the jungles and mud of the Southwest Pacific.

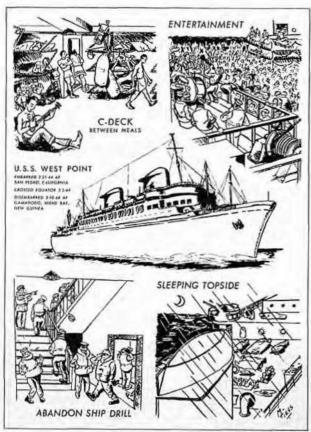
As usual during the time spent at Hueneme, military and technical training took the spotlight, but with increased emphasis, because this was the last stop before embarkation. The training was largely done with rifles, gas masks, and equipment which each man would carry with him on the big adventure. This was the last opportunity to put the finishing touches on the training that had begun five months before in boot camp. The overture was practically over; the curtain would soon rise on the real thing.

At last the eventful day arrived. In the early dawn of February 21, 1943, the battalion trudged wearily under the loads of sea bags, packs, rifles, gas masks, and ditty bags to the train siding. As usual it rained relentlessly. That and the weight of the gear that had to be carried made the departure an inauspicious one. The train turned out to be unheated and obsolete, and the miserable, slow trip from Hueneme to San Pedro was made without enthusiasm. Just before arriving at the dock, the last car of the train jumped track, making it necessary for everyone to walk a little further with their loads. When finally after a tortuous journey the length of the dock and through the many companionways of the transport, a bunk in an overcrowded compartment was found, most just fell in with their gear to rest. It was an unspectacular and almost somber experience when the 122nd Battalion, along with thousands of others packed into the tremendous hulk of the U. S. S. West Point for the long voyage across. There was no glamour and flag-waving in the embarkation. It was simply a tiring procession aboard ship. headed for parts unknown.

Overseas

THE "West Point" had been the pride of the American Merchant Marine, a luxury liner for vacation cruises; but converted for war and bearing 10,000 passengers, it had little semblance of its former self. Whatever thrill there may have been from making a first Trans-Pacific crossing was more than offset by the hot and crowded conditions. Still, however uncomfortable, there was satisfaction in gazing at the everchanging ocean, and lying on the deck at night watching the stars rotate as the ship bobbed up and down in the swell. Best of all, it was a fast ship, traveling unescorted, and the trip was not long. Very little land was sighted until entering the bay at Noumea. New Caledonia, where some passengers were discharged and others boarded before setting sail on a northwesterly course, headed for New Guinea.

The 16-day voyage ended March 10, 1944, in Milne



M. TIESS, PTR 3/C



Milne Bay, New Guinea

Bay, then only a few hundred miles from Jap bases at Rabaul and Wewak. It was a hot, stuffy day when the first sight was caught of the dense jungles and mountains skirting the bay. Apparently this was to be home, at least temporarily.

Disembarkation turned out to be an easier job than loading. Trucks were on hand to pick up the men and their gear and haul them to their barracks, which were newly constructed, and provided better shelter than had been expected.

The jungle offered many new and interesting diversions. The unlimited supply of coconuts was the first attraction, but proved short-lived, when it was found that they induced diarrhea. The natives, bushy-haired and delicate, provided amusement when they came in camp to trade. The more intrepid souls were soon setting off for the jungles to explore the creeks, the waterfalls, and the jungle paths.

First things came first, however, and laundry was of utmost importance after the trip across. Confronted with only cold water for washing purposes, the men soon rigged up oil drums, lit fires, and began boiling their clothes. It began to shower a bit each afternoon, and that served only to settle the dust and cool things off a bit. However, within a couple of weeks the showers turned into torrential downpours, which lasted all day and night. From then on the brief stay at Gamadodo was one of rain and mud. For weeks at a time it continued to rain, making it impossible to dry clothes, or to keep dry. Rubber boots and sou easters were found the most acceptable clothing in that wettest corner of the world. On one occasion it rained so hard the creeks overflowed, dams broke, and parts of the road and some tents were washed away. The course of an entire jungle stream, and a 100-foot waterfall were changed during this deluge.

Milne Bay was the staging area for the 122nd, where

it awaited its materials from the States, gathered together other supplies, and lined up its organization in preparation for the first big job. There was much work to be done there, however, and a couple of days after the landing the Battalion "turned to" at a variety of occupations. Because it was a big supply base, stevedoring was an essential task, and six gangs were provided for this work, along with longshoremen, truck drivers and riggers. One gang established a record for rapid unloading.

Truck drivers, cat operators, mechanics and others worked at their trades, and found manipulating their rigs through the mud and rain no small job. A logging and saw mill crew was set up, and before long the jungles were ringing with the axes of 122nd lumberjacks, and the whizz of the saws in the portable saw mill was evidence of the thousands of board feet of mahogany and other woods being cut for local construction purposes. Among the rare and precious woods in the area were ebony, black palm, sandalwood, and rosewood, from which numerous souvenirs were made.

The first construction job at Gamadodo was the erection of eight two-story barracks, entirely out of native lumber. The jungle was cleared on a hill a short distance from the main camp, and soon the concrete mixers were set up and work commenced. The site was an unbelievable abyss of mud. One misstep would send a man hip-deep in the sticky slime. It rained and rained and rained. The newly cut green mahogany became soaked and even more difficult to work with. But somehow the buildings went up, despite the difficulties—and the Battalion moved in as the first occupants. Until walks could be constructed, no one left the barracks for the head or chow without wondering whether he would be able to walk back, or would have to be

pulled back through the sticky mud by a bulldozer.

Other construction went on at the same time. A number of Quonset warehouses and steel frame sheds were erected. A limited amount of road work was done, and a fledgling small boat crew began to acquire and operate a small fleet of LCMs and pontoon barges.

Before long the first of the two liberty ships carrying the Battalion's equipment from the States arrived, had to be unloaded, and then re-loaded. Due to a change in orders, the equipment had to be transferred from one ship to another in midstream. Limited dock facilities made it necessary to do much of the work in the Bay from barges.

The period spent at Milne Bay, despite all the work done there, was a period of waiting, of living in receiving barracks and eating with other outfits. There was no opportunity to set up as a self-sustaining unit, and there were no large projects assigned to the Battalion. Everyone was eager to be on the move, whatever difficulties and dangers might be involved. So when after three months there, they boarded ship in the rain, spirits were high. Finally the 122nd would begin to show what it could do as a unit.

It took two liberty ships to transport the Battalion, but practically all of the personnel, and much of the equipment traveled on the S. S. Walter Williams. To make the trip as comfortable as possible, bunks were built below decks, and a temporary galley constructed on deck. On June 15, to the strains of "Anchors Aweigh," played by the military band, the ship moved out of the bay in the early hours of the morning.

Just outside Milne Bay are some of the most extensive coral reef formations in the world. Watching over the side one could see reef after reef just under water, as the ship tortuously made its way through the safe channel. About eight o'clock the first morning out



... an army tug struggled through the night and only succeeded in getting stuck itself

The band and orchestra gave concerts and natives came aboard the ship to trade



those watching saw the ship approach perilously close to a large reef, and then heard the crunching noise as the big hull rammed onto it and went aground. At first it was thought that it could be easily extricated by the propellers, but repeated efforts proved unsuccessful.

For the 122nd, the episode on the reef is the all-time favorite story. Perhaps they should have been worried over the possibility of the ship breaking up in the swell, or of an enemy air attack while stuck helplessly. Paradoxically the days spent on the reef were light-hearted, jubilant times. For one thing the sun was shining brilliantly, and after months in rain soaked Gamadodo, it was great to be able to stretch out in the sun. The band and the orchestra gave concerts, and natives came aboard in their outriggers to trade.

Some amusing attempts were made to float the ship

by having the men run to and fro from side to side; and by having them assemble at the stern and jump up and down. Then came an army tug, which struggled without success through the night, and only succeeded in getting stuck itself. When it finally steamed away, it began to look as though a grounded ship would be "Island X" for the 122nd.

Later an Australian tug arrived, which tenaciously pulled for hour after hour, without even a slack in the line, and eventually had its perseverance rewarded as the ship swung free.

It was then necessary to return to harbor; but finally one week after first setting out, the "Walter Williams" and its passengers sailed out the neck of Milne Bay, up the coast of New Guinea, past Japanese occupied positions, to Hollandia in Dutch New Guinea, which only a short time before had been invaded.



One of the ship's company sketched his impression of the grounding of the S. S. Walter Williams



Hollandia

IT WAS the 28th of June, 1944, when the ship pulled into the broad reaches and deep anchorages of Humboldt Bay. Less than a year after most of the men had joined the service, they were standing offshore anxious to get started on their first big job.

The topography at Hollandia was very different from that at Milne Bay. The region is one of mountains and hills, with numerous coves and bays. The site allocated for the camp was some distance up a steep road into the hills, midway between Pancake Hill, scene of one of the initial landings, and the village of Hollandia. Only along the shore were there real evidences of jungle. Up in the hills there were tall timber and steep inclines, resembling more the north woods back home than a New Guinea jungle. But the heat, the mud, and the rains wouldn't let one carry the illusion too far.

An advance surveying party had been sent up shortly before, and they had the camp staked out when the bulk of the battalion arrived. Working from the ship, parties went ashore daily to clear the ground of timber and underbrush and make it ready for the construction crews. Armed guards were sent with them for protection against snipers. As the work went on at the campsite, three detachments were made up to go to Wadke, Aitape, and Hollekang, to build radio transmitter stations and Port Director facilities. These parties left before everyone had gotten ashore.

Every Seabee in the Southwest Pacific goes through another "boot" period every time he makes a new landing. This is the rubber boot period, when the freshly turned earth turns to deep mud under the impact of the rains. In the first weeks at Hollandia there was no assurance even with boots that a false step wouldn't cause one to sink above his knees in mud.

Without water in the camp area, the men daily made a late afternoon exodus by truck to a creek in Hollandia Village to wash themselves and scrub clothes, and then returning on the dusty road would get grimy again.

New Guinea is remarkably free of wild life, but the occasional python that wandered into camp caused some excitement. On occasion in the middle of the night a shot would ring out, and those who were awakened by it would know another python had hit the dust. One night a man was awakened by something poking at his mosquito netting. He was startled to see the head of a big python trying to crawl in bed with him. Without a second's hesitation he decided to leave the cot to the snake, while he lit out for the opposite end of the camp "on the double."

Until fresh supplies started coming in and a galley and mess hall was built, everyone ate out of mess gear at a temporary galley, whose menu consisted of bully beef, vienna sausage, asparagus, and dehydrated potatoes and eggs. These "choice meals" were eaten out in the open on whatever stump or rock was handy.

During the first few weeks there was scarcely time to write a letter. Between working and standing in chow lines, the daylight hours were used up, and until electricity was installed this meant going to bed in the dark right after supper. At first a gruelling 7-day week schedule was worked, but when the first emergency was over, Sundays began to be holidays again.

During the six months spent at Hollandia almost forty projects were completed by the Battalion. Largest of these was a 500-bed hospital in upper Hollandia Valley, consisting of a large number of Quonset huts, barracks, tents, heads, a chow hall, recreation building, chapel, officers' country, nurses quarters, etc. This huge installation was located in a canyon 250' wide. A prodigious amount of grading was necessary before work could begin, and a stream had to be diverted to a new bed. In all, 73 separate structures with a total floor area of 104,700 sq. ft. were erected, for which 85,000 cu. yds. of fill had to be made, and 4600 feet of access roads constructed.

When the job was first contemplated, it was estimated that it would take 90 days to complete. Due to a change in overall plans, however, it was found necessary to complete the project in only 30 days. Working alone, the 122nd had it finished in the required month, and was commended by the Captain of the Base for the accomplishment.

Among the other construction jobs completed during the stay at Hollandia were the complete housing facilities and galley setup for the Naval Base Headquarters; similar accommodations for the Destroyer Repair Base, extensive communications and water supply installations for the entire area; the Base officers quarters, mess and wine mess; and warehouses, shops and miscellaneous installations. In these few months, the evidence of the work of the 122nd could be found for miles around at the main base, and in subsidiary installations at Leimok Hill some 25 miles away, across the bay at Hollekang, and at far-away Aitape and Wadke, where the work was done within sound of battle.

The Battalion was proud of its camp, which it considered the best in the Southwest Pacific. In spare time, and when the pressure of jobs let up, the men worked hard to make the camp the closest thing to home that could be built in New Guinea. Laid out on hills and in valleys, it made an attractive sight. Up the 144 steps to Chapel Hill were the native chapel and the hobby shop, from which one could get a bird's eye view of the camp. In a canyon between two steep rocky cliffs was the theater, whose stage visiting artists commended as the best place in the area. A recreation hall, with ping pong tables, dance floor, head, library, and easy chairs, helped make things pleasant in offtime.



A portion of the Hollandia Hospital



The Battalion was proud of its camp

There was plenty of scope for travel in the Hollandia area. Some twenty miles away beautiful Lake Sentani nestled in the hills. Elsewhere along the shore were ocean beaches. Native villages were popular, too. Even the climate turned out to be satisfactory. It was hot—but not the intense heat which would be experienced in the Philippines, and the rains were moderate. In short, Hollandia proved to be a busy but pleasant chapter in the overseas history of the 122nd.

The order to move came with only two days' notice. Immediately everyone went into high gear in a frantic around-the-clock effort to pack up, load the LSTs and embark. Never before nor afterwards was there so much to do in so little time. Few got any sleep during this hectic period, so when the ships pulled out on schedule, it was a tired bunch of Seabees who lounged about on the decks to rest up after the strenuous days behind. Only one officer and twenty-five men had to remain ashore to assemble loose ends, and bring what it had been necessary to leave behind in the rush.

The ten-day trip from Hollandia to the Philippines proved to be the pleasantest move made by the Battalion. The men and equipment were distributed on five LSTs, allowing more room than is usual in overseas movements during wartime. The weather was good and the seas fairly calm. At night, when the ships were blacked out, most of the men could be found lying about on deck under the tropical sky.

As a whole the trip was uneventful, but as it neared the end an unidentified plane swooped down over the convoy, and anti-aircraft guns opened fire. Arriving in Leyte Gulf, it was necessary to lay down a smoke screen to escape observation by roaming enemy planes.

Christmas Day was celebrated aboard ship. A big turkey dinner was served, but otherwise the holiday passed like any other day. For most, it was the second Christmas spent in the service away from home, and in everyone's hearts was a prayer it would be the last.

IN THE Philippines



Philippine "liberty" town

AFTER a brief lay-over in Leyte Gulf, the convoy headed out to sea again and finally reached its destination. There were frequent alerts, and one ship in the harbor was badly damaged by a torpedo from a Jap plane, but the 122nd had good luck and remained unscathed.

The last days of 1944 were marked by the beginning of unloading operations. New Year's eve found some men bogged down in mud ashore, while others were still aboard ship. There was no celebration anywhere; in fact many even forgot what day it was. The first weeks ashore were rough. Heavy rains turned the region into a seemingly bottomless lake of mud. Often even heavy trucks could not negotiate what passed for roads, and bulldozers would have to pull them. On occasion even the dozers would get stuck. No vehicle except the tractor could get through the camp area. A heavy guard was posted to secure against roving bands of the enemy and possible parachute attack. Each night there were four or five air raid alerts, and soon they became so common as to pass almost unnoticed.

Only a small supply of heavily chlorinated water was available—rationed at half a helmetful a day. For bathing and washing, there was nothing but rain water. The only food was ten-in-one rations. Having left the last base so hurriedly, it had been impossible to secure adequate supplies, and there was a lack even of tents. For the most part men crowded under our stretched tarps strung among the coconut trees. There was almost no lumber with which to build a camp.

The Filipinos were a prime attraction. Children abounded everywhere, clad only in brief shirts. Their first greeting was the V sign with their fingers and a "Hello Joe, Veectory." Later they changed this for "Merry Christmas—gimme candy." The native women did the Battalion's laundry in the primitive manner of pounding it on the rocks in a creek. Hundreds of native men and boys were hired to clear the camp site and to assist on the first construction jobs. A big business was conducted in bartering for native mats, baskets and bolos. The native potables, "tuba" and rice whiskey, enjoyed a limited popularity on the black market. Stocks of Jap occupation currency and guerilla money were accumulated by souvenir hunters.

No sooner had the first groups set foot ashore than work was begun on projects. A broad highway had to be built where there was only a muddy path. A storage yard, sorting dock and warehouses had to be constructed to accommodate the limited supplies that began to trickle in. Much of this early work had to be done with native poles due to lack of materials. A 300 ft. warehouse at what was later to be the Naval Base headquarters was so constructed, as was an equally long Battalion Transportation shed. With only odd sized lumber and masonite and a couple of Quonsets, the mess hall and galley began to go up.

Meanwhile the rains came more frequently and heavier, accompanied by strong winds. A large part of the native towns had already been destroyed by typhoons, and although nothing of that intensity was recorded after the Battalion arrived, the driving rains caused considerable discomfort. Work went on around the clock, although the rains and the nightly round of air raid alerts and blackouts hampered operations seriously. The biggest enemy was mud, that bogged down men and machines alike.

While the majority of the Battalion were struggling



Heavy rains turned the region into a seemingly bottomless lake of mud







Telephone linemen at work



The terrain was a great obstacle to construction



The pipe crews laid miles of water main



The coral pits were busy day and night

with the elements, a detachment had gone ahead with the invasion force which landed at Lingayen Gulf in the first operation on Luzon. Landing on D-Day, these men worked with a Seabee Pontoon Detachment, facilitating the first landings by LSTs. After an exciting experience, they returned to the main body, which by then had begun the arduous job of transforming into a modern naval base the vast reaches of coconut trees, mud, and coral heads that made up the terrain of the peninsula on which the 122nd was located.

Because of the acute lumber shortage, the 122nd lumber jacks set to work on a nearby Island. Back at Hollandia they had cut almost three-quarters of a million board feet of lumber, working under the most difficult conditions. In the Philippines, they operated only six weeks, and cut almost 200,000 board feet during that time.

During the months spent in the Philippines, a prodigious amount of construction work of all kinds was done. Miles of highways and roads were built, involving the movement of hundreds of thousands of cubic yards of earth. Along the waterfront, thousands of feet of jetties and piers were completed, and a bridge constructed leading to a nearby island.

The communications crew formed the nucleus of a Navy Land Lines Unit, and played a major part in one of the largest naval shore communications projects in the Pacific. Pipe lines were laid, water tanks and a signal tower were erected. The construction crews built the entire Naval Base Headquarters area, involving hundreds of Quonsets, a galley and mess hall capable of serving 4,000 men, a large administration building, officers and Red Cross Women's quarters. This was the largest single project ever undertaken by the 122nd Battalion, and was completed well ahead of schedule.



A Company Street in Camp

Meantime the many specialists of the Battalion carried on their work. The divers salvaged materials and mapped out and blasted reefs. The riggers and surveyors, the painters and welders—and all the varied craftsmen that make up the Battalion were busily engaged making their contributions to the work. The Battalion accomplished what it did only because it was a closely integrated group, all cooperating, with no thought but to get the job done well to speed the day when they would again set foot on home soil.

This part of the Philippines offered few advantages. It lacked the beaches, scenery, and opportunity for excursions which Hollandia had boasted. So a recreation program was evolved to amuse the men in camp. First, of course, came the theater, which was in operation within two weeks of landing. The nightly series of alerts and blackouts played havoc with the shows in the early days, and only rarely was a picture completed in one evening. Later an attractive blue and gold stage, complete with curtains, backdrop and spotlights, was erected for the numerous USO shows which came along. The theater served several thousand visitors as well as men from the Battalion.

A regulation basketball court was built, and enthusiastic league play developed. In addition to a keen rivalry among teams within the organization, the Battalion squad took a heavy toll of visiting army, navy, and marine quintets. Softball, baseball, volley ball and horseshoes also proved popular. A large Quonset recreation hall housing a boxing ring, punching bags, ping pong tables and lounge chairs packed in the men in free time. An adjoining library with thousands of volumes provided reading matter for leisure hours.

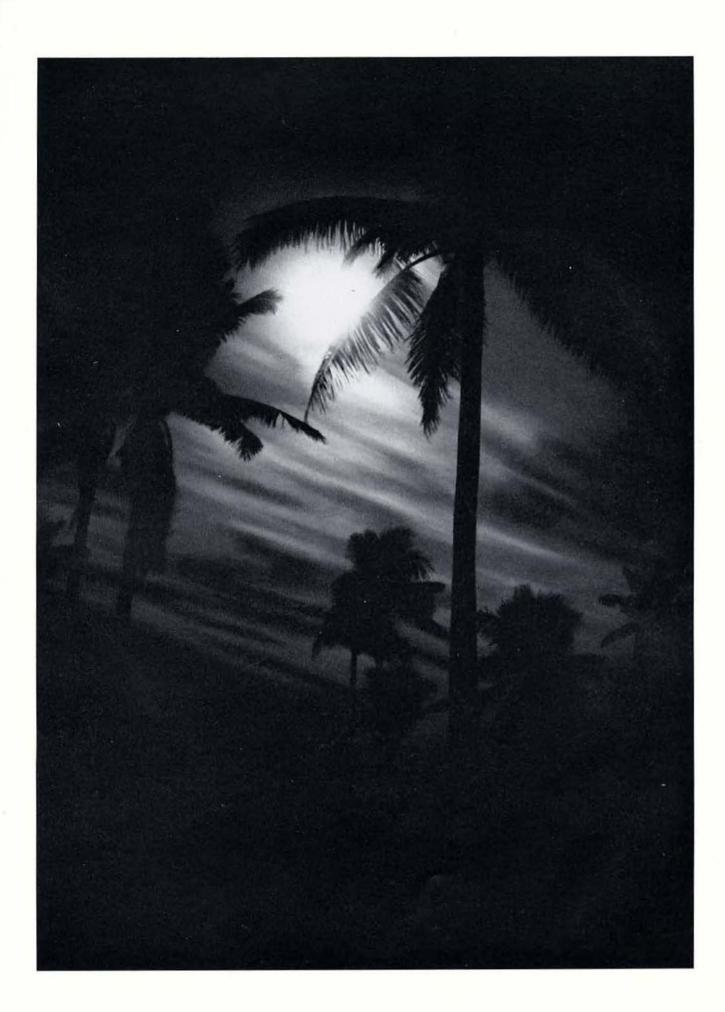
The rainy season made way in a few months for a period of perpetual heat, when from dawn 'til well into the night it was stifling, with the heat and humidity at unvarying high levels. It became an effort to work, and even to exist under the blistering sun; but the projects continued without let-up.

During the overseas tour of the Battalion, there had been numerous men evacuated to hospitals because of illness or minor accidents. But not until April, 1945, did the first casualty occur. Then, Tony Costa, CM1c, drowned in the undertow while attempting to save the life of a mate. Following his death, a fund was created for his wife and baby. More than \$4,000 was donated voluntarily and sent to his family.

As more than one hundred men were lost to illness and transfers, replacements began to trickle in during the Philippines stay. These men, arriving late in the Battalion's history, nevertheless took their places, and will carry on after the original members of the Battalion are no longer with them.



his volume is intended to serve as a record which will be treasured by the thirty officers and more than 1,000 men, whose sweat and sacrifice made possible the good reputation the 122nd U. S. Naval Construction Battalion made for itself in the mud and heat and rains of the Southwest Pacific jungles.



Inseparable as a Marine Raider and his trusty Garand rifle, the Seabee and the bull-dozer have proved themselves among the most important and versatile combat weapons of the war.





Milne Bay

We built Barracks and Sorting Docks













Captain of the U.S.S. Walter Williams



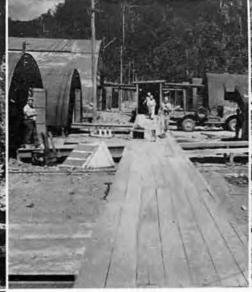






Sheet Metal Brake-our first innovation









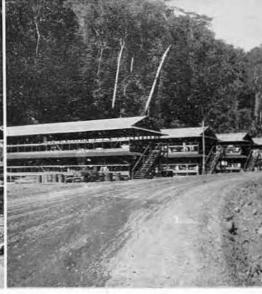
Our own invention for cutting Quanset Hut sheet metal



Dam for hospital water supply







U. S. NAVAL HOSPITAL HOllandia





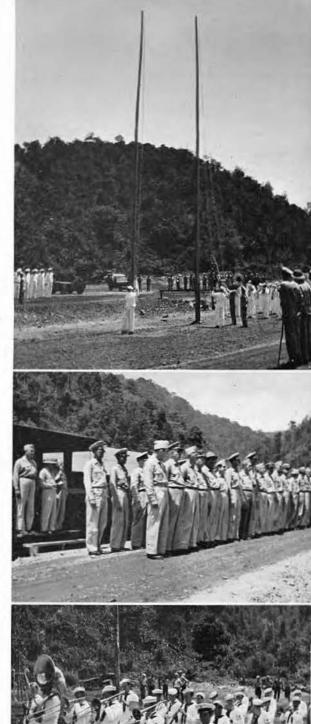


"Reefers" for hospital food storage

Hospital galley

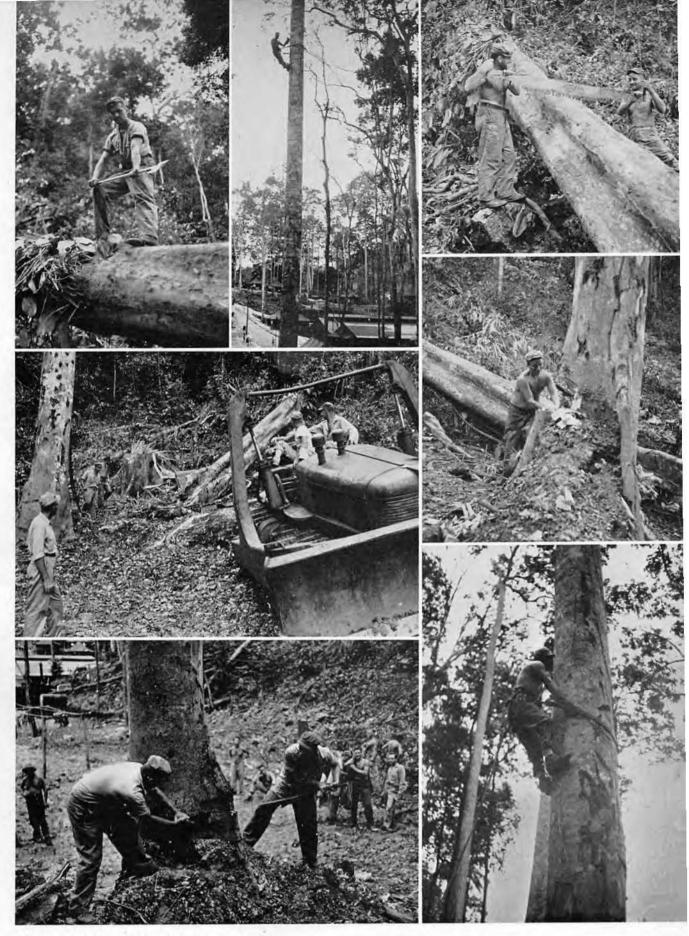
Hospital ward





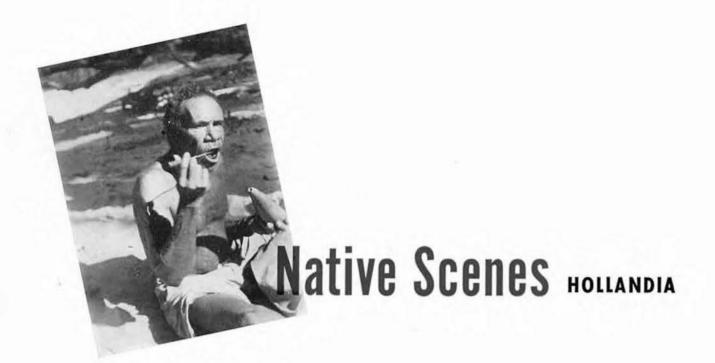
Commissioning THE HOSPITAL





We logged and cut all lumber, too

Logging





























Battalion Sick Bay



Officer's Country

HOLLANDIA











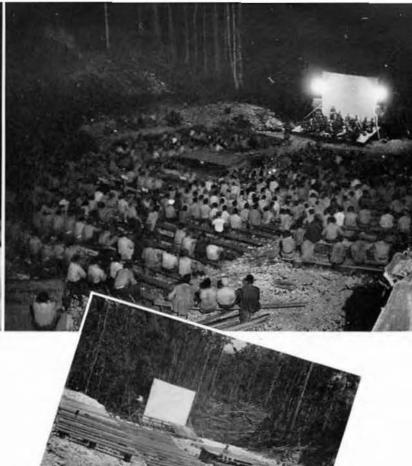






122n



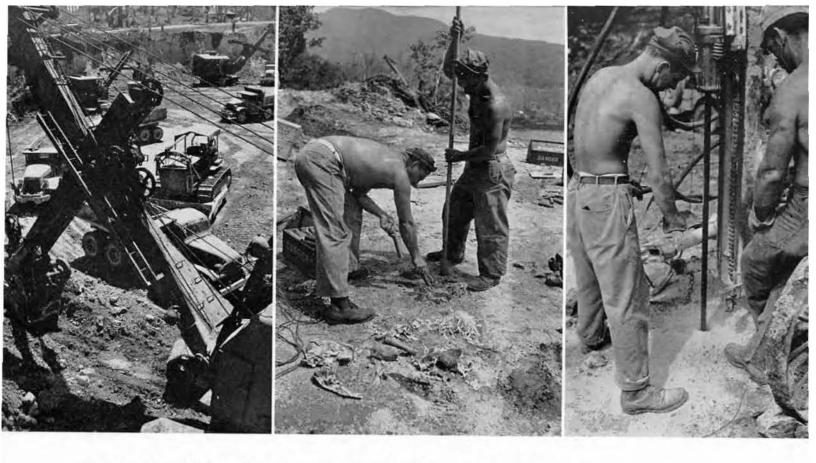


Theatre at HOLLANDIA

HOLLANDIA Chapel







The coral for "the roads to victory" is blasted, dug and loaded





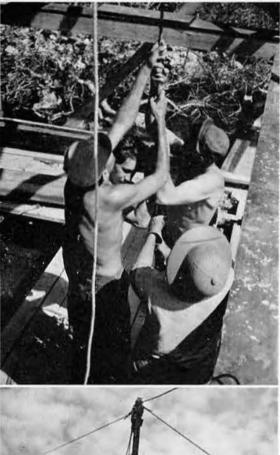






Signal Tower Construction

Philippines

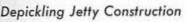




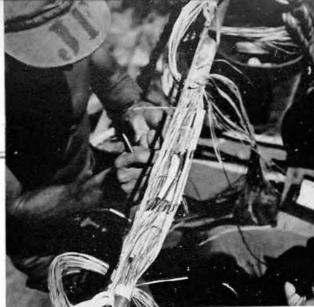




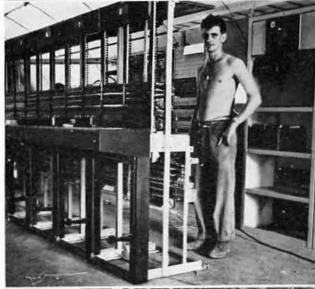
The 122nd Seabees formed the first Land Lines Unit in the Pacific



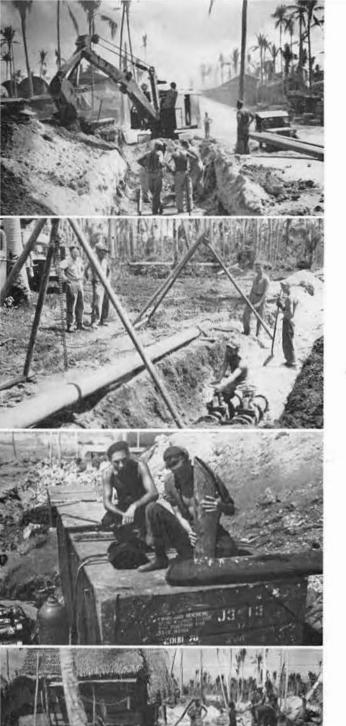














Water Supply

The 122nd constructed all Naval Base water supply system









PHILIPPINE BASE

Nothing temporary here, the system would rival any in a similar sized American city









Native dwellings

Local cathedral 300 years old

Women weaving thatch



Philippine

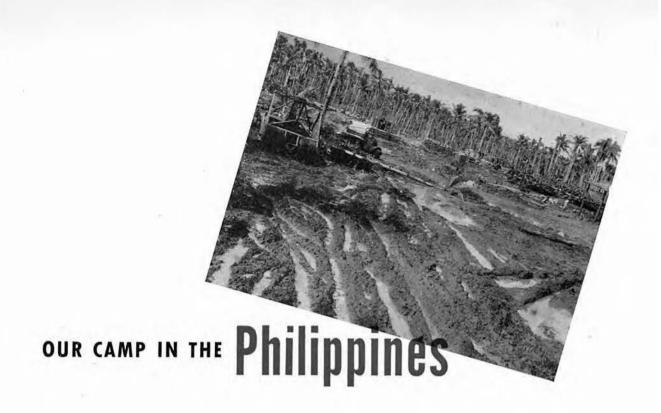
NATIVES AND SCENES

A handsome Philippine family



A native store

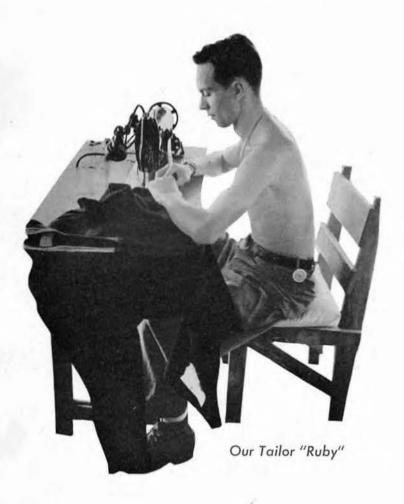






Mud greeted us when we first set foot in the Philippines. These pictures show how our camp site looked when we began construction

Our Camp PHILIPPINE IS.





Personnel Office

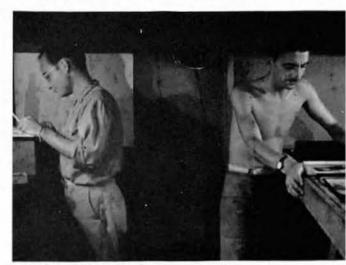


Photo Laboratory



Materials Office



Armory



ncrete crew laying deck



Engineering Office



Censors at work



sbursing Office



Post Office



Library



O.D.'s Office



Master at Arms Office



Rigging Loft





Sail Maker











Electric Shop

Galley

Ship's Service Store







Supply Warehouse



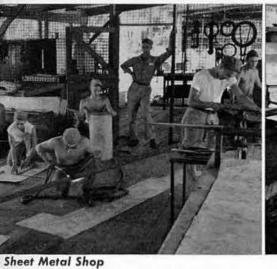
Laundry and Personnel



Company Tents



Administration Area





Plumbing Shop



Carpenter Shop



Communications



Cobbler Shop



Barber Shop



Fire Station



Sick Bay



Chief's Country

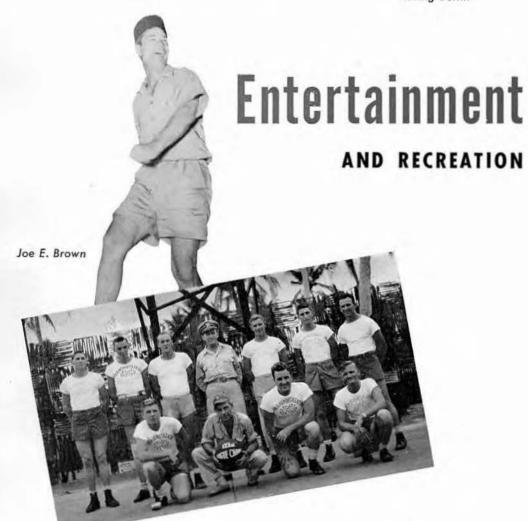








Irving Berlin















Bridge Construction PHILIPPINE ISLANDS









The Naval Base Housing Job consisted of hundreds of Quonsets, roads, galleys, heads, etc.

Naval Base HOUSING PROJE

Flag Officers' Quarters







Construction Naval Base Administration Building

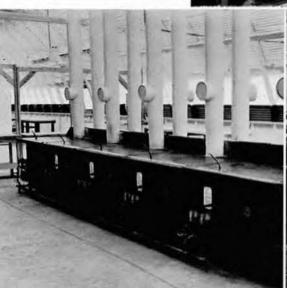




Red Cross Women's Quarters

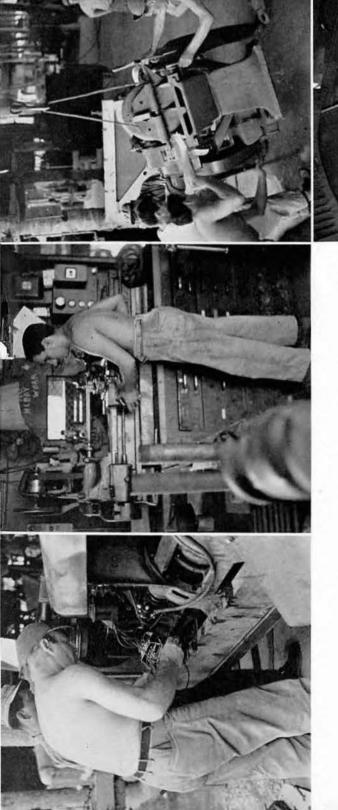
Modern installations by our plumbers-Naval Base Galley





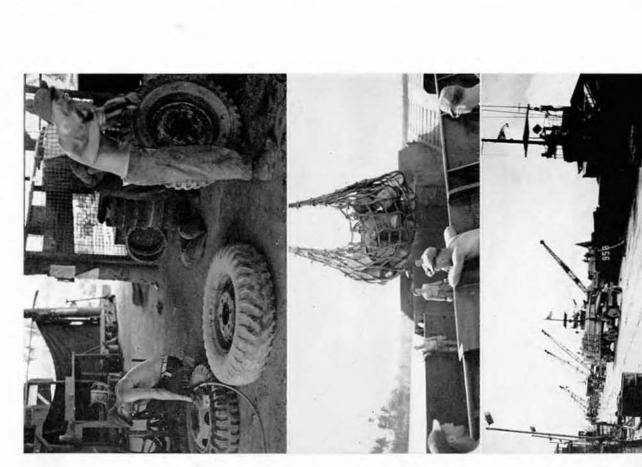


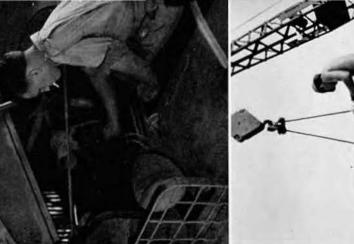




Transportation

AND STEVEDORING

















"We'll pave the Roads to Victory"

The Seabee Song

We're the Seabees of the Navy, We can build and we can fight, We'll pave the way to victory, And guard it day and night.

And we promise that we'll remember
The Seventh of December.
We're the Seabees of the Navy
Bees of the Seven Seas. - - - (Interlude) - - -

The Navy wanted men,
That's why we came in,
Mister Brown and Mister Jones,
The Owens and the Cohens and Flynn.
The Navy wanted more
Of Uncle Sammy's kin,
So we all joined up,
And brother, we're in to win.

In the few years of their existence, the Seabees have built a reputation, reflected in the tributes paid them by high military and government officials.

It has been the privilege of the Officers and Men of the 122nd Battalion to have traveled up the long road back to the Philippines, through the mud and jungles of New Guinea. So it is not without some feeling of pride that we record the expressions of the top-ranking officials in the Southwest Pacific Theater:

Tribute

"The only trouble with the Seabees is that there are not enough of them."

General Douglas MacArthur, February, 1944

"Without the Seabees the Navy would be lost in this war."

Admiral T. C. Kinkaid, USN

"The Navy will remember this war by its Seabees."

Vice-Admiral W. L. Calhoun, USN

"Among the groups with whom I have become associated during the first days in Tacloban were the Seabees. I had, of course, heard of their fame and their organization before I met them, but my personal contacts with them deepened my admiration. The Seabees are very accommodating and cheerful people; they are always ready to help. I saw a fine demonstration of their qualities when freely and spontaneously they assisted us in preparing our air raid shelter. That they accomplished the job promptly and efficiently goes without saying. I wish to take this opportunity to extend my sincere congratulations to the Seabees for the magnificent part they have already played in this war and my best wishes for their continued success."

S. Osmena
President of the Philippines





