



March 2002



Issue Number 46

The "BULL SHEET"

Published by:
107th Engineer Association
900 Palms Avenue
Ishpeming, MI 49849

Location Change – We're going back to "Iron River"

You didn't finish the job in Iron River...so we're going back. Really, there have been some unforeseen difficulties with hosting the reunion in Gladstone, and Charlie Company asked if they could be relieved of the responsibility of hosting the reunion. The Soo is the next in the rotation, but had to back out also. We had such a great time hosting the Millennium's First Reunion, two years ago, that we volunteered our services again.

So with that....

"WELCOME BACK TO IRON RIVER!"

The soldiers of Detachment One Bravo Company and their families are looking forward to seeing all your bright and shining faces again on 19-20-21 July 2002. We enjoyed hosting the Reunion so much, we even considered leaving the decorations up. No, that would not have been good enough for you. We not only saved the decoration from that gallant event, but have added to them. Wait till you see this years. You will be blown away. We took VERY good notes from two years ago and are keeping the things that worked and adding a few different twists, which will make this years event the best.

The dates (which were already selected), are the same as the U.P. Championship Rodeo. The Rodeo is one of the biggest events of the U.P, and is held in Iron River. At first we thought "OH NO!" But with good National Guard skills and the boldness only an Engineer could have, we grabbed Ol' Snortin' Mortin by the horns. Not only will our festivities take place as planned, but we will piggyback (or horse back) the Rodeo's events. Follow the itinerary below.

Friday, July 19th

Starting at noon, the registration table and bar will open. Entertainment for the evening will be a little background music so as to not interrupt your "long time no sees." Here's the first twist. **A Friday fish fry will be available for a menial cost of \$7.00. It will consist of Deep Fried Perch, French Fries, Coleslaw, Rye Bread, and Baked Beans.** You couldn't get all that on sale at your favorite restaurant. Let alone have drinks with your buddies. SFC Gibson's fish fry is even enjoyed by people who don't like fish. You won't want to miss this.... Please get your names in early.

Saturday (Packed Full of Fun Events)

- The organized gold scramble will take place, time and location to be announced during Friday night mixer.
- Starts with Breakfast from 0730-0900 hours. It will be served buffet style, so as to speed up the process. SSG Dave (Pollock) Rullcoski says he can make the buffet even better than eggs to order. For \$5.00, we will have scrambled eggs, hash browns, sausage, toast, pancakes, and yes, SOS. The bar will be open for Bloody Mary's or whatever is to your liking.
- We have to hurry cause the Rodeo parade starts at 1000. Our unit will be preparing a float (or two) for as many of you that want to ride. We will load about 0930. Should be fun. Maybe we can get LTC Perry to lead the Engineer song. If you don't want to be in the Rodeo Parade, I would highly recommend taking up positions along the parade route, which will start not far from the armory.
- The memorial service will take place at the flagpole at 1130.
- "Lunch on the Lawn" will be from 1200-1330. It will feature brats, burgers, corn on the cob (if in season), salads, and all the picnic fixins'.
- The business meeting will be held in the motor pool at 1330.
- For those that wish to attend the 1st rodeo performance, it will start at 1400 at the Fair Grounds (which is just a short walk from the Armory). We are trying to get a reduced rate for all reunion attendees.
- We will also have a bus leave for Lac Vieu Desert Casino at 1330 in from of the Armory.
- So, if you don't attend the business meeting, don't gamble, don't want to do the rodeo.... the bar will be open in the gym for commiserating or a game of cribbage. (I'll meet you there after the business meeting.)
- Then you had better go get spruced up for the banquet. Posting of the colors will take place at 1830. Back by popular demand, will the Detachment's very own... dedication to the flag and the flag folding ceremony. Our last reunion's after action report said to do whatever it

takes to not stand in line for the meal. Therefore, the meal will be served 'family style' at your table.

- Following the dinner, the DJ will kick in with the tunes from Big Band to the Detachments Chair dance of the YMCA. Yup that was us!!!

Sunday 21 July 02

Brunch will be served from 0930-1100. The Mess Sgt. (Pollock) has assured us that anything and everything will be available. This time is used by all, to say "see ya, till next year." (Also used to nurse a slight hangover.)

Due to the number of people in town for the Rodeo, and the lack of motel rooms, I blocked 40 rooms at the Americinn Motel in Iron River. See the attached Lodging sheet to get their number. Just tell them that you are with the 107th Reunion. Not the cheapest place in town, but it was the only place that had a bank of rooms.

So as you can see, we have thrown together one heck of a plan in such a short notice. If you were undecided about whether to attend this year or not, I hope you choose to attend. This will be one to remember. The decorations will be the best ever. And we have taken great care to ensure EVERYTHING has been thought of. See You 19-20-21 July.

SFC Jeffrey A. Gibson
Association President

SPECIAL NOTE: Due to the events of September 11th, security at this year's reunion will be a little tighter. You will be given a button or name badge, which must be worn to gain entrance to the Armory and/or any of the festivities. Also due to the Rodeo being so close to the Armory, people attending the rodeo sometimes use our parking lot. In order to control who is in our lot, we will be giving out parking passes for your vehicles. I'm sure you will understand and cooperate.

Officially Registered – Ishpeming Reunion 2001

Melvin Anderson (HHC/107B)	Negaunee, MI	Willis Garceau (HHC/107B)	Negaunee, MI
Carleton Babb (HQ/107B)	Grand Ledge, MI	Jeffery Gibson (B/107B)	Stambaugh, MI
Erick Barnhart (C/107B)	Escanaba, MI	Terry Girard (B/107B)	Iron River, MI
Geraldine Baker (HHC/107B)	Grayling, MI	Arthur Gibor (A/107R 112R A254)	Waukegan, IL
Jessica Baker (B/107B)	Soo, MI	Kenneth Giese (HHC/107B)	Negaunee, M
James Baker (A/107B)	L'Anse, MI	Henry Greenwood (Army Adv)	Marquette, MI
Nancy Barker (Carl M.)	Two Rivers, WI	Joseph Grimsby (HHC/107B)	Marquette, MI
Donald Bussiere (A/107B)	Ontonogan, MI	Aurelia Hahka (Fred Gagne, B/HHC/107B)	Deerton, MI
Robert Brown (1121 Gp, 254)	Ellington, CT	Harold Hall (A107R, 112ER)	Wyoming, MI
Gary Brown (A/107B)	Laurium, MI	George Hansen (B/HHC/107B)	Mission, TX
Joseph Battisfore (A/107B)	Houghton, MI	Gerald Harry (A/107B)	Hancock, MI
Todd Bessner (HHC/107B)	Hancock, MI	Link Hibernig (107B)	Grayling, MI
Randy Carlson (HHC/107B)	Champion, MI	Arnold Hintsala (HHC/107B)	Negaunee, MI
John Culliton (C/107B)	Gladstone, MI	George Hough (HHC/107B)	Marquette, MI
Raymond Chartre (HHC/107B)	Negaunee, MI	Stanton Hough (HHC/107B)	Ishpeming, MI
Jon Compton (HHC/107B)	Ishpeming, MI	June Hutchens (Edwin (Hutch), D/107R E/112R C/254)	Marquette MI
Eric Dahlgren (C/107B)	Gladstone, MI	Henry Ilenich (A/HHC/107B)	Laurium, MI
Fern Dahlgren (C/107B)	Gladstone, MI	Peter Injasoulian (HQ/107B)	Howard City, MI
Donald De Roche (HHC/107B)	Ishpeming, MI	Edwin Jachimski (HHC/107B)	Negaunee, MI
Joseph De Santis (B/107B)	Oak Lawn, IL	Leonard Jamessen (B/107B)	Wakefield, MI
Paul Dishaw (HHC/107B)	Ishpeming, MI	Robert Jeanotte (A/107B)	Hubble, MI
Howard Duncan(B-D/107B)	North Vernon, IN	William Kangas (HHC/107B)	Negaunee, MI
Phyllis Duquette-Donald (Duke), (D/107R-NG B254)	Ishpeming, MI	Charles Kent (HHC/107B)	Ishpeming, MI
Fritz Ehrhardt (D/HHC/107B)	Ishpeming, MI	Danel Kurian (HHC/107B)	Ishpeming, MI
John Elliott (HHC/107B)	Champion, MI	Gary LeFreniere (HHC/107B)	Ishpeming, MI
Scott Etelamaki (HHC, A/107B)	Negaunee, MI	Patricia Larsen (William, B/HHC/107B)	Big Bay, MI
Mike Floriano (D/HHC/107B)	Kingsford, MI	James Ledford (B/C/107B)	Marquette, MI
Joseph Floriano (D/HHC/107B)	Ishpeming, MI	Phillip Lennert (HHC/107B)	Manistique, MI
Leonard Ford (C/107B)	Escanaba, MI	Lloyd Lessard (C/107B)	Gladstone, MI
Clarence Forsyth (A/254)	Boonton, NJ	Robert Lundin (HHC/107B)	Ishpeming, MI
Frederick Fountaine (A/107B)	Calumet, MI	William Luoma (B/HHC/107B)	Wakefield, MI
Michael Fraser (HHC/107B)	Ishpeming, MI	William Luokkanen (A/107B)	Mohawk, MI
Robert Frazier (B/HHC/107B)	Marquette, MI	John R. Maki (C/107B)	Escanaba, MI
James Fredrickson (HHC/107B)	Livonia, MI	Roger Marcotte (HHC/107B)	Ishpeming, MI
Keith Freeze (107R B/254)	Shepherd, MI	David McCombie (B/107R)	Melbourne, FL
Jack Frye (HHC/107B)	Acme, MI	John McCormick (B/107B)	Sterling Heights, MI
Danny Garceau (HHC/107B)	Bath, MI	Robert McGuire (C/H&S/254)	Centerville, IA
		Harold Menapace (D/107R E/112R C/254)	Gwinn, MI
		James Moulds (B/HHC/107B)	Munising, MI

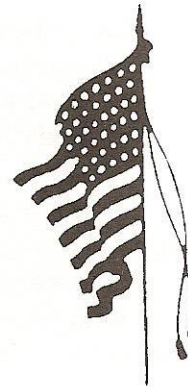
Officially Registered – Ishpeming Reunion 2001 (Cont.)

Loretta Nault (Charles, HHC/107B)	Lake Wales, FL	Russell Smoley (B254)	Camp Hill, PA
John Nelson (B/HHC/107B)	Marquette, MI	Ross Stevens (A/107B)	Calumet, MI
Howard Nichola (107R C/254)	Dodgeville, MI	Victor Stevens (A/H&S/107R)	Livonia, MI
Daniel Niemisto (HHC/107B)	Augusta, MI	Art Stevenson (H&S/107R)	West Jordan, VT
James Noel (C/107B)	Gladstone, MI	Fred Stonehouse (HHC/107B)	Marquette, MI
Perry Nora (HHC/107B)	Ishpeming, MI	Richard Strand (HHC/B/107B)	Ironwood, MI
Richard Oja (HHC/107B)	Republic, MI	Daryl Tammelin (A/107B)	Baraga, MI
Joe Patrick (B/C/D/HHC/107B)	Wells, MI	Tim Tebby (A/B/HHC/107B)	Marquette, MI
Steven Pellinen (HHC/107B)	Ishpeming, MI	Joe Testolin (D/HHC/107B)	Iron Mountain, MI
Thomas Perry (A/B/HHC/107B)	Roscommon, MI	Mike Touchinski (A/107B)	Marquette, MI
Jodi Peterson (HHC/107B)	Negaunee, MI	James Turunen (A/107B)	L'Anse, MI
Patrick Pequet (B/H&S/107B)	Flushing, MI	John Tyrrell (HHC/107B)	Ishpeming, MI
Steven Pietila (B/107B)	Bruce Crossing, MI	Paul Van Able (E/107R 112R 254)	L'Anse, MI
William Porier (HHC/107B)	Ishpeming, MI	William Viau (C/107B)	Escanaba, MI
Daniel Porier (HHC/107B)	Ishpeming, MI	Ed Vickstrom (D/107R E/112R B/H&S/254)	Ishpeming, MI
LaRue Reher (B/254)	St. Paul, MN	Joyce Ward (Leonard)	McLean, VA
Roland Revello (HHC/107B)	Vulcan, MI	Shannon Way (A/HHC/107B)	Ishpeming, MI
Irene Riley (John, B/254)	Canterbury, CT	Douglas Weenser (B/107B)	Iron River, MI
Warren Romain (D/107R E/112R B/254)	Milwaukee, WI	David Wesloski (A/C/HHC/107B)	Grayling, MI
Henry Schwanke (HHC/107B)	Marquette, MI	Douglas White (A/107B)	Lansing, MI
James Sheldon (HHC/A/107B)	Baraga, MI	Richard Wills (D/107R E/112R B/254)	Negaunee, MI
William Sheldon (HHC/107B)	Ishpeming, MI	Robert Wills (HHC/107B)	Rockford, MI
Donald Small (HHC/107B)	Marquette, MI		

TAPS



*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.*



Adams, Cleveland E. B-107R/F-112R/522E, 1/10/02, Newberry, MI
Allan, Edward H. A-107R/522E 3/4/00, Desert Hot Springs, CA
Asplund, Clyde C. 107R/A-254B Date Unknown, Ironwood, MI
Bergemann, Harold A. 522E 6/6/01, Milwaukee, WI
Bonney, Raymond T. 107R 5/20/01, St Clair Shores, MI
Champagne, Francis J. B-107R 4/28/98, Sault Ste Marie, MI
Faust, Harold J. A-107R/A-112/A-254 8/7/00, Marshfield, WI
Fornatoro, Felice A. 112R/1121Gp 4/30/01, Flushing, MI
Freitag, Harold W. C-107R/F-112R/522E 7/21/86, Sheboygan, WI
Hydo, Michael H-107R/H-112R/H-254E 5/24/01, Sterling Heights, MI

Lannet, Jorma H. D-107R/E-112R/B-254 4/7/01, Bruce Crossing, MI
Larson, Emil A. H&S-107E 12/9/01, Marquette, MI
Maki, John R. HHC-A-C-D-107E Bn 9/18/01, Gladstone, MI
Menapace, Harold A. D-107R/E-112R/C-254E 8/12/01, Gwinn, MI
Novak, Louis A-107E 3/3/01, Menominee Falls, WI
Pierce, Clarence E. H&S-254E 7/10/01, Sioux city, IA
Rutkowski, Harry P. B-254E 5/26/01, Milwaukee, WI
Seilo, Melvin N. 107R/112R/A-254E Date Unknown, England
Stevens, Edmund V. A-107R Date Unknown, Gladstone, MI
Waara, Wallace H. F-107R/H&S-112 1/1/01, San Diego, CA

A Soldier Died Today...

He was getting old and paunch and his hair was falling fast,
And he sat around the Legion telling stories of the past.
Of a war that he had fought in and the deeds that he had one
In his exploits with his buddies, heroes everyone.

And though sometimes to his neighbors his tales became a joke
All his buddies listened, for they knew of what he spoke.
But we'll hear his tales no longer for ol' Bob has passed away
And the world won't note his passing, though a soldier died today.

When politicians leave this earth their bodies lie in state
While thousands note their passing and proclaim they were great.
Papers tell of their life stories from the time that they were young,
But the passing of a soldier goes unnoticed and unsung.

Is the greatest contributor to the welfare of our land
Someone who breaks his promise and cons his fellow man?
Or the ordinary fellow who in times of war and strife
Goes off to server his country and offers up his life?

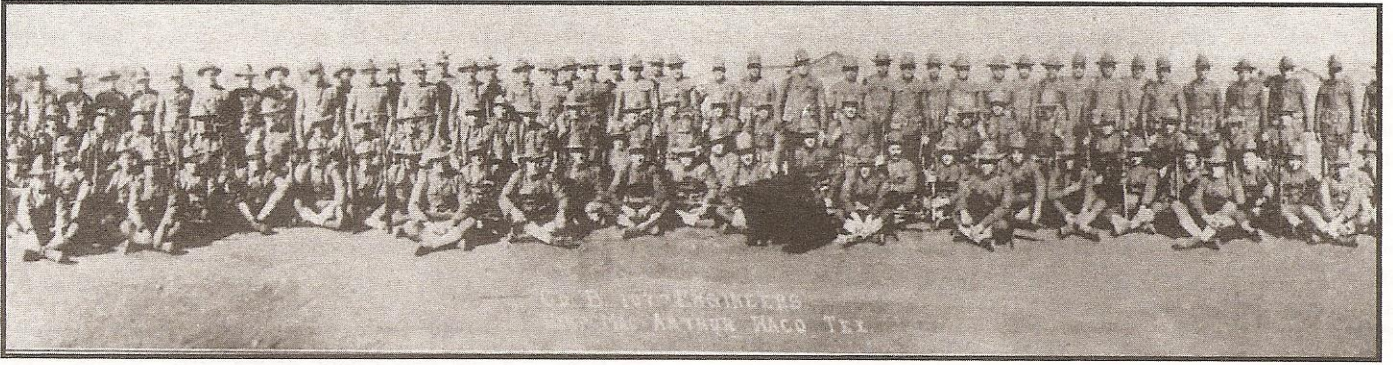
The politician's stipend and the style in which he lives
Is sometimes disproportionate to the service he gives.
While the ordinary soldier who offered up his all,
Is paid off with a medal and perhaps a pension small.

It's so easy to forget them for it was so long ago
That our Bobs and Jims and Johnnys went to battle. But WE know.
It was not the politicians with their compromise or ploys
Who won for us freedom that our country now enjoys.
Should you find yourself in danger with your enemies at hand
Would you really want some cop-out with his ever waffling stand?
Or would you want a soldier who has sworn to defend his home,
His kin and country and would fight until the end.

He was just a common soldier and his ranks are growing thin
But his presence should remind us we may need his likes again.
For when countries are in conflict then we find the soldiers part
Is to clean up all the troubles that the politicians start.

If we cannot do him honor while he's here to hear the praise,
Then at least let's give him homage at the end of his days.
Perhaps just a simple headline in the paper might say
"Our country is in mourning, for a soldier died today."

THE BAYLOR BEAR



After a reading of "Combat Engineer – The History of the 107th Engineering Battalion" by Fredrick Stonehouse, curiosity arose about the mention of the 107th Engineers presenting the first live bear mascot to Baylor University. During an attempt to find out more information, Mr. Kent Keeth, the director of the Texas Collection at Baylor University, was contacted. He supplied the following from a booklet by Esse Forrester O'Brien titled "The Baylor Bear Mascots." Many Thanks to Mr. Kent Keeth.

"Camp MacArthur had been located in Waco at the beginning of World War I, and the 107th Engineers of the famous 32nd Division were stationed at this camp. The Engineers had as their mascot a black bear. The Baylor-A.&M (sic) game was scheduled for November, 1917. Baylor needed to win that game; and furthermore, she needed all the encouragement she could get. The 107th Engineers were called upon to lend a helping hand, and a bear. Would they please lend the bear and the soldier who trained him to Baylor for the game? So it was through the courtesy of one of the 107th Engineers that the 'Bear Trail' was led by a real, live bear by

the name of Ted.

"In January, 1918, the 107th Engineers received orders to leave. They loaded Ted in a truck and brought him to the Athletic Building on the campus. There they presented him to Baylor, along with their good wishes for a successful athletic future, adding that they knew Ted would have a good home. Mr. Gantt, officially or unofficially, received the bear as a present to the Athletic Department of Baylor University."

Careful inspection of the above photo reveals Ted in front of the formation of Company B 107th Engineers, Camp MacArthur Texas. Photo courtesy of Copper Country Archives, Michigan Technological University.

It wasn't until 1932 that Baylor University declared the bear their official mascot with the acquisition of a bear named Joe College. The Baylor Bear tradition is still alive today. Their current bear is Judge Herbert H. "Chance" Reynolds. Baylor acquired "Chance" in 1999 and named him after Baylor University Chancellor Herbert H. Reynolds.

HOW CALUMET BOYS BRIDGED SAN JUAN

When Engineers Said work could Not Be Done, Copperdom Soldiers Did It Anyway.

Calumet, Mich., May 1—With talk of a possible war with Mexico and the knowledge that the declaration of war will send 150 to 200 Calumet boys scurrying to the front, the Calumet men who fought through the Cuban campaign declare that the members of Company A, Engineers, will do their share of the heavy work, wherever they are sent.

Perhaps the one thing that attracted the greatest attention to the Calumet Company in Cuba was the throwing across the San Juan River of a cocoa tree bridge, after the job had been declared impossible by engineering officers of the regular army. This feat has been written up in the magazines and press of the East. It was recalled at the annual banquet of the United Spanish War at the armory the other evening.

Captain P.C.F. West, formerly chief of staff for General "Baldy" Smith, U.S.A., used to tell the following story on his own corps. "During the movements about Chattanooga it became imperative that a bridge be built across the river. An officer noted for his

celerity was selected to have charge of the undertaking and was told the plans would shortly be sent him from the Engineer corps. After waiting for some time he decided to build the bridge and receive the plans afterward. The general in command, becoming impatient, questioned this officer about the affair and was told that the plans had not been received from the engineer's department, but that the bridge had been completed and was ready for use. Thus occasionally did the volunteer officer in the service throw red tape to the winds and shock and 'high brow regulars.'"

It was something of this kind happened in Cuba during our year with Spain. It is related of the Calumet company that it was known in regular service, as it always has been in the National Guard, that this company could furnish any sort of professional man as well as any sort of mechanic for a hurry-up job.

General Shafter wanted a bridge erected over the river, near San Juan, for the transportation of big siege guns, weighing seven tons each, being sent to Santiago, but it seems the engineers directly in charge had all sorts of good reasons why such a bridge could not be built. It was the general's purpose to have the Calumet company, which had been doing road work in the vicinity, do the work, once the plans had been decided upon. Lieutenant W. H. Thielman, then a staff officer, was to have been in immediate charge and was asked to report for orders.

General Shafter stated to the lieutenant that it was too bad the bridge could not be erected, as he needed it urgently for his big batteries. The lieutenant, not knowing an adverse professional opinion had been rendered, innocently remarked he could have such a bridge completed by 2 o'clock in the afternoon if ordered to do it. Of course the order was forthcoming. To a man who had handled millions of feet of timber annually this did not seem a very stupendous undertaking.

Men were sent two miles up stream, where the lieutenant had noticed a cocoanut grove, and four of the big trees, each sixty-four feet long, were felled and hauled to the water. Here the men met with their first disappointment, for the logs, being heavier than water, very promptly disappeared. The matter of specific gravity

was overcome by attaching telegraph wire to each log and towing it to its destination, the towing being done by the Calumet men, for a promised mule team had not been furnished.

Sometimes they towed the trees twenty feet under water; again they dragged them over shallows containing not over six inches of water. When a dam obstructed the way several of the boys would get on the upstreams end of the log, give it a teeter-totter sort of a motion, and when the down stream end was high in the air the boys, with a "strong push and a push altogether."

Reprinted by permission courtesy The Daily Mining Journal, Marquette, Mich., May 2, 1914.

REMEMBER WHEN.....

- 10 DEC 40 - Round trip train fare (within 15 days) from Alexandria, LOUISIANA FOR MILITARY WITH FURLOUGH PAPERS TO Sault Ste Marie--\$27.75, to Marquette, \$25.80, To Calumet, \$26.70.
- 21 JUL 45 - Marseille, France. A trip to Chateau d'If, island prison of legendary Count of Monte Cristo was the high spot of organized recreation for the week. Flashlights were used to inspect the dungeons under the Chateau. The trip was topped off by a swim in the blue Mediterranean.
- 21 Jul 45, Marseille, France. Many ETO personnel saw the stage show, Dear Ruth. The leading lady, Norma Krasna explained, that she can't tell what the hero of the play, an aviator on furlough will do, "because he has that overseas look in his eye."

WWII INQUIRIES & UPDATES

And here's proof that the ol' sweats are still kickin' – and still raisin' dust, so to speak.

The first from LTC Edward R. Ponatoski, Jr. USA Ret, through LTC David R. Wesoloski's command office: "I have been trying to find information concerning the 254th Engr Bn for a number of years. My father, Edward R. Ponatoski, Sr. [C/254 – TAPS 1972] was taken POW at BULLINGEN, Belgium, on 17 Dec and again on 19 Dec 44. I was very touched at finding and then reading General Ward's article and the unit history on the website. I entered the Army in 1974 and in the early '80s visited the BULLINGEN area from my post in Germany. If anyone from the 2nd Platoon of C/254 remembers by father, I hope they will contact me at 410-269-1794 or 520 Horn Point Dr., Annapolis, MD 21403."

An appeal for 254th info from John R. Puckett, Dunwoody, GA, was seen in "The Bulge Bugle" resulted in some surprising unknown news about his brother Royal H. Puckett [2/B/254]: "Your records showing that Royal was from NC is correct from whence he was drafted on 12 Apr 43. However, the U.S. Army never acknowledged or reported that he was a POW so far as your records may indicate. My parents were first informed he was Missing in Action (MIA) at BULLINGEN, Belgium, on 17 Dec 44. Then months later, on 15 Oct 45, they were informed he was KIA. Royal was buried in Belgium, but later his remains were returned to

the U.S. I would like a copy of the "107th History; 1881-1981 enclosing payment for same."

Another bucked down to the WWII section from Ross Stevens [A/107 NG]: "I am the son of Ray A. Ballard, A/254, and would like to find out more about my father's history and campaigns he participated in." James A. Ballard, Renton, WA. Once again the wheels turned. Ray's short-lived Association enlistment was both happy and sad. Happy because he and his 3rd Platoon squad sergeant, Robert A. Wiley [TAPS, Soap Lake, WA] fortunately, happily and accidentally met at an area medical facility in 1990 thereby establishing Ray's Association connection. He and his wife, Patricia, soon thereafter made the long trek to the U.P. for his first, and last, reunion experience. Sadly, because early in '91 Pat sent in the news that Ray had died. However, she graciously expressed her joy over Ray's exciting reconnection with some of the ex-Company A comrades at Calumet.

PART TIME SOLDIERS

Members of the National Guard are part time soldiers. For more than 350 years they have become full-time soldiers when their country needed them.

- Dec 7, 1941, WW II: 300,034 were already serving on active duty.
- Korean War: 185,000 Guardsmen were called to active duty.
- Berlin Crisis: 1961, 44,371 Army Guardsmen and 21,067 Air Guardsmen were called to active duty.
- Vietnam: Air National Guard: 11 Air Squadrons, 3 Air Flying Groups, 4 Tactical Fighter Squadrons. Army National Guard: 34 units and more than 6000 personnel served in Vietnam.
- Desert Storm was the fifth time in fifty years that National Guardsmen were mobilized. Air National Guard, 11,000 activated with an additional 1200 who volunteered for active duty. Army National Guard: 62,000 men and women were activated with 38,000 serving in the combat zone. During Desert Storm the National Guard operated 471 Family Support Centers across the nation. These centers served more than 500,000 dependent family members of every branch of the service. One such center was located in Ishpeming and served the Upper Peninsula.

BEST ENGINEERS ON EARTH

Major W.F. "Pat" Lewis, *Returning From Battlefield, Talks at the College of Mines* on What the 107th Has Achieved.***

Major W.F. "Pat" Lewis, who went to France as captain of Company C of the Michigan battalion of the 107th Engineers, spent yesterday in Houghton. He addressed the training detachment at the Michigan College of Mines, of which institution he is an alumnus.

It is not on record that "Pat" Lewis ever delivered a public address before but this one could stand up as a model of what a veteran officer ought to tell new soldiers. A verbatim report is not possible but the substance of the talk is here given:

"This is an informal party and you may smoke if you wish," was the big officer's introductory statement to the 200 soldiers," a little attention that put them in the proper receptive mood.

"I am asked by your captain to tell you a few things that engineers are supposed to do. For one thing, you may get shot. But you'll have to take your chance on that.

"When you first get to France you are taken to a rest sector—that is after your period of training. This rest sector at present is in Alsace, near the Swiss border. It is a quiet sector, intended to give you your baptism of fire, a place where you can get used to the artillery. We have there what is known as a gentleman's agreement—you fire a shot and the Hun fires a shot.

"You are gun shy when you get there. You don't know what gunfire means, you have no conception of it."

M.C.M. Engineers After One Year

"I want to say before I go further that I was with a regiment of engineers the first battalion of which was turned out by this school. It is the greatest regiment of Engineers in any army on earth today. I had nothing to do with making it what it is. It was the boys themselves.

"Well—to proceed with my story:

"When we got to this rest sector we found we were opposite Mulhausen, a big manufacturing town on the German side of the line. I could see some 75's up ahead of us but there were 155's, 210's and 8 1/2's behind us and we didn't know it. We were told we would have a little show at nine minutes past the zero hour, which was 9 o'clock at night. What we got was hell from our own guns. We were being broken in, given our baptism of fire. A solid mass of steel and flame was going into Germany with the compliments of the Yankees.

"You will not be able to realize it but in 11 minutes that night more shells were sent over from that sector than had been fired all told in the entire war before the time! That was the American artillery in action.

"I want to tell you that a battery of heavies in that show was commanded by one of the best fellows and one of the best major of Engineers on earth—a man named Linton from Saginaw, who is a graduate of this college.

"We got used to gas and shell in this sector and finally were sent back to the western front, almost to the French coast and then north through Paris.

"I want to tell you boys about Paris. Paris is SOME city, a real town boys. They throw roses and kisses at you and everything else. But we got through Paris without losing a man and we went into

camp about 30 miles northeast of the city. It was a fine, comfortable camp. We stayed there one day.

What Was Once a Town

"We started on again and at 5 o'clock that evening we landed in what was once a town. It was a pile of white stone. You want to remember that all buildings in France are of stone. There is not a frame building in the country. We inquired and found we were in the town of Villers-Cotterets. That is where the Marines went in and opened up the First big American offensive.

"There was acres of camouflaged big guns, stacks of munitions, piles of rifles as big as this building. There were lots of souvenirs.

"I asked the men to keep watch for the body of a Russian officer or a Portuguese officer. Why did I want to find these particular relics?

"Well, the Russian and Portuguese officers wear the finest boots in the world and I wanted a pair. One of the boys yelled that he had found the boots. He saw one stick out of a clump of ruins and he pulled it out. It contained a leg, and nothing else. I tell you this to show you what you may expect to find in France."

Major Lewis went on from here to describe the fighting in the Rheims, Chateau Thierry-Soissons sector, where the Americans nearly rounded up 700,000 Huns. He told of the work of the Engineers in keeping open the lines of communication, repairing the roads, remarking that a 210 can tear "a hell of a hole in a road."

"The first thing to do in repairing a French road is to clean out all the mud from the hole, which is a pleasant little task under fire. Then you fill it with rock set it on edge. There is always a lot of rock to be found alongside the road because the French road service is the best in the world.

"The Engineers followed the advance as far as a little town called Charmelle where they went into camp. It was raining like hell but it was easy to sleep," said the major, to indicate how exhausted his men were. The next day the Engineers had to help bury the dead, which is a part of their job. They then advanced to Ron Thierry, but were driven back leaving their wounded. They recovered the place almost immediately and found that every wounded man had been bayoneted.

"This is not a hate lecture," said Major Lewis. "We don't need any hate lectures. But I just want you to know that one of the most pleasant pastimes of the Hun is murdering wounded men."

The story brought Major Lewis up to the Ourcq, where he saw some of the most dashing fighting of the American infantry, the 'doughboy.'

"You men are going to be Engineers," said the major, "and you may learn to look down a little bit on the doughboy. Forget it. You are going into the highest branch of the service but you want to remember that the doughboy does the fighting. He goes over to France for just one thing, to die or come back wounded. You want to remember that there are three branches of the service that are entitle to the most credit: The doughboy who does the fighting, the stretcher bearers who go out and bring in wounded under fire without even a pistol to protect themselves, and the ambulance men who drive all night without lights, in daylight under fire and seldom that one of the three gets credit.

"At the Ourcq, C company was ordered to build a bridge. There is no timber in France. Bridges must be built of pontoons. We had no pontoons but the bridge must be built. The men collected gasoline cans and lashed them together, carried them three miles

past Fismes through a Hun barrage that must have dropped 5,000 shells, launched them and got back without a scratch. We also built a bridge that would bear 30 tons in something like three hours. Altogether we built five bridges as well as repairing roads night and day—pleasant work under fire.

125th in Action

"I saw the 125th, which contains the Houghton company, charge three times before it captured a Hun gun. They took it with cold steel and when the Hun sees that steel it's 'Kamarad' every time.

Some German Treachery

"One of the pleasant little jobs you will have as engineers is demining. The Hun mines everything he leaves. He will load up the culverts of a bridge with high explosives and as soon as a man attempts to cross or a body of men or a battery up will go the bridge. You'll have to go in and pick that stuff out before the bridge can be used.

"Engineering in the army is not scientific. It is plain horse sense. We have to outguess the Hun all the time and we do it. The soldier soon develops a sixth sense, suspicion. He is suspicious of everything. You want to remember that when you get to France you never want to touch anything that the Germans have come in contact with unless you examine it.

"You also want to remember that Engineers have to do everything. They build roads and bridges, bury the dead, carry up food to the front lines. And I want to tell you that the American army gets the best food in the world, and gets it right in the front line if you can get it up. I have eaten porterhouse steaks THAT thick right in the front line. Down in Alsace we had cherry pie with a crust on it. Last April we had new potatoes when they were costing you \$6 a throw over here—and the United States feeds us this for 42 cents a day. You get the best food in the world. Where it comes from I don't know but we get it.

"Being a buck private of Engineers is a dammed fine job but there are better ones. You want to remember that you can always rise higher but also that when a major general wants something done it is the buck private who finally does it."

The France of Today

The major thought that France must be a beautiful country in peace times. He dwelt, as an Engineer, fondly on the French roads. But he drew one picture of present-day France.

"You see beautiful fields but pulling the plow will be a cow on one chain and an old woman of 85 on the other. There are no men in France who are not in uniforms.

"At that you will have lots of fun and you can get champagne. I mustn't forget the champagne. In France it costs 4 Fr. a quart, in New York \$10. Back in rest billets the soldier can go to a café and get a dozen eggs, an order of French fried, a couple of quarts of claret, maybe a fried chicken and go home feeling content with the world. And then once in a while he goes to Paris. I wish I could tell you boys about Paris. But you will see it and it is, as I said before, SOME town.

"While I am painting the brighter side of life in the army in France I want to say with pride that the only regiment in France that has never been used as infantry and has never had a vacation is our

regiment. Join the Engineers and see the world. There is something doing all the time, you are never two weeks in one place.

"This outfit I am talking about was trained in this college. You can see the result of the work of the best professors of engineering in the World everywhere on the battlefields of France.

"I had four years in these buildings. I never thought I would get through but I made it.

"The training the men got here has made them the best military Engineers in the world. Our Engineers will accomplish in a few minutes something that an Englishman or a Frenchman would have to plan for a week.

"You'll enjoy France and the army. You may be sick going over and you will say 'I'm never going back until they build a bridge.' But you will forget that and you will have a good time. Some of you may 'go west' but that must be expected. And after it is all over, after you have crossed that old pond again and you step your foot once more on solid Yankee land, 'Oh, boy! It's a grand and glorious feeling.'"

Major Lewis was cheered repeatedly by the detachment men during his talk. It was such a talk as soldiers could appreciate, the talk of a red-blooded and two-fisted man.

The major reports that Harold Parrish, now a captain, and Lieut. "Fatty" Ball, both of Company C, are also in the United States to join new Engineer regiments.

** Michigan College of Mines is presently known as Michigan Technological University located in Houghton, Mich.*

***Reprinted from the Houghton Mining Gazette of September 22, 1918, by permission, originally titled "M.C.M. ENGINEERS AFTER ONE YEAR"*

254th AWOL RETURNED TO UNIT

Would you believe this happened 56 years down the road? A message out of left field to Ed Vickstrom reads: "I was given your name and address by Michael Humm of the D-day museum [*New Orleans as later determined.*] I am looking for information about the 254th Engineer Battalion. I was in the Company A platoon that landed on D-day in Normandy. Are there any lists of battalion members or any reunions of that outfit? Thanks for any info you may have." Signed, Theodore S. Rehman, 493 Ridge Crest, Mesquite, NV 89027. Association records identify Ted's entry into service from New York City and assignment to 1/A/254 at NEWQUA, England. His startling inquiry heated up the mails including a bulk mailing of old "Bull Sheets" from Secretary Bill Sheldon, for which he enthusiastically responded: "Boy, did I hit the mother lode. I spent many happy interesting hours reading the newsletters and reminiscing. I copied some pertinent pages for my grandsons who have asked me what I did and where I did it. The issue covering the VICTOR Bridge was particularly interesting. I hope to make the 2002 reunion, health permitting. I was in Sgt. Art Auno's [*South Range, MI-TAPS*] 3rd squad and will never forget our platoon's landing on Easy Red, OMAHA Beach at about H-hour plus 2, June 6, 1944 commanded by Lt Allison Ware [*TAPS*] and S/Sgt Orlando Bonggi [*107th R-Iron River, MI*]. I visited Jim O'Toole in Detroit back in the early 50's and note his attendance at many reunions from San Jose, CA. Clarence "Buck" Forsythe, Boonton, NJ, I remember also. If you send me a list of Co A "unlocated" men I'll dig through the Internet and see if I can locate any."

MONEYMORE

THE FIRST WWII MISSION OVERSEAS

“Bull Sheets” in the past have made disconnected mentions about the 107th's first mission in the European Theater of Operations (ETO). The first mission was a pure work mission. It was the construction of the MONEYMORE Supply Depot, on a site just west of Lough Neagh in the District of Cookstown, located in Tyrone County, in Country of Northern Ireland. Some priceless pictures, unexpectedly coming to hand, ignited a long-smoldering intent of some time doing, an attempt of an in-depth account about the unprecedented construction. Now, finally, 59 years after the fact, is that account.

As one would surmise, routine, timely, detailed reports were undoubtedly a requirement for higher headquarters. However if they are still in existence, they were unavailable for factual inclusion here. With the absence of these official reports and with the ranks of the then rostered 107th GIs drastically depleted, we'll nonetheless give this historic event a shot from what's available or retained in the memory of surviving men who labored there. A few may find errors, possibly some misinformation in this. But, who is to worry much about a few inaccuracies or omissions of fact as derived from meager records and fading memories? After completion, higher-ups cited MONEYMORE as being an outstanding achievement. This noncombat accomplishment has since been hanging in limbo awaiting documentation of some sort before all is flushed into total obscurity. True, some repeats are necessary for the overall perspective about that specific time in 107th history. The indulgence of observant readers is therefore requested.

Excerpts from “The Corps of Engineers; The War Against Germany” tells us that the U.S. Army Northern Ireland Forces (USNIF) formally came into existence on January 24, 1942. The first troop contingent traveled in Convoy NA-1. It departed HALIFAX, Nova Scotia on January 10, 1942. This contingent included units of the 34th Infantry Division and the 112th Engineer Battalion on two large transports, the STRATHAIRE and the CHATEAU THIERRY. They arrived at BANGOR BAY, BELFAST, on January 26th. On March 3rd, the second increment's BELFAST arrived; this included the 107th Engineer Battalion on the USS GEORGE F. ELLIOT. At this time, the American troops in ULSTER totaled 11,039. This number included only two engineer combat battalions, the 107th and the 112th, and three separate engineer companies. They were all sent to camps vacated by British units. British officers made the arrangements and furnished the U.S. units detailed accountability inventories. These inventories listed such things as furniture, coal and miscellaneous items right down to DC light bulbs. U.S. camp commanders appointed utility officers charged with the responsibility of camp maintenance, supplies, equipment and waste disposal. While enduring witticisms and jeers of their comrades, men duty rostered for “honey wagon” chores dreaded that distasteful detail of hauling the human waste.

For the moment, chowing down on unfamiliar British Army rations wasn't an altogether happy experience for either the troops or company mess sections. At this point, the 107th men had little or no knowledge about something they would soon become very familiar with: The English invented Bailey Bridge. Almost immediately, selected officers and non-coms were sent to Royal Engineer schools for cross training in things such as camouflage and demolition techniques. There they gained invaluable knowledge from their combat experienced allies. Some of the early

arriving units didn't receive their organic equipment, vehicles, records, etc., until weeks after the troop arrival. Their cargo was being shipped separately, usually on slower ships. Due to this, the 107th had to reconstruct many personnel records that were lost or misdirected enroute. Yet, almost as soon as the first engineers landed, the War Department demanded urgently needed construction for the accommodation of incoming troops. These accommodations were mostly earmarked for the November 8, 1942 North Africa invasion. V Corps Headquarters planned a new depot at DESERTMARTIN, County Londonderry, and enlarging an existing one at BALLYCLARE, County Antrim. One 107th company [*not Company B*], aided by the 467th Engineer Maintenance Company, operated the BALLYCLARE depot from early May to Sept 1942. The 112th and 107th, first separately and later in combination as the 112th Regiment [*per reorganization on June 1st, 1942 where the 107th was designated the 2nd Battalion of the 112th Regiment*], worked at various Force Headquarters and supply depots. These included DESERTMARTIN, CROSSGAR, MONEYMORE, ANTRIM and BALLYCLARE.

Actually the first engineers to arrive had only basic engineer training. While overseas they had scant opportunity to improve engineering skills due to their early construction assignments. Thirty percent of the 107th were 32nd Infantry Division infantrymen who volunteered for 107th transfer only 6 weeks before overseas shipment from the Brooklyn Naval Yard. Accordingly, these men hadn't yet learned any engineer specialties. However, the combined work ethic and hands-on skills evidenced by the erstwhile footsloggers smoothly coordinated with those of the more experienced engineers. The exception at this time was some of the key leadership positions.

Although up to strength with enlisted men, the battalion was short of officers. The officers were made up of a combination of Michigan National Guardsmen and Army Reserve lieutenants assigned at Camp Livingston. Necessarily, most platoons were commanded by platoon sergeants, a situation unresolved until a year hence at DEVIZES, England. It is noteworthy too that Ralph A. Loveland remained as battalion commander at the rank of full Colonel, until his reassignment as Corps Engineers, V Corps Headquarters. This occurred simultaneous to the 107th reorganization on June 1st, where they became the 2nd Battalion of the 112th Regiment. Basically, for these reasons, the 107th was then far from being a fully trained combat engineer outfit. More significantly, they were much less trained and equipped for the heavy construction mission that was needed in Northern Ireland.

The MONEYMORE Supply Depot job doesn't really stand out as anything particularly special, unique, yes. Essentially the job called for the erection of 16 British manufactured Iris supply huts, preparation of roads, drainage, and other related tasks. The Iris supply huts were laid out in 8 pairs. Each hut was 35 feet wide [*length is unknown*]. Railroad service was not a requirement for this mission. Crews frequently worked long shifts. This was either of necessity or to take advantage of long mid-summer days in order to meet contracted schedules. These contracted schedules were set up for site preparation, quarry work, roads, forming, concrete, steel erection, sheathing and enclosing the open ends with large access doors.

Most depot sites were made available under the British government's enactment of legislation granting emergency power including land requisition for military purposes. “Tony” distinctly remembers the dejected landowner with tears running down his cheeks watching his treasured farmland being ruthlessly rooted up.



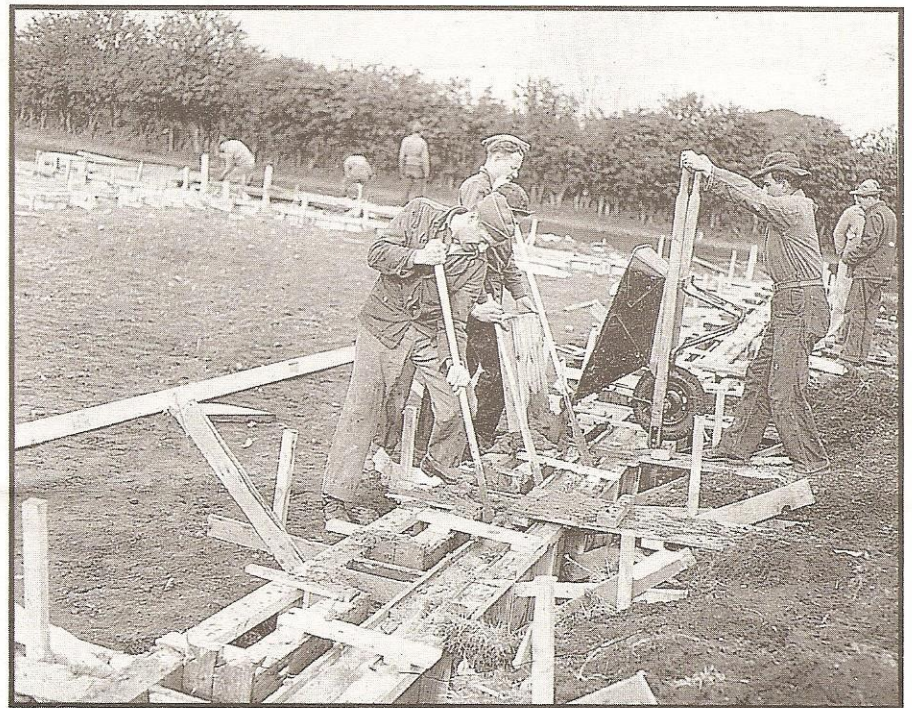
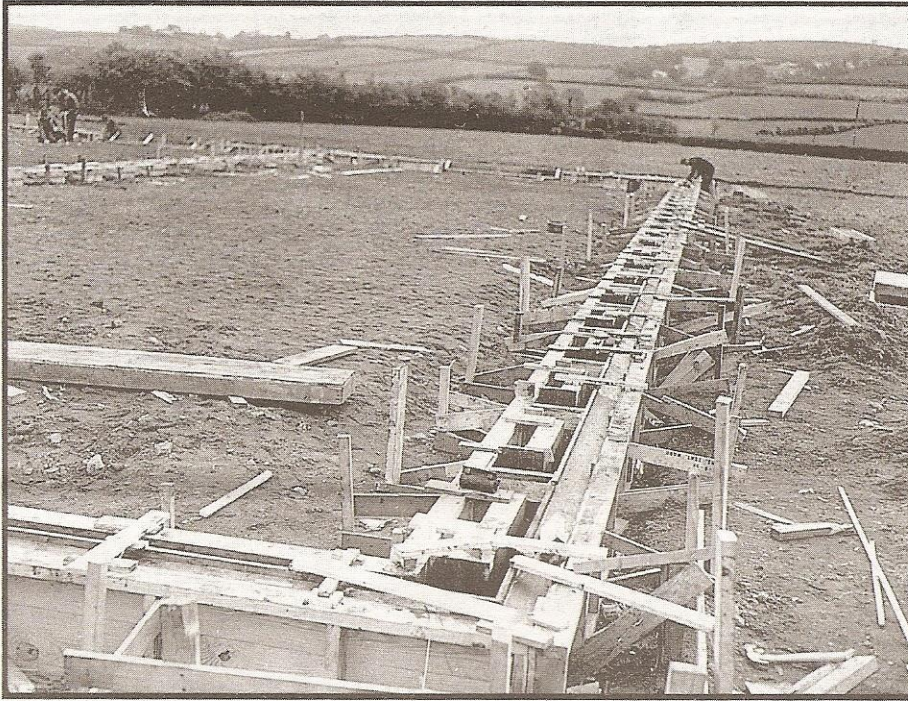
It is said that a picture is worth a thousand words, how true that is in this instance. The picture of a pair of badly deteriorated huts 56 years after erection still shows evidence of former glory as wartime depot warehouses. Initially these buildings were rumored for chemical warfare storage. These pictures are proof too of civilian acquired construction skills of the hard working 107th men. The picture, contributed by the posed Paul J. Van Abel [E/107 NG, Calumet], was taken during "Van's" '98 revisit during which he exchanged informative particulars with the present landowner.

According to the good memory of S/Sgt Anton G Crnkovich [A/107 NG-Mess Sgt] Company A first arrived on the scene closely followed by C Company and H&S Companies [from BALLYMENA?]. Company B rejoined the battalion from its COLERAINE bivouac
Dubbed "The Cannery."

As previously mentioned, construction records unfortunately are not known to exist so the rare pictures from the memoirs of LTC William J. "Bill" Karas [A/107 NG officer] are absolutely priceless. His surviving daughter, Barbara A. Karas, in Gladstone, thoughtfully contributed these. Reader attention is directed to Issue No. 30, 1987, which features MONEYMORE pictures sent in by Joe Olinick [107 R-B/254] and supportive comments from Mess Sgt. Mike Mertes [E/107 R-B/254] about their revisits in the 1980's.

What military authority provided the construction specifications, etc, is unknown but thought to be British. The unit's construction supervisor, however, was Capt. [later major] Charles E. Howard [Army Reserve Officer from Indiana; S-3 for 107th, 254th & 1121st Gp]. He was awarded the Legion of Merit by Headquarters, ETOUSA, for his outstanding supervisory performance. Capt. Howard and M/Sgt. Ralph E. Soper [Bn Const Sgt-A/107 NG, Escanaba] with hands-on help from skilled battalion carpenters engineered and built the complex's reusable foundation forms. The old pictures graphically portray these forms. Since the American SOS [Service of Supply] was just becoming operational, the Battalion trucks hauled construction materials such as lumber, cement, steel and corrugated sheets from British sources.





A big problem soon surfaced. Crushed rock output from a nearby civilian operated quarry was a bottleneck. Unbelievably, the Irish quarrymen were hand drilling and hand wheeling blasted product to their crusher. "Getting a load took an eternity" according to a Co B squad truck driver Richard H. "Dick" Wills [D/107 R NG, *Negaunee*]. The solution was to move in some [possibly all 4] of the battalion's mobile air compressors. Promptly reacting to a written inquiry about the digs, Thomas C. "Butch" Bardowski [A/107 NG, *Escanaba*] contributes: "Though assigned to Hq Platoon I didn't get

into the rock busting, being the driver of the 4-ton used to haul the D-4 dozer for Art Gibour [A/107 R NG, *Hermansville*]. Our Co A compressor operator was Clyde C. 'Babe' Asplund [TAPS *this issue*] driven by Louis a. Caruso, both Livingston A/107 draftees out of Ironwood. I can still picture the dirty, dusty, hard working line platoon guys, especially the concrete crews. MONEYMORE, patronized for a local café's 'under the table' pork steak and eggs plate, was a small town so we went to COOKSTOWN for R&R where the rationed Bushmills ran out early and we had to fall back

on warm mild and bitters [*Arf & Arf*].” Memory tells us that Baker’s compressor man was Edwin F. “Fergy” Ferguson [*a Bergland, MI draftee*]. Hoping to nail down Charlie’s operator, Clarence G. Broberg [*E/107 NG, Calumet*] wrote back: “I wasn’t Co C’s operator until England. Harold A. Menapace [*D/107 NG-Taps this issue*] was the driver. I don’t remember who operated at MONEYMORE but you’re right about ‘Babe’ and ‘Fergy.’ I spent lots of time with ‘Butch’ Albert J. Capello [*E/107 NG, Calumet*] in Detroit, where we both got married. I’ve been in Green Bay, WI, for about 45 years now.” H&S’s operator and driver are a mystery too. A Co B squad sgt [*later 1st Sgt*] William “Howard” Davey [*D/107 NG, Negaunee*] remembers well the close attention given to surveyed grade stakes placed for road, drainage and hut base elevations [note road photo]. Weapons Sgt Edward C. “Vick” Vickstrom [*D/107 NG*] contributes: “Co B’s concrete crew was manned by a crew of 26. It’s assistant NCO was Corporal Erwin C. Pond [*107 R*] who soon departed for stateside OCS, having responded to announced openings for qualified, interested, in-service candidates. His replacement is lost from memory.” [*Pond attained the high rank of bird colonel, armor, in the post-war Michigan National Guard.*] According to crewmember Van Abel, Co A also had a concrete crew. Their contract allowed one day for foundation pours and three days for floors. By pouring alternate screeded sections on 12-14 hour shifts, floors were completed in two days. After the two long days of exhausting labor, the third was usually spent resting up. Harold “Rowdy” Rucker [*107/R draftee-Co C Plt Sgt-Bulge POW*] expertly operated Co B’s industrial sized gas driven mixer. With his cheek bulging with a Red Man chew, he kept 6 rotated wheelbarrow jockeys hopping. A half-floor, one-day pour took 350 sacks of cement in 110-pound cloth bags, which were a pure bitch to manhandle from the truck to mixer. Many truckloads of sand and crushed rock aggregate were dumped in place as needed. Water was hauled in as well. Other crews had their own structured contracts. Their details are unknown but they were undoubtedly set up to hasten job completion as quickly as possible.

A post-job commendation from the Commanding General, V Corps (Reinf) dated 14 Aug 42, recognizes the assignment as a job well done: “The MONEYMORE General Depot, which has been constructed by the 112th Engineer Regiment [*by the 2nd Battalion who were the 107th men*], is in itself a fine testimonial to the qualifications of that regiment, however, I would like to add my commendation for a task well done. The regiment has operated this project in a very efficient manner and the quality of the finished work is superior to the best done by civilian contractors with skilled labor. The initiative and enterprise shown by all officers and men engaged on this project are worthy of commendation.” Also worthy of mention is the commendation from Colonel Donald B. Adams, Base Engineer for Northern Ireland Base Command: “Generals Davidson and Larkin expressed themselves as being extremely well satisfied with depot progress. Brigadier Cuff [*British*] stated that the General Depot job was the finest and fastest bit of construction work that he had observed in Northern Ireland and intends to bring, in the near future, high ranking British officers, and others, to observe this job as an outstanding example of efficiency, neatness and speed.”

Job completion was celebrated with a battalion party. The party hosted trucked-in ATS [*Army Territorial Service*] girls from a reachable British camp. The talented “Hungry Five” combo provided music for dancing on one of the newly laid, smoothly troweled floors. The cooks did themselves proud with a buffet spread. It was a gala occasion enjoyed by all. After many weeks of functioning in a semi-military environment of no formations, drills,

and training schedules, the troops understandably regressed to a semi-civilian mentality. This situation did not escape the attention of the Regimental Commander Colonel Robert K. McDonough. The attitude came to a screeching halt when a 20-mile hike with full pack was abruptly laid on. Needless to say the bitching was intense and the fall-out from foot problems rampant. But the unpopular order got the intended result. Everyone’s attention was successfully refocused and misguided minds were brought back to things military.

The skeletal huts’ remains are dying testimonials to the skills and hard work of the Ulster based 107th. At that time, it was comprised almost totally of Michigan National Guard 107th Regimental men, Wisconsin National Guardsmen, drafted infantrymen from 32nd Inf Div regiments, Camp Livingston assigned Army Reserve Officers and Selective Service Trainees [*draftees*], most of whom came out of the Upper Peninsula of Michigan. Upon outliving further wartime usefulness, the land and huts were released back to private ownership. Subsequent civilian industrial usage began many years ago. The now rusted shells starkly stand as forlorn reminders of WWII warehouse expedients. Today they remain unidentified as such and mostly forgotten except in the minds of far away survivors who erected them. As a non-combat effort, the overall project is fading into oblivion both physically and historically. Still it was a daunting job, which seemingly was routinely dispatched by the 107th Engineer Battalion. A battalion that was untrained, unequipped and unintended for heavy construction work. May this modest “Bull Sheet” account of the MONEYMORE SUPPLY DEPOT serve as a tribute to the WWII 107th. May it serve as some measure of deserved recognition in the annals of the battalion’s outstanding wartime and peacetime accomplishments. **GOOD AS DONE!**



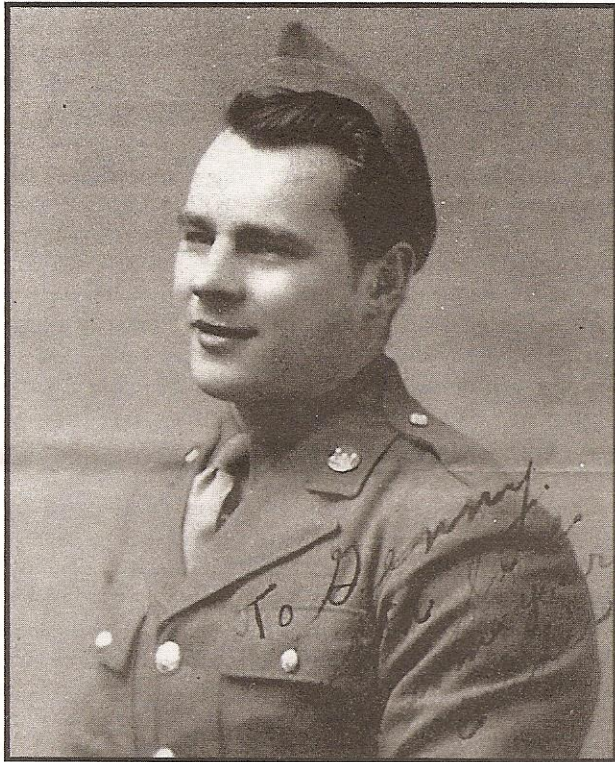
WWW.107THEENGINEERS.ORG

The 107th Engineer Association website address is “www.107thEngineers.org”. This issue of the “Bull Sheet” and future issues will be posted there. Additionally, if you have Internet access please complete items 7 & 8 on the registration form. Item 8 is at your option, but will be much appreciated by the volunteers that are tasked to fold, address and mail hundreds of copies of this publication.

In addition to the website, we have the ability to create an unlimited number of email aliases. If you are interested in having your actual email address aliased to a 107thEngineers.org address please contact “webmaster@107thEngineers.org” for details.

If anybody has suggestions for website content, feel free to contact the “webmaster@107thEngineers.org”. We are also looking for pictures and articles to post.

PONATOSKI'S LETTER HOME



Letter home from home from Edward R. Ponatoski, [C/254, STALAG XIII POW] dated May 21, 1945.

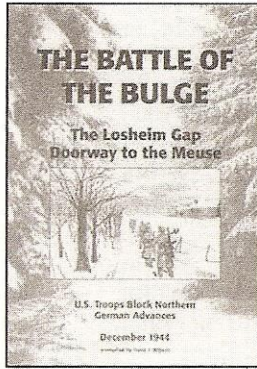
H'lo Sweetheart

Yes, darling, it's me. I should have written sooner, but I figured I would be home by now. Things just didn't work out as planned. I'm still in the best of health and hoping this letter finds you and yours the same. You know I lost thirty-eight pounds since I was captured. In the time I've been recaptured, I think I've gained it all back plus. Boy, I sure am getting chubby. The army sure takes care of her boys. Lots to eat, nothing to do but lay around and wait. You just can't beat it. Only one thing wrong, the waiting. This last month since I've been liberated has been worse than the whole twenty months over here, except for that five months in Germany. I'm telling you it sure was rough. I never dreamed of being a prisoner. I figured I'd either be killed or wounded. I sure am glad it's all over now. Would you like to know where I was captured? You should almost know without me telling you. Remember the big breakthrough on the First Army front? Well, we just happened to be there. We were awakened at 12 o'clock, December 17th. The Company Commander said we had to go up as Infantry. We were told there would be nothing to worry about, just a few tanks broke through the line. We were bivouacked next to a town called Bullingen. It is right on the Belgium border. It is Belgium. So we pulled out of our area about three o'clock in the morning. There was snow on the ground and it was very cold and wet. Well, we got to our area we were to defend and set up our line of defense. We sat there till about six in the morning. Dawn was just breaking when all of a sudden (Bang!) all hell broke loose, eighty eights, fifty caliber machine guns, burp guns, and what not opened up on us. It was like The Fourth of July, only more so. We held them off for a while with

our rifles, which by the way isn't very effective against a tank if you know what I mean. So we got called back to our assembly area. They told us we'd have to retreat and set up a new line of defense. Everybody and everything was all confused. In fact, every one was running around like a chicken with his head knocked off. It all happened so fast it caught everyone unaware. Well, anyway, we were told to withdraw along the highway up a big hill, which in our case was very costly. Because the tanks came right on up after us firing away. We lost quite a few boys. All around us, there were open fields. No cover whatsoever. We just had to stay in the open and fight it out. I lay there in the field with one of the boys and picked off as many as we could. It was hopeless, though. We were too outnumbered. My platoon commander, realizing this, gave the word to surrender. Till today, I still don't know how I lived through all that. All the bullets that whizzed by me. I was sure one had my name on it. Well, we were taken prisoner and thought the worst. We expected them to shoot us. But they didn't. They put us on a truck and were going to send us back to their lines, but we escaped. We held up in a house all day on the 17th and 18th not knowing how far they had pushed the Americans back. We were going to hold our ground. We had a recon car with us with a radio and contacted the armored division. First they told us they would come up and get us. Later they said "it was up to you, either fight it out or give up. We can't get through", and they pulled out. Our only means of protection was one rifle, a machine gun, and a bazooka. Not a hundred yards away was a town full of German tanks and infantry that was between us and our troops. Again, we figured we'd had it. They shelled us all night and the next morning. We had a few wounded with us, so again we had to give in. They put us in a building in town. There were about two hundred other yanks there already. That was where I learned more new prayers than I could think of. We had to stay under one of our own artillery barrages. Let me tell you never again. They had the whole town in flames, except the building we were in. They must have known we were there. Thank God. All day we were under that barrage and that night jerry took us back into Germany. They marched us so much and no food or water that we all wished we would have been killed. An SS officer wanted to shoot us all. I think if it hadn't been for the German MP, he would have. All that five months was a living hell. Getting just enough food to keep you alive. I'll tell you about it when I get home, maybe. By the way, my boy Tony is still with me. In fact, he is lying in a bunk next to me. He said hello. Talkative, isn't he. Here we are all sweating out that beautiful boat, any boat that will take us home. We're so anxious seems we'll never get home. I'm getting to be very sentimental. All I can do is think of you, darling. I saw a few USO shows here. Every time they play I'll Walk Alone, Oooo! Baby you're right on the spot. I picture you mostly playing the piano. It seems as though I could almost talk to you. I guess I've been a prisoner too long. Really though, darling, you are in my every thought. I can't get Georgia off my mind. I won't write you anymore, but as soon as I hit the states, I'll either call or wire you. I intend to spend sixty glorious days with whom? Yes, with baby. Tell Martha and Glenn hello. I hope it was a boy. Tell mom and the rest of the family hello & give them my love. What little I have left. As for now, darling, I'll have to be leaving you. So goodnight little one and pleasant dreams. Hope we're together again soon. I remain as always,

Love and Kisses
Yours truly,
Eddie

THE BATTLE OF THE BULGE The Losheim Gap, Doorway to the Meuse



“THE BATTLE OF THE BULGE – The Losheim Gap, Doorway to the Meuse” a recent publication by Hans J. Wijers, honors the veterans and units of the northern shoulder of the Battle of The Bulge. This is a compilation of many first hand accounts combined with after action reports and unit histories. It is one of the most interesting historical publications about The Battle of The Bulge and one of the few that tell the story of the northern shoulder.

One of the most striking features in this publication is the author’s attempt at correlating the German movements with the American defense. Remarkably enough, he even identified the “wild-eyed”

NCO that reported to the 254th S-3 about the German armor units headed for Büllingen as Sgt. Gallagher, 1st RCN, 801st TD.

The 254th was specifically honored in Chapter XI, titled “The 254th Engineers are blocking the road.” Here the author pieced together excerpts from “The History of the 107th Engineer Battalion”, by Frederick Stonehouse, along with a personal letter from Edward Ponatoski to tell of the 254th’s actions. Additionally, there are accounts from German soldiers attacking the 254th positions as well as other American soldiers that were nearby.

There will be a sign up sheet to order the book at the 2002 reunion; the cost will be around \$35.00 plus shipping. For those that can’t wait, the book is available on the Internet at “www.angelraybooks.com/books/hw/0016hw.htm”. Mr. Wijers is especially interested in corresponding with any of our veterans from the battle. His email address is “wijers@wx.nl” - or- he can be contacted by postal mail at:

Hans J. Wijers
Zegerijstraat 27
NL-6971 ZN BRUMMEN
The Netherlands

GUARD UNIT HELPS AGENCIES



The Ishpeming National Guard unit contributes \$800 to each of two local organizations. From left, Chief Warrant Officer Joseph Floriano hands a check to Mary K. Holkko, operations administrator of the Ishpeming Salvation Army; and district president of the Ishpeming St. Vincent De Paul Society. Joseph Poirier accepts a check from Capt. Scott Etelamaki, [HHC] company commander of the Ishpeming National Guard [Armory].

Association Executive Committee for 2001-2002

President:	SFC Jeffrey A. Gibson	B/107 NG Bn
Vice-President:		
Secretary:	CWO(Ret) William Sheldon	HHC/107 NG Bn
Treasurer:	1LT Shannon Way	HQ/107 NG Bn
Historian:	SGT Ross Stevens	A/107 NG Bn
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3 Yr Director:	Col (Ret) Robert Wills	HQ/107 NG Bn
2 Yr Director:	CWO Joseph Floriano	HQ/107 NG Bn
1 Yr Director:	CSM Michael Floriano	HQ/107 NG Bn
Chaplain: (Apt)	COL (Ret) George Hansen	HQ/107 NG Bn
Pub Rel O (Apt)	SGT Craig Barnhardt	C/107 NG Bn

"ENGINEER ROCK" RECLAIMED



Camp Grayling Mich., - Members of Company A, 107th Engineers reclaimed Camp Grayling's infamous "Engineer Rock" in the name of **ALL Michigan Engineers**. On 22 August 2001, Company A personnel re-established ownership of Engineer Rock with a new coating of "Engineer Red" paint. The following night Pfc. Wallace Phaire painted the castle and the lettering. A triple-standard concertina fence accompanied by landmines was then emplaced. This was accomplished while security was posted at an overwatch position. Notice the sign on the left. It reads "**DO NOT DISTURB BY ORDER OF CG-FE**". This sign was approved and made official by Maj. Thomas Perry (Camp Grayling Facility Engineer). Previously MP and Signal Units had desecrated the rock. Let all be warned, any attempt to alter this monument will be met with quick and decisive action.

Every issue of the "Bull Sheet" is a reminder that time is taking its' inexorable toll on the roster of members. One of the real downers of growing old is that the number of friends with whom one can reminisce about a shared experience from the bygone days grows smaller. ◦

**LIST OF RECOMMENDED LODGING FOR
THE IRON RIVER REUNION**

AMERICINN	40 E. Adams, (US 2), Iron River, MI 49935	800-634-3444 or 906-265-9100
BRULE MOTEL	4025 West U.S. 2, Iron River, MI 49935	906-265-6116
*CHICAUGON LAKE INN	1700 County Rd 424, Gaastra, MI 49927	906-265-9244
CRESTWOOD HOTEL	4305 West U.S. 2, Iron River, MI 49935	800-261-0497 or 906-265-3636
IRON INN MOTEL	211 Cayuga Street, Iron River, MI 49935	906-265-5111
LAKESHORE MOTEL	1257 Lalley Road, Iron River, MI 49935	906-265-3611
TRAVLURES MOTEL	4102 West U.S. 2, Iron River, MI 49935	906-265-5181
WILD RIVER MOTEL AND RV	4547 West U.S. 2, Iron River, MI 49935	906-265-6210 collect

CAMP GROUNDS

*PENTOGA PARK	4547 West U.S. 2, Crystal Falls, MI 49920	906-265-3979
*BEWABIC STATE PARK	1933 U.S. 2, Crystal Falls, MI 49920	906-875-3324
IRON RIVER RV PARK	50 East Gensee, Iron River, MI 49935	888-879-4766 or 906-265-3822

Reservations for LIMITED RV parking at the Armory can be made by calling SFC Gibson at (906)265-2211.

* means, within 15 miles. All other located within 5 miles.

For additional details regarding the Iron River Area, please contact: Chamber of Commerce at: 906-265-3822

Reunion Details: 19-20-21 July 2002 at the Iron River Armory, 9 E. Franklin Street, Iron River, MI 49935-1566.
Phone number: (906)265-2211

IMPORTANT INFORMATION: To Make or Cancel a Banquet Reservation, Please notify the individuals below:

1. **Before 15 Jun 02** mail the below notice to: 107th Engineer Association, 900 Palms Ave., Ishpeming, MI 49849-1064
2. **After 15 Jun 02** Call the Iron River Armory at (906)265-2211.

PLEASE RETURN THE BELOW SECTION AS SOON AS POSSIBLE, **WHETHER OR NOT** YOU PLAN ON ATTENDING THE REUNION, to ensure the information concerning you is correct. This will also help us a great deal in preparing for this years Reunion.

-----CLIP AND SEND IN BELOW INFORMATION / RETAIN THE ABOVE-----

1. I _____ be present for the 41st Annual Reunion of the 107th Engineer Association at Iron River, Michigan
(will or will not)
2. Reserve _____ places for me at the banquet / dance on Saturday, 20 Jul 02, My guest(s) for this event will be _____
3. My association dues of _____ (\$2.00 per year) are enclosed for _____ years; and/or \$ _____ towards printing and mailing expense.
4. My name and address is _____
5. I joined the 107 / 112 / 254 / 522 at _____ year of _____
6. I left the _____ at _____ because _____

For Those individuals with **Internet Access** please complete the following:

7. My Email address is: _____
8. _____ (Please Check) I elect to receive future "BullSheets" editions at "<http://www.107thEngineers.org>", the association web site.
(This is encouraged to save The 107th Engineer Association time, effort & postage.)