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1992 REUNION SCHEDULE

Don't rightly know what bugle call is appropriate here - reveille, chow call or work call. Perhaps all three would aptly apply for this years reunion announcement - our 31st - already. The dates set at Kingsford's business meeting are: July 31st, August 1 & 2, 1992. The approved site is the NG armory located in BARAGA, MICHIGAN. And where in the hell is BARAGA? A brief exercise in old or newly acquired map reading skills will soon locate BARAGA on the Lake Superior shoreline of the Upper Peninsula of Michigan; more specifically on US-41 at the end of KEWEENAW BAY/PENINSULA. A little history lesson too - BARAGA is named for the first bishop of the Marquette Catholic Diocese, Bishop Frederic Baraga, a famed Indian missionary in the mid-1800's (Ojibwe-Chippewa). He is memorialized by a copper monument in his likeness located on the bay between L'ANSE and BARAGA; a recommended tourist attraction. The NG unit based there is a detachment of Co A 107th Engr whose Hq is in CALUMET - further N on US-41 mid-way into the KEWEENAW. Our elected Association President and volunteering Reunion Chairman, SSG Gary W.R. Mattson, is keying his weekend schedule on the tried-and-true format which is now, except for minor sweetin' up variations, is pretty much SOP. In brief review: registrations and socializing beginning Friday noon w/ music in the evening; Saturday a.m. is reserved for breakfast, registration and more socializing until Noon Day Mess. Then comes the first formality on the schedule - the MEMORIAL SERVICE immediately followed by the annual BUSINESS MEETING. The first solemnly serious and the second business-like fun. Then a breather and back to "pup tents" for sharpening up and a uniform change; into something appropriate for the semi-formal evening to follow. The uniform of the day for Sunday a.m. armory breakfast/lunch is "fatigues." Full guts temper somewhat the choked-up: "goodbye, 'till next time."

The Mess Sgt has worked up the breakfast, noon day mess and banquet menus but not enuf room to post them. Rest assured, however, that they are well planned and modestly priced at \$3.00, 4.00 and 10.00 respectively. BARAGA is a small town of about 1,055. But, what it lacks in size is more than offset by its tourist attractions/facilities and its scenic location on majestic Lake Superior. BARAGA is strategically the gateway into historic, beautiful KEWEENAW PENINSULA - a place well worth an extra days stay. Recommended! Coming into BARAGA from the S, sure as hell not from the N unless one of the Copper Country boys expected in, the armory is just off US-41 as you enter town - right across the highway from the Lakeside Inn (good chow). Dunno if we should reveal this or not, but to avoid all the flack if we don't, we will forewarn you that the Ojibwa and Super 8 Motels and Ojibwa Camp Grounds are located on the nearby Keweenaw Bay Indian Community whereat is located the Ojibwa Casino - and legalized gambling. No problem with the troops getting bogged down at the casino, but not so sure about the dollies w/bulging purses because the HOUGHTON mall is 23 miles distant. But be informed that MP's will be patrolling during key periods. The Baraga State Park is real handy to the armory and the L'Anse housing units are close to a fine restaurant. In a nutshell, then, that's the scoop for the 31st ANNUAL REUNION in BARAGA. All the essentials will be there for your pleasure; housing, travel and participation is your assignment. This will be our second skirmish in BARAGA'S modern armory the first being in '85; a grand experience thanks to the local military, community at large & essentially what reunions are all about- PEOPLE. And more of the same in 1992 - guaranteed! P.S. Golf outing, Sat. at 0800 hrs (8 a.m.); L'Anse course - 10 minutes from armory. A 4-person mixed scramble; no entry fee - pay own greens fee, rentals, etc. Prizes - bragging rights for the year. Sign-up and additional details will be available at the BARAGA armory on Fri.

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* * * T A P S * * *
* * * * *

MI 49878 (**John Beauchamp**); Robert N. West
(107 R), 5176 N. McKinley Rd., Flushing, MI
48433 (**Wendell Shuman, 107 Lic, Plate, Pat
Pequet**); Pete Prus (B 254), RD 4, Box 299A
RD 444, Rt 14, Milford, DE 19963 (**Seeking -
VFW Magazine**).

* * * * *
BALLARD, Ray A. (A 254), Leavenworth, WA; *
BARKER, Richard J. (D NG Bn), Spaulding, MI; *
BELAIRE, Bernard R. (E 107 R), Belleville, MI; *
BORRUSCH, Elmer H. (H&S 107R - H&S 112 Bn), *
Westland, MI; BUTLER, Hilary A. (B 107 R-522 *
Co), Keshena, WI; BUTTERFIELD, Paul E. (107R *
- A 254), Neenah, WI; CARLEY, Robert (A 254) *
Berlin, WI; CARLSON, Robert W. (D NG Bn), *
Norway, MI; CLARK, Richard J. (E 107 R-522d) *
Riverside, CA; DERHEIMER, Edward P. (H&S 107 *
R-H&S 254), Fort Wayne, IN; DRISCOLL, Robert *
E. (B 107 R-522 Co), Milwaukee, WI; FEDEA, *
Daniel G. (H&S 107 R-112 Bn), Allen Park, MI; *
GAUTHIER, Howard A. (D 107 R-H&S 254), Mil- *
waukee, WI; HONKALA, William W. (HHC NG Bn), *
Ishpeming, MI; JESTILA, Elmer J. (B 107 R *
WWI), Manistique, MI; LAMBERT, Robert L. (D *
& F 107 R), L'Anse, MI; LOBNER, Eugene L. *
D NG Bn), Vulcan, MI; MAST, Warren E. (Co C *
254), St. Louis, MO; MENZA, Francis J. (Hq *
NG Bn), Iron Mtn., MI; MOLASKI, Edward (Co D *
107 R), Green Bay, WI; MOLINARO, Harold V. *
(B 107 R-522 Co), Troy, MI; MORRISON, Char- *
les (C 107 R WWI), Louisville, KY; MYERS, *
Edward J. (E 107 R), Lake Linden, MI; PETERS, *
Timothy D. (A NG Bn), Lake Linden, MI; *
PETERSON, Harold E. (107 R), Scottsdale, AZ; *
QUICK, John P. (D & HHC NG Bn), Manistique, *
MI; ST. JACQUES, Gerald T. (A 107 R), Lees- *
burg, FL; SCHAAL, Donald T. (A 254), Toledo, *
OH; SCHMIDT, August H. (D NG Bn), Menominee, *
MI; SHEEHAN, Francis L. (107 R-B 254), Grand *
Rapids, MI; SPECHT, Cecil J. (Med Det 254) *
Platteville, WI; TRESSEL, Rudolph W. (E 107 *
R), Titusville, FL; TRESTRAIL, Frederick P. *
Dearborn Hts., MI; (E) TURCOTTE, Harvey J. (B *
107 R WWI), Kingsford, MI; VUKONICH, Thomas *
S. (E 107 R-C 254), Brighton, MI; WARD, *
James G. (Hq NG Bn), Green Bay, WI.

ASSOCIATION EXECUTIVE COMMITTEE (1991-1992)

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1 Yr. Director: Sgt C. William Hager (HHC NG Bn)

NORTHERN IRELAND IN WWII
107th's 50th Ulster Anniversary

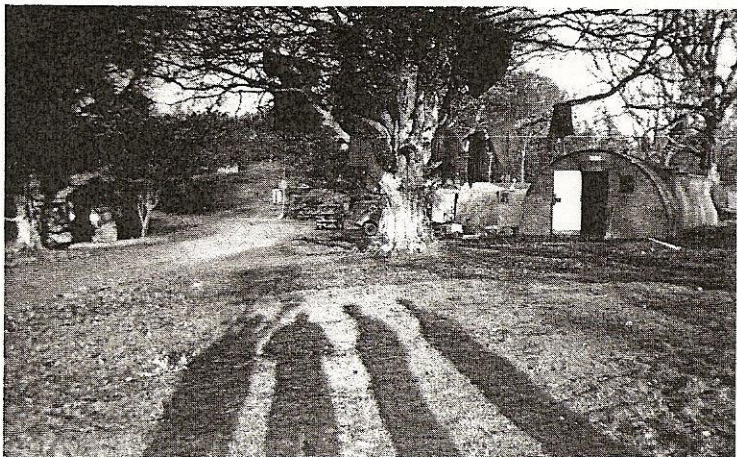
* The first movement of American personnel to ULS-
* TER included a Special Observer Group and hund-
* reds of civilian experts who arrived in 1941 to
* prepare for U.S. Army troops. The first Army
* contingent landing there on 26 Jan 42 numbered
* 3,902 officers and men - the 112th Engr (C) Bn
* and elements of the 34th Inf Div under the com-
* mand of MG Russell P. Hartle, CG 34th Division.
* To the accompaniment of the Royal Ulster Rifles
* band the troops disembarked at the Pollack Docks
* in Dufferin Quay, Belfast. Soon after the U.S.
* Navy set up an operating base in LONDONDERRY
* which remained active until mid-1944. The sec-
* ond contingent safely landing at BELFAST on 3
* Mar 42 after a stormy, 13-day N. Atlantic cross-
* ing included the 107th Engr (C) Bn, Col Ralph A.
* Loveland, commanding (107 WWI, Hq 107 R, MG 46th
* Inf Div Mich NG); the rest of the 34th Inf Div
* (headquartered at OMAGH), the 1st Armored Div
* (based at CASTLEWELLAN) and V Corps Hq (CP at
* LURGAN). After disembarkation, the 107th, the
* advance party for its parent 32d Inf Div, en-
* trained to its first overseas bivouac at BALLY-
* MENA. In the picture (next page) note the ran-
* domly placed, tree camouflaged 16-foot wide Bri-
* tish Nissen huts. Photo credit to Keith R. Man-
* ley (107 R-C 254), Oxford, Ark. with "Red's"
* notation thereon: "This was taken on one of our
* few sunny days in N. Ireland. We made good use
* of it too as you can see with blankets hung
* high." The concrete-floored huts were equipped
* with cots - bare boards on 10-inch high sawhor-
* ses and a pile of clean straw for stuffing matt-
* ress covers. U.S. Army forces then totaled
* 11,039 men including two engineer combat batta-
* lions (112th and 107th). According to ye' edi-
* tor's copy of "The Corps of Engineers; The War
* Against Germany", one of the engineer battalions
* was comprised of approximately 30% infantrymen -

* * * * *
Day is done, gone the sun, from the lake,
from the hill, from the sky. All is well,
safely rest, God is nigh. Thanks and praise
for our days, 'neath the sun, 'neath the
stars, 'neath the sky. As we go, this we
know. God is nigh.
* * * * *

ROSTER ADDITIONS

Recognition and a Snortin' Bull Medallion to
(** as indicated **)
NRY M. Haskell (107 R), P.O. Box 10062, Jeffer-
n, LA 70181 (**Ed Kohn**); Adelbert W. Siming-
n (107 R-B 254), 218 Hawthorne, Athens, MI
011 (**Doug Williamson**); Charles J. Fish (C

ad to be the 107th whose veteran engineer-trained men away on Christmas furlough had to be



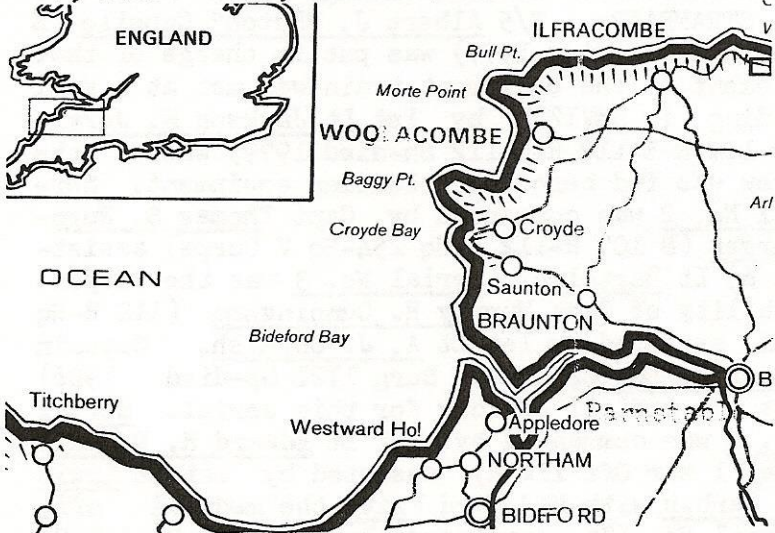
astily replaced by volunteer infantrymen before the 107th Regiment shipped out from CAMP LIVINGSTON, LA to FORT DIX, NJ. Later Emerald Isle arrivals increased the number to around 38,000 by June 1942. The original buildup of U.S. forces in IRELAND (designated MAGNET FORCE) was tactically organized as V Corps to which were assigned the 1st Armored Div and the 32d (Michigan NG), 34th (Minnesota NG) and 37th (Ohio NG) Infantry Divisions plus supply and service troops and air units totaling about 105,000 men. This concept was later changed because the 32d and 37th Inf Divs had been diverted to the Pacific. One of the top pop tunes in late 1942 was "Johnny Doughboy Found a Rose in Ireland" which turned out to be prophetic music for many homesick G.I.'s. The 107th men quickly became acquainted with Old Bushmills, Johnny Jamesons, Guinness stout and other warm beers, fish n' chips, pork steak and eggs (when lucky) and even poteen (Irish spirits distilled from potatoes) strict civilian rationing of all consumer goods and a new awareness that the violence of war was close at hand. The drivers soon became proficient with left lane driving over the narrow, winding roads of town and country. And in a lighter vein the lovely, rolling scenery in varying shades of green, daily rain, friendly folk, Irish brogue, long lines, long queues, tea time there being no civilian rationing and of course the complicated monetary system of pence, shillings and pounds. On the military side the unfamiliar and skimpy, by U.S. standards, British Army rations (though, the mutton was excellent) because the U.S. QM Corps wasn't set up to handle it. Initial underwear and socks replacements were British issue too; excellent quality especially the wool socks. Late in 1942 most of the 107th, 1000 or so men had shipped out for the 8 Nov 42 NORTH AFRICAN invasion - including Co F 112th Engr Regt (later redesignated 522d Engr Co) whose ranks contained many Michigan guardsmen from the 107th (Sault Ste. Marie) and Co C 107th (Detroit). The second flood of U.S. troops to IRELAND started arriving there in late 1943; part of the build-up for the forthcoming invasion of

FRANCE. Included was the 2nd Inf Div (ARMAGH & NEWRY), the 5th Inf Div (NEWCASTLE), the 82nd Airborne (COOSTOWN & CASTLEDOWN) and the 8th Inf Div (OMAGH). XV Corps Hq was in LURGAN. This second wave of GI's to ULSTER eventually reached 120,000 U.S. troops most of which were transferred to ENGLAND before the NORMANDY INVASION. Well before that time, however, the 112th Engr (C) Regt (the old 107th Bn still the 2nd Bn thereof) departed IRELAND for the PRINCE MAURICE BARRACKS, DEVIZES, ENGLAND in Jan 1943 - another 107th milestone which we here comment upon briefly.....Then occupying another Nissen hutted British army camp at wind-swept CARRICKFERGUS to LARNE - about 18 miles; by ferry across the IRISH SEA from LARNE (IRELAND) to STRANRAER (SCOTLAND); by rail STRANRAER to DEVIZES (ENGLAND). Arrival at DEVIZES was on 10 Jan 43 after a 30-hour rail-ferry-rail trip. Vehicles, trailers and anti-tank guns were moved via 4 serials over a 4-day, 450 mile road movement in increments designated Serial No. 2, 3, 4 and 13a. Serial No. 1 under the supervision of the Reg'l Equip Officer, W.O. Donald J. Fournier (C & H&S 107 R-Hq 254-died 1978) comprised of 18 White half-tracks and off-road engineering equipment which were again rail-loaded at STRANRAER after ferry unloading. The equipment train (Serial No. 1) included 2 passenger cars for serial assigned personnel (drivers, operators, mechanics who doubled up as guards). The equipment train's rail route was: DUMPHRIES-CARLISLE-LEEDS-SHEFFIELD-GLOUCESTER arriving at DEVIZES on 8 Jan 43 without incident except for a problem with a grader which when car loaded was too high for some bridges and a Co C half-track which was dropped because of a car failure. Also, the 4-ton Diamond T prime movers were pushed ahead on their own by order of a British E.S.O. because storage space was short at STRANRAER; T/5 Albert J. "Butch" Capello (E 107 R-C 254-died 1979) was put in charge of that element. The equipment train was met at a rail siding in DEVIZES by 1st Lt Jackson M. Jarvis (D 107 R-E 112 R-C 112 Bn-died 1979) where the crew was fed before off-loading equipment. Serial No. 2 was commanded by Capt Thomas S. Nurnberger (B 107 R-112 R-Hq 254-Hq V Corps) assisted by Lt Bartolic. Serial No. 3 was the responsibility of Capt Murray H. Cunningham (112 R-Hq 254) assisted by 1st Lt A. J. Cornish. Captain James B. Edelstein (Gp Surg 1121 Gp-died 1986) was the medical officer for this serial. Serial No. 4 was commanded by 1st Lt Edward R. Randall (Reg'l Mtr Off 112 R) assisted by 1st Lt Louis D. Garber with Maj Ward Fritz the medical officer, Serial No. 13a commanded by 1st Lt Daniel R. Moser moved the vehicles of Co E (19 trucks, 3 trailers and 3-37mm AT guns) over the period 15-18 Jan 43 from HOLYWOOD, IRELAND with one other officer and 38 enlisted men. Recall somewhat hazily that Co E (counterpart of old Co D 107th

rom Marquette) was then or had been on detached duty providing security and guards for the N. IRELAND BASE SECTION STOCKADE at HOLYWOOD when apply relieved from that unwelcome assignment or the move to DEVIZES. The Route of March for the 4 vehicle convoys was: LARNE-STRANRAER-ARLISLE-CIRENCHESTER-DEVIZES. The After Action reports of the 5 serial commanders contain interesting data regarding convoy and mechanical problems, guards, condition of British overnight camps, British chow and MP's, refueling, U.S. kitchens/chow, etc. Unfortunately lack of space prohibits publishing them in their entirety, but we will keep them handy in the event of inquiries. In addition to those previously mentioned others are named in the reports for various reasons: Albert G. Corcoran (107 R-A 254-unlocated) had flat tire and left behind for repairs;" T/5 ?) Anderson, "spilled on his bike and cut arm;" T/4 Alfred H. Brow (H&S 107 R-1121 Gp Hq) sick with boil on leg - sent on ahead by train attended by Sgt Charles W. Dimmer (Med Det 107 R-54). According to Cap Cunningham's report, his serial was made up of 3 officers, 92 EM, 45 vehicles and 12 trailers belonging to Co A, Co C, 1st Hq and 1st Bn Med Det. Serial No. 4 commander reported: "52 vehicles, 13 trailers, 3-37mm A.T. guns, 104 EM and 3 officers." Many thanks to Blondo (F 107 R-112 R-B/H&S 112 Bn) for the photocopies of these reports and opportunity to pass this historical information along. Note: no information on file regarding the officers not further identified; assume they had then and after 112th backgrounds.

2nd BN 112th REGIMENT REDESIGNATED 254th BN

Focus first your eyeballs on the map to get minds in gear and memory banks dusted off. SAUNTON SANDS, NORTH DEVON, ENGLAND. A site on the stark



Atlantic coast that although topographically insignificant is 107 history important because SAUNTON SANDS is the birthplace of the 254th Engr (C) Bn; on 19 Aug 43. On that date the 107th was operating as the 2nd Bn 112th Engr (C)

Regiment and why the Bn did not regain its proud 107th unit designation remains a mystery to this day. The Bn was at the time totally occupied (no training program) constructing an Assault Training Center - a realistic training area with duplicated German fortifications known to exist at NORMANDY. In the construction of roads, bridges, landing craft mock-ups, pill boxes, assault courses, wire entanglements, demolition courses, booby traps and various special mock-ups, the battalion poured 3,800 cubic yards of concrete, used 90,000 board feet of lumber and strung nearly 1,800 miles of barbed wire. Upon completion of the course U.S. infantry units assaulted the mock-ups, using artillery preparation, strafing and live ammunition as the final rehearsal for the coming invasion of France. Who there and who so engaged will ever forget the hard dangerous work, pyramidal tent city in the sand dunes, clubbing rabbits for fun and meat, the picturesque towns of ILFRACOMBE and WOOLACOMBE, sand created transportation/supply problems, the large camp of Land Army girls near CROYDE (young women working on farms as their contribution towards the war effort), the British Home Guard maneuvers over the golf course, the construction injuries, hiking to BRAUNTON flush with a bob or two for a pint and maybe an order of fish and chips - take-outs were wrapped in newspaper; another wartime expedient. But back to the map which was clipped from the "Pictorial Letterguide" received from Barbara Blowers from whose message thereon we quote: "Hi Ed and all the 107th. Just a reminder of days gone by. Having a real nice visit here with friends and relatives. Weather is great for DEVON - no fog, no rain. Ha! Ha!" Barbara is re-identified as the ILFRACOMBE war bride of Clarence E. Blowers (A 107 R-C 254-died 1979) who at the Bn's next bivouac (NEWQUAY CORNWALL) had emergency surgery resulting in complications and lengthy hospitalization thus preventing Clare's return to the 254th. He finally ended up with the 611th Ordnance Base, BUTZBACH, Gy. Quoting again from Barbara's welcome letter: "I have a little story to tell you. I had a clipping from our local paper North Devon Journal while I was over there. An old man in his 90's was fined in court for dumping stones on this road. It so happens it was the road the 254th built between BRAUNTON and SAUNTON. The judge asked him why he was doing it, and he replied: 'Our good friends from America came over and built us a road and the least we can do is to keep it in good repair.' I guess it was full of pot holes and he was carrying all these little pebbles from the beach in a wheel barrow some 47 years after you built it. The damn judge fined him 25 pounds. Incidentally the road I refer to has been named The AMERICAN WAY." Delightful tale, Barbara, which is a real pleasure passing along. SAUNTON SANDS, NORTH

ION, ENGLAND - a time and place deeply ingrained in the minds of the still living 254th men who were there. World War II history that must be preserved before the historic details are permanently lost. A situation that sorrowfully will be remembered for all too many events, people and places.

KINGSFORD - GOOD SHOW

Route home admittedly kinda pooped and wrung-out, the peanut brain was bubbling with happy thoughts regardless. One thought kept coming back and was mentally filed as a top priority number for this newsletter. So, some 5 months later and still classified "Top Priority" we were finally struggling over a BULL SHEET citation and words that elusively just wouldn't seem to expressively come together. But miracles do happen because at that precise time an unexpected letter arrived that truly was an answer to a maiden's prayer. A problem solver, sure, but more importantly were the obviously heartfelt sentiments from Bert S. Bastion (E 107 R-D 112 R-A 254) which was a delight to repeat. He writes: "Here is something for the next newsletter. Give a vote of thanks to the cook, Larry Phillips (D NG Bn), his wife, Ruth, for the meals they prepared. Larry worked Friday until midnight getting things ready for breakfast and noon mess on Saturday. I put a turkey in the oven at midnight Friday. I was back to the armory at 4 a.m. followed by Herb at 5. They were helped by Howard Duncan (B NG Bn) and Ms. LaRock and others whose names you don't know. Those people put in long hours preparing the delicious meals for us." Amen to that, Herb, who wrote additionally: "Here are the pictures we thought you would like. We have a lot more to other people we met at the reunion; a video tape also for "Woody" and Anne Perkins. Give my regards to all the 'oldies' that I know when you see them." All present and accounted for hear you loud and clear, ol' timer. I'd suggest well deserved Snortin' Bull Medals for the talented mess section - but will file for another of Larry's custom made omelets; breakfast treat never before experienced from an army kitchen. After basking in the warm glow that unexpected bailout came a sudden brain storm - presto, here too is the answer to an all-time agonizing part of every newsletter. How to adequately express thanks to the Reunion Committee. So, assuming its OK by you, Herb, we're going to piggy-back off your thoughtful letter and expand your expressive words to cover a wider reader base - just add more names that's all; first and foremost, we present the head honcho, Donald R. Niemi, Assoc. Pres. and Reunion Chairman for the second time; (first in '84); and Vice Pres., 1SGT Michael J. Floriano, both Co D of course. The Top Sarge also professionally served as the MC for the smoothly run banquet program. And to all the other Co D people -

guys and gals - contributing their individual time and talents. Dedicated troops all who although here individually unnamed in print stand tall in the hearts and memories of the impressed, happy and grateful participants. Thank you Don, Mike, Larry and all for Kingsford's memorable 30th ANNUAL REUNION. Great, Great Show!

HISTORY POTPOURRI

In receipt once more of valuable wartime information from Col (Ret) Gerald E. Feidt (112 R-E 107 R-Exec Off 1121 Gp Hq) routed through Rans Blondo (F/H&S 107 R-112 Bn) which indeed is a great contribution to this issue. In the words of Col Feidt: "I have done some work on my photo albums and my daughter has sealed all my battle maps in plastic. I have also been writing an account of my experiences on 15-16 Dec 44 at which time I alerted the 254th Bn; had them reorganize to fight as infantry and routed all unnecessary vehicles, kitchens, etc. to a safer position in the rear. I also alerted the 610th Light Equipment Company, two bridge companies and Co A 146th Engr Bn all located in the vicinity of HEPSCHIED, GY which prevented them from being destroyed. "Major" Leonard C. Ward (now General Ward, retired) visited me. We had a gay old time 'remembering' our time in 1121 Gp Hq together. Enclosed are two pictures; one is a panorama view in part of the MONEYMORE SUPPLY DEPOT, N. IRELAND, built by the 107th and 112th Bn's the summer of 1942."



The second picture portrays "Lt Col" Feidt pinning 2nd Lt bars on M/Sgt Leo Gorka (112 R & Bn) in Cleveland, OH after recommending him for a battlefield promotion, BAD KOSEN, GY, April 1945. (picture, next page). Gorka's was one of about 2,400 direct Army commissions given in the ETO. Upon the time-to-time recommendations of the Bn CO, Lt Col Loren W. Jenkins, a firm believer of promoting from within, five veteran 107th National Guardsmen were likewise directly field commissioned from the 254th ranks. They were: Charles E. "Chuck" Karpinen (E 107 R-A 254-died about 1948) of Calumet, MI from S/Sgt (Plat Sgt) to Plat Ldr; John "Johnny K" Kovachich (F 107 R-B 254-A/HHC 107 NG Bn) of Calumet, MI from 1st Sgt to Plat Ldr; Ralph E. Soper (A 107 R-H&S 254-died 1967) of Hermansville, MI from M/Sgt

(Bn Const Sgt) to H&S Exec Off or Asst S-3; James J. "Jimmie" Steele (D 107 R-C 254-died 1988) of Vegaunee, MI from 1st Sgt to Plat Ldr; Edward C. "Vick" Vickstrom (D 107 R-H&S 254) of Marquette, MI from T/Sgt (Bn Intel Sgt) to Asst S-2. Any more such goodies, Col Feidt?



CRIMSON TIDE ELEVEN ROLLS OVER
FIGHTING IRISH, 19-6

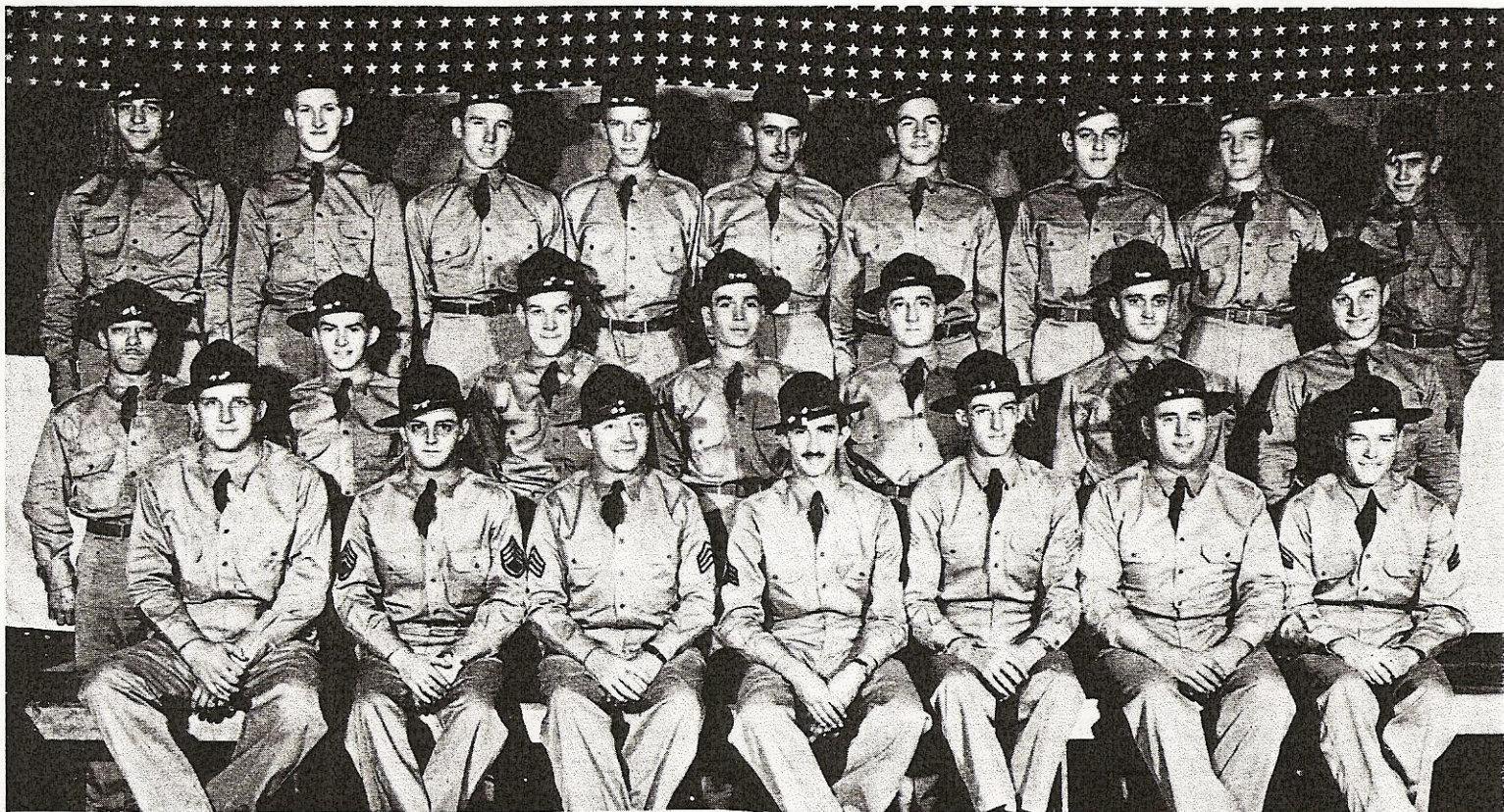
So reads the by-line in the Monday, May 10, 1943 STARS AND STRIPES which happily resolves one question left hangin' from the BULL SHEET No. 33 report of the football contest. Who won the game? To refresh, the Crimson Tide, an artillery outfit, opposed the Fighting Irish (112th/107th) in game played in the White City Stadium, London before 25,000 fans. Further quoting from the paper: "The game was much closer than the score indicates, for all the Artillerymen's points were scored in the last period. The Engineers only score came on the opening kick-off, (Joseph E.) LaMuth (107 R-A 254) received the kickoff on the 10 yard line, cut to the left and picked his way to the 35 yard stripe. There he lateraled the ball to Williams (112th), who set out for pay dirt in a hurry, leaving the Crimson Tide tacklers straggling along in his wake. (Ernest W.) Passamoni's (107 R-H&S 254-died '67) attempted conversion was wide." Further along in the article: "T/5 Jack LaMuth, of Manistiquette, Mich. and little Pvt Ernie Passamoni, of Iron River, Mich. were the stars in the Fighting Irish backfield, along with speedy Don Williams, of Cleveland, Ohio. In the Fighting Irish line Don Wazil (112th, of Cleveland) and Thomas P.

Bardowski (A 107 R-A 254), of Cedar River, Mich did exceptional work." Included amongst the spectators were Maj Gen Key, acting ETO commandant, other allied brass, English military and civilians, U.S. troops and even sweated Red Cross cheerleaders for each team. "Interesting but puzzling" was the common post-game reaction from those unacquainted with the American sport; Kudos to Lawrence E. Paris (107 Bn-A 254), Alexandria, VA, the Engineer's squad starting center, for the STARS AND STRIPES scoop - and other interesting information too. From Larry's letter: "This is all I can find about the 107th. I did have a write-up of Passamoni and I when we boxed at Rainbow Corner in London in 1943. I fought the champion of the ETO - his name was Vince Kozak from Hazelton, Penn. He was killed D-day with the 29th Inf Div. I will call soon." And so he did with more news. Larry sez he joined the 107th at FORT DIX and left us at SAUNTON SANDS, ENGLAND, in early 1943. As a member of the Co A 254 work detail given the delicate, dangerous job of locating, lifting and defusing badly deteriorated and shifted

Continued - fast forward 2 pages

107th REGIMENTAL BAND

Have you, if then a member of the 107th Engineer Regiment Oct 40 - Jan 42, ever wondered what happened to the Band as a unit, and its personnel, when and after the 107th Regiment was abruptly busted up at FORT DIX in Jan 1942; the 1st Bn becoming the 107th Engr (C) Bn and the 2nd Bn redesignated the 131st Engr Bn. But where did all that leave the Band? An orphan! First lets reminisce a bit. Who of us in training at CAMPS BEAUREGARD and LIVINGSTON, LA can forget the stirring regimental/divisional parades with the regiment smartly executing "Pass in Review - Eyes Right" commands. And glory be even the two-left-footers managed to keep pretty good cadence when inspired by the Band's lively military marches. Or admittedly the sometimes provoking melodious and even discordant notes when its members were tuning up while on duty. Another step back in time to this July 1940 unit picture taken at the Band's NG home station in Sault Ste. Marie (Soo), MI for personnel identification. The picture is taken from the "Historical and Pictorial Review, National Guard of the State of Michigan 1940" which notes additionally: "as the youngest unit in its regiment, the Band was organized and granted Federal recognition on 19 Feb 1940." Unless otherwise indicated after his name, the man is so far as Association records are concerned, currently on an "Unlocated - have no information" status - an ungood situation hopefully to be at least partially rectified by our readers (particularly old Co B/Band members and Soo residents, after this issue goes out.



FIRST ROW, L to R: John E. [unclear]; S/Sgt Paul C. Rapp
 (OCS from LA - retired RA
 as Lt Col); Sgt Ralph
Backie; Sgt Glenn W.
egg (died 1986 in Ionia,
 MI); Sgt Clarence H. Wade (to
 go with 32d Div - Port Huron
 MI); T/Sgt (1st Sgt) Alger F.
Strickling (Soo, MI); Corp
Anton E. Luckes; SECOND ROW
 L to R: Norman I. Davis;
Albert C. Smith; Ernest C.
Allen; Ronald E. Bosley;
Michael McCarron; Sgt John J.
Key (died 1988 in Soo, MI); Corp Kenneth
Key. THIRD ROW, L to R: Harvard I. McDowell
W. A. McLean (left at C. Livingston, LA -New-
 York, MI); Paul P. Florence; Lawrence E. Wil-
son; Merrill C. FitzGerald; William H. Claspell
Robert L. Calder; Frederick T. Rose; Alton W.
Key. MEMBERS NOT IN PICTURE: Samuel J.
Skidmore (to LA with Co B - Soo, MI); Merlin
Wilson; Donald J. Howsen (Soo, MI); Cyril W.
Key; Gordon W. Shunk (Soo, MI). ENLISTED
 BAND AFTER JULY 1940 AND GOING TO LOUISIANA:
John J. Barber (died 1975 in Soo, MI); Daniel
Hughes (Seven Springs, FL); Americo J. Metro
Key in H&S 254 - Soo, MI); George L. Mills;
Donald J. Paquette (Soo, MI); IN PICTURE BUT
 not to go to Louisiana: Ralph P. Backie; Ken
Key, Michael McCarron and Ernest C. Allen.
 I hope we got all that right. Corrections
 will be welcomed both for personal
 reasons and for the record. So, lets continue.



THOMAS R. PORTER
 Warrant Officer

As was par for the course with most WWII out-
 fits, the Band had a high percentage personnel
 turnover during its 5 years of active service.
 Through erosion of one kind or another, most of
 the 1940 veterans were replaced after the Band's
 separation at Fort Dix, NJ - some by eminent
 professional musicians such as, according to
 Strickling, Bruno Mazur, trumpet man from Det-
 roit Philharmonic, Jack Krusenstjerman, trumpet
 player and arranger for Vaughn Monroe, Mitchell
 Pawloski, solo trumpet man for Sonny Dunham, Ted
 Vlad, known as Detroit's finest alto-sax man,
 William Lamb, trombone man from Guy Lombardo.
 When the war ended only 7 of the Oct 1940 Feder-
 al inductees were still with the 107th counter-
 part. They included: CWO Thomas Porter, T/Sgt
 (1st Sgt) Alger Strickling, William Claspell,
Sam Skidmore, Merlin Wilson, Gordon Shunk and
Watson Barber. Wonder if any of the 7 survivors
 were aware in June-Aug 1945 that 2 of the re-
 deployment camps around Maily le Camp, France
 where the Band performed were built by some of
 their old 107th compatriots then as members of
 the 254th and/or 234th Engr Bn's. Or vice versa.
 Small world sometimes! Recognition, thanks and
 Snortin' Bull Medallion awards to Strickling and
 Tom Porter for their help and contributions thus
 making this historical documentation available
 for your eyes and for the present day 107th ar-
 chives. A significant part of WWII history that
 may well have been otherwise lost for posterity.
 Sadly and unfortunately such will be the case
 for many other events, soldiers, etc. contribut-
 ing to 107th history during the period Oct 1940
 to 1945.

LOG OF BAND'S WWII TRAVELS-EVENTS

10-15-40 Sault Ste. Marie to Camp Beauregard, LA
 1 -8-41 Camp Beauregard to Camp Livingston, LA
 1 -1-42 Camp Livingston, LA to Fort Dix, NJ
 2-15-42 Unassigned, Fort Dix, NJ
 2-28-42 Ft. Dix, NJ to Reception Center, Fort Custer, MI
 9-29-42 RRC Band inactivated, Ft. Custer, MI & reactivated 337th Engrs Band, Camp Swift, TX
 1-21-43 Camp Swift, TX to Camp Polk, LA
 4-16-43 Camp Polk, LA to Camp Miles Standish, MA
 4-28-43 Camp Miles Standish, MA to Port of Embarkation, Staten Island, NY boarded USAT CHRISTOBAL
 4-29-43 Sailed from U.S. at 6:00 a.m.
 5-11-43 13th day - disembarked at Oran, North Africa to Area #1, Assi Ben Okba, Algeria
 5-23-43 Area #1 to Arcole, Algeria
 7-27-43 Arcole to Ft. D'Leau near Algiers
 8-20-43 St. D'Leau to St. Cloud near Oran
 9-15-43 St. Cloud to Mere El Kabir - boarded British ship OTRONTO
 9-21-43 Invasion of Italy - D plus 12 landed on beach at Paestum, 20 miles south of Salerno, Italy
 10-10-43 Paestum to San Severino, NE of Salerno
 10-17-43 San Severino to Baiano, NE of Naples
 10-27-43 Baiano to Caserta, Italy
 12- 3-43 Caserta to Caiazzo (Monastery)
 12-18-43 Caiazzo to Piedmonte (mud & Christmas concerts)
 1- 5-44 Piedmonte to Francolise
 4- 6-44 Redesignated 114th AGF Band, assigned SEVENTH ARMY
 4- 9-44 Goodbye to 337th Engrs Band - to pier 60, Naples; boarded USS ELIZABETH STANTON, 5:30 p.m.
 4-14-44 Disembarked at Mers El Kabir, Oran; to Replacement Depot at Canastel
 4-18-44 Canastel to Algiers & Bouzarea via 40 & 8
 5-19-44 Algiers to Mostagenem
 6-25-44 Mostagenem to Assi Ameur, Africa
 7- 3-44 Assi Ameur to Ain El Turok; boarded British troop ship SAMARIA, 7:30 a.m.; 7,000 troops
 7- 7-44 Disembarked Naples; bivouaced in park
 8-18-44 C.W.O. Tom Porter TDY to States via USS SEA OWL, Naples, Italy; rejoins Band in Sarreburg, France
 1- 1-45 Sarreburg to Luneville, France
 3-29-45 Luneville to Kaiserslautern, Germany
 4- 6-45 Kaiserslautern to Darmstadt, Germany
 4-30-45 Darmstadt to Swabisch Gmund, Germany
 5- 2-45 Gmund to Augsburg, Germany
 6- 8-45 Relieved from SEVENTH ARMY HQ; Augsburg to Suippes, near Rheims, France

6-16-45 Suippes to Maily, France to entertain troops at 6 Redeployment Centers; Camps Maily, New Orleans, Atlanta, Miami, Norfolk and San Antonio
 6-15 to 8-23-45 Spent weekends in Paris
 8-23-45 Band turned over to CWO Vic Molzer, 659th AF Band, Maily; CWO Porter ordered Stateside
 9- 8-45 Left Camp Lucky Strike, Le Harve and boarded USS PACHAUG
 9-16-45 Arrived Boston Harbor; to Camp Miles Standish - then HOME

BRITISH MINES, cont'd

British mines laid on strategic Atlantic coasts when the threat of German invasion in 1940 was very real, one or more mines accidently exploded. Edward Ripstra (107 R from Co I 126th Inf) and Russell Priniski (reportedly an on-looker; E 107 R draftee from Painesdale, MI) were killed and 2-3 others, including Paris, injured. Larry's major injuries included loss of an eye, 2 broken legs and broken thumb. After recovering from all that, he was declared fit for wartime duty for service in a hospital unit. Then miraculously 43 years later sight was restored after a doctor did a lens transplant. Interesting newspaper clipping from Larry too in which among other things he is cited as being "Mr. D.C. Bodybuilding" in a 1951 weightlifting championship. The "Do You Remember" post-war brochure prepared by the 1121st Engr Gp Hq makes this brief comment regarding the incident: "removing British mines at BEE SANDS, PAR, SLAPTON, TOR - CROSS.....first casualties." This notation makes one think that the 112th Bn maybe was similarly involved (pretty sure the 146th Bn hadn't as yet been assigned to the 1121st) but so far as is known, however, Co A 254 was the only unit incurring casualties during that non-combat but hazardous assignment. After being informed that Maj Charles E. Howard (A 107 R-S-3, 1121 Gp Hq) was thought to be the Investigating Officer of the tragic accident, we contacted "Mac" who responded: "My memory is near zero a/c stroke 5 years ago. I seem to remember that Pete Priniski (sp), my driver, was injured, but I don't remember being the Investigating Officer. Sorry I can't be of more help - the war years seem long, long ago." An entry from the personal diary of Paul J. Van Abel (E 107 R-A 254) reads: "Torcross, England, Saturday, Jan 8; four men were blown up today when two British M5 mines went off accidently. Sure was an unholy mess; some had to be cut out of the barbed wire and the guy who was putting in the pin could only be found in pieces." So, thats what we can now partially reconstruct about British Mine Accident - TORCROSS, ENGLAND. Hopeful though of get-

PROVISIONAL TRUCK COMPANIES

ing more information, personal recollections, other identifications, etc. whereby that page in 107th history can be documented as fully and accurately as possible. As a related sidelight the 254 also assisted the British military/home defense in the removal of other beach obstacles too because ye' editor, then a Weapons Sqd Sgt, clearly recalls a work detail assigned to winch out anti-landing craft posts likewise installed on beaches 1939-40. The 4th squad, 2nd Plt, Co E half-track was used for power. Humorously remember still that the crew's attention-to-duty left a lot to be desired cuz eyeballs kept straying towards the local bathing beauties enjoying well deserved breathers from assigned war effort jobs for a bit of relaxing sun and sand. Still today the then distracted men express puzzlement how a gal could under an ordinary sized bath towel unress and wiggle into a bathing costume without showing anything. Such skillful contortions one can't imagine. But the posts were removed in spite of all that. Inasmuch as Van Abel's diary entry pinpoints the mine accident to Jan. 8th the post detail to warmer times evidently the removal of British beach obstacles was a ungoing NORTH DEVON assignment. But, again regretably not all that sure as to times, places, etc. Anyone? As a matter of record, the 254 only had 2 line companies at that particular time because of losing Co F 112th Regt to the NORTH AFRICAN campaign. Co C was formed soon thereafter at NEWQUAY, CORNWALL via transfer of key cadre from the other companies and a slug of replacements -both officers and enlisted men.

HELP WANTED - 131st ENGINEERS

The 107th Regiment was down-sized to a combat battalion at FORT DIX in Jan 1942 (when the 32nd Inf Div was triangularized down from the old square divisional concept). This occurred about a month before the Bn shipped out for N. IRELAND. The 2nd Bn of the regiment was redesignated the 31st Engr Bn - and the Reg'l Band was suddenly orphan. From that point on not much is known about the 131st whose ranks of course contained any veteran 107th men (inducted NG's and 1941 raftees) in spite of some on-and-off efforts to get information about the outfit. Thought maybe Lt Col (Ret) Alvin J. Brodeur (A, F & Hq 107 R), Captain when assigned to the 131st, would be a fruitful starting point but ran into a dead end here too per this message from Al: a retired insurance executive in Hancock, MI: "Thank you or remembering me; it brings back old times. Shortly after our 131st CO, Maj Robert N. Adams CO 2nd Bn 107 R-drowned in a WWII Fiji Island construction accident) and a small group were sent to TONGA, my father died. I was given leave. When I returned to camp the 131st had gone and was given command of an Engineer company in Delaware." Anyone for info about the 131st?

Once in awhile and particularly during times of rapid movement, the 254th, and other combat outfits, was ordered to release non-essential trucks to help alleviate critical supply problems created when the enemy was in rapid retreat and the distance from the jammed-up channel ports increased. The men and vehicles provided for that purpose were formed into temporarily designated "Provisional Truck Company's." The 25 Apr 45 (Germany) BULL SHEET reported on one such assignment whereby for a time the participating officers and men were essentially rear-echelon QM troops (so-called "Red Ball Express") rather than front-line Combat Engineers; although their travels frequently involved delivery/pick-up missions in forward areas. The report reads: "WELCOME HOME: The officers, men and vehicles long attached to the Provisional Truck Companies have returned to their units with many miles and experiences under their belts. Speedometers clicked off mileages varying from 4-6,000 miles in 25 days which ain't hay. Their cargoes varied greatly - all the way from petrol to POW's. The high quality of maintenance work long done by the battalion and company motor sections and individual drivers bore fruit for few vehicles had to be deadlined and taken off the grueling but vital job. The 'no serious accident' statement speaks highly for the drivers and especially so when much of it was blackout driving and long hours on end when the boys had to combat fatigue. 1st Lt Dominick Rubeo (107 R-Hq 254-1121 Gf Hq-New Wilmington, PA) was company commander of one of the companies containing vehicles from all battalions of the Group (254, 112 & 146th). He extends his thanks for the splendid efforts and cooperation extended him by all. Other battalion officers in this company were 1st Lt Fullington (Harry A., 3rd Plt Co A 254-unlocated last known Varysburg, NY), 1st Lt Jose Ramos (Hq Plt A 254-unlocated, last known Washington, DC) and 2nd Lt James C. Steele (D 107 R-C 254-died 1988). WO Donald J. Fournier (C & H&S 107 R-Maint Off 254-died 1978) had charge of battalion vehicles in the other Prov Trk Co. The job well done speaks highly for the 254 and besides the men say they have the personal gratification of participating in the vital task of getting the stuff up where it was needed." Added comment: Even though the old article does not name the 6x6 jockeys, surely many readers will remember participating in those missions. A reminder too that Combat Engineers fill many needs in combat.

HELP! Unable to identify a man that paid dues at Kingsford; hand-written name is interpreted to read Al Safam. No address of other identification; also unknown to the reunion committee there. Need more information to properly give credit. Assistance anyone?

SHORT SNORTS

Above and beyond the call of duty" is standard military phraseology usually found in citations which speaks for itself when incorporated into the wording of a heroic or meritorious deed such as: "Here's 8 dozen of the Red Arrow pins that I promised at Kingsford. They're quite nice and are good copies of the 32d Divisional insignia. Available to buy them wholesale through a contact of mine. Consider them as an Association donation to be used as a small money-maker at future reunions. See ya' in Baraga in '92." Patrick C. Couet (B/HHC 107 NG Bn). Pins in Assoc. Supp. pending reunion availability. Thank you, Pat! ...just had to be a helluva good 107 R-522 man if his Association record is any indicator. Once a good soldier, always a good soldier is the tried and true military adage. Jeno A. Canavera is the handle but that's only half the deal - the other half is wife, Danna, and the two together constitute a bloomin' Reunion Historical Society. In an unofficial office the pair has gradually attained from many reunions - and more specifically because of their portfolio of reunion pictures each one accurately identified as to place and people. An increasingly valuable record that's always good for a gathering and lively discussions. Wartime albums/pictures are commonplace but pretty sure that the Canavera collection is the only such ongoing reunion pictorial record. An effort greatly appreciated and enjoyed? You ain't just a munchin' your molars as the old Army saying goes. Although interesting and valuable there is a touch of sadness about the pictures because many of those captured on film are no longer with us physically - but do remain so in revered memory & spirit thanks to Jeno & Danna. ...BULL SHEET No. 67, 23 Feb 45: "When walking long roads or sweeping them for mines, kick that trapnel off into a ditch. It is better than buying a war bond duz it saves a tire already in the battle zone, while a war bond only buys one to ship here months later. Keep this in mind if you know how much trouble our own drivers have experienced along this line." Note: major cause of sometimes short tire replacement and wheel-tripped vehicles, especially jeeps, were common lights in forward areas.....initial and welcome response from Joseph A. Bova, recent 1990 loca-see who checks in with a "will not attend" and his information: "I received the Bronze Star, 5 Little Stars and the Presidential Unit Citation with the 2nd Plt Co A 254.".....really enjoyed the last BULL SHEET. Allen was the 1st Plt jeep driver in the Co C vehicle assignment roster in the last newsletter. All OK here." Charles E. Scott (D 107 R & Al's twin brother; both Camp Livingston men). Since '69 we've also been mailing to another Charles Scott, MI "C", who was pinned down in Newark, DE thanks to an old 1945 roster address. He is found on the 3rd Plt Co A

254 "platoon picture" in Albert G. Potila's squad (died 1989). Same for Richard P. Gough and William F. Siebert next up.....reminded every reunion that memories are becoming more and more faded. Typical was the reaction of Dick Gough when first eye-balling the face and identification badge of Bill Siebert (E 107 R) at Kingsford. Just didn't ring a bell - at least at that precise moment. Soon after a Co A gang quaffing a round while poring over the 1944 picture identified the pair sitting side by side thereon. Handy excuse for the next round no doubt. Dick, in for his maiden experience accompanied by his attorney son, returned home to Atlantic Highlands, NJ with happy memories, a determination to get seconds and lots of video camera footage. Siebert, a seasoned reunion campaigner, joined Co E 107th at Livingston - one of the many 31 Dec 41 infantry volunteers in for the duration as Combat Engineers.....Charles Morrison (C 107 R WWI) passed away in Louisville, KY according to message in beautiful writing from wife, Mary. He was 97 years old. Charlie was an Association veteran too having attended the 1962-63-66 reunions. The 107th Regiment's WWI rosters recently placed in Association and NG Bn files lists his date of enlistment as 4/25/18 from Louisville. His MOS thereon is recorded as "H.S." which is the short version of "Horseshoer" - we think..... "Hi Ed: I'm Pete Prus from Co B 254th. I saw your name in the "VFW Magazine" - January issue. Sure glad to hear from one of my old buddies; has been a long time since the war. I used to live in Jersey but now I live in Delaware. I guess Pete Denofre (D 107 R-B 254) and Charlie Carr (D 107 R-Mtr Sgt B 254 - died 1974) still live there in Michigan. I'll send you a couple pictures next time I write. Guess we will have to see each other one of these days. OK? I live about 20 miles below Dover AFB. Sure glad to see your name in the magazine and thanks a lot for that. They used to call me "Jersey Bull or Man" in B Company. I'll be writing again and send the pictures. Hope to hear a line or two. Thanks." Next chapter: The long-time missing Pete caught our "Seeking Section" notice in the magazine which in itself was a great event - but look at this fantastic spin-off from Pete's response. After the war, Pete stood for John and Irene Riley (also Co B) when they got married in Conn. but the two have been out of touch for many years. Now guess who was visiting in Ishpeming when Pete's message arrived at Hq? You got it right the first crack - the Rileys at the home of Phyllis (Donald M.) Duquette. Both Riley and Prus were in S/Sgt "Duke's" 2nd Platoon. Damn near busted a leg getting the hot news to Riley who thereupon called Pete the same night. The two had a great long distance phone reunion and made plans for a get-together back East. And better yet - for Baraga! A real mind boggler.

Indeed a pleasure having the distinguished command echelon of 46th Engr Gp Hq lending their usual presence & support at Kingsford whose banquet comments contributed another military dimension to the semi-formal Saturday evening program. The unexpected "will attend" notification from Col James R. Spackman (Group CO) was a nice surprise in itself but doubly so because of this added notation: "I would be honored to be placed in membership though not a member of the 107th Engr Gp." So done with much pleasure. The Group Executive is of course no stranger being none other than Lt Col Frederick Stonehouse, a 107th Bn to 6 Group transfer in 1988 to fill the Group S-3 position - and since then promoted both in rank and office. Col Stonehouse, author of "The History of the 107th Engineering Battalion 1881-1981", is a well known Great Lakes historian and author of 10 books on maritime history. Reminder again: copies of the "107th History" are available at reunions; also by mail for 5 bucks; postage included.....space is already running



short but just can't resist this Nov 1940, Camp Beauregard, LA, picture of the Reg'l Band parading down one of the 107th Regt's company streets or some unknown reason. Extra practice/duty, maybe? Not exactly sequential but whothehell is the BULL SHEET, not a newspaper..... en route to Kingsford Morris E. and Mary Page (A 54) visited Joseph E. LaMuth (107 R-A 254) at Beanie's" Manistique, MI home. Such visitations are always a joy hearing about & reporting on ...not too often, thankfully, but every once in while an unplanned and usually disappointing thing happens - an event reunion related. A real owner in '91 was the first-time-since-1945 get-together of (1st Lt) Herbert "Woody" Tompkins (107 Bn-B/Recon Off 254) and S/Sgt Louis "Lou" Barraza (D 107 R-Recon Sgt 254) that failed to come off in spite of some pretty good pre-reunion recon planning. "Woody" and wife, Anne, necked in OK from Virginia but Lou and wife, Essie, motoring in from distant Cal. had the misfortune of running into a trip-ending road block only 300 miles or so from the Kingsford memory. Ironically in Berlin, WI of all places here their car was totaled and Jessie hospitalized overnight because of a "no fault" accident.

Only good thing about the whole deal. Of minor consolation was the pair's phone chat when Lou called in the shocking news. A veteran East Coast NG from the late 30's, "Woody" completed Engr OCS at Fort Belvoir subsequently ending up in the 107th for the duration. He made the LST crossing to NORMANDY as the Exec Off of BAKER Company.....postcard with views of Haus Tiefenbach Hotel-Restaurant; Ed Sarlette -Jost; B-4760 Bullingen, Tel. 080/64 73 06; Belgische Eifel and note: "My wife, nephew & wife are touring Europe. We flew in to Frankfurt, on to Kassel and followed our route to the location of and pontoon bridge at Rhineland Hotel. Then to Walldorf and Bullingen where I was invited to tour the Battle of Bulge area in a bus with 40 American officers studying the area. Was asked and told my experiences of being captured to the group. On to Omaha Beach today." Roger D. Phillips (C 254). Followup reports from Roger tells of other interesting tours and discussions with natives relating to his and the 254's experiences in and around Bullingen/Bulge. A related and now humorous "Dozer Blade" (Dec 1944, Belgium) quip tells how Rog lost an \$85.00 watch just received from home: "one of the German guards 'borrowed' it, and when I got a chance to escape, I naturally didn't stop to ask for my watch. I just took off.".....congratulations to 1st Sgt John L. "Jack" Calcaterra recently retired from the Mich NG's after a long career in Co A 107th - and the 117th QM Bn since 1988. The well known Top Kick is famous in Association affairs too having served as Vice Pres. 1970-71 and Pres. 1980-81 when he chaired the stupendous 100th Anniversary Calumet reunion.....caught a recent news release about the famed 3rd Armored Div being disbanded in Germany after 50 years of active duty- WWII (1941) to DESERT STORM (1991). Militarily interesting but the real eye catcher was the part saying the division was formed in April 1941 at CAMP BEAUREGARD, LA - just a few weeks after the 32d Inf Div/107th Regt had vacated BEAUREGARD for nearby and newly constructed CAMP LIVINGSTON.....these greetings from Trygve H. "Big Pete" Peterson (107 R-A 254) via pen of wife, Dorothy, postmarked Knife River, MN - fixtures at every reunion up to 1986 and altho out of sight since certainly not out of mind: "Trygve had a stroke and then got Parkinson Disease. Coming along with therapy 3 times weekly. We think of the many good times we had at the reunions and maybe one of these times will be there again. Hello to all."....."Look forward to the BULL SHEET. Its amazing what I have forgotten. The article 'Infantry to Engineers; Engineers to Infantry' really hit home. Jay White (E 107 R-112 R-died 1986) and I were in the 127th Inf together. He volunteered for 107th transfer and then worked on me for 3 days to do the same. Finally gave in. Believe it was the only time in the service when I volunteered that I come

at on top. The guy from my home town who took place as head scout in our infantry company, was killed in their first New Guinea engagement. Will unable to attend reunions due to wife's health." Homer J. Fisk (107 R-A 254).....just a matter of time was the confident feeling - a new category directly attributable to a 107th or 254 Snortin' Bull license plate. Although earlier formed about the Association by Wendell G. Human (H&S 107 R-PTO w/32d Div), the first such reported incidence occurred in Flushing, MI and was relayed in by Pat Pequet (B/HHC 107 NG Bn). After coffeeing up at a favorite stop, Pat found a stranger camped by his vehicle who had alertly noticed the 107th plate mounted thereon. A "were you in the 107th Engineers" query opened the doors and things took off from there after "Robert N. West (107 R) meet Pat Pequet" introduction. Bob's military history later sent on a "R. N. West Construction Company, General Contractor" letterhead: from MTU, Houghton, MI to 125th Inf at Camp Livingston (assume as a cadet), there transferred to 107th, to Ft. Belvoir OCS from Fort Dix, NJ, commissioned as 2nd Lt, Engr Corps, and assigned to 21st Aviation Engr Regt serving 3 years overseas in North Africa and Italy. Now that the ice is broken, who's in line for the second, or more, such report(s)? Both 107th and 254th Snortin' Bull plates are purchase items at reunions. Six bucks per mail includes postage....interesting, informative magazine particularly for WWII men is entitled WORLD WAR II. Mailing address is: P.O. Box 375, Mount Morris, IL 61054-7963; \$16.95 per one year (six bimonthly issues) or \$31.90 per two years....ENGINEER'S SONG. A tradition at every 107th party - especially reunions. The doed, shall we say colorful, verses each one followed by a rousing group response is a musical experience purely unique for Snortin' Bulls. We've been fortunate having some talented singing leaders over the years but none better than the present one, Capt Thomas E. Perry (HHC/A 107 Bn) whose powerful voice and commanding presence is musical leadership at its best - for the responsive participants and enjoyable amusement of accompanying band members.....BULL SHEET #66, Feb 45: ENGINEER POCKET KNIFE W/CLEVIS - the new Engineer Pocket Knife has the following features; a blade of altered dimensions to make it more suitable for general purpose use, a 1/8" x 1/16" pin which can be used as a starting punch in dismantling the M-1 rifle, a blade which can be used as a scraper, and an improved can-opener. The handle is die-cast aluminum giving strength and corrosion resistance properties, and materially decreases reflectivity, while the blades are blue for the same purpose."....."Ed, I would have made Kingsford even if I had to crawl. I figured it may be my last one, so am glad that I made it. I got put down in '89, massive congestive heart failure - medics said I wouldn't make

it off the table if open heart surgery was attempted. Had a good trip home staying in Springfield, IL a week for a wedding. While there went to see William E. Smith (C 254) in Taylorville, IL - had a nice visit with him and his lady. Both look great and in good health. Said he was going to another reunion several times (made the Marquette 1965 one) but something always turned up - maybe in '92 he said. Had also hoped to visit Ken Perry (Kenneth L. "Sleeper" also C 254) in Effingham, IL (proprietor of Ken's Tap, Strasburg, IL at last report) but by then was feeling too bad to do so. Maybe next time, if there is a next time." As Ever, The Bogerman, Keith "Red" Manley (112th at Devizes-C 254)....."Is there going to be parking for RV's at the armory." No problem for James W. O'Toole (A 254 at Newquay) who tooled in for the third consecutive year from far away San Jose, CA again accompanied by his mother and sister. The host armory can cooperatively accommodate some or all RV's whose numbers are increasing by the year; another quietly provided reunion convenience. Many, however, prefer to set-up in nearby camp ground(s) as publicized - fully equipped, scenic UP parks for the enjoyment of those favoring the rustic mode.....if you hope to see Warren Orvell Crow (107 R-C 254) we can practically guarantee it because "Orv" has answered roll call 28 times out of 30. One helluva reunion record. Pretty fair 107/112/254 career too spanning Livingston in '41 right to the last gasper. Raymond A. Anders (med Det 107 & 254) likewise except that "Doc's" tour started with Co A, Escanaba - then to Medics where he found a home till war's end.....a well known historical fact that the 107/254 and 112th had parallel WWII records including sharing the services of many officers and EM. One such officer was William A. Richards whose active military time started in Co D 107th Engr Regt, Marquette, MI. He joined the Mich NG outfit in early 1940 as a 2nd Lt, and was then employed by The Cleveland-Cliffs Iron Co., Ishpeming, MI, as a mining engineer. How or where he was commissioned in the C of E we don't know. His marriage was also mining related. Into a family named Archibald whose head was a prominent geologist and iron ore mining executive, Bill's active service followed that of the 107th; Federally Inducted on 15 Oct 40, to LA and then to N. Ireland with Co B 107th Engr Bn as a 1st Lt. Two and a half years later he had been promoted to major and was assigned to the 112th as it's Bn Exec Off. In this capacity he commanded the Bn's troops that hit Omaha Beach on D-day with



re assigned mission of sweeping and clearing
 each mine fields. Major Richards was killed on
 the beach; reportedly by a German 88 shell bur-
 .. He was subsequently awarded the Distingu-
 shed Service Cross (DSC) posthumously, which
 is, so far as we know, the highest award given
 to a 107th, or counterpart, man during WWII. May-
 be even for all time. Issue No. 28, April 1985,
 shows Elmer H. Borrusch (H&S 107-H&S 112 Bn-died
 1991) viewing Maj Richard's final resting place
 at the Omaha Beach Military Cemetary. And finally
 this coincidental tie-in many years later;
 the Victorian, palatial Archibald family residence
 in Ishpeming is now owned by a 107th NG officer
 - Maj Tibor J. Lanczy (A/HHC NG Bn-Facilities
 Engr, Camp Grayling).....doesn't check in
 so often because always pays dues in big chunks
 for pleasure getting a fresh report and evidence
 that still hanging in there with us out of Fort
 Mils, SC is John F. Lankford (2nd Plt B 254)...
 ordered a Victor Bridge picture in 1971 but nothing
 coming else before or after until his "will not
 attend" notice with '91 dues out of Austin, TX
 with welcome note: "Sorry I can not be there.
 I enjoy reading the BULL SHEET news that reminds
 me of a lot of things that happened to me in
 Europe. Thank you and everybody very much for
 keeping me up to date. Perfecto "Pete" Baldazo
 (107 R-CO Hq Co 1121 Gp) has been in a Sterling
 nursing home the last 4-5 years. Now
 85 years old, can't remember people or
 things but does his best with old army buddies..
 You leave the "n" out of my address; should be
 24 St. Ignatius Lane." Apologies to Henry E.
 Ulrich (107 R-522) - damn typewriter again -
 whose last years "maybe" response didn't pan out
 which would have made 4 consecutive years out of
 St. Ann, MO for Henry.....HELP! HELP! An old
 III memento we are trying to get for the post-
 war archives is a copy of the 254's SOP pocket-
 size booklet. The "Standard Operating Procedures"
 top-hinged booklet was laid out and printed
 up (purple ditto on white paper) by the S-2
 section and many copies were made and distributed
 particularly in H&S Company. Someone surely
 took his copy home as a war souvenir. HELP!...
 BULL SHEET #66, 22 Feb 45: ROTATION - another
 allotment of six men left the Snortin' Bull yesterday
 for a crack at their 30 day furlough in the States
 which adds up to 1 officer and 18
 privates that have left to date. Those with the lucky
 numbers: T/4 Donald L. Ockerby (107 R-H&S
 107 R-54-died 1985), Pfc Sam Seminatore (112 R-H&S
 107 R-54-unlocated, last known in Cleveland); T/5
Ernest E. Glavin (107 R-A 254-unlocated, last
 known Pacific, MO), T/5 John F. Wainio (D 107 R-
 107 R-254-died 1962), T/5 Lester L. Challenger (107
 R-B 254-unlocated, last known in Detroit, Corp
George H. Morrill (C 254-Derby, ME). And PARIS
 found today were: WO Joseph A. Censabella (Hq
 107 R-54-Alexandria, VA), M/Sgt Howard W. Nichola (E

107 R-H&S 254 - Dodgeville, MI), Pfc Robert S.
 Lyon (A 254-unlocated, last known Randolph, VT),
 Pfc Ray L. Sivertson (B 254-died 1970) and T/5
Edwin R. Hutchens (D 107 R-C 254-Marquette, MI).
 Note: The much desired rotation furloughs and
 3-day Paris passes were given to lucky personnel
 in combat areas but don't know on what basis
 they were given.....and from a Feb 1945 DOZER
 BLADE: 3 new daddys in 254: T/5 Murray G. Moon
 (D 107 R-E 112 R-C 254) of Marquette, MI in Ire-
 land; Pvt Raymond C. Aho (F 107 R-E 112 R-C 254)
 of Calumet, MI, in England and T/4 Anthony M.
 Shooks (H&S 107 R-H&S 112 R-254-1121 Gp Hq-died
 1987), of Ellsworth, MI, in Scotland.....did you
 know department: between 1941 and 1945 about
 650,000 vehicles officially designated: "Truck,
 General Purpose, 1/4-ton, 4x4" were produced by
 two manufacturers - Ford and Willys-Overland.
 Field-shortened to "Jeep" the versatile wheeled
 work-horse is now retired from military T/E's.
 But certainly not from memory. Its replacement
 is touted to be an equally versatile, but larger,
 vehicle nicknamed the HUMVEE -the military desi-
 gnated initials HMMWV stands for "high-mobility,
 multipurpose wheeled vehicle.".....the continuo-
 us participation (no reunions tho) of Gerald L.
 Plunkett (3rd Plt B 254) whose Winski, VT fox
 hole was smelled out by Lauri Johnson (Hq Plt C
 254 at Newquay) in 1983 is hereby acknowledged
 and recognized...."I was in the 254 Combat Engi-
 neers. I can't come this year but hope to make
 it next time." If so will be first time for Wil-
 liam Smits, Jr. (3rd Plt C 254), Paris, KY who
 has been actively Association rostered since 69.
"Was all set to go to Kingsford but fell and
 fractured my hip; then ulcers and an infection
 spending 6 weeks in hospital. Still on crutches
 and couldn't stand the trip from Boise, Idaho."
Richard J. Ball (D 107 R-E 112 R-C 254).....
 Hello Ed: "I don't know if you remember me. I
 used to be a cook in Co E 107th Regt. Still get-
 ting around, but a lot of water under the bridge
 since then. Sure glad to receive
 the BULL SHEET. Russell F. Myers
 (Calumet NG -left at Livingston
 due to family hardship); recalled
 Nov 42 and served in 459th
 Engr Depot Co, THIRD ARMY, ETO..
 Thanks for your help, comradeship
 and encouragement. FINIS.



OFFICIALLY REGISTERED AT KINGSFORD REUNION

Cleveland E. Adams (107 R-522)	Newberry, MI
Paul Allen (B 107-522)	Sault Ste. Marie, MI
Raymond A. Anders (Medics 107-254)	Bellevue, MI
Harold Barber (B 107 NG Bn)	Marquette, MI
Thomas C. Bardowski (A 107-A 254)	Stephenson, MI
Herbert S. Bastion (E 107-A 254)	Clawson, MI
John A. Beauchamp (HHC 107 NG Bn)	Skandia, MI

rans Blondo (F 107-112 Bn)	Lexington, MI	Wm. A. Luoma (ex-Bn CO 107 NG Bn)	Wakefield, MI
Orlando A. Bonggi (107 R-A 254)	Iron River, MI	John O. Lund (107 R-B 254)	Viroqua, WI
August E. Brendemihl (D 107 NG Bn)	Marinette, WI	Keith R. Manley (C 254 Bn)	Oxford, AR
Clarence G. Broberg (E 107-C 254)	Green Bay, WI	John J. Martis (C 254 Bn)	Lansing, IL
Alfred H. Brow (H&S 107-1121)	Rochester Hills, MI	John R. Maki (HHC 107 NG Bn)	Ishpeming, MI
Mary E. Brown (A 107 NG Bn)	Calumet, MI	Gary W.R. Mattson (A 107 NG Bn)	Hancock, MI
Joseph Buck (B 107 R-522)	Sault St. Marie, MI	John E. McCormick (107 R-H&S 254)	Ft. Wayne, IN
Donald J. Bussiere (A 107 NG Bn)	Ontonagon, MI	John W. McCormick (B 107 NG Bn)	Sterling Hts, MI
John L. Calcaterra (A 107 NG Bn)	Iron Mtn., MI	Robert K. McGuire (C 254)	Centerville, IA
Jeno A. Canavera (107 R-522)	Iron Mtn., MI	Robert W. Miller (C 107 NG Bn)	Gladstone, MI
Clement J. Cassette (E 107-H&S 254)	Mohawk, MI	Timothy H. Miller (HHC 107 NG Bn)	Marquette, MI
Edward J. Cloutier (F 107 R)	Lake Linden, MI	Arthur L. Millin (C 254)	Patch Grove, WI
Jon L. Compton (HHC 107 NG Bn)	Ishpeming, MI	James F. Moulds (D/HHC 107 NG Bn)	Munising, MI
Anton "Pops" Crnkovich (E 107 R)	Lake Worth, FL	William C. Musten (C 254)	Winston Salem, NC
Warren O. Crow (107 R-C 254)	Wellston, MI	Charles E. Nault (HHC 107 NG Bn)	Fedhaven, FL
Eric J. Dahlgren (C 107 NG Bn)	Neenah, WI	John A. Neno (H&S 254)	Ithaca, NY
Fern H. Dahlgren (C 107 NG Bn)	Gladstone, MI	Donald R. Niemi (D 107 NG Bn)	Quinnesec, MI
Blair V. Daugherty (D 107 NG Bn)	Iron Mtn., MI	Sylvester Nocerini (B 107 NG Bn)	Iron River, MI
James J. Dault (D 107 NG Bn)	Iron Mtn., MI	James E. Noel (C 107 NG Bn)	Gladstone, MI
Raymond E. Deicher (107 R-A 254)	Mercedes, TX	James W. O'Toole (A 254)	San Jose, CA
Kerry J. Denoo (B 107 NG Bn)	Kingsford, MI	Richard J. Oja (HHC 107 NG Bn)	Republic, MI
Clifford C. Densmore (H&S 107-254)	Pinckney, MI	Henry C. Olson (HHC 107 NG Bn)	Florence, WI
Joseph P. DeSantis (B 107 NG Bn)	Ironwood, MI	Morris E. Page (A 254)	Allegan, MI
Francis J. Dhondt (107 R-522)	Rumley, MI	Joseph Paraventi (107 R-522)	Iron River, MI
William F. Dollar (HHC 107 NG Bn)	Kingsford, MI	Joseph Pataconi (107 R-A 254)	Niagara, WI
Bennett K. Dondlinger (107 R-522)	Darien, CT	Freeling M. Peck (A 107 R-C 254)	Sparta, MI
Howard W. Duncan (B 107 NG Bn)	Iron Mtn., MI	Patrick C. Pequet (B/H&S 107 NG Bn)	Flushing, MI
Phyllis Duquette (Donald-B 254)	Ishpeming, MI	Thomas E. Perry (A/HHC 107 NG Bn)	Skandia, MI
Joseph W. Floriano (D/HHC NG Bn)	Iron Mtn., MI	Francis G. Pfeiffer (D 107 NG Bn)	Loretto, MI
Michael J. Floriano (D 107 NG Bn)	Quinnesec, MI	Roger D. Phillips (C 254)	Bridgeport, IL
Leonard J. Ford (C 107 NG Bn)	Escanaba, MI	Paul Podnar (E 107 R-A 254)	Crystal Falls, MI
Frederick Fontaine (A 107 NG Bn)	Calumet, MI	John M. Riley (B 254)	Canterbury, CT
Robert P. Frazier (B 107 NG Bn)	Marquette, MI	Warren L. Romain (107 R-B 254)	Milwaukee, WI
Keith B. Freeze (B 107 R-B 254)	Shepherd, MI	Ronald Ross (HHC 107 NG Bn)	Negaunee, MI
Willis A. Garceau (HHC 107 NG Bn)	Negaunee, MI	James R. Rowe (A 107 NG Bn)	Laurium, MI
Dennis Gassittie (A 107 NG Bn)	Laurium, MI	Larry F. Rule (A 107 NG Bn)	Laurium, MI
Arthur J. Gibour (A 107 R-A 254)	Waukegan, IL	Albert M. Salo (D 107 R-C 254)	Ironwood, MI
Richard P. Gough (A 254)	Atlantic Highlands, NJ	John W. Schmitt (A 107 NG Bn)	Calumet, MI
Dennis Greenleaf (D 107 NG Bn)	Norway, MI	Robert A. Segalin (B/HHC NG Bn)	Ironwood, MI
Henry P. Hady (HHC 107 NG Bn)	Iron Mountain, MI	James Sertich (B 107 NG Bn)	Ironwood, MI
Harold V. Hall (A 107 Bn)	Wyoming, MI	Aloysius R. Sever (HHC 107 NG Bn)	Laurium, MI
Leland C. Hardes (D 107 R)	Sidnaw, MI	James W. Sheldon (A/HHC 107 NG Bn)	Baraga, MI
Burdette R. Hayner (107 R-H&S 254)	Hastings, MI	William F. Siebert (E 107 R-A 254)	Stevens Pt, WI
Charles E. Heikkinen (F 107 R)	Niagara, WI	Kenneth F. Sikora (C/HHC NG Bn)	Green Bay, WI
John E. Hendra (A 107 NG Bn)	Calumet, MI	Donald R. Small (ex-Bn CO NG Bn)	Marquette, MI
Charles Hendricksen (C 107-522)	Brown Deer, WI	James R. Spackman (CO 46th Engr Gp)	Lansing, MI
Leo R. Hirvela (HHC 107 NG Bn)	Grayling, MI	Frederick Stonehouse (HHC 107 NG Bn- Exec Off 46th Engr Gp Hq)	Flint, MI
Edwin R. Hutchens (D 107 R-C 254)	Marquette, MI	Martin Terzaghi (D 107 R)	Negaunee, MI
James L. Hutcheson (HHC NG Bn)	Ishpeming, MI	Helen Toerpe (Edward-H&S 254)	Mercer, WI
Edwin J. Jachimski (HHC NG Bn)	Negaunee, MI	Albert A. Tomassetti (B 254)	Louisville, KY
Clyde H. Johnson (F 107 R)	Hancock, MI	Herbert W. Tompkins (B/Hq 254)	Deltaville, VA
Idell M. Johnson (HHC 107 NG Bn)	Negaunee, MI	Paul J. Van Abel (E 107 R-A 254)	L'Anse, MI
Hilbert E. Juntunen (D 107 R)	Bessemer, MI	Edw. C. Vickstrom (D 107-H&S 254)	Ishpeming, MI
Kenneth Kampe (HHC 107 NG Bn)	Marquette, MI	Gertrude Wainio (John F.-B 254)	Ironwood, MI
Edwin K. Kohn (F 107-A/HHC NG Bn)	Calumet, MI	Ron J. Westman (A/HHC 107 NG Bn)	Sawyer AFB, MI
Edward D. Krueger (107 R-H&S 254)	Two Rivers, WI	Carl Wenger (B 107 R-522)	Argyle, WI
Richard A. LaChance (C NG Bn)	Rapid River, MI	Andrew C. Willenborg (C 254)	Bradley, IL
Patricia Larsen (Wm. C-HHC NG Bn)	Big Bay, MI	Douglas H. Williamson (107 R-C 254)	Rockford, MI
Wade J. Lehte (D 107 NG Bn)	Iron Mountain, MI	Richard H. Wills (D 107 R-B 254)	Negaunee, MI
Stanley R. Levall (B 107 R-522)	Greendale, WI	Robert C. Wills (HHC 107 NG Bn)	Rockford, MI
James W. Lienau (Bn CO 107 NG Bn)	Green Bay, WI	Clarence A. Zastrow (107 R-B 254)	Milwaukee, WI
William E. Luokkanen (A 107 NG Bn)	Mohawk, MI		